

## Item 24-0375: Request to approve the Lumbini Estates Preliminary Plat

### City Plan Commission

Wed, Apr 10, 2024, 3:30PM

#### Mayor Jake Woodford 04:28

Next item 24-0375 request to approve the Lumbini Estates preliminary plat as shown on the attached maps and subject to the conditions in the staff report. And it's Don again; he's carrying the water today. So go ahead.

#### Principal Planner Don Harp 04:44

A little background history on this site. It was annexed to the city in 1985 with the residential designation of R1A single family district. The proposed plat area consists of a little over 12 acres. The proposed layout incorporates 12—uh 27 proposed lots, city streets, sidewalks. It's already gone through the design review process through municipal services, Council for the street design. Also with the plat review, this is the preliminary plat before we see the final plat will be another process that will come in the future. The proposed lots in this layout do comply with the R1A zoning standards.

#### Principal Planner Don Harp 05:26

You'll note that there are some double frontage lots on this property that we've requested a waiver to that on behalf of the developer just due to the fact that AP is a restricted highway access. And there's only one street access permit granted. That is being reviewed by the Outagamie County, County Highway Department at this point in time is in the process of doing that. So, staff is recommending approval subject to the conditions in the staff report.

#### Mayor Jake Woodford 05:59

Thank you. Do we have a motion? Motion? Is there a second? We have a motion and a second to approve. We'll open the floor for discussion. Yep, Commissioner Dane, go ahead.

#### Andrew Dane (City Plan Commissioner) 06:13

So, I'm excited that this area is getting developed, and it's certainly adding more to the housing stock. I just want to point out that—and I know that we're taking a look at this with the update to the comprehensive plan and development of this housing-centric policy, your guidebook—but these lots are just to me just mass—they're large. And some of them are 15-16,000 square feet—over a quarter of an acre. I really think going forward, we should at least have some discussion about you know whether or not we want to have a maximum allowable lot size within the city, because I just feel like some of these lots get so large; it's an inefficient use of precious land that we have. So just want to throw that out there.

#### Mayor Jake Woodford 07:02

Thank you. Further discussion. Commissioner Robins.

#### Sabrina Robins (Commissioner) 07:12

Just more on what Commissioner Dane was talking about. Part of the housing centric is the discussion of affordable housing, so as I look at these lots, will there be opportunity to have affordable housing along, mixed in, with this or...?

**Mayor Jake Woodford** 07:29

So, I think these are important considerations. And one of the things for us to keep in mind in this conversation is that what's before the Plan Commission is a preliminary plat map. So, as long as the preliminary plat map conforms to our current codes and policies and the conditions that were outlined in the staff report are met, it's our obligation to approve. But I think these are worthwhile considerations and certainly something that the city has already been having conversations about when we talk about incentives for development and being much more selective about what types of development get incentivized, whether that's through the waiver of fees or supportive infrastructure related costs. So that is very much a conversation that we're having here at the city. And we've already started to take steps in that direction. But as we get into the recommendations from the housing development policy Task Force, and as we start to engage in our comprehensive plan, these are both points that will be taken strongly into consideration as we update the city's plans.

**Sabrina Robins (Commissioner)** 08:48

Thank you.

**Mayor Jake Woodford** 08:51

You talked a little bit about this highway access issue with AP, and you mentioned a requirement for a single or a limitation of a single point of access because it's a restricted highway. Could you just talk a little bit more about what that means and just give us some context so we understand, from a platting perspective, that relationship with the county and, you know, when we see developments, because I'm sure in the future we'll see we'll see additional developments on the north side along county highways. Might just be helpful for the commission to have some context around that issue.

**Principal Planner Don Harp** 09:29

The county has review authority over this plat based on their subdivision regulations. So, with that their planning department and also their highway division has an opportunity to look at their rules and regulations that relate to their authority over plats that are within the city. And based on Midway Road there were certain discussions in the past between county staff and city staff in terms of where these access points are allowed and not allowed within certain distances from other accesses that currently exist. So based on prior conversations with the highway department relating to this plat, and taking into consideration the roundabout with Midway Road and Plank Road, and the distance between the this frontage of this property and Aspen Ridge (they have an access point on the Midway), there was a determination where the access street that's proposed here would intersect with Midway based on their parameters. So I don't know, Pete, if you have any other further insight in terms of engineering-wise that would benefit the commission?

**Mayor Jake Woodford** 10:42

No, I just think it'd be—it's just helpful for us to get some context. I don't know if Director Homan if you had anything to add on this point. Go ahead.

**Director Kara Homan (Community And Economic Development)** 10:51

I did just want to add that this is in Calumet County. So, this one is being reviewed under Calumet County's jurisdiction and standards. Outagamie County also has objecting plat authority as well as an access controlled ordinance. So, we should expect similar types of review and restrictions in Outagamie, but they would be different as well.

**Mayor Jake Woodford** 11:13

And does that have something to do with the road that would be the point of access for the development? Or how does that—how does that conversation come into play when we talk about plat review? So, you know, it's along a county road. Is that where the authority...

**Director Kara Homan (Community And Economic Development)** 11:29

Yeah, so the way that objecting—so Don had mentioned the county has objecting plat authority. So, when a developer does a plat, they send it to the municipality; they also send it to the state. Counties that have exercised that authority then get the plat kicked from the state to them, and any plat that is adjacent to county infrastructure either existing or planned, whether it's county highway, county airport, county park, county trail, they have the ability to dictate and weigh in on the overall design to make sure that it's not negatively impacting and hopefully positively impacting what they've planned at the county level.

**Mayor Jake Woodford** 12:09

Got it. So, it's not just necessarily the plat review. It's also about access.

**Director Kara Homan (Community And Economic Development)** 12:13

Correct.

**Mayor Jake Woodford** 12:13

So, it's it gets into a little bit of the site issues.

**Director Kara Homan (Community And Economic Development)** 12:16

Yep.

**Mayor Jake Woodford** 12:17

Okay. Great. Thank you so much. Any further discussion? Go ahead, Commissioner Neuberger.

**Deputy Director Pete Neuberger (Public Works)** 12:25

So, there was just a comment that went through there briefly from Don, about this having gone through the street design approval process through Complete Streets. So, I just wanted to maybe highlight that a little bit. I personally am excited to see this first plat come through having the benefit of using the Complete Streets guidelines. In this case, it's resulting in what compared to like, say, previous older plats, talking about some a little bit less pavement, a less impervious surface. Better from a stormwater management standpoint. Just a little bit more, more friendly in that standpoint, in terms of environmental impacts. So happy to see this, this first one, come through the pipeline.

**Mayor Jake Woodford** 13:12

Thank you. Any further discussion? Hearing none, we have a motion and a second to approve. All those in favor, please signify by saying aye. Aye. Any opposed? Hearing none, the item has been approved.