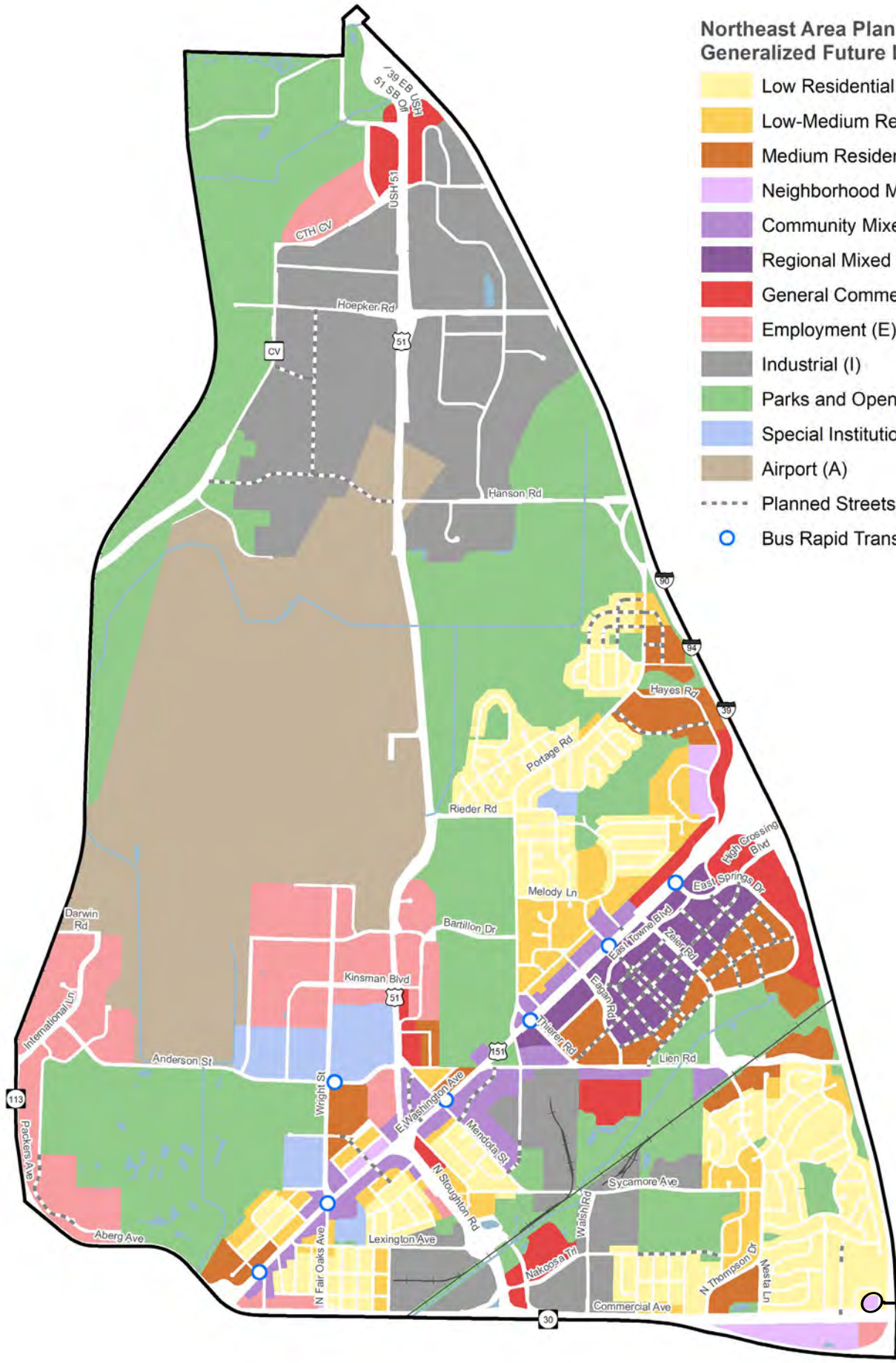


**Northeast Area Plan
Generalized Future Land Use Map**

- Low Residential (LM)*
- Low-Medium Residential (LMR)*
- Medium Residential (MR)
- Neighborhood Mixed Use (NMU)
- Community Mixed Use (CMU)
- Regional Mixed Use (RMU)
- General Commercial (GC)
- Employment (E)
- Industrial (I)
- Parks and Open Space (P)
- Special Institutional (SI)
- Airport (A)
- Planned Streets
- Bus Rapid Transit (BRT) Station



○ Subject Property (NMU)

Recommended Future Land Use and Growth Areas

The Generalized Future Land Use (GFLU) Map establishes a framework for how the Northeast Area can grow and evolve over time. The map identifies broad categories of development such as residential, commercial, or industrial uses, as well as recommended building size. The future land use categories guide future growth and establish the basis for how the City reviews development proposals. The land use recommendations in this Plan embody several of the Comprehensive Plan's citywide strategies, including:

- Concentrating the highest intensity development on major transit corridors and at activity centers
- Facilitating compact growth to reduce development of farmland
- Increasing the amount of available housing
- Supporting the development of a wider mix of housing types, sizes, and costs.

While the GFLU Map establishes a future vision, there isn't a defined timeline for change. Many factors impact development, making it hard to predict where and when it might occur. The overall economy, market demand, available properties and financing, and developer priorities all influence the timing and location of development proposals.

Land use categories

Images below illustrate types of development commonly found in each category. More information on each of the land use categories can be found in the [Comprehensive Plan](#).

*In select conditions, Low Residential may allow development up to 30 dwelling units/acre (DU/ac) and three stories. In select conditions, Low-Medium Residential may allow development up to 70 DU/ac and four stories.



Low Residential (LR) *



✗ Neighborhood Mixed-Use (NMU)
Subject Property Proposed Use



General Commercial (GC)



Low-Medium Residential (LMR) *



Community Mixed-Use (CMU)



Employment (E)



Medium Residential (MR)



Regional Mixed-Use (RMU)

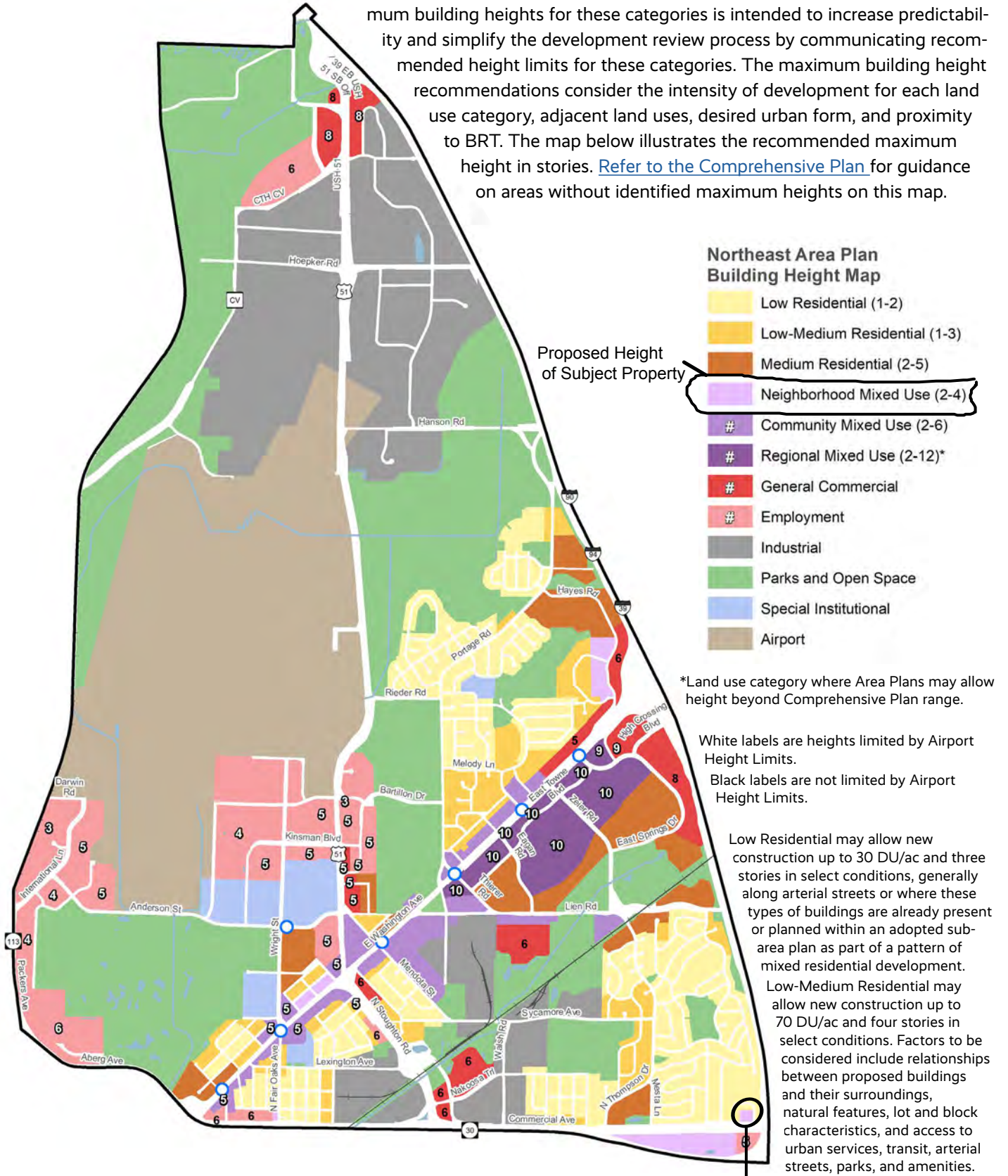


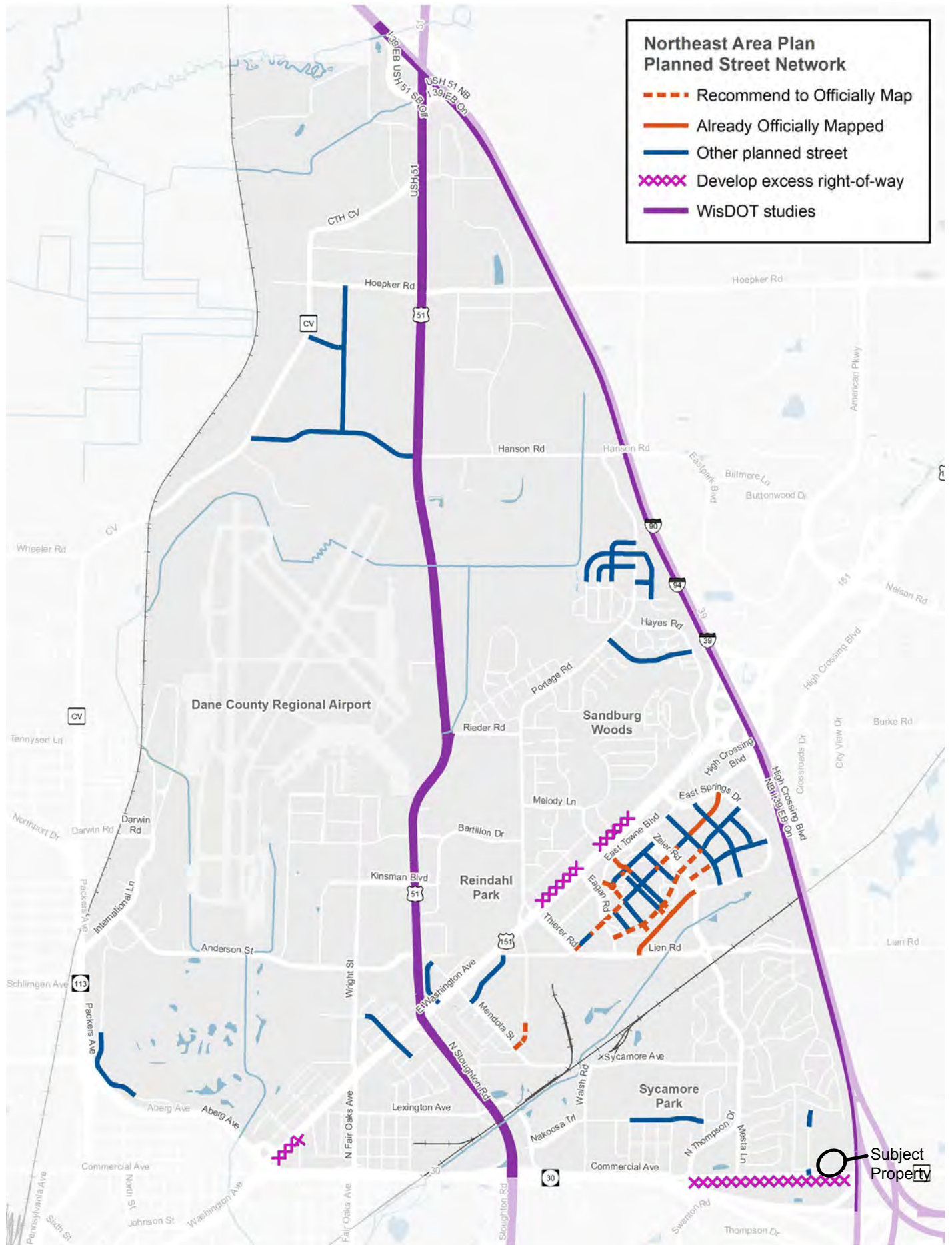
Industrial (I)

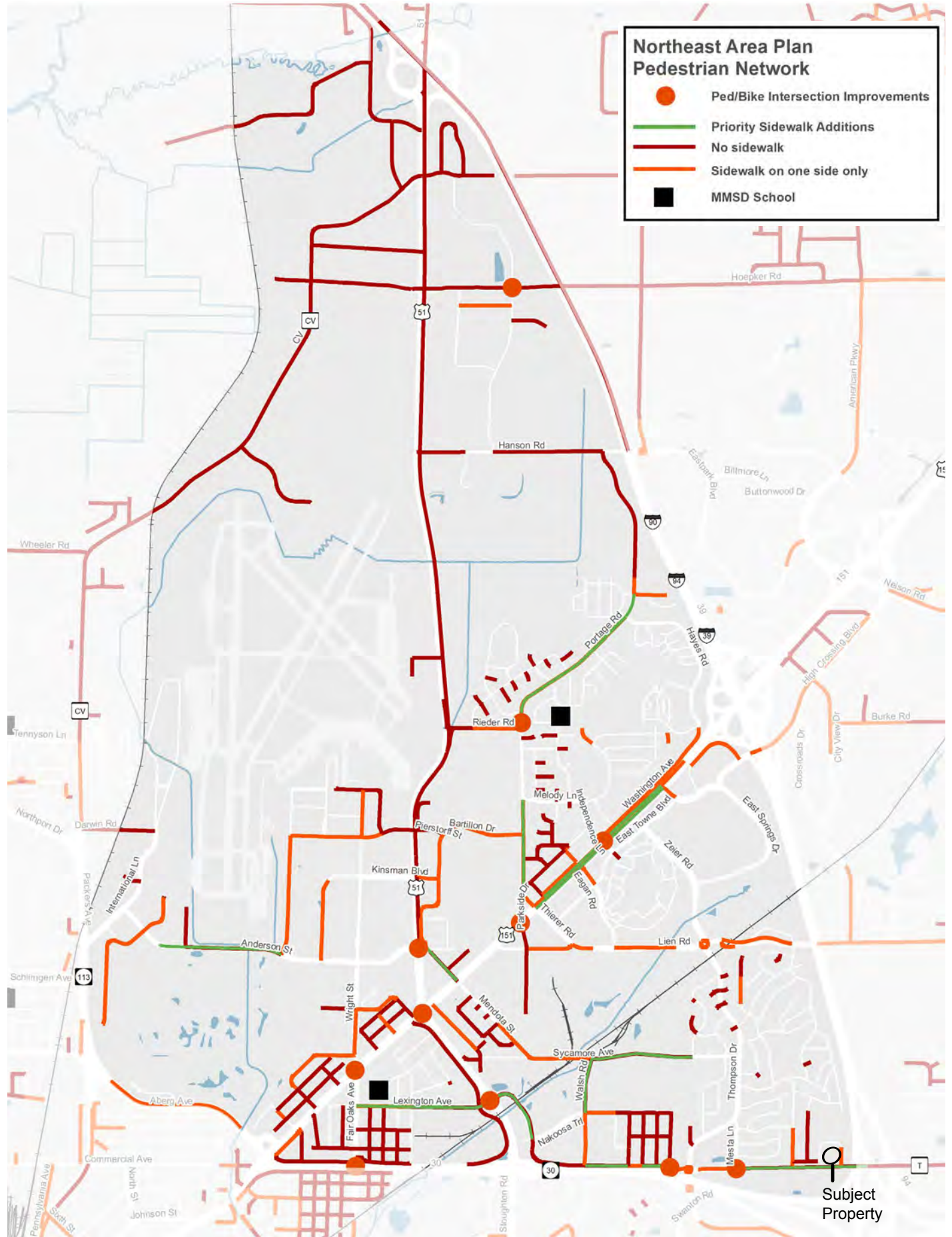
Implementation and Development Regulation

Maximum Building Heights

The Comprehensive Plan provides height guidance for most land uses. A select few land use categories don't have recommended height ranges or allow Area Plans to recommend heights that may differ from those ranges. Mapping maximum building heights for these categories is intended to increase predictability and simplify the development review process by communicating recommended height limits for these categories. The maximum building height recommendations consider the intensity of development for each land use category, adjacent land uses, desired urban form, and proximity to BRT. The map below illustrates the recommended maximum height in stories. [Refer to the Comprehensive Plan](#) for guidance on areas without identified maximum heights on this map.



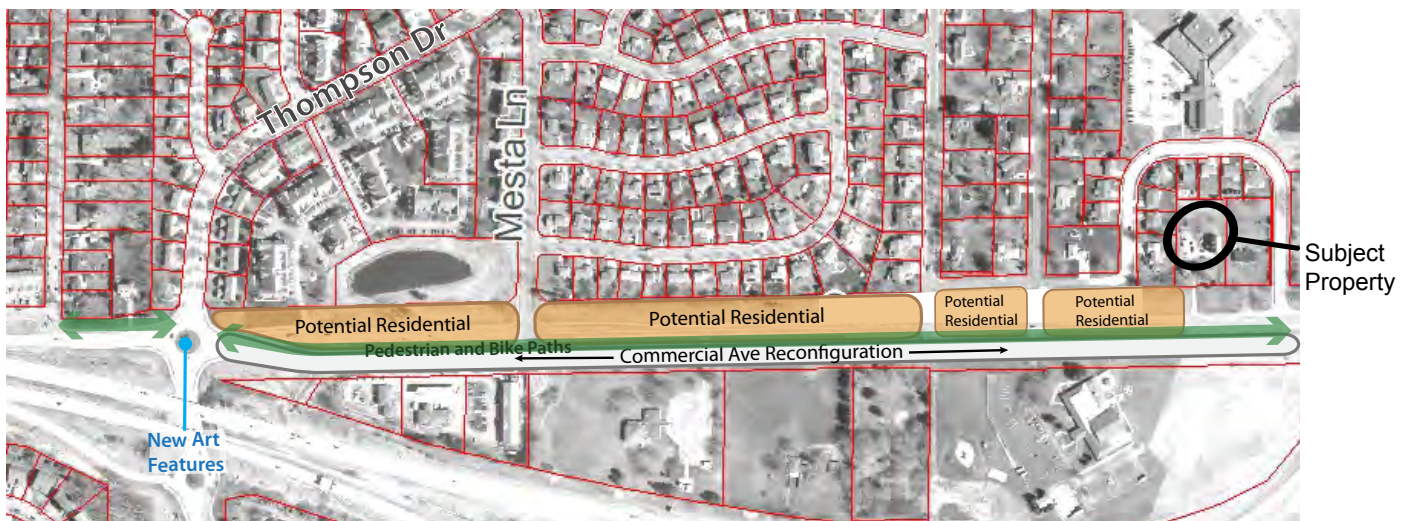




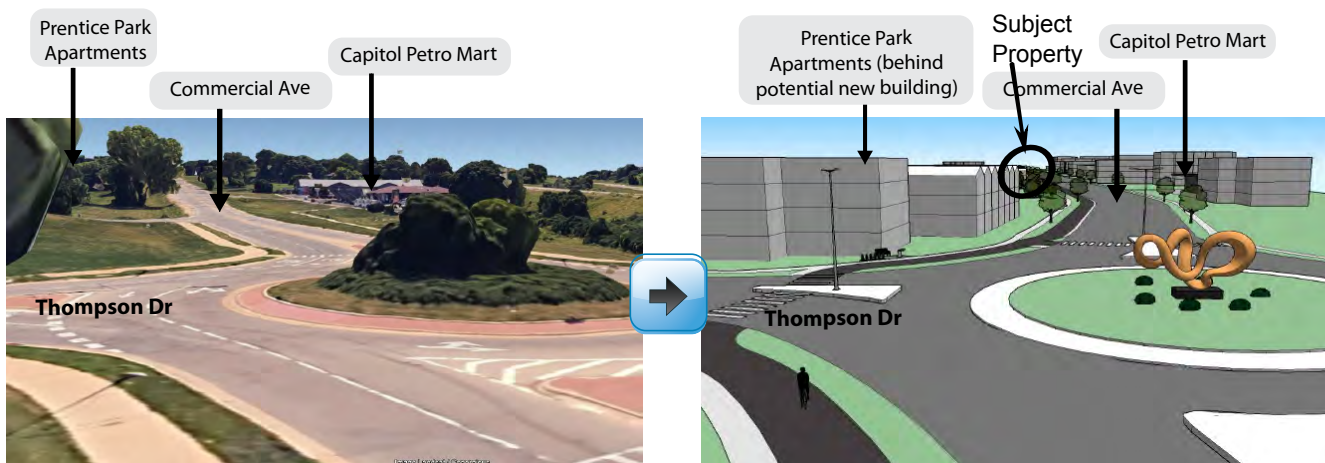
Commercial Avenue Proposed Design Guidelines

- Maximize the use of existing right-of-way to provide bike/pedestrian amenities for adjacent commercial and residential sites.
- Buildings should have storefronts and entrances that are welcoming to pedestrians, such as attractive landscape, inviting signage, well-maintained facades, or outdoor seating areas along Commercial Avenue.
- Implement universal design principles to make the street accessible to people of all abilities, such as detectable warning pads and acoustic pedestrian crossing signals.
- Build pedestrian crossings at Mesta Lane and Eagle Crest Drive for better connectivity to the Ridgewood Neighborhood.
- Consider integrating public art and installations along Commercial Avenue to add cultural and visual interest.
- Implement effective street lighting to enhance visibility and safety, especially during evening hours.

Potential Commercial Avenue Reconfiguration



Note: Redevelopment of right-of-way could also occur to the south or both sides of Commercial Avenue.

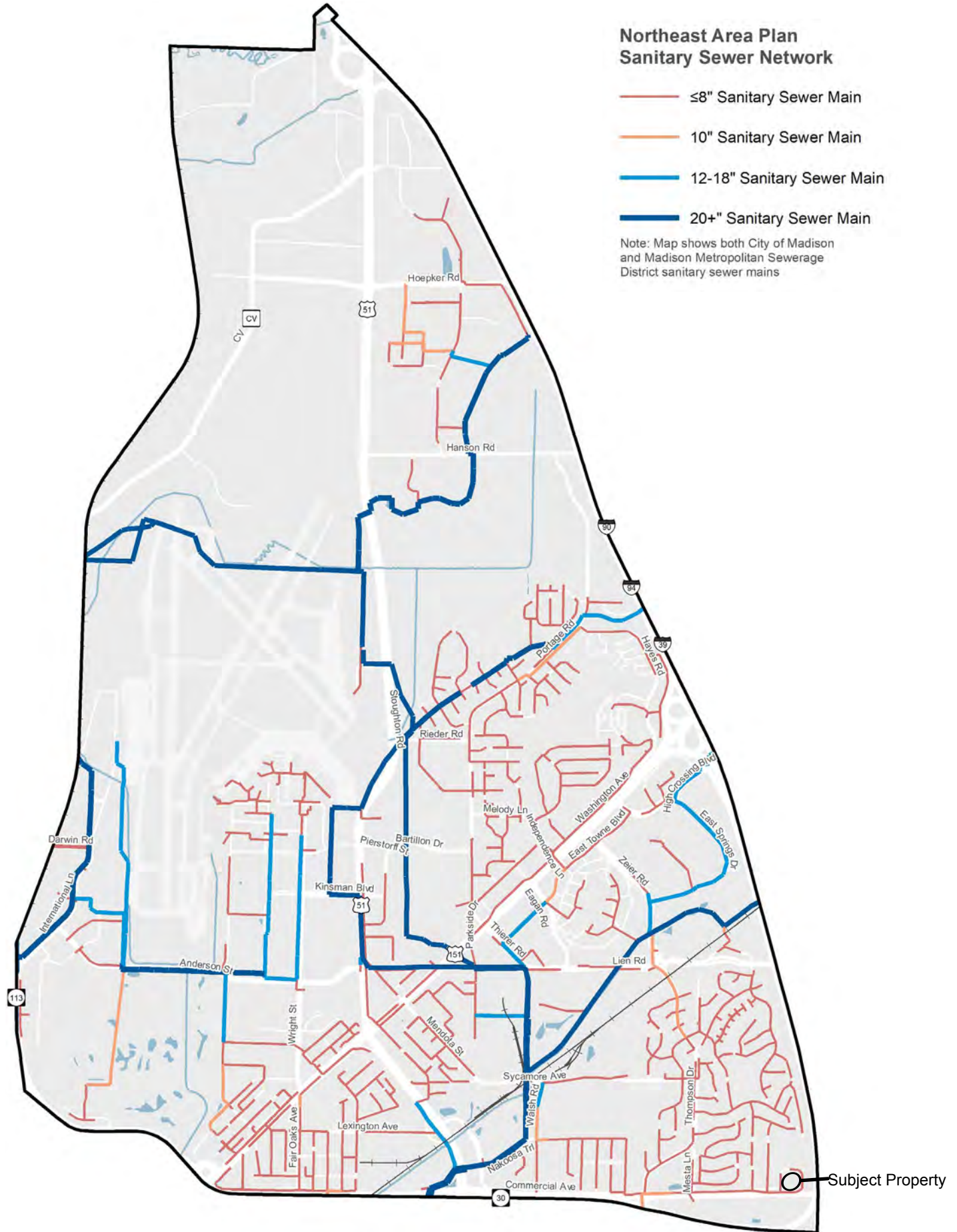


Note: These suggested changes within private land will only occur if property owners decide to redevelop.

Northeast Area Plan Sanitary Sewer Network

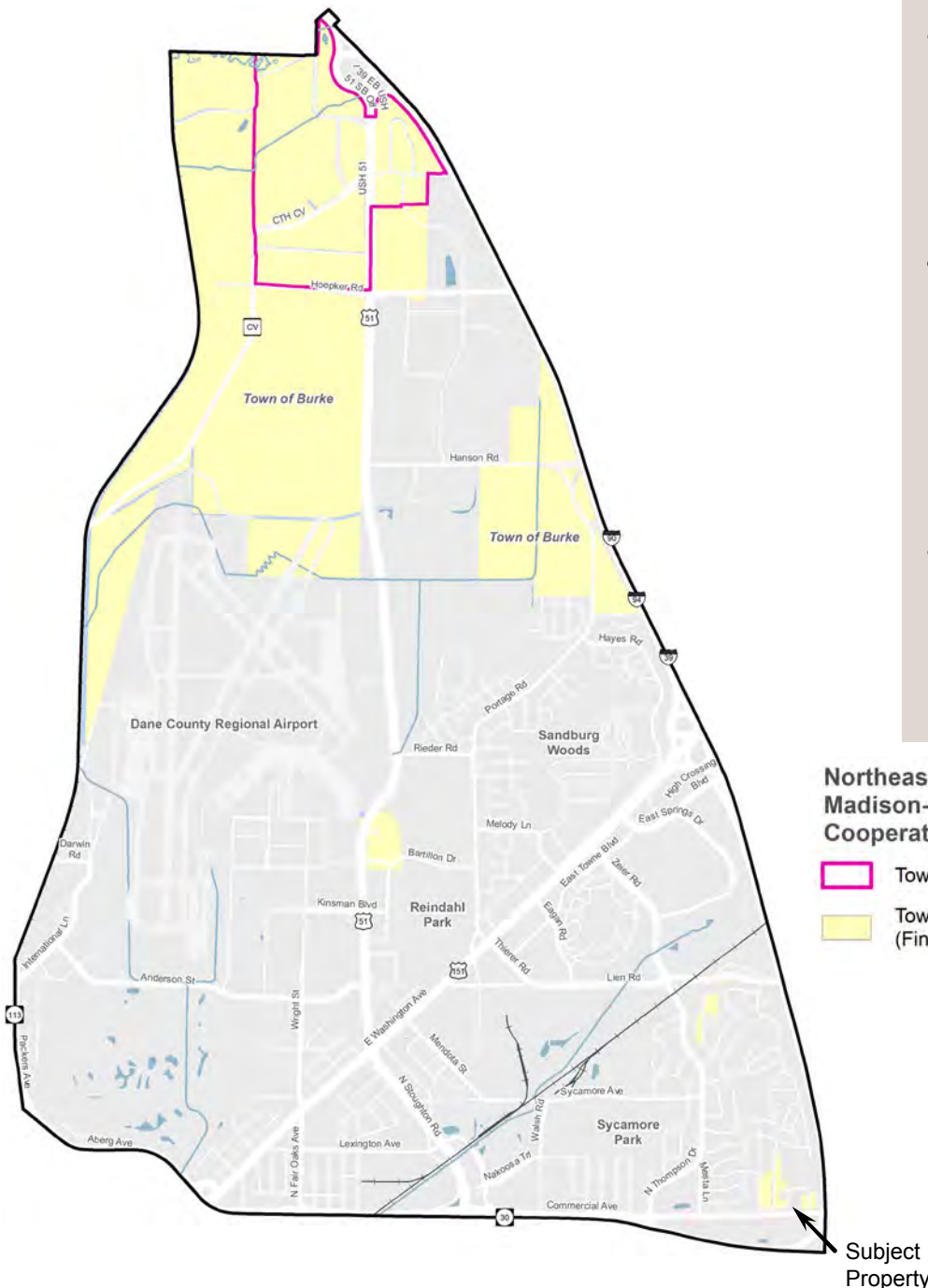
- ≤8" Sanitary Sewer Main
- 10" Sanitary Sewer Main
- 12-18" Sanitary Sewer Main
- 20+ " Sanitary Sewer Main

Note: Map shows both City of Madison and Madison Metropolitan Sewerage District sanitary sewer mains



Town of Burke, Village of DeForest, City of Sun Prairie, City of Madison Cooperative Plan

- Town of Burke dissolves 2036, properties attach to DeForest, Sun Prairie, and Madison. [See Intergovernmental Boundary Agreements Map](#) for lands attaching to Madison.
- Town properties can attach to Madison if requested by the property owner and approved by the City.
- Specific Town properties are protected from early attachment until 2036 to maintain tax base for the Town unless approved by the Town. See Intergovernmental Agreement Map.
- Madison will provide the full range of City services to Town properties attaching to the City except for properties located near Highway 51 and Interstate 39/90/94. DeForest may provide water and sanitary sewer to these properties per the agreement.
- There is a restriction on the number of housing units that can be built each year within the portion of the DeForest Area School District that is attaching to Madison.



Northeast Area Plan Madison-Burke-Sun Prairie-DeForest Cooperative Plan

- Town of Burke Protected Areas
- Town of Burke Parcels Attaching to Madison (Final Attachment 2036)