



PREPARED FOR THE PLAN COMMISSION

**Project Address:** 754-904 Felland Road  
**Application Type:** Zoning Map Amendment and Preliminary Plat  
**Legistar File ID #** [52083](#) and [51770](#)  
**Prepared By:** Timothy M. Parks, Planning Division  
Report includes comments from other City agencies, as noted  
**Reviewed By:** Kevin Firchow, AICP, Planning Division  
Heather Stouder, AICP Planning Division Director

## Summary

**Applicant:** Lindsay Hagens, Simply Homes, LLC; 5117 Butterfield Drive; Madison.

**Contact Person:** Brian Lange, Quam Engineering, LLC; 4604 Siggelkow Road, Suite A; McFarland.

**Surveyor:** Noa Prieve, Williamson Surveying and Associates, LLC; 104A W. Main Street; Waunakee.

**Property Owners:** John Eckel; PO Box 987; Sun Prairie; Simply Homes, LLC; 5117 Butterfield Drive; Madison; and Schweiss Family Trust, et al; PO Box 987; Sun Prairie.

**Requested Actions:** Approval of a request to rezone land generally addressed as 754-904 Felland Road from A (Agricultural District) to SR-C1 (Suburban Residential–Consistent 1 District), SR-C3 (Suburban Residential–Consistent 3 District), SR-V2 (Suburban Residential–Varied 2 District) and TR-U1 (Traditional Residential–Urban 1 District), and approval of the preliminary plat of *Jannah Village*, creating 49 lots for future single-family detached residences, four lots for two-family twin homes, four lots for future four-unit townhouses, two lots to be developed with multi-family housing, one outlot to be dedicated for a public park, and two outlots to be dedicated to the public for stormwater management.

**Proposal Summary:** The applicant is requesting approval of the “Jannah Village” subdivision, which will include 49 single-family lots in SR-C1 zoning; four lots to be developed with two-family twin homes (8 units) in SR-C3 zoning; four lots to be developed with a total of 16 four-unit townhouse buildings (64 units) and one lot to be developed with two 30-unit multi-family buildings in SR-V2 zoning, and; one lot to be developed with three multi-family buildings with 102 total units in TR-U1 zoning. The subdivision proposal also includes dedication of an approximately 5.1-acre public park and two outlots to be dedicated to the public for stormwater management. Development of the subdivision will commence in April 2019 following approval and recording of a final plat, with completion of the subdivision to occur in phases through September 2021.

**Applicable Regulations & Standards:** Section 28.182 of the Zoning Code provides the process for zoning map amendments. The subdivision process is outlined in Section 16.23(5)(b) of the Subdivision Regulations. Separate subsequent applications for conditional use approval for residential building complexes and for certain dwelling types not meeting dispersion requirements in the requested districts would be required to be submitted to the Plan Commission following recording of a final plat of the subdivision.

**Review Required By:** Plan Commission and Common Council.

**Review Schedule:** The State’s subdivision statute, Wis. Stats. 236, requires that a preliminary plat be approved, conditionally approved, or rejected (with stated reasons) within 90 days of submittal unless the time is extended by agreement with the applicant. If no action is taken within 90 days and no extension granted, the plat is deemed

approved. The proposed preliminary plat was accepted for review on May 16, 2018. Therefore, the 90-day review period for the preliminary plat is scheduled to expire circa August 16, 2018.

**Summary Recommendation:** The Planning Division recommends that the Plan Commission forward Zoning Map Amendment ID 28.022-00331, 28.022-00332, 28.022-00333 and 28.022-00334, rezoning 754-904 Felland Road from A to SR-C1, SR-C3, SR-V2 and TR-U1, the preliminary plat of the *Jannah Village* subdivision to the Common Council with recommendations of **approval** subject to input at the public hearing and the conditions from reviewing agencies beginning on page 10 of this report.

## Background Information

**Parcel Location:** The overall site contains approximately 43.67 acres of land located on the west side of Felland Road, approximately 400 feet north of Commercial Avenue (CTH T); Aldermanic District 3 (Hall); Sun Prairie Area School District.

**Existing Conditions and Land Use:** Undeveloped land, zoned A (Agricultural District).

### Surrounding Land Uses and Zoning:

North: Single-family residences in the Bridle Downs subdivision in the Town of Burke;

South: Affordable Self-Storage, Proscapes Landscaping Contractors, and multi-tenant commercial buildings along Commercial Avenue in the Town of Burke;

West: Undeveloped land in the Town of Burke; Interstate 39-90-94;

East: Single-family residences on the east side of Felland Road in the Town of Burke; undeveloped land in the City of Madison, zoned A (Agricultural District).

**Adopted Land Use Plans:** The 2006 Comprehensive Plan recommends that most of the site be developed with Low-Density Residential uses except for the southernmost edge of the site, which is recommended for development with Medium-Density Residential uses.

The subject site is located within the boundaries of the [Northeast Neighborhoods Development Plan](#) adopted in 2009. Beginning along the southern edge of the site, the plan recommends the development of the property with medium-density residential uses in Housing Mix 3 with the potential for mixed-use development possible along the Felland Road frontage. The center of the site is generally recommended for low- to medium-density residential development in Housing Mix 2 centered on a neighborhood park. The northern edge of the site adjacent to the Bridle Downs town subdivision is recommended for development with low-density residential uses in Housing Mix 1. The low point of the property is recommended for other open space and stormwater management.

In addition to the land use, transportation, and development phasing recommendations that are customarily a part of each neighborhood development plan adopted by the City of Madison, the [Northeast Neighborhoods Development Plan](#) includes a series of sustainability goals to implemented as development within the plan boundaries occurs. Those goals include enhanced stormwater management practices; reducing water usage; efficient delivery of public services; reducing vehicle miles traveled; and reducing energy consumption by projects within the planning area. These goals and the proposed development's consistency with them will also be discussed later in this report.

**Environmental Corridor Status:** The property is located in the Central Urban Service Area. The environmental corridor map includes the planned park and stormwater management polygons recommended by the neighborhood development plan.

**Public Utilities and Services:** The site will be served by a full range of urban services as it develops.

However, Metro Transit submitted the following comments: “The proposed development is outside Metro Transit’s service area. The closest bus stop with scheduled bus service is just over one and three-quarters (1.75) miles walking distance, and the property would be greater than the three-quarters of a mile regulatory distance from all-day scheduled bus service, which disqualifies any trips in this subdivision for passengers who might otherwise be eligible for door-to-door paratransit service. The pedestrian access between this site and the scheduled bus service, located on N. Thompson Drive at Commercial Avenue, includes approximately a one and a half (1.5) miles of travel along the unimproved shoulder of Commercial Avenue/ CTH T (posted 55 mph).”

**Zoning Summary:** The proposed lots will be zoned SR-C1 (Suburban Residential–Consistent 1 District), SR-C3 (Suburban Residential–Consistent 3 District), SR-V2 (Suburban Residential–Varied 2 District) and TR-U1 (Traditional Residential–Urban 1 District) with this request. Please refer to the **Appendix A** at the end of this report (page 20) for a review of the proposed lots against the requirements of those districts.

Other Critical Zoning Items	
Yes:	Utility Easements (to be established with final plat)
No:	Urban Design, Wellhead Protection, Floodplain, Landmarks, Waterfront Development, Adjacent to Parkland
<i>Prepared by: Jenny Kirchgatter, Assistant Zoning Administrator</i>	

## Project Description

The applicant is seeking approval of four zoning map amendments and a preliminary plat to allow development of three undeveloped parcels located at 754, 804 and 904 Felland Road with the “Jannah Village” subdivision. The 43.67-acre subject site is located on the west side of Felland Road, approximately 400 feet north of Commercial Avenue (CTH T). The three parcels are in active tillage, with no significant vegetation present. The northern edge of the site abuts the Bridle Downs subdivision in the Town of Burke, which was platted in 1963 and contains 18 single-family residences. The subject site is characterized by a modest slope from the northern and western property lines towards a low spot in the southeastern corner.

The Jannah Village subdivision is proposed to include:

- Forty-nine (49) single-family lots to be developed in SR-C1 zoning on the northern third of the subject site. The majority of single-family lots proposed will be located on both sides of “Dawa Lane,” an east-west local street that will extend from Felland Road west across the subdivision. Additionally, the applicant proposes to plat seven lots along the south side of existing Bridle Way, a 66-foot wide Town of Burke road that provide the sole access into the Bridle Downs subdivision. Bridle Way is currently an two-lane rural road with grass shoulders and no sidewalks. The single-family lots range in size from 6,573 square feet to 24,478 square feet, with most of the lots in this portion of the subdivision around 10,000 square feet in area. However, five of the 49 proposed lots (16, 17, 18, 33, and 34) do not meet the 8,000 square-foot minimum area required in the requested SR-C1 district, and will need to be modified to comply as part of the subsequent final plat submittal.

- Four lots (Lots 7-10) proposed on the north side of “Zongo Lane” will be developed with two-family twin homes in SR-C3 zoning.
- Four blocks, proposed as Lots 3-6, will be zoned SR-V2. The four lots/blocks will extend from the south side of Zongo Lane south to “Ashaiman Avenue,” a proposed east-west collector street that is planned to turn north off the subject site to parallel the Interstate 39-90-94 corridor further to the west. A conceptual development plan submitted with the rezoning application calls for the four lots/ blocks to be developed with four (4) four-unit townhouse buildings each, for a total of 16 buildings and 64 dwelling units.
- Also proposed in SR-V2 zoning, the applicant proposes a 2.77-acre lot (Lot 2) for the future development of two 30-unit multi-family buildings to be located along the north side of Ashaiman Avenue generally between Felland Road and the southerly extension of Walking Way from its current terminus in Bridle Downs.
- Finally, the applicant proposes a 3.28-acre lot in TR-U1 zoning, which will be developed in the future with multi-family housing. The conceptual plan submitted with the application materials show three multi-family buildings containing 102 total units on proposed Lot 1.
- The subdivision also proposes dedication of an approximately 5.1-acre public park (Outlot 3) that will extend between Felland Road and Walking Way a half-block south of Dawa Lane. Also, two outlots (1 and 2) will be dedicated to the public for stormwater management in the southeastern quadrant of the plat.

If the proposed zoning map amendments and preliminary plat are approved, the applicant or a successor will be required to obtain conditional use approval for some of the development shown on conceptual plan submitted with the application materials. In particular, residential building complexes, defined as “a group of two (2) or more residential buildings on a single parcel or tract of land, developed under single ownership and common management” are conditional uses in the proposed SR-V2 and TR-U1 zoning districts. The blocks of four-unit buildings and the two lots proposed for future multi-family development would all qualify as residential building complexes requiring review by the Urban Design Commission and conditional use approval by the Plan Commission prior to issuance of building permits for those lots.

Additionally, the two-family twin homes on Lots 7-10 will require conditional use approval prior to issuance of building permits for each of those lots as a result of a dispersion requirement in the SR-C3 district, which requires that no two-family twin dwelling be constructed or converted within 300 feet of a zoning lot containing another two-family twin building, as measured from the perimeter of each zoning lot, unless approved by conditional use. Conformance with the general provisions for residential districts in Section 28.031 of the Zoning Code and the building form standards in Section 28.172 would be determined with those later applications.

## **Analysis**

### *Consistency with Adopted Plans*

The Planning Division believes that the preliminary plat of Jannah Village generally conforms to the applicable lot design standards of the requested zoning districts and in the Subdivision Regulations, with the exception of the five single-family lots that do not meet the minimum 60 feet of lot frontage and 8,000 square feet of lot area required in the proposed SR-C1 zoning district that were identified in the preceding section. The proposed

subdivision is also generally consistent with the land uses and street pattern recommended for the site in the adopted Northeast Neighborhood Development Plan.

The neighborhood development plan recommends development of a variety of housing types be developed within the Northeast Neighborhoods, which is intended to provide opportunities for households of different sizes, ages, incomes and lifestyles, and include opportunities for both owner-occupied and renter-occupied housing. It is generally recommended that both residential and non-residential buildings be oriented toward the street to provide definition to a block face and create a more engaging street environment. Recommended residential land use areas are divided into four broad districts, Housing Mix 1, 2, 3 and 4, which generally include a variety of housing types recommended to be developed at increasingly higher densities. A variety of housing types and densities is expected to be developed at appropriate locations within each of the four Housing Mix districts.

In Housing Mix 1, the plan recommends predominantly single-family detached dwellings but also allows attached housing products to be developed around eight units per acre, with some allowance for higher density within that district. It specifically recommends that single-family housing developments include a range of house types and lot sizes. Housing Mix 2 predominantly recommends single-family houses developed at relatively high densities on smaller lots, duplexes, townhouses and small-scale apartment and condominium buildings with a density of up to 16 units an acre. In Housing Mix 3 and Housing Mix 4, building types become predominantly larger multi-family structures and dense townhouse developments, with recommended densities of up to 40 and 60 units per acre possible, respectively. Development in Housing Mix 4 is recommended adjacent to planned mixed-use activity centers, with the higher densities recommended to spur the commercial development at the heart of the centers.

In the case of the subject site, Housing Mix districts 1, 2 and 3 are recommended at specific locations across the site, with increasing intensity from north to south. Beginning at the northern edge of the site adjacent to the Bridle Downs town subdivision, the site is recommended for development with low-density residential uses in Housing Mix 1. The center of the site is generally recommended for low- to medium-density residential development in Housing Mix 2 centered on the planned location for a neighborhood park/ square. Along the southern edge of the site on the south side of proposed Ashaiman Avenue, the plan recommends the development of the property with medium-density residential uses in Housing Mix 3 with the potential for mixed-use development possible along the Felland Road frontage.

The proposed subdivision is generally consistent with the recommended land uses and housing mixes recommended for the subject site. Beginning at the southern edge of the site, the TR-U1 zoning of Lot 1 is generally consistent with the Housing Mix 3 recommendation for that part of the site. The maximum density of 43 units per acre allowed by TR-U1 zoning would result in a slightly denser development of Lot 1 than recommended. The neighborhood development plan recommends that individual developments in Housing Mix 3 not exceed 40 units an acre, with an overall density across the many parcels recommended for HM 3 of between 16-25 units an acre, which reflects the plan's emphasis on providing a variety of housing types across the housing mix districts. However, the 102 units of housing conceptually proposed for the 3.28-acre Lot 1 would result in a density of approximately 31 units an acre, which is sufficiently consistent with the plan recommendations.

The portion of the subdivision to be developed in Housing Mix 2 is also generally consistent with the mix of housing types and density recommended. The predominant recommended housing types within the Housing Mix 2 District are single-family houses developed at relatively high densities on smaller lots, duplexes, rowhouses, townhouses and small-scale apartment and condominium buildings at densities not to exceed 16 units an acre. The Jannah Village development calls for a mix of two-family twin homes, groupings of four-unit townhouses on four blocks,

and a 60-unit apartment complex within the HM2 area. The proposed two-unit and four-unit components are consistent with the 16-unit per acre maximum density; however, the 60 units on 2.77-acre Lot 2 will be denser than recommended. As such, staff recommends that a note be included on the final plat limiting future development of the SR-V2 lot, which would allow up to 21 units an acre to be developed, to instead be restricted to 16 units per acre consistent with the recommended density limit.

Finally, staff believes that the proposed range of single-family home sites along the northern edge of the site is consistent with the range of lot sizes and general density recommended for development in Housing Mix 1 of less than eight (8) units an acre.

The proposed Jannah Village development also proposes a modest deviation from the planned layout of the subject site recommended in the Northeast Neighborhoods Development Plan regarding the park planned on the northerly third of the site. Whereas the plan called for a square to be located in the northwesterly portion of the subject site within the HM 2 area, the applicant is proposing an approximately 5.0-acre park on the eastern portion of the site with frontage along Felland Road. In discussing the proposed subdivision with Parks Division staff, the proposed 5.0-acre park is generally preferred over the smaller park/square recommended in the neighborhood development plan due to the increased recreational opportunities and operational efficiencies afforded by the larger park. Staff is also amenable to the proposed relocation of the park closer to Felland Road. However, Parks staff recommends that the layout of the park be adjusted to ensure that the full parkland dedication requirement for the subdivision can be satisfied without need for fee in lieu.

#### Proposed Subdivision Layout

Staff from the Planning Division, City Engineering Division, Traffic Engineering Division, and Parks Division have identified a series of revisions to the proposed subdivision that will enhance its consistency with the adopted neighborhood development plan and facilitate implementation of its recommendations when adjacent properties are developed in the future. Those revisions include:

- Dedication of a 20-foot wide outlet for public sidewalk purposes between Lots 31 and 32 to connect to the existing, unbuilt 20-foot public walk dedicated on Block 3 of the adjacent Bridle Downs subdivision. There are no plans to construct the connecting walk at this time, and any constriction of the path connecting the two development will require coordination with the Town of Burke.
- Ashaiman Avenue shall have a consistent right of way width of 80 feet from Felland Road to the western property line, and shall provide the minimum centerline curve radii of 300 feet required for collector streets per City ordinance. Also, to accommodate the planned curve of Ashaiman Avenue from an east-west street at Felland Road to a north-south street parallel to Interstate 39-90-94, the curve to the north with the required 300-foot centerline radius will likely need to begin on the Jannah Village plat. The intent of the layout in the Northeast Neighborhoods Development Plan is for there to be development on the west side of the north-south collector street, and the applicant will need to demonstrate that the planned development can occur between Ashaiman Avenue and the interstate right of way with the current alignment, or adjust the street layout accordingly.
- Shanks Lane, Alidu Lane, Zongo Lane, and the portion of Walking way north of Dawa Lane may be reduced from 66-foot rights of way to 60 feet. All local street centerline curves shall be a minimum of 150 feet. In lieu of a 150-foot centerline radius where Shanks Lane is proposed to curve to the west, the applicant may propose a two-point intersection with a bulb on the outside radius in front of Lots 31 and 32 and a 15-foot inside corner radius.

- Staff recommends that the applicant explore the removal of one or both blocks of Alidu Lane and the reconfiguration of the housing units to reduce the small blocks proposed on Lots 3-6.
- Implementation of the subdivision will require coordination with the Town of Burke on the construction of Bridle Way and Walking Way (currently signed Canter Drive).

Consistency with Sustainability Goals of the Northeast Neighborhoods Development Plan

In addition to the land use, transportation, and development phasing recommendations that are customarily a part of each neighborhood development plan adopted by the City of Madison, the Northeast Neighborhoods Development Plan includes a series of sustainability goals to implemented as development within the plan boundaries occurs. The City recognized that the Northeast Neighborhoods area offered a tremendous opportunity to implement its sustainability objectives. During the planning process, it was decided to pursue quantifiable sustainability goals for future development within the planning area, and the planning process for the Northeast Neighborhoods became one of the City's *The Natural Step* projects for 2009. On March 31, 2009, the Common Council adopted a resolution with the following five sustainability goals for the area:

1. Reduce dependence on the automobile
2. Reduce energy consumption
3. Reduce water consumption
4. Increase on-site stormwater infiltration
5. Deliver City services in an energy efficient manner

These goals guided preparation of the Northeast Neighborhoods Development Plan, which is intended to serve as a guide for achieving these goals. Those goals are summarized below. A full discussion of the goals and implementation strategies for each can be found in the neighborhood development plan. As part of the approval of the Woods Farm development, the Plan Commission should consider how the project meets the stated sustainability objectives.

*1. Reduce Dependence on the Automobile*

The first sustainability goal in the Northeast Neighborhoods Development Plan proposes to capture 25% of all trips made by persons living in the planning area by walking, bicycling or transit and/or reduce household motor vehicle miles of travel (VMT) by 25% through the use of transit-oriented development, traditional neighborhood development, mixed-use development, transit access for early neighborhood residents, transportation-demand management plans, walkable environments, bike facilities, or other transportation-demand management practices.

The Planning Division believes that this goal will primarily be achieved through the design of the individual projects developed in the Northeast Neighborhoods area and their consistency with the land use and street layout recommendations in the adopted plan, which were developed to achieve this goal over time through implementation of the highly connected transportation network recommended by the plan and its emphasis on higher density "green field" development organized around mixed-use activity centers.

As discussed earlier in the "Analysis" section of this report, staff feels that the proposed Jannah Village subdivision is largely consistent with the land use and street layout recommendations in the neighborhood development plan subject to the revisions requested. As additional development consistent with the adopted plan occurs surrounding the subject site, the project will become less isolated and better connected by auto and bike to more established areas of the City. However, it should be noted that Metro Transit service is currently not available to

the development, and there is no timetable for when Metro service will be extended to serve the Northeast Neighborhoods area. [The site is a seven-minute drive and fifteen-minute bike ride to the East Transfer Point on Milwaukee Street. The nearest bus stop is 1.75 miles away, and most of that distance would be with no sidewalk or path access along road shoulders.]

## *2. Reduce Energy Consumption*

The second adopted goal calls for reducing household consumption of natural gas and fossil fuel-generated electricity by 25% compared recent residential construction. Progress towards attaining these goals will be through the use of energy-efficient construction, alternative energy sources, on-site energy production, conservation education and outreach, or other energy conservation practices.

## *3. Reduce Water Consumption*

The plan seeks to reduce residential per capita water use by 25% compared to current Citywide per capita levels through the use of low-flow appliances and fixtures, dual-flow and low-flow toilets, rain barrels, low-impact lawn care design, conservation education and outreach, or other water conservation practices, and to strongly encourage the use of EPA Water Sense-labeled water fixtures, and strongly discouraging the use of outdoor lawn irrigation systems.

At this time, staff does not believe that a regulatory environment exists to *require* compliance with goals #2 and 3, which were heavily debated during the development and review of the Northeast Neighborhoods Development Plan. However, there are no ordinances that would prohibit individual compliance with these goals by the developer or future property owners in the subdivision, including through the installation of highly efficient fixtures and appliances, or rooftop solar arrays. Furthermore, technological advances in construction techniques, appliance design, and community expectations anecdotally suggest that the new construction that will occur in the Northeast Neighborhoods area will be more energy-efficient than construction that was occurring at the time the goals were established and in the decades preceding. Additionally, the Madison Water Utility has in recent years moved to automated meter reading and more frequent billing, and provides customers with access to more detailed and timely information to monitor their water usage.

## *4. Increase On-site Stormwater Infiltration*

The neighborhood development plan set a goal of infiltrating 25% of the 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. Infiltration of stormwater back into the ground on or adjacent to the point of generation minimizes impact on ground water supplies and could eventually help replenish the aquifer. The multiple infiltration methods can reduce erosion, reduce the infrastructure needed to handle stormwater run-off, and reduce the overall impact on surface water features.

At the time that the City petitioned the Capital Area Regional Planning Commission (CARPC) to add portions of the Northeast Neighborhoods area to the Central Urban Service Area in 2010, the following conditions were applied by CARPC Resolution 2010-1:

“1. [The City shall] submit a detailed stormwater management plan to CARPC and [Dane County Land & Water Resources Department] staff for review and approval prior to any land disturbing activities in the amendment area. The stormwater management plan should meet the following performance standards throughout the amendment area:



- a.) Install stormwater practices prior to other land disturbing activities. Protect infiltration practices from compaction and sedimentation during land disturbing activities;
- b.) Provide at least 80% sediment control for the amendment area in accordance with existing ordinances;
- c.) Control peak rates of runoff for the 1, 2, 10, and 100-year 24-hour design storms to “pre-development” levels;
- d.) Control post development runoff volumes to be equal to or less than predevelopment runoff volumes for the one-year average annual rainfall period, as defined by [Wisconsin Department of Natural Resources (WDNR)];
- e.) Maintain pre-development groundwater recharge rates based on the WGNHS study (generally 9 to 10 inches per year for this area) or site specific field data with no caps on the extent of infiltration areas;
- f.) Maintain wetland water level fluctuations within acceptable limits using criteria provided by the Minnesota Board of Water and Soil Resources 2006 and minimize the discharge of excess nutrients into the wetlands;
- g.) Provide deep tilling to restore open areas compacted during construction;
- h.) Stormwater practices should be publicly managed, or have a perpetual legal maintenance agreement finalized with the local municipal authority.

2. Conduct a field survey based on the WDNR Bureau of Endangered Species assessment and implement any recommended protection measures. Add any recommended habitat conservation areas to the environmental corridors of the amendment area.”

The CARPC resolution also recommended that the City prepare a wetland protection/restoration plan and implementation approach for the wetlands in the project area and provide a copy of the report to the CARPC for review and comment. That recommendation also asked the City to consider including areas of hydric soils adjacent to the existing wetlands in these wetland restoration areas.

This goal and implementation of the conditions imposed by CARPC will primarily be achieved through the City’s established stormwater management program through the City Engineering Division, which oversees the Stormwater Utility as well as manages the development agreements that the City routinely enters into with developers to implement the public infrastructure required to serve a private development proposal. Subsequent to adoption of the Northeast Neighborhoods Development Plan and the CARPC resolution approving the CUSA amendment that includes the subject site, City ordinances and polices have been revised to effectively require the conditions imposed by CARPC to be required of most developers around the City. The Plan Commission will note those conditions are reflected in the final section of this report.

Additionally, City Engineering and Planning staff are recommending a condition of approval that requires the applicant to work with the City to explore possible “distributed infiltration” practices as part of the means to meet the infiltration requirements identified under Chapter 37, MGO, Northeast Neighborhood Development Plan, and those recommended in the CARPC approving resolution. These methods could include but would not be limited to: rain gardens installed to serve a “block of lots”, pervious pavement, depressed terraces, rain barrels and/or other methods. These “distributed” practices would be used in coordination with regional, plat-level practices.

### 5. Energy Efficient Service Delivery

This goal encourages the City to deliver services in the most energy efficient method possible to decrease energy consumption and reduce air and water pollution through sustainable design and land use planning.

Initially, the subject site will be isolated from other developed properties served by the City, with the exception of water and sanitary sewer service, which were extended 400 feet south of the site along Commercial Avenue in 2010 to the serve the initial phases of the Northeast Neighborhoods area. Staff anticipates that greater service efficiencies will be achieved as additional lands in the neighborhood are developed and more street connections are available.

## Conclusion

The applicant is requesting approval of four zoning map amendments and the preliminary plat of “Jannah Village” to subdivide the approximately 43.67-acre parcel on the west side of Felland Road in the Northeast Neighborhoods planning area. Following careful review and interagency coordination, staff believes that the proposed subdivision can meet the standards for approval subject to an extensive series of conditions intended to bring the development into fuller conformance with City ordinances and the adopted Northeast Neighborhoods Development Plan. Despite these conditions, however, it should be reiterated that Metro Transit service to the site is not available at this time, nor will it be available in the foreseeable future.

As part of its review of the Jannah Village subdivision, the Plan Commission should consider how the proposed development addresses the sustainability objectives adopted as part of the neighborhood development plan.

## Recommendation

### Planning Division Recommendation (Contact Timothy M. Parks, 261-9632)

The Planning Division recommends that the Plan Commission forward Zoning Map Amendment ID 28.022–00331, 28.022–00332, 28.022–00333 and 28.022–00334, rezoning 754-904 Felland Road from A to SR-C1, SR-C3, SR-V2 and TR-U1, the preliminary plat of the *Jannah Village* subdivision to the Common Council with recommendations of **approval** subject to input at the public hearing and the conditions that follow.

### **Recommended Conditions of Approval** Major/Non-Standard Conditions are Shaded

#### Planning Division

1. All lots zoned SR-C1 shall provide a minimum of 60 feet of lot width and 8,000 square feet of lot area.
2. Future development of Lot 2 shall not exceed 16 units an acre consistent with the density recommendations for development in Housing Mix 2 in the Northeast Neighborhoods Development Plan. A note restricting the density of Lot 2 shall be included on the final plat.
3. A 20-foot wide outlot shall be dedicated for public sidewalk purposes between Lots 31 and 32 to connect to the existing pubic walk dedication in Block 3 of Bridle Downs.

4. Ashaiman Avenue shall have a consistent right of way width of 80 feet from Felland Road to the western plat limits, and shall provide a minimum centerline curve radii of 300 feet required for collector streets per Section 16.23(8)(a)10 of the Subdivision Regulations, unless a less restrictive radius is approved by the City Traffic Engineer.
5. That applicant shall work with staff to accommodate the planned curve of Ashaiman Avenue from an east-west collector street at Felland Road to a north-south street parallel to Interstate 39-90-94, as recommended by the Northeast Neighborhoods Development Plan. The addition of the curve to the north with the required 300-foot centerline radii for the collector street may require reconfiguration of Lots 3, 4 and 6 of the Jannah Village plat. As proposed, the current alignment appears to reduce the resulting lot depth for future parcels along the Interstate. The alignment of Ashaiman Avenue shall be revised, per approval of the City Engineer, Traffic Engineer, and Planning Director or their designees, so as the resulting lot depth for future development parcels more closely matches the Northeast Neighborhoods Development Plan.
6. Shanks Lane, Alidu Lane, Zongo Lane, and the portion of Walking Way north of Dawa Lane may be reduced from 66-foot rights of way to 60 feet. All local street centerline curves shall be a minimum of 150 feet. Additionally, the applicant may consider the removal of one or both blocks of Alidu Lane and the reconfiguration of the housing units on Lots 3-6 to reduce the small blocks proposed.
7. That prior to final approval and recording of the final plat, the applicant shall work with the Planning Division and Capital Area Regional Planning Commission (CARPC) to revise the environmental corridor map to reflect the approved subdivision, including modifications to the map to reflect disposition of the public park and stormwater management tract shown on the neighborhood development plan.
8. That prior to recording of a final plat of the subdivision, the applicant work with City Engineering and Planning staff to explore “distributed infiltration” practices as part of the means to meet the infiltration requirements identified under Chapter 37, MGO, the Northeast Neighborhood Development Plan, and those recommended in the 2010 CARPC CUSA amendment approval resolution. These methods could include but not be limited to: rain gardens installed to serve a “block of lots”, pervious pavement, depressed terraces, rain barrels and/or other methods. These “distributed” practices would be used in coordination with regional, plat-level practices.
9. Note: Approval of the zoning map amendment and subdivision by the Plan Commission and Common Council does not constitute approval of the development conceptually shown for Lots 1-10 of the preliminary plat. Following approval and recording of a final plat of the subdivision, the applicant or successor will be required to submit applications for conditional use approval to the Plan Commission pursuant to the processes in Section 28.183 of the Zoning Code. Future development of those lots is required to comply with the applicable bulk and design requirements of the Zoning Code, including the general provisions for residential districts in Section 28.031 and the building form standards in Section 28.172.

**City Engineering Division** (Contact Brenda Stanley, 261-9127)

10. Development of this site will require additional stormwater management beyond those required in MGO Chapter 37. Specifically, the drainage system along CTH T will need to be reviewed and the maximum discharge rate from this development will only be allowed to match the capacity of that system.
11. There are wetland indicators on Felland Road adjacent to the plat. A wetland delineation will be required.

12. The parcels dedicated for stormwater management will need to be reviewed closer in conjunction with the stormwater management plan for the plat to determine if the dedication is acceptable. Lot reconfiguration may be required based on the approved stormwater management plan. The stormwater management plan will need to be reviewed and approved by the City Engineering and Capital Area Regional Planning Commission (CARPC) prior to final plat recording.
13. The construction of this project will require that the applicant shall enter into a City/ Developer agreement for the required infrastructure improvements. The applicant shall contact City Engineering to schedule the development of the plans and the agreement. The City Engineer will not sign off on this project without the agreement executed by the developer. Note: Obtaining a developer's agreement generally takes approximately 4-6 weeks, minimum.
14. This development is subject to impact fees for the Northeast Neighborhood Sanitary Sewer Improvement Impact Fee District. All impact fees are due and payable at the time building permits are issued. The following note shall put on the face of the plans: "Lots/ buildings within this development are subject to impact fees that are due and payable at the time building permit(s) are issued."
15. The developer shall construct public sanitary sewer, storm sewer, and drainage improvements as necessary to serve the lots within the plat.
16. The developer will be required to build offsite sanitary sewer to serve this development.
17. All outstanding Madison Metropolitan Sewerage District (MMSD) and City of Madison sanitary sewer connection charges are due and payable prior to City Engineering Division sign-off, unless otherwise collected with a Developer's/ Subdivision Contract. Contact Mark Moder (261-9250) to obtain the final MMSD billing a minimum of two (2) working days prior to requesting City Engineering signoff.
18. An erosion control plan and land disturbing activity permit shall be submitted to the Engineering Division for review and approval prior to grading or any other construction activities. The Preconstruction Meeting for Public Improvements shall not be scheduled prior to issuance of this permit. The applicant shall demonstrate compliance with Sections 37.07 and 37.08 of Madison General Ordinances regarding permissible soil loss rates. The erosion control plan shall include Universal Soil Loss Equation (USLE) computations for the construction period. Measures shall be implemented in order to maintain a soil loss rate below 5.0 tons per acre per year.
19. A minimum of two (2) working days prior to requesting City Engineering signoff on the plat, the applicant shall contact either Tim Troester at 261-1995 (ttroester@cityofmadison.com) or Brenda Stanley at 261-9127 (bstanley@cityofmadison.com) to obtain the final stormwater utility charges that are due and payable prior to sub-division of the properties. The stormwater utility charges (as all utility charges) are due for the previous months of service. All charges shall be cleared prior to the land division (and subsequent obsolesces of the existing parcel).
20. This plat will require a Storm Water Management Permit. Please submit the Storm Water Management Permit Application (and associated fee) to City Engineering, for approval.

21. A Storm Water Management Report is required for this development. Report needs to show compliance with Chapter 37 MGO with regard to storm water management. The applicant shall submit prior to plan sign-off, electronic copies of any Stormwater Management Files including: a) SLAMM .DAT files; b) RECARGA files; c) TR-55/HYDROCAD/Etc., and; d) Sediment loading calculations. If calculations are done by hand or are not available electronically the hand copies or printed output shall be scanned to a PDF file and provided. The Storm Water Management Report shall be stamped by a Licensed P.E.
22. A Phase 1 environmental site assessment (Phase 1 ESA), compliant with ASTM E1527-13, is required for the project area. Staff review will determine if a Phase 2 ESA is also required. Please submit report(s) to Brynn Bemis (267-1986, bbemis@cityofmadison.com) for review.
23. Two weeks prior to recording the final plat, a soil boring report prepared by a Professional Engineer, shall be submitted to the City Engineering Division indicating a ground water table and rock conditions in the area. If the report indicates a ground water table or rock condition less than 9 feet below proposed street grades, a restriction shall be added to the final plat, as determined necessary by the City Engineer.
24. The developer shall construct Madison Standard street and sidewalk improvements for all streets within the plat.
25. The developer shall make improvements to Felland Road to facilitate ingress and egress to the plat as required by the City Engineer. This may include left- or right-turn lanes or acceleration/deceleration tapers.
26. The developer shall note the AASHTO design standards for intersection sight distance will be applied during the design of the streets within this plat.
27. The developer shall confirm that adequate sight distance exists where public streets intersect. If adequate sight distance does not exist, the developer shall change the location of the street intersection or agree to make improvements to the roadways such that the sight distance is achieved or make other mitigating improvements as required by the City.
28. The developer shall construct sidewalk, curb and gutter, streetlighting, and four (4) feet of pavement along Felland Road adjacent to the eastern limits of plat.
29. All curves in road right of way shall be 150 feet, minimum.
30. The developer shall construct an east-west multi-use path across plat from east plat limits to west plat limits as required by City Engineer.
31. The developer shall construct sidewalk, curb and gutter, streetlighting, and four (4) feet of pavement along Bridle Way and Canter Drive along plat limits as required by the City Engineer and the Town of Burke. The developer shall construct all required utility trench pavement patches in Bridle Way and Canter Drive as required.
32. This project requires work in Town of Burke right of way. The developer shall meet with Town to discuss the project and is required to get all permits required from Town.

33. Prior to approval, this project shall comply with Chapter 37 of Madison General Ordinances regarding stormwater management. Specifically, this development is required to: reduce TSS by 80% (control the 5 micron particle) off of newly developed areas compared to no controls; detain the 2-, 10-, and 100-year storm events, matching post development rates to predevelopment rates; provide infiltration in accordance with MGO Chapter 37; and, complete an erosion control plan and complete weekly self-inspection of the erosion control practices and post these inspections to the City of Madison website as required by Chapter 37 of Madison General Ordinances.
34. Prior to the issuance of building permits, the developer shall submit a master stormwater drainage plan to the City Engineering Division for review and approval which shows lot corner elevations to the nearest 0.25-foot. For purposes of the plan, it shall be assumed that grading shall be done on a straight-line grade between points unless other information is provided. The proposed slope between points shall always be greater than or equal to .0075 ft/ft. If a break in grade is required between lot corners a shot shall be taken at that break in grade to provide the Engineer with enough information to interpret the plan. The Developer shall also show proposed drainage arrows on the plan to indicate the proposed direction of drainage. The master stormwater drainage plan shall be submitted to City Engineering in digital format with elevations/grades/contours shown on the recorded plat map of the development. The digital record shall be provided using the state plane coordinate system – NAD 27. NOTE: It is required that this plan shall be stamped by and Registered Land Surveyor.

The following note shall accompany the master stormwater drainage plan: “For purposes of this plan, it is assumed that grading shall be a straight-line grade between points unless otherwise indicated. All slopes shall be 0.75% or steeper. Grade breaks between lot corners are shown by elevation or through the use of drainage arrows.” No building permits shall be issued prior to City Engineering’s approval of this plan.

**City Engineering Division – Mapping Section** (Contact Jeff Quamme, 266-4097)

35. Portions of Felland Road within the exterior plat boundary are outside of the City of Madison Corporate Boundary. The applicant shall petition the City of Madison to attach all lands within the plat boundary that currently are not within the City of Madison and the 40-foot width of Felland Road adjacent to Lot 1 and Outlot 1 of the proposed plat.
36. The plat does not provide on its face private easements or outlots to accommodate the now United States Postal Service (USPS)-required centralized delivery of mail using Cluster Box Units (CBU). The applicant shall coordinate with the USPS and City Engineering Staff on the required locations for the CBUs to serve this subdivision. City of Madison Engineering acknowledges that development phasing would make it difficult to determine the final locations prior to recording the final plat. This will require the final placement of the CBUs to be determined and all documents recorded to allow placement of the CBUs (after City review and approval) prior to construction of each phase. This shall be a condition of the Development Agreements for all phases for this plat. CBUs serving this plat will not be permitted within any publicly owned or dedicated lands.
37. The proposed street names do not fit the City of Madison's street name guidelines, thus are not approved. Submit alternative street names for the six new streets (there will be a name change at the curve between Lots 3 and Lots 32). Submit the alternative names to Lori Zenchenko (Lzenchenko@cityofmadison.com) for review and approval. Correct the suffix on existing Bridle Way; the street name is Bridle Lane.

38. There are three different parcels with different ownership within this plat. Title work has only been provided for what is currently the Simply Homes parcel, which report is currently not up to date. The applicant shall provide up to date Title Reports for all lands included in the preliminary plat and all owners' names of record added to the preliminary plat. Additional conditions of approval may be required with all updated title during final plat review. All anticipated conveyances shall be complete prior to final plat sign off.
39. It is anticipated that the offsite sanitary sewer required to serve this plat can be constructed within the existing right of way of Felland Road to CTH T/Commercial Avenue. If there ultimately is a need for an offsite easement for any required offsite public improvements serving this development, the developer shall acquire the right of way and/or easements as required by the City at the developer's expense.
40. The preliminary plat shall be revised adding the current City of Madison Corporate boundary as required by ordinance.
41. The west boundary of Outlot 1 would have a bend near the southerly end as the westerly 250 feet is excepted from the existing parcel. The annexation of these lands recognized the bend as per Document No. 4248475 as well. The boundary shall be revised accordingly.
42. The agreement as to Restrictions per Document No. 1082511 appear to be for the plat of Bridle Downs, but as described, encumber the lands within this proposed plat. The applicant shall address this title issue and include it on the final plat if it is in effect at the time of final plat recording.
43. The Utility Easements granted by Certified Survey Map 1799 shall be shown and labeled on the preliminary and final plats. Contact Jeff Quamme (jrquamme@cityofmadison.com) if any portions of the easements are to be released.
44. The vertical datum shall be referenced to current City of Madison Datum of NAVD 1988 (91).
45. The radii at roads intersecting Felland Road shall be revised to be 25 feet.
46. Outlots 1 and 2 shall be noted as "Dedicated to the Public for Stormwater Management Purposes." Outlot 3 shall noted to be "Dedicated to the Public for Park Purposes." All outlots shall be subject to a Public Sidewalk and Bike Path Easement over their entirety.
47. The applicant shall coordinate and request from the utility companies serving this area the easements required to serve this development. Those easements shall be properly shown, dimensioned and labeled on the final plat.
48. Developer shall provide 30-foot easement for an east-west multi-use path as required by the City Engineer. Please contact Jeff Quamme (jrquamme@cityofmadison.com) for required easement language.
49. In accordance with Section s. 236.18(8), Wisconsin Statutes, the applicant shall reference City of Madison WCCS Dane Zone, 1997 Coordinates on all PLS corners on the plat in areas where this control exists. The surveyor shall identify any deviation from City Master Control with recorded and measured designations.

50. In accordance with Section s. 236.20(2) (c) and (f), Wisconsin Statutes, the applicant must show the type, location and width of any and all easements on the plat. Clearly identify the difference between existing easements (cite Register of Deeds recording data) and easements which are being conveyed by the plat. Identify the owner and/or benefiting interest of all easements. Include any and all language required to properly and legally create any easement by the plat.
51. A 15 foot wide Outlot shall be dedicated for Public Sidewalk and Bike Path purposes between Lots 31 and 32 to connect to the existing public walk dedication in Block 3 of Bridle Ridge.

**Traffic Engineering Division** (Contact Eric Halvorson, 266-6527)

52. All curves in road right of way shall be 150 feet, minimum.
53. Prior to final plat approval, the applicant shall work with the Traffic Engineering Division Electrical Section to record the necessary easements for streetlights.
54. The applicant shall execute and return the attached declaration of conditions and covenants (DCC) for streetlights and traffic signals prior to sign off. The applicant will need to provide a deposit for their reasonable and proportionate share of traffic signal costs. If the DCC is not executed, the applicant shall pay a \$30.00 fee which is payable to the City of Madison Treasurer to be delivered or mailed to: Attention Eric Halvorson, Traffic Engineering, Madison Municipal Building, Suite 100, 215 Martin Luther King Jr. Blvd., P.O. Box 2986, Madison, Wisconsin 53701-2986.
55. The developer shall post a security deposit prior to the start of development. In the event that modifications need to be made to any City owned and/or maintained traffic signals, streetlighting, signing, pavement marking and conduit/handholes, the developer shall reimburse the City for all associated costs including engineering, labor and materials for both temporary and permanent installations.
56. The City Traffic Engineer may require public signing and marking related to the development; the Developer shall be financially responsible for such signing and marking.
57. The applicant shall add a note to the final plat stating no driveway shall be constructed that interferes with the orderly operation of the pedestrian walkway. This will require all pedestrian ramps to be constructed separate from driveway entrances; a curb-head of no less than six (6) inches in width shall be constructed between all pedestrian ramps and driveway entrances. This is especially important at 'T' intersections where lot and building layout become critical; to prevent interference with the pedestrian ramp, lots intersecting or adjacent 'T' intersection may require a shared driveway and access.
58. The applicant shall work with the Traffic Engineering Division to provide a cohesive off-street east-west bike connection from the east plat limits to the west plat limits similar to what is shown in the neighborhood plan.

**Zoning Administrator** (Contact Jenny Kirchgatter, 266-4429)

59. Proposed Lots 16, 17, 18, 33, and 34 do not meet the zoning requirements for the SR-C1 zoning district. The minimum lot size of a SR-C1 zoned property is 8,000 square feet and the minimum lot width is 60 feet.



**Fire Department** (Contact Bill Sullivan, 261-9658)

60. Provide the following information to the buyer of each individual lot: "The Madison Fire Department recommends the installation of a residential fire sprinkler system in accordance with NFPA 13D and SPS 382.40(3)(e)." An upgrade to include a fire sprinkler system with a cost estimate shall be made available for all initial single- or two-family home sales.

**Water Utility** (Contact Adam Wiederhoeft, 266-9121)

61. The developer shall construct the public water distribution system and services required to serve the proposed subdivision plat per MGO 16.23(9)(d)(3).
62. All public water mains and water service laterals shall be installed by a standard City of Madison Subdivision Contract. The applicant shall contact City Engineering Division to schedule the development of plans and the agreement. See Engineering Division comments for additional information.

**Metro Transit** (Contact Tim Sobota, 261-4289)

63. The proposed development is outside Metro Transit's service area. The closest bus stop with scheduled bus service is just over one and three quarters miles walking distance – and the units would be greater than the ¾ mile regulatory distance from all day scheduled bus service, that disqualifies any trips at this location for passengers who might otherwise be eligible for door-to-door paratransit service.

64. The pedestrian access between this site and the scheduled bus service, located on North Thompson Drive at Commercial Avenue, includes at least one and one half miles travel along the unimproved shoulders of Commercial Avenue/County Highway T (Posted up to 55 mph).

**Parks Division** (Contact Kathleen Kane, 261-9671)

65. On the preliminary plat of Jannah Village, the developer proposes to dedicate approximately 5.1 acres of parkland to the City, identified as Outlot 3 and located in the central eastern area of the subdivision.

66. The proposed preliminary plat contemplates 49 single-family lots; four duplexes; 16 4-unit buildings and five apartment buildings with a total unit count of 162 units. Depending on the final unit counts, it is anticipated that the required park land dedication may not be fully met based on the land dedication requirements of 1,081 square feet per single family unit/duplex, 734 square feet per multi-family unit, and 1,424 square feet per large multi-family unit, per MGO Sec. 16.23(8)(f)(4). The applicant is encouraged to work with the Parks Division to fully meet the parkland dedication requirement for this plat.

67. Park Impact Fees (comprised of the Park Infrastructure Impact Fee, per MGO Sec. 20.08(2)), and Park-Land Impact Fees, per MGO Sec. 16.23(8)(f) and 20.08(6) will be required for all new residential development associated with this project. This development is within the East Park-Infrastructure Impact Fee district. Please reference ID# 18131 when contacting Parks Division staff about this project.

68. The park should meet the following guidelines for park development:

- a. Areas within a park to be used for open space for active and passive recreation shall be graded at 1-2% for the area of field proposed.
  - b. No side slopes within the park dedication area shall exceed 4:1.
  - c. The applicant shall provide proposed grading plans prior to approval of the area for dedicated public park lands.
69. City Forestry will evaluate the terrace for new street tree plantings upon completion of the project. If there is space for new trees, City Forestry will schedule planting and assess the cost of the initial planting to the property owner.

**Office of Real Estate Services** (Lance Vest, 245-5794)

70. Prior to approval sign-off, the Owner’s Certificate on the final plat shall be executed by all parties having an interest in the property, pursuant to Wis. Stats. 236.21(2)(a). Certificate shall be prepared with the ownership interests consistent with the most recent title report. Signatories shall provide documentation that proves legal authority to sign the Owner’s Certificate. The executed original hard stock recordable plat shall be presented at the time of sign-off.
71. A certificate of consent for all mortgagees/vendors shall be included following the Owner’s Certificate(s) and executed prior to plat approval sign-off. If mortgages of record are paid off prior to plat approval, a copy of the recorded satisfaction for said mortgage shall be provided prior to sign-off.
72. A Consent of Lessee certificate shall be included on the plat for any tenancy in excess of one year, recorded or unrecorded, and executed by said tenant prior to agency plat approval sign-off.
73. All consents and certifications for any holder of interests in the subject lands shall conform with Wis. Stats. 236.21(2) and 236.29, i.e., to include the language “...surveyed, divided, mapped and dedicated...”
74. For parcels located within the City of Madison, a Madison Common Council Certificate shall appear as follows on the final plat:

Resolved that this plat known as \_\_\_\_\_ located in the City of Madison was hereby approved by Enactment Number \_\_\_\_\_, File ID Number \_\_\_\_\_, adopted on the \_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_, and that said enactment further provided for the acceptance of those lands dedicated and rights conveyed by said plat to the City of Madison for public use.

Dated this \_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_

\_\_\_\_\_  
Maribeth L. Witzel-Behl, City Clerk  
City of Madison, Dane County, Wisconsin

75. The following City of Madison Treasurer Certificate shall appear on the final plat:

I, \_\_\_\_\_, being the duly appointed, qualified and acting Treasurer of the City of Madison, Dane County, Wisconsin, do hereby certify that, in accordance with the records in my office, there are no unpaid taxes or unpaid special assessments as of this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_ on any of the lands included in the plat of \_\_\_\_\_ .

\_\_\_\_\_  
David Gawenda, City Treasurer  
City of Madison, Dane County, Wisconsin

76. A certificate for the Dane County Treasurer similar to the City of Madison Treasurer Certificate above shall appear on the final plat.
77. A certificate for the Dane County Register of Deeds to enter time, date and recording information shall appear on the final plat.
78. An Environmental Site Assessment is required for any areas dedicated to the public. Please provide this material to Brynn Bemis in City Engineering for review ([bbemis@cityofmadison.com](mailto:bbemis@cityofmadison.com)).
79. Please provide a title report that includes a search of Lot 2 of Certified Survey Map 1799, recorded with the Dane County Register of Deeds as Document No. 1443114. Pursuant to MGO Section 16.23(5)(g)(4), the owner shall provide to Lance Vest in the City's Office of Real Estate Services ([lvest@cityofmadison.com](mailto:lvest@cityofmadison.com)), as well as the surveyor preparing the plat, an updated title report covering the period between the date of the initial title report (May 16, 2018) and the date when sign-off approval is requested. A title commitment may be provided, but will only be considered as supplementary information to the title report update. The surveyor shall update the plat with the most recent information available in the title report update.
80. Revise the plat as follows:
  - a. Accurately reflect the contents of the title report in the proposed plat. In particular, the restrictive covenants described in Document No. 1082511.
  - b. Depict, name, and identify by document number on the proposed plat all existing easements cited in record title. In particular, the easement described in Document No. 1087085.
  - c. For properties not connected to municipal utility services, consider whether or not well abandonment ref. NR-141 needs to be addressed.
  - d. Create and record, or show as being dedicated in the proposed plat, easements for utility and drainage rights of way when the utility or drainage physically exists, but no document for it exists in record title.
  - e. Record satisfactions or releases for all recorded instruments that encumber or benefit the subject lands, if all interested parties agree that the purpose for such instrument is no longer necessary or relevant for the purposes of the land division.
  - f. Initiate requests to all applicable utilities to record releases of their interests in utility easements in underlying plats or CSM's, if this proposed plat is a re-division of existing plats or CSMs with utility easements that will no longer be applicable; and, prior to requesting sign-off, place a note in the proposed plat citing the recording data for the City's recorded release of same.

- g. Create notes that define the purpose of and the ownership of (whether public or private) all outlots. The note for an outlot dedicated to the public shall say: "Dedicated to the public for \_\_\_\_\_ purposes."
- h. If the lands within the Plat boundary are farmed agricultural lands, the applicant shall enter into a lease with the City for those lands to be dedicated and/or conveyed to the City through Plat recording. Please contact Heidi Fischer at 608-264-9297 to discuss the potential lease terms.
- i. Include the following sentence with the dedicated utility easements depiction in the Legend: Utility Easements as herein set forth are for the use of public bodies, as well as private utilities having the right to serve the area.

**Appendix A: Requested Zoning District Requirements**

**SR-C1 Zoning Criteria**

Requirements	Required for Single-Family Detached	Proposed
Lot Area (sq. ft.)	8,000 sq. ft.	Deficient (see conditions)
Lot Width	60'	60'
Front Yard Setback	30'	To be determined at permitting
Side Yard Setback	One-story: 6'   Two-story: 7'	To be determined at permitting
Reverse Corner Side Yard Setback	15'	To be determined at permitting
Rear Yard Setback	Lesser of 30% lot depth or 35'	To be determined at permitting
Usable Open Space	1,300 sq. ft.	To be determined at permitting
Maximum Lot Coverage	50%	To be determined at permitting
Maximum Building Height	2 stories/ 35'	To be determined at permitting

**SR-C3 Zoning Criteria**

Requirements	Required: Two-Family Twin Homes	Proposed
Lot Area (sq. ft.)	4,000 sq. ft./dwelling unit	16,345 sq. ft.
Lot Width	25'/ dwelling unit	125' +
Front Yard Setback	25'	To be determined at permitting
Side Yard Setback	One-story: 5'   Two-story: 6' (one side only)	To be determined at permitting
Reverse Corner Side Yard Setback	15'	To be determined at permitting
Rear Yard Setback	Lesser of 30% lot depth or 35'	To be determined at permitting
Usable Open Space	750 sq. ft./d. u.	To be determined at permitting
Maximum Lot Coverage	60%	To be determined at permitting
Maximum Building Height	2 stories/ 35'	To be determined at permitting

**SR-V2 Zoning Criteria**

Requirements	Required: Multi-Family	Proposed
Lot Area (sq. ft.)	2,000 sq. ft./ dwelling unit	56,057 sq. ft. +
Lot Width	60'	More than 60'
Front Yard Setback	25'	To be determined at permitting
Side Yard Setback	10'	To be determined at permitting
Reverse Corner Side Yard Setback	12'	To be determined at permitting
Rear Yard Setback	Lesser of 25% lot depth or 30'	To be determined at permitting
Usable Open Space	500 sq. ft./ dwelling unit	To be determined at permitting
Maximum Lot Coverage	60%	To be determined at permitting
Maximum Building Height	4 stories/ 52'	To be determined at permitting

**TR-U1 Zoning Criteria**

<b>Requirements</b>	<b>Required: Multi-Family</b>	<b>Proposed</b>
Lot Area (sq. ft.)	1,000 sq. ft./d. u. + 300 sq. ft. per bedroom greater than two	142,788 sq. ft.
Lot Width	50'	More than 50'
Front Yard Setback	15' or average	To be determined at permitting
Maximum Front Yard Setback	30' or up to 20% greater than block average	To be determined at permitting
Side Yard Setback	10'	To be determined at permitting
Reverse Corner Side Yard Setback	12'	To be determined at permitting
Rear Yard Setback	Lesser of 25% lot depth or 25'	To be determined at permitting
Usable Open Space	320 sq. ft./ dwelling unit	To be determined at permitting
Maximum Lot Coverage	75%	To be determined at permitting
Maximum Building Height	5 stories/ 65'	To be determined at permitting