



PREPARED FOR THE PLAN COMMISSION

Project Address: 602-904 Reiner Road and 6004 Commercial Avenue
Application Type: Zoning Map Amendment and Preliminary Plat
Legistar File ID # [88449](#) and [88206](#)
Prepared By: Timothy M. Parks, Planning Division
Report includes comments from other City agencies, as noted
Reviewed By: Kevin Firchow, Planning Division

Summary

Applicant: Matt Brink, VH 902 Reiner LLC / Veridian Homes; 6801 South Towne Drive; Madison.

Contact Person: Brian Munson; Vandewalle & Associates; 120 E Lakeside Street; Madison.

Surveyor: Brett Stoffregan and Dan Day, D'Onofrio Kottke & Associates; 7530 Westward Way; Madison.

Property Owners: Hovde Realty, Inc.; 122 W Washington Avenue; Madison and VH 902 Reiner LLC.

Requested Actions: Approval of a request to rezone portions of 6004 Commercial Avenue and 602-904 Reiner Road from A (Agricultural District) to TR-P (Traditional Residential–Planned District) and TR-U1 (Traditional Residential-Urban 1 District) and; approving the preliminary plat of *Reiland Grove*, creating 264 single-family lots, 224 lots to be developed with 112 two-family residences, 60 lots for townhouse units, one outlot for a public park, four outlots for public stormwater management, one outlot for a private park, one outlot for a private alley, and six outlots for future development.

Proposal Summary: The preliminary plat of *Reiland Grove* proposes the subdivision of approximately 149.7 acres of mostly undeveloped agricultural land that extends north of Commercial Avenue (CTH T) between Felland Road and Reiner Road. The majority of the land to be subdivided was annexed to the City from the Town of Burke in 2001, with the exception of approximately 16 acres along Commercial Avenue, which were attached in 2022.

The proposed subdivision calls for 488 attached and detached single-family residences and 60 townhouse units to be developed on the northern two-thirds of the overall site in TR-P and TR-U1 zoning. Four outlots for future development are proposed on the southern third of the site, including most of the Commercial Avenue frontage of the site and approximately 1,000 feet of frontage along Reiner Road north of Commercial. The four outlots for future development are proposed to remain zoned A at this time and will be rezoned to another district(s) prior to any further subdivision and issuance of permits for future buildings. The preliminary plat also includes a 5.36-acre outlot for public parkland and a 1.1-acre privately maintained park space and various outlots for stormwater management. A single-family residence and various accessory buildings located along Reiner Road will be demolished to make way for the proposed subdivision.

The applicant hopes to begin construction of the first phase of the subdivision in 2026, with completion of the subdivision to occur in eight to twelve phases over 10-15 years based on market demand for the future units and mixed-use development. A phasing plan included with the application materials suggests that the project will move from south to north along the Felland Road side of the site before moving to the east and connecting to Reiner Road in the sixth phase.

Applicable Regulations & Standards: Section 28.182 of the Zoning Code provides the process for zoning map amendments. The requirements, process, and standards for approval for the TR-P zoning district are outlined in Section 28.053 of the Zoning Code and are attached as Appendix A at the end of this report. The demolition of the existing residence is subject to the process outlined in Section 28.185 of the Zoning Code, as modified effective March 9, 2025. The subdivision process is outlined in Section 16.23(4) of the Subdivision Regulations.

Review Required By: Plan Commission and Common Council.

Summary Recommendation: The Planning Division recommends the following to the Plan Commission regarding 6004 Commercial Avenue and 602-904 Reiner Road:

- That the Plan Commission find the standards met and forward Zoning Map Amendment ID 28.022–00716, rezoning specific portions of the site from A to TR-P, to the Common Council with a recommendation of **approval** and **approve** the TR-P master plan;
- That the Plan Commission find the standards met and forward Zoning Map Amendment ID 28.022–00717, rezoning specific portions of the site from A to TR-U1, to the Common Council with a recommendation of **approval**; and
- That the Plan Commission find the standards met and forward the preliminary plat of *Reiland Grove* to the Common Council with a recommendation of **approval** subject to input at the public hearing and the conditions from reviewing agencies beginning on **page 12** of this report.

Background Information

Parcel Location: The site consists of three parcels that extend north of Commercial Avenue (CTH T) between Felland Road and Reiner Road; Alder District 3 (Field); Sun Prairie Area School District.

Existing Conditions and Land Use: Most of the 149.7 acres of land are undeveloped, with the exception of a two-story single-family residence and various accessory buildings and structures at 902 Reiner. The entire site is zoned A (Agricultural District).

Surrounding Land Uses and Zoning:

North: Existing and future single-family residences in the City in the Woods Farm subdivision, zoned TR-C3 (Traditional Residential–Consistent 3 District); single-family residences and undeveloped land in the Town of Burke located on the east side of Felland Road;

South: Across Commercial Avenue, single-family residences and undeveloped land, zoned A (Agricultural District);

West: Across Felland Road, existing and future single-, two- and multi-family residences in the Jannah Village subdivision, 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); single-family residences in the Bridle Downs subdivision in the Town of Burke; and

East: Across Reiner Road, undeveloped land zoned A, TR-C3, TR-U1, and CC-T (Commercial Corridor–Transitional District).

Adopted Land Use Plan: Beginning at the corner of Reiner Road and Commercial Avenue, the 2009 [Northeast Neighborhoods Development Plan](#) recommends that the subject site be developed with Community Mixed-Use adjacent to the intersection before transitioning to a variety of residential uses that generally taper in their density and intensity moving from the mixed-use area to the north and west. Land along the Commercial Avenue frontage west of the mixed-use area is recommended for Employment. Additionally, the plan recommends that three parks be established on the site.

The land use polygons for the site in the neighborhood development plan are generally reflected on the future land use maps in the 2023 [Comprehensive Plan](#), which recommends Low Residential (LR), Low-Medium Residential (LMR), Medium Residential (MR), Community Mixed-Use (CMU), Employment (E), and Park and Open Space (P) across the site in a pattern that generally follows the neighborhood development plan.

Zoning Summary: The proposed residential lots will be zoned TR-P (Traditional Residential–Planned District) and TR-U1 (Traditional Residential–Urban 1 District). Review of the proposed lots for conformance with those districts may be found in the Appendix B, Zoning Criteria, at the end of this report.

Environmental Corridor Status: The subject site is located in the Central Urban Service Area. The park planned along the northern edge of the proposed subdivision and various future stormwater management parcels planned across the subject site are located in mapped environmental corridor.

Public Utilities and Services: The subject site will be served by a full range of urban services as it develops with the exception of Metro Transit, which currently does not provide service east of Interstate 39/ 90/ 94 or north of Interstate 94. The northern portion of the proposed development is outside Metro Transit's paratransit service area. The closest bus stop with scheduled bus service is over one-half miles walking distance, and the parcels in the northern portion of the proposed development would be greater than the three-quarter mile regulatory distance from all day scheduled service for passengers who might be eligible for door-to-door paratransit service.

Project Description

Veridian Homes is requesting approval of a zoning map amendment and a preliminary plat for three parcels totaling approximately 149.7 acres that extend north from Commercial Avenue (CTH T) between Felland Road and Reiner Road.

The subject site includes approximately a half mile of frontage along the west side of Reiner Road extending north from Commercial Avenue and approximately 2,150 feet of frontage along Commercial extending west from Reiner. An approximately 450-foot by 610-foot parcel not associated with the proposed subdivision and located in the Town of Burke occupies the northeastern corner of Commercial and Felland Road. To its north, the site contains a 117-foot wide panhandle of land that connects it to Felland south of four residential parcels located along the Felland Road frontage, which are located in the Town. North of those four Town parcels, the site contains a quarter mile of additional frontage along Felland extending north to the limits of the proposed plat.

The site is mostly undeveloped agricultural land with the exception of a single-family residence and various accessory buildings located on the 902-904 Reiner Road parcel. The property is characterized by a modest slope that generally falls from the northern property line along a ridge towards the southwestern and southeastern corners of the site. The site is mostly devoid of mature trees.

Plans for the proposed subdivision call for two streets platted with the Jannah Village subdivision west of Felland Road to extend west to east across the development to Reiner Road. On the northern half of the site, Divine Street (shown as “F” Street on the preliminary plat) will extend across the subdivision as an 80-foot wide collector street, while Blissful Avenue will extend across the southern half of the site, also as an 80-foot wide collector. Primary access to the subdivision from Commercial Avenue will be provided by “S” Street, which is shown as a 100-foot wide right of way that will extend north to “F” Street/Divine Street. The illustrative plan that accompanies the preliminary plat suggests that “S” Street may be a local street developed with a center landscaped median. Additionally, two local streets platted in the Woods Farm subdivision northeast of the site – Blue Stone Terrace and Burnette Downs Drive – will be extending into the proposed *Reiland Grove* subdivision.

Most of the proposed *Reiland Grove* subdivision will be developed with single-family detached residences and two-family residences (labeled as “attached single-family” in the application materials) to be located on fee simple lots platted along a network of local streets on the northern two-thirds of the subdivision. In all, 99 lots will be developed with street-loaded single-family residences, 165 lots will be developed with alley-loaded single-family residences, and 224 lots will be developed with 112 alley-loaded two-family residences. All the single- and two-family residences will be developed in TR-P zoning. In addition to the single- and two-family units proposed, the subdivision will include 60 alley-loaded townhouse units to be located along portions of the southern and eastern edges of the residential development. The portions of the subdivision to be developed with townhouses will be zoned TR-U1.

The southern third of the 149.7-acre site will be platted as four outlots for future development, including most of the Commercial Avenue frontage of the site and approximately 1,000 feet of frontage along Reiner Road north of Commercial. The four outlots for future development – Outlots 10-13 – are proposed to remain zoned A at this time and will be rezoned to another district(s) prior to any further subdivision and issuance of permits for future buildings. Two additional outlots (7 and 8) identified for future development are proposed on either side of Blissful Avenue as it enters the site from Felland Road adjacent to the Town parcels to the north and south.

The developer is proposing to dedicate 5.36 acres of land to the City for parkland. Outlot 1 will be located on the north side of “F” Street/Divine Street between “H” Street and Blue Stone Terrace. A second 1.1-acre outlot (5) will be located on the west side of “Q” Street south of “F” Street/Divine Street, which will be privately owned open space for the subdivision. Four outlots are proposed to be dedicated to the City for stormwater management with the plat. Given the grade of the site, which as noted above generally falls from a ridge that extends north-south through the center of the site, two outlots are proposed along the eastern and western edges of the site. Outlots 2 and 4 are proposed to manage stormwater along the Reiner Road frontage, while Outlots 6 and 9 will manage stormwater along the western edges of the subdivision.

Analysis

Consistency with Adopted Plans

In order to approve the zoning map amendment, the Common Council shall find that the zoning map amendment is *consistent with* the City’s Comprehensive Plan as required by Section 66.1001(3) of Wisconsin Statutes. “Consistent with” is defined as “further or does not contradict the objectives, goals and policies contained in the comprehensive plan.” By extension, the Comprehensive Plan encourages consistency with adopted neighborhood and other sub-area plans, which are adopted as supplements to the Comprehensive Plan. Similarly, a preliminary

plat shall conform to the Comprehensive Plan, as well as any adopted neighborhood, sub-area, or transportation-related plan, the Official Map, and the Complete Green Street Guide.

In this case, the proposed development will primarily be guided by the Northeast Neighborhoods Development Plan, which was adopted in 2009 to guide development of the existing and future areas of the City generally bounded by Lien Road on the north, Interstate 39/90/94 on the west, Interstate 94 on the south, and Thorson Road/ CTH T on the east. 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. The plan generally recommends that development occur on small blocks of highly connected streets intended to distribute traffic to many points of ingress and egress and is conducive to pedestrian and bicycle movement. Both residential and non-residential buildings should be oriented toward the street to provide definition to a block face and create a more engaging street environment.

Recommended residential land use areas in the neighborhood development plan are divided into four broad districts, Residential Housing Mix 1, 2, 3 and 4 (HM1...HM4), which generally include a variety of housing types recommended to be developed at increasingly higher densities.

The neighborhood development plan recommends predominantly single-family detached dwellings in the HM1 district, with some allowance for attached housing products to also be developed. It specifically recommends that single-family housing developments include a range of house types and lot sizes. HM2 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 HM3 and HM4, 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 HM4 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. The plan also allows for potential mixed-use on certain HM4 frontages located opposite the planned mixed-use centers.

Such a mixed-use center is recommended to occupy all four quadrants surrounding the intersection of Commercial Avenue and Reiner Road. The Northeast Neighborhood Development Plan recommends that this center be a high-density mix of residential, commercial, service, office, institutional, urban open space and civic uses in a compact, highly defined urban form. Mixed-use, multi-story buildings are envisioned within this mixed-use district, with future buildings fronting onto and placed in close proximity to streets to create a compact development pattern that is pedestrian-oriented. [An illustration of how the mixed-used center might look may be found on page 35 of the Plan, and a snippet of that image is on its cover.] High quality architectural design, building materials, landscaping and other urban amenities are recommended. Underground and structured parking is encouraged, and the perimeter streets are intended to allow on-street parking to enhance the urban character and provide a buffer between travel lanes and future storefronts and residential uses. Densities in the Reiner-Commercial mixed-use activity center should be between 20-60 units per acre, with the potential for some projects to have up to 100 units per acre. Buildings up to six stories in height are allowed. A small park/open space is also recommended in the southeastern corner of the site adjacent to the mixed-use and higher-density housing node.

West of the mixed-use center, the neighborhood development plan recommends employment uses along the Commercial Avenue frontage of the subject site. The employment category in the Northeast planning area is

generally planned for corporate and administrative offices, healthcare, research and development facilities, and similar uses developed in a compact, integrated district rather than a series of low-density suburban-style developments.

The land use polygons for the site in the Northeast Neighborhood Development Plan are generally reflected on the future land use maps in the 2023 Comprehensive Plan, which recommends Low Residential (LR), Low-Medium Residential (LMR), Medium Residential (MR), Community Mixed-Use (CMU), Employment (E), and Park and Open Space (P) across the site in a pattern that generally follows the neighborhood development plan.

The Planning Division believes that the preliminary plat of Reiland Grove is generally consistent with the land uses and street pattern recommended for the site in the adopted Northeast Neighborhood Development Plan except as noted below.

As noted in the project review, the preliminary plat proposes four outlots for future development (Outlots 10-13) to be located on the southern third of the site along the Commercial Avenue frontage and approximately 1,000 feet of frontage along Reiner Road. The four outlots will total 30.9 acres of land exclusive of land for right of way. Materials submitted with the rezoning and preliminary plat requests do not include conceptual plans for the four outlots, which will remain zoned A for the time being. The land comprising the four outlots for future development includes the portions of the site recommended for community mixed-use development and employment, as well as land recommended for HM3, HM4, and park and open space adjoining the mixed-use and employment land.

Primary access to the higher-density residential, employment and mixed-use outlots will primarily be provided by Blissful Avenue as it extends across the site between Felland and Reiner Roads, and "S" Street, which will extend north from Commercial Avenue. However, the land use and street plan in the Northeast Neighborhood Development Plan shows *three* north-south streets extending north from Commercial Avenue between Felland and Reiner consistent with the plan's general recommendation that development occur on small blocks of highly connected streets. While the development pattern proposed by the Reiland Grove development may not support that degree of connectivity to Commercial Avenue, a second north-south street should be extended to serve the southern portion of the development and implement the higher degree of connectivity encouraged by the plan. Future land use and subdivision requests for Outlots 10-13 will be reviewed for consistency with adopted plans prior to development of the four outlots. At the time that future zoning and subdivision approvals are sought for Outlot 10, staff recommends that "G" Street be extended one block further south to connect to Commercial Avenue and increase the amount of connectivity for the development. Final approval of the details of the intersection of "G" Street and Commercial Avenue shall be approved by the Traffic Engineering, City Engineering, and Planning Divisions.

North of the outlots for future development, the proposed development will transition to single-family detached and attached residences and townhouses to be developed on fee simple lots. In general, the density of the housing on the northern two thirds of the site will decrease moving north and west from Outlots 11 and 12, which follows the land use and density pattern identified in the neighborhood development plan. The mix of housing types proposed is also consistent with the plan's recommendations to provide a range of housing for different sizes, ages, incomes and lifestyles, and include opportunities for both owner-occupied and renter-occupied housing (considering the likely development to occur on Outlots 10-13).

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 proposed Reiland Grove development, the Plan Commission should consider how the project meets the stated sustainability objectives like it has for other projects that have been proposed over the last fifteen years.

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 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.

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 moved to automated meter reading and more frequent billing over the past decade 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 (particularly MGO Chapter 37) were revised to effectively meet or exceed the conditions imposed by CARPC. Indeed, the amount of land to be dedicated for stormwater management for the proposed subdivision exceeds the land identified for stormwater management by the 2009 neighborhood development plan largely due to the requirements that have been adopted in the intervening years.

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.

Water and sanitary sewer service were extended east of the Interstate 39-90-94 along Commercial Avenue to Reiner Road in 2010 to serve the initial phases of the Northeast Neighborhoods area. Development within the Northeast planning area is limited, and initially, the subject site will be somewhat isolated from other developed properties served by the City. However, staff anticipates that greater service efficiencies will be achieved as additional lands in the neighborhood are developed and more street connections are available.

Compliance with the Complete Green Streets Guide

Since the repeal and recreation of Section 16.23 of Madison General Ordinances by the Common Council on July 25, 2023 (Ordinance 23-00075 (ID 78130)), all preliminary plats are subject to review using the amended regulations, which include review for consistency with the [Complete Green Streets Guide](#). The 11 street types identified in the Guide have been incorporated into the Subdivision Regulations, which defer to the Guide for the implementation of those streets when proposed in a new subdivision or land division.

Conceptual cross-sections of the various street types proposed by the applicant and a corresponding guide to where those street types will be located throughout the 149.7-acre plat are included in the 'Reiland Grove Plans' materials attached to the preliminary plat legislative file [88206](#). As shown on the conceptual plans, the applicants are anticipating that on-street parking will be provided on all streets within the subdivision. Both Blissful Avenue and "F" Street/ Divine Street (extended) are proposed as 'Community Connector' streets per the Guide, as will "S" Street, which is proposed to include a 20-foot median in the center of that street. [Note: The 100-foot right of way for "S" Street does not meet the minimum right of way for a 'Boulevard' in the Guide.] The listing of which streets in the plat correspond to the various applicable street types in the Complete Green Streets Guide may be found in the comments and conditions submitted by the Traffic Engineering Division in the 'Recommendations' section of this report.

The cross-sections in the plans are for informational purposes only; final approval of the construction plans for individual streets will be granted by the Common Council following review by the Transportation Commission and Board of Public Works and approval of the final plat(s) of the subdivision. Consistent with conditions on other recent subdivision approvals, staff is requesting that all streets in the plat be dedicated with minimum eight-foot terraces between the curb and sidewalk, which the conceptual cross-sections suggest the project will provide. Finally, a maintenance agreement for the center median on "S" Street may be required as a condition of final plat approval.

Other Subdivision Design Considerations

- **Outlot 1 Public Park:** As noted earlier in the staff report, the applicants are proposing to dedicate a 5.36-acre outlot to the City for public parkland. Outlot 1 will be located on the north side of "F" Street/Divine Street at the north end of "S" Street and is proposed to extend north to the plat limits.

The location of the proposed park is consistent with the location of a neighborhood park shown in the [Northeast Neighborhoods Development Plan](#). However, the Parks Division has reviewed the proposed dedication and requests that the residential lots abutting the park be removed from the plat (Lots 143-147 on the east side of "H" Street and Lots 148-151 on the west side of Blue Stone Terrace). Parks staff has determined that 13.6 acres of parkland are required to serve the 448 single- and two-family residences and 60 townhouse units proposed for the northern two-thirds of the subdivision. Staff believes that the removal of

those lots adjacent to Outlot 1 will allow the subdivision to meet more of its dedication requirements versus paying more fee in lieu of dedication. Removal of those lots will allow a more useful layout for the park and will reduce the potential for future encroachments from those home sites onto the public land. Removal of the lots is also consistent with the neighborhood development plan, which does not show residential lots abutting the park.

In addition to the dedication of Outlot 1 for public park, the developer will receive credit towards their park dedication requirements for the 1.1-acre privately maintained park on Outlot 5 provided that it is available for public use.

- **Refuse and Recycling Collection and Maintenance of Alleys:** Finally, the Streets Division will not provide refuse collection in the alleys in the proposed subdivision consistent with its current policies and will instead require that residents served by those alleys move their trash and recycling carts to the alley ends or to the public street frontages of those lots for collection.

Also, while the City will maintain the pavement in the alleys to be dedicated to the City as shown on the plat, the City will also not maintain the private alley in Outlot 3, which will provide access to the townhouse units fronting onto “F” Street/Divine Street and Reiner Road and the two-family twin homes proposed on the east side of “T” Street. [The alley cannot be accepted as public because the Subdivision Regulations do not allow intersections in public alleys.]

Conclusion

The applicants are requesting approval of a zoning map amendment and the preliminary plat of *Reiland Grove* to allow the subdivision and development of an approximately 149.7-acre parcel located along the north side of Commercial Avenue between Felland Road and Reiner Road with 548 housing units initially, as well as outlots that may be developed in the future with additional housing, community mixed-use, and employment development. Staff believes that the Plan Commission may find that these requests meet the standards for approval. Staff feels that the proposed *Reiland Grove* development is generally consistent with the applicable recommendations for the site in the Northeast Neighborhoods Development Plan and Comprehensive Plan, as well as with the street design criteria in the Complete Green Streets Guide.

However, as noted in the ‘Analysis’ section, staff is requesting as conditions of approval that an additional street be added across Outlot 10 to improve the connectivity between the proposed development and Commercial Avenue consistent with the adopted plans. Staff also requests that the public parkland on Outlot 1 be enlarged through the removal of the abutting residential lots so that the subdivision may be able to dedicate more land for parkland to meet its dedication requirements for the 548 future units in a manner more consistent with the adopted plans, and to create a more a more useful layout for the park.

Recommendation

Planning Division Recommendation (Contact Timothy M. Parks, (608) 261-9632)

The Planning Division recommends the following to the Plan Commission regarding 6004 Commercial Avenue and 602-904 Reiner Road:

- That the Plan Commission find the standards met and forward Zoning Map Amendment ID 28.022–00716, rezoning specific portions of the site from A to TR-P, to the Common Council with a recommendation of **approval** and **approve** the TR-P master plan;
- That the Plan Commission find the standards met and forward Zoning Map Amendment ID 28.022–00717, rezoning specific portions of the site from A to TR-U1, to the Common Council with a recommendation of **approval**; and
- That the Plan Commission find the standards met and forward the preliminary plat of *Reiland Grove* to the Common Council with a recommendation of **approval** subject to input at the public hearing and the conditions from reviewing agencies that follow:

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

Planning Division

1. That at the time of rezoning and final platting or re-division of Outlot 10, “G” Street shall be extended one block further south to connect to Commercial Avenue to increase the amount of connectivity for the development consistent with the Northeast Neighborhoods Development Plan. Final approval of the details of the intersection of “G” Street and Commercial Avenue shall be approved by the Traffic Engineering, City Engineering, and Planning Divisions.
 2. That the applicant work with the Parks Division and Planning Division to revise the layout of Outlot 1 to remove the residential lots proposed to abut the public parkland to allow more land to be dedicated for park consistent with the recommendations in the neighborhood development plan and to create a more useful layout for that future park.
 3. The applicant shall submit to the Planning Division two copies of private subdivision covenants, conditions and restrictions, and easements that will govern the organizational structure, use, maintenance and continued protection of the development and any common services, open areas or other facilities to serve the proposed plat (private alleys, open spaces, etc.). These documents shall be approved by the Planning Division in consultation with the City Attorney’s Office prior to final approval of the plat for recording.
 4. That prior to final approval and recording of a final plat contain private open spaces, the applicant shall demonstrate compliance with the requirements in Section 16.23(8)(f)8 of the Subdivision Regulations for privately-owned and maintained open space, including the execution of land use restrictions and open space easements in a form acceptable to the Parks Division, Planning Division, and City Attorney’s Office.
5. 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.
 6. At the time of final plat recording, the two-family twin dwellings shall have a joint cross access and maintenance agreement recorded that addresses the shared maintenance of the exterior elements of those units (roof, walls, etc.) consistent with the requirements in Section 28.151 of the Zoning Code.

7. That the applicant work with the Planning Division and Capital Area Regional Planning Commission to revise the environmental corridor map to reflect any changes to the mapped corridor proposed by the development prior to final approval and recording of the final plat.

The following conditions of approval have been submitted by reviewing agencies:

City Engineering Division (Contact Rebecca Qureshi, (608) 267-1995)

8. This site has significant stormwater limitations with regard to discharge rates to offsite lands not under the control of the City of Madison. The applicant shall limit discharges in any storms up to and including the 200 year event to the capacity of the culverts under Reiner and Commercial. Alternatively, the developer could secure easements downstream until the water reaches a water of the state, and replace the culverts under the roads. In this case the development would be subject to standard new development SWM requirements.
9. The applicant shall review with the City Engineer the draft Door Creek watershed study to determine if there is unintended detention currently occurring on the subject property. This would need to be taken into account as part of the new stormwater management plan.
10. The developer shall enter into a City/Developer agreement for the required infrastructure improvements. The agreement shall be executed prior to sign-off of the final plat. Allow 4-6 weeks to obtain agreement. Contact the City Engineering Division to schedule the development and approval of the plans and the agreement.
11. Construct Madison standard street, multi-use path, and sidewalk improvements for all streets within the plat.
12. Construct sidewalk/multi-use path, terrace, curb, gutter, and pavement along east side of Felland Road and west side of Reiner Road along the plat frontage to a plan approved by the City Engineer.
13. Construct a north-south multi-use path within the plat from Blissful Avenue to the northern boundary of the plat to a plan approved by the City Engineer. This path shall connect to the existing Woods Farm Path with future developments to the north of this plat.
14. Construct improvements to Felland Road and Reiner Road at all intersections with new streets in order to facilitate ingress and egress to the development per a plan approved by the City Engineer.
15. Construct public sanitary sewer, storm sewer, and drainage improvements as necessary to serve the lots within the plat.
16. This development is subject to impact fees for the Northeast Neighborhood Sanitary Sewer Improvement Impact Fee District - \$215.00/ 1,000 square-foot (2025 Rate). All impact fees are due and payable at the time building permits are issued (MGO Ch. 20). Add the following note on the face of the plat: "Lots/buildings within this development are subject to impact fees that are due and payable at the time building permit(s) are issued."
17. Madison Metropolitan Sewerage District (MMSD) charges are due and payable prior to City Engineering Division sign-off, unless otherwise collected with a Developer's / Subdivision Contract. Contact Mark Moder

((608) 261-9250) to obtain the final MMSD billing a minimum of two (2) working days prior to requesting City Engineering Division sign-off.

18. Provide proof of septic system abandonment from Public Health—Madison and Dane County as a condition of final plat approval.
19. An Erosion Control Permit is required for this project.
20. A Storm Water Management Report and Storm Water Management Permit is required for this project.
21. This site appears to disturb over one (1) acre of land and requires a permit from the Wisconsin Department of Natural Resources (WDNR) for stormwater management and erosion control. The City of Madison has been required by the WDNR to review projects for compliance with NR-216 and NR-151 however a separate permit submittal is still required to the WDNR for this work. The City of Madison cannot issue our permit until concurrence is obtained from the WDNR via their NOI or WRAPP permit process. Contact Eric Rortvedt at 273-5612 of the WDNR to discuss this requirement. The applicant is notified that the City of Madison is an approved agent of the Department of Safety and Professional Services (DSPS) and no separate submittal to this agency or Capital Area Regional Planning Commission (CARPC) is required for this project to proceed.
22. Submit a soil boring report that has been prepared by a Professional Engineer two weeks prior to recording the final plat to the City Engineering Division indicating the ground water table and rock conditions in the area. If the report indicates a ground water table or rock condition less than nine (9) feet below proposed street grades, a restriction shall be added to the final plat, as determined necessary by the City Engineer.
23. Confirm that adequate sight distance exists where streets intersect per AASHTO design standards for intersection sight distance. If adequate sight distance does not exist, change the location of the street intersection or agree to make improvements to the roadways such that the sight distance is achieved or make mitigating improvements as required by the City. Caution: The improvements indicated may require right of way outside of the plat limits. The applicant shall be aware of potential issues meeting intersection sight distance compliance at the Felland Road and "A" Street intersection.
24. Off-site sewer improvements by the developer may be required as a condition for plat approval. The applicant shall provide Mark Moder, mmoder@cityofmadison.com, projected wastewater flows to each discharge point on the existing public sanitary system to determine whether offsite sewer improvements are a requirement of the developer agreement. Sewer may need to be replaced with a larger diameter sewer on Reiner Road and Commercial Avenue/ CTH T depending on the projected wastewater flows.
25. Provide calculations for the 500-year storm event, as identified in MGO Chapter 37, as part of the plat design and stormwater management plan. The flows from this design storm event will be routed through the development and used to determine an anticipated safe top of concrete foundation elevation for future buildings in critical areas.
26. Submit proposed lot corner grades with the stormwater management plan as these two items must be reviewed together to properly determine stormwater overflow conditions. Prior to the issuance of building permits, submit a master stormwater drainage plan with final as-built lot corner grades. These grades may

be modified from the originally proposed grades provided they continue to meet design tolerances. No building permits shall be issued prior to City Engineering's final approval of this plan.

27. Install a property boundary witness markers along the boundary of lands dedicated for public stormwater purposes at property corners or in locations that are mutually agreeable to the applicant and Engineering Division.
28. This project falls in the area subject to increased erosion control enforcement as authorized by the fact that it is in a TMDL ZONE and therefore will be regulated to meet a higher standard.
29. This project will disturb 20,000 square feet or more of land area and require an Erosion Control Plan. Please submit an 11- by 17-inch copy of an erosion control plan (PDF electronic copy preferred) to Megan Eberhardt (west) at meberhardt@cityofmadison.com, or Daniel Olivares (east) at daolivares@cityofmadison.com, for approval.
30. Demonstrate compliance with MGO Sections 37.07 and 37.08 regarding permissible soil loss rates. Include Universal Soil Loss Equation (USLE) computations for the construction period with the erosion control plan. Measures shall be implemented in order to maintain a soil loss rate below 5.0 tons per acre per year.
31. Complete weekly self-inspection of the erosion control practices and post these inspections to the City of Madison website as required by MGO Chapter 37.
32. Prior to approval, this project shall comply with MGO Chapter 37 regarding stormwater management. Specifically, this development is required to submit a Storm Water Management Permit application, associated permit fee, Stormwater Management Plan, and Storm Water Management Report to City Engineering. The Stormwater Management Permit application can be found on City Engineering's website. The Storm Water Management Plan & Report shall include compliance with the following:
 - Submit prior to plan sign-off, a stormwater management report stamped by a P.E. registered in the State of Wisconsin.
 - Provide electronic copies of any stormwater management modeling or data files including SLAMM, RECARGA, TR-55, HYDROCAD, Sediment loading calculations, or any other electronic modeling or data files. 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 to City Engineering. (POLICY and MGO 37.09(2))
 - Detain the 2-, 5-, 10-, 100-, and 200-year storm events, matching post-development rates to pre-development rates and using the design storms identified in MGO Chapter 37.
 - Provide infiltration of 90% of the pre-development infiltration volume.
 - Reduce TSS by 80% (control the 5-micron particle) off of newly developed areas compared to no controls.
 - Provide onsite volumetric control limiting the post construction volumetric discharge to the predevelopment discharge volume as calculated using the 10-year storm event
 - Provide substantial thermal control to reduce runoff temperature in cold water community or trout stream watersheds.

The applicant shall demonstrate that water can leave the site and reach the public right of way without impacting structures during a 100-year event storm. This analysis shall include reviewing overflow elevations and unintended storage occurring on site when the storm system has reached capacity.

Submit a draft Stormwater Management Maintenance Agreement (SWMA) for review and approval that covers inspection and maintenance requirements for any best management practices (BMP) used to meet stormwater management requirements on this project.

33. Submit, prior to plan sign-off but after all revisions have been completed, digital PDF files to the Engineering Division. Email PDF file transmissions are preferred to: bstanley@cityofmadison.com (East) or ttroester@cityofmadison.com (West).

City Engineering Division – Mapping Section (Contact Jeffrey Quamme, (608) 266-4097)

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| 34. The private alley shown abutting Reiner Road requires approval for any connection by the Plan Commission per the Subdivision Regulations. |
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35. Grant a 15-foot wide Temporary Grading and Sloping Easement to the City of Madison for the construction of future public street improvements along Reiner Road and Commercial Avenue over the outlots reserved for future development when they are platted. The easement shall terminate upon the completion of construction of the construction of the full cross section of public improvements within the right of way adjacent to these outlots.
36. The portion of Commercial Avenue/ CTH T that was previously conveyed by Document No. 643759 shall be removed from the right of way to be dedicated by this plat.
37. The surveyor shall provide the basis of the right of way of Commercial Avenue. The right of way plat for old Highway 30 per the right of way plat and conveyance leaves latitude for interpretation and refers to the previous town road. Contact Jeff Quamme jrquamme@cityofmadison.com, (608) 266-4097 to coordinate.
38. 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. These will be required for each final plat if platted in phases. Those easements shall be properly shown, dimensioned and labeled on the final plat. This includes easements required by the City of Madison for wet utilities.
39. As required by Ordinance, provide private Easements or private Outlots to accommodate the current USPS required centralized delivery of mail using Cluster Box Units (CBUs). Coordinate the locations of the CBUs with the USPS Development Coordinator, City Engineering and Traffic Engineering Staff and in accordance with the Policies for Cluster Box Units as adopted by the City of Madison Board of Public Works. CBUs serving this land division will not be permitted within any publicly owned or dedicated lands.
40. Access control regulation by Document Nos. 820381 and 1368501 typically transfers to the municipality when the area is incorporated. This shall be verified by City staff prior to a future final plat approval.

41. No vehicular access shall be noted along Reiner Road, Felland Road, and Commercial Avenue. The outlots reserved for future development may have the access restrictions modified as part of a future land division approved by the City of Madison.
42. The dedication of Outlot 5 label on the map appears to be in error and should be private.
43. The portions of the lands to be conveyed to the adjacent metes and bounds parcels along Felland Road shall be detached from the City of Madison prior to conveying to the adjacent owners. This to avoid creation of jurisdictional issues for lands intended to be a single parcel.
44. Submit street name suggestions to Lori Zenchenko (LZenchenko@cityofmadison.com) for review and approval.
45. Provide all recorded as information on all lines of the exterior boundary.

Traffic Engineering Division (Contact Sean Malloy, (608) 266-5987)

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| <ol style="list-style-type: none">46. The applicant shall work the Traffic Engineering and City Engineering Divisions on determining the final right of way dedication required for Reiner Road.47. The applicant shall work Traffic Engineering and City Engineering Divisions on determining the final right of way dedication required for Felland Road.48. The applicant shall submit a traffic study analyzing the impacts of their development on the intersection of Commercial Avenue/Reiner Road/Sprecher Road and be responsible for any improvements as approved by the Director of Traffic Engineering. |
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49. Blissful Avenue, "F" Street, and "S" Street shall be classified as Community Connector Streets as defined by the current Complete Green Streets Guide.
 50. "E" Street, "G" Street, "H" Street, "I" Street, "J" Street, "O" Street, "P" Street, "Q" Street, "T" Street, "U" Street, Blue Stone Terrace shall be classified as Neighborhood Streets as defined by the current Complete Green Streets Guide.
 51. "A" Street, "B" Street, "C" Street, "D" Street, Burnette Downs Drive, and "N" Street shall be classified as Neighborhood Yield Streets as defined by the current Complete Green Streets Guide.
 52. "K" Street and "L" Street shall be classified as Mixed-Use Neighborhood Streets as defined by the current Complete Green Streets Guide.
 53. The applicant shall dedicate sufficient right of way to allow for minimum eight (8)-foot terraces on all streets in this plat. Any variances shall be approved by the City Traffic Engineer.
 54. The applicant shall add a note to the 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 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.

55. The applicant shall provide a minimum 150-foot centerline radius and a minimum 100-foot tangent between curves on all public right of ways in this plat per MGO Section 16.23(6)(a)(11).
56. Prior to final sign-off, the applicant shall work with the Traffic Engineering Division's Electrical Section to record the necessary easements for streetlights. Typically, Traffic Engineering requires a 12-foot easement between lots and 6-foot easements on corner lots where streetlights are needed.
57. The applicant shall execute and return a declaration of conditions and covenants (DCC) for streetlights prior to sign off of the final plat.

Parking Division (Contact Trent W. Schultz, 608-246-5806)

58. The agency reviewed this project and determined a Transportation Demand Management (TDM) Plan is not required as part of subdivision review. As development progresses in the subdivision, residential uses with 10 or more dwelling units and other applicable uses in MGO 16.03 will be subject to TDM Plan review.

Zoning Administrator (Contact Jenny Kirchgatter, (608) 266-4429)

59. Work with Zoning and Planning staff to finalize the TR-P Master Plan text and exhibits.
60. Obtain demolition approval and raze permits for existing buildings that will need to be demolished for the subdivision.
61. The Two-Family Twin dwellings shall have a joint cross access and maintenance agreement which shall be recorded with the land division.

Fire Department (Contact Matt Hamilton, (608) 266-4457)

This agency has reviewed this request and recommended no conditions of approval.

Water Utility (Contact Jeff Belshaw, (608) 261-9835)

62. Upon development, a separate water service lateral and water meter will be required to serve each parcel. The water laterals shall be directly connected to the public water main with the shut-off valve located in the public right-of-way (per PSC 185.52 (2)). A water lateral is not required if the parcel remains undeveloped.
63. 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).
64. All public water mains and water service laterals shall be installed by a standard City subdivision contract / City-Developer agreement. 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, (608) 261-4289)

This agency has reviewed this request and recommended no conditions of approval.

Parks Division (Contact Kathleen Kane, (608) 261-9671)

65. Request that the residential lots abutting the park (Outlot 1) be removed from the plat (Lots 143-147 on the east side of "H" Street and Lots 148-151 on the west side of Blue Stone Terrace). The removal of those lots adjacent to Outlot 1 will allow the subdivision to meet more of its dedication requirements. Removal of those lots will allow a more useful layout for the park and will reduce the potential for future encroachments from those home sites onto the public land. Removal of the lots is also consistent with the neighborhood development plan, which does not show residential lots abutting the park
66. The following note should be included on the final plat: "Lots within this subdivision are subject to impact fees that are due and payable at the time building permit(s) are issued." The Parks Division shall be required to sign-off on the final plat of this subdivision.
67. Prior to sign off on the final plat, the applicant shall execute a declaration of conditions and covenants along with an impact fee schedule for the park impact fees for this development. This document will be recorded at the Register of Deeds. The applicant shall be responsible for all recording fees.
68. Park land dedication is required for all new residential units as part of this plat development per MGO Section 16.23(6)(f).
69. Outlot 5 is of insufficient size to be accepted for public parkland dedication purposes. However, the Parks Division is open to the outlot remaining as private parkland with public access easement with the condition that they are privately maintained. If this condition is met, they may be considered as part of parkland dedication per MGO Section 16.23(6)(f)(8).
70. 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(2) 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# 25031 when contacting Parks Division staff about this project.
71. No farming or use of lands to be dedicated to the public for Park purposes shall be allowed unless specifically approved by the Parks Superintendent and permitted under a farm lease administered through the City of Madison Office of Real Estate Services.
72. The developer shall provide soil borings within any lands to be dedicated as parkland.
73. The applicant shall prominently stake all boundaries and property irons for lands to be dedicated for park purposes.
74. The parkland dedication 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.
- d) No proposed utilities will be allowed on public park land without prior approval by the Parks Superintendent or his designee.
- e) Areas that are wetlands shall not be dedicated as public parkland.

75. The applicant shall install a fence along the boundary of lands dedicated for public park purposes and any residential lots at the sole expense of the applicant. The fence shall be installed on private property to a design that is mutually agreeable to the applicant and Parks Division. The cost of the fence shall not be eligible for Park –Infrastructure Impact Fee credits. The applicant shall execute a deed restriction that would require the fence to be perpetually maintained by the property owners for any lots that are adjacent to publicly dedicated park lands.

Forestry Section (Contact Brad Hofmann, (608) 266-4908)

This agency did not submit comments for the preliminary plat.

Office of Real Estate Services (Contact Trent Milliken, (608) 266-5940)

76. At the time of final plat submittal, certificates shall be prepared with the ownership interests consistent with the most recent title report and shall be signed prior to final plat sign-off by the Office of Real Estate Services ("ORES"). Signatories shall provide documentation that proves legal authority to sign the Owner's Certificate.
77. If any of the land within the plat boundary is under contract for sale or purchase, and said transfer will be conducted at the time of plat recording, an escrow agreement may be necessary. Please discuss closing plans with ORES in advance of plat signoff.
78. At the time of final plat submittal, certificate(s) of consent for all mortgagees/vendors shall be included following the Owner's Certificate(s), and shall be signed prior to final plat sign-off by ORES.
79. A Consent of Lessee certificate shall be included on the final plat for any tenancy in excess of one year, recorded or unrecorded, and executed by said tenant prior to agency plat approval sign-off. Notify ORES if farm leases are in place for agricultural lands being platted.
80. 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..."
81. If any portion of the lands within the plat boundary are subject to an Option to Purchase or other Option interest please include a Certificate of Consent for the option holder and executed prior to approval sign-off.
82. The final plat shall include Plan Commission, County and City Treasurer, and Common Council approval certificates.

83. As of June 11, 2025, the 2024 real estate taxes are paid for the subject property. Under 236.21(3) Wis. Stats. and MGO Section 16.23(5)(g)(1), the property owner shall pay all real estate taxes that are accrued or delinquent for the subject property prior to Plat recording. This includes property tax bills for the prior year that are distributed at the beginning of the year. Receipts are to be provided on or before sign-off and checks are payable to: City of Madison Treasurer; 210 Martin Luther King, Jr. Blvd.; Madison, WI 53701.
84. As of June 11, 2025, there are no special assessments reported for the parcels within the plat boundary. Pursuant to MGO Section 16.23(5)(g)1 and Wis. Stats. 236.21(3), all special assessments, including accrued interest in the case of delinquencies, shall be paid by the owner prior to plat approval sign off. Receipts for payment shall be provided to ORES in advance of plat approval sign-off.
85. After final plat submittal, pursuant to MGO Section 16.23(5)(g)(4), the owner shall furnish an updated title report to ORES via email to Trent Milliken (tmilliken@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 (April 9, 2025) 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. ORES reserves the right to impose additional conditions of approval in the event the title update contains changes that warrant revisions to the plat.
86. Accurately reflect the contents of the title report when preparing the final plat. Further specific comments for ORES requirements will be included after review of the final plat.

Appendix A: Tradition Residential–Planned District Requirements

The following excerpts summarize the requirements for residential development in the Traditional Residential-Planned (TR-P) District in Section 28.053 of the Zoning Code:

(1) Statement of Purpose. The TR-P District is established to encourage the development of new traditional neighborhoods in close-in or outlying parts of the City that incorporate the characteristics of existing traditional neighborhoods. Features include a variety of lot sizes and integrated housing types, detached or alley-loaded garages, traditional architectural features such as porches, an interconnected street system and the creation of a high-quality public realm.

A large-scale TR-P development will be designed through a master planning process. Where a TR-P District is developed in conjunction with or in proximity to an existing or planned mixed-use or higher-density district (for example, a Neighborhood Mixed-Use District, Traditional Shopping Street District, or Traditional Residential-Urban District) the TR-P District is also intended to meet the goals of traditional neighborhood development as established by the State of Wisconsin and Dane County. These goals include the following:

- a.) Reduce public costs by making more efficient use of infrastructure.
- b.) Protect the environment through reduced land consumption, preservation of on-site environmental features, and reduced automobile travel.
- c.) Increase public safety and welfare through street design that results in slower driver speeds and reduced accidents, injuries and fatalities.

- d.) Promote the reinvestment in existing developed areas.
- e.) Foster community through attractive streets and public spaces that create opportunities for encounters and gatherings.

(3) Required Mix of Residential Uses. After the effective date of this ordinance, development sites or projects within the TR-P District that are 10 acres or more in size or that include 50 or more dwelling units shall meet the following standards:

- a.) A minimum of 3 residential building types from the following categories shall be included within the site:
 - 1. Single-family detached dwellings with street-accessed garages.
 - 2. Single-family detached dwellings with alley-accessed garages.
 - 3. Two-family and single-family attached buildings.
 - 4. Accessory dwelling units.
 - 5. Multi-family dwellings (3 units or more), including senior housing.
 - 6. Special-needs housing such as community living arrangements and assisted living facilities.
- b.) A minimum of ten percent (10%) of the units on the site shall be in two-family, attached or multi-family residential dwelling types.
- c.) For infill development, the required mix of residential uses may be satisfied by existing adjacent residential uses within a one-quarter mile radius.
- d.) All residential lots shall be located within one-quarter mile of existing or planned public or common open space.

(4) Dimensional Standards, Permitted and Conditional Uses. [See table below for more information.]

(5) Site Design Standards.

- a.) Open Space. Open space shall be available to the residents of the district for recreational purposes or similar benefit. Land reserved for stormwater management and other required site improvements shall not be applied to this requirement, unless designed as open space that will meet resident needs.
 - 1. Open space shall be designed to meet the needs of residents of the district and the surrounding neighborhoods to the extent practicable for parks, playgrounds, playing fields, and other recreational facilities.
 - 2. A diversity of open spaces shall be provided within the TR-P district, including but not limited to community parks, neighborhood squares and commons, and playgrounds.
 - 3. Open spaces included with the subdivision shall be dispersed throughout the development and walkable from most areas within the subdivision.
 - 4. Land donated for any public purpose, which is accepted by the City, may be credited towards the open space requirement at the discretion of the Common Council.
- b.) Street Layout. A TR-P site development plan shall maintain the existing street grid where present and restore the street grid where it has been disrupted. In newly developing areas, streets shall be designed to maximize connectivity, except where environmental or physical constraints make this infeasible. All streets shall terminate at other streets, at public land, or at an environmentally sensitive area, except that local streets may terminate in stub streets when those will be connected to other streets in future phases of the development or adjacent developments.
- c.) Street Design. Flexibility in street design may be allowed within a TR-P District in order to create a safe and pleasant environment for residents, emphasizing pedestrian and bicycle circulation.

- d.) Non-Residential Uses. Non-residential land uses, including but not limited to schools, places of worship and neighborhood-serving commercial uses located within a subdivision zoned TR-P, shall be designed in a compact fashion and reflect the design of other uses within the master-planned development. Parking for such uses shall be located in the side or rear yards and shall be well screened to preserve the continuity of the public realm.

(6) Submittal Requirements.

- a.) After the effective date of this ordinance, a Master Plan shall be required for all TR-P projects that are proposed to be 10 acres or larger in size or those that will include 50 dwelling units or more. All TR-P Master Plans shall include each of the following elements:

1. A map of the proposed development that identifies all of the lots and outlots to be contained in the proposed development and which contains all of the information required for preliminary plats in Sec. 16.23(7)(a), MGO. The map shall identify each of the following items:
 - a. The use of each lot or outlot, including any spaces to be dedicated to the public.
 - b. The number of dwelling units to be provided on each lot.
 - c. The number of floors of all buildings to be constructed on a lot – minimum and maximum.
 - d. The orientation of buildings in relation to all streets.
 - e. The yards and building setbacks for each developable lot.
 - f. Stormwater management, including proposed treatments at the lot, block and subdivision level.
2. A phasing plan for the implementation of the master planned development.
3. Building design standards for the proposed development recorded in the covenants, conditions and restrictions for the subdivision, shall include:
 - a. Massing and composition of structures, orientation of windows and entries; doors and other elements of the facade, and primary facade materials and colors.
 - b. A process for the application of such building design standards, through an architectural review committee or similar review body.
4. A detailed letter of intent for the project that outlines the specific goals and objectives for the master planned development. Sec. 28.053(6)(b)

- b.) Standards for Approval of Master Plans.

1. The proposed TR-P Master Plan shall be consistent with the recommendations of the Comprehensive Plan and any adopted neighborhood plan, including the objectives established for traditional neighborhood development in the Comprehensive Plan.
2. The proposed TR-P Master Plan shall contain a highly connective circulation pattern and shall be conducive to multiple forms of transportation.
3. The proposed master planned development shall include a variety of integrated residential dwelling unit types. Segregation of dwelling unit types shall be avoided.
4. The proposed TR-P Master Plan shall be consistent with the statement of purpose of this section.
5. The TR-P Master Plan shall also comply with all of the requirements for preliminary plats in MGO Section 16.23.

(7) Review Procedures. A Master Plan for a TR-P district will be reviewed as part of the zoning map amendment and subdivision plat.

Appendix B: Zoning Criteria

TR-P Zoning Criteria

Requirements	Required: Single-family detached	Proposed	Required: Two-family twin	Proposed
Lot Area (sq. ft.)	2,900 sq. ft.	All lots will exceed	1,800sq. ft./unit	All lots will exceed
Lot Width	30'	All lots will exceed	25'/unit	All lots will exceed
Minimum Front Yard Setback	15'	To be determined at the time of permitting	15'	To be determined at the time of permitting
Maximum Front Yard Setback	30' or up to 20% greater than block average		30' or up to 20% greater than block average	
Side Yard Setback	5'		5'	
Reverse Corner Side Yard Setback	8' (10' for garage)		8' (10' for garage)	
Rear Yard Setback	Street-accessed: 20' Alley-accessed: 2'		Street-accessed: 20' Alley-accessed: 2'	
Usable Open Space	None		None	
Maximum Lot Coverage	75%		75%	
Maximum Building Height	3 stories/ 35'		3 stories/ 35'	

TR-U1 Zoning Criteria

Requirements	Required	Proposed
Lot Area (per Multi-Family Unit)	1000 sq. ft. per unit	All lots will exceed
Lot Width	15' per unit	All lots will exceed
Front Yard Setback	15'	To be determined at the time of permitting
Maximum Front Yard Setback	30' or up to 20% greater than block average	
Side Yard Setback	10'	
Reversed Corner Side Yard Setback	12'	
Rear Yard Setback	The lesser of 25% of lot depth or 20'	
Maximum Lot Coverage	90%	
Maximum Building Height	3 stories/ 40'	

Other Critical Zoning Items

Yes: Utility Easements

No: Barrier Free, Transit-Oriented Development (TOD) Overlay, Urban Design, Floodplain, Landmarks, Waterfront Development, Wellhead Protection

Prepared by: Jenny Kirchgatter, Assistant Zoning Administrator