

**Resolution CARPC No. 2009-15**

**Amending the *Dane County Land Use and Transportation Plan* and *Dane County Water Quality Plan* by Revising the Central Urban Service Area Boundary and Environmental Corridors in the City of Fitchburg**

WHEREAS, the Capital Area Regional Planning Commission has adopted, amended and reaffirmed the *Dane County Land Use and Transportation Plan* and *Water Quality Plan*; and

WHEREAS, said plans delineate urban service areas as amended through February 2010; and

WHEREAS, the City of Fitchburg has requested an addition to the Central Urban Service Area, and has based the request on the City of Fitchburg Comprehensive Plan, adopted in March 2009, and as amended by the McGaw Park Neighborhood Plan, adopted in June 2009; and

WHEREAS, a staff analysis of the proposed amendment has been prepared, which indicates that the amendment is generally consistent with adopted regional plans and policies.

NOW, THEREFORE, BE IT RESOLVED that in accordance with §66.0309, Wis. Stats., and Sec. 208 of Public Law 92-500, the Capital Area Regional Planning Commission amends the *Dane County Land Use and Transportation Plan* and recommends the amendment of the *Dane County Water Quality Plan* by revising the Central Urban Service Area boundary and environmental corridors as shown on the attached map.

Adoption of this amendment is based on the land use and urban service plans submitted in support of this amendment, and conditioned on the City of Fitchburg pursuing the following:

1. Submit a detailed stormwater management plan for each phase of development to CARPC and DCL&WCD staff for review and approval prior to any land disturbing activities in that phase of the amendment area. The stormwater management plan shall meet the following performance standards *throughout* the amendment area:
  - a. Install stormwater practices in each phase prior to other land disturbing activities in that phase, and protect these practices from compaction and sedimentation during land disturbing activities or restore them after land disturbing activities are completed
  - 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 storm to "pre-development" levels (i.e. maximum Runoff Curve Number = 68 for hydrologic soil group B)
  - d. Control post development runoff volumes to be equal to or less than pre-development runoff volumes for the one-year average annual rainfall period as well as the five year average rainfall period as defined by WisDNR
  - e. Maintain, at least, the WGNHS pre-development groundwater recharge rates (currently identified as 9 to 10 inches per year for the amendment area) with no caps on the extent of infiltration areas

- f. Provide deep tilling to restore all areas compacted during construction
- g. Stormwater practices are to be publicly managed, or have a perpetual legal maintenance agreement finalized with the local municipal authority
- h. Prepare a wetland protection/restoration plan and implementation approach for the Swan Creek wetlands in the project area and provide a copy of the report for CARPC staff review and comment and include the hydric soils areas adjacent to the existing wetlands in the wetland restoration area.

It is also recommended that the City of Fitchburg pursue the following:

1. Continue to work with other municipalities in mitigating regional groundwater declines resulting from municipal well withdrawals and diversion of wastewater, including participating in the update of the regional groundwater model, enhanced recharge, water conservation and reuse practices.
2. Further study is needed regarding the extension of Nobel Drive east of Syene Road to Lacy Road and the design of the intersection of Nobel Drive extended with the new roadway connection to the planned USH 14 interchange. MPO staff supports the position of WisDOT that the roadway connection to the USH 14 interchange be designed as relocated Lacy Road with a free flow design to existing Lacy Road to the west rather than flowing directly into Nobel Drive. Through traffic (except for the small amount traveling south) will want to use Lacy Road because that is the most direct route. While a roundabout has been suggested as an alternative at this intersection, travel demand modeling is recommended to make sure that this is a workable solution. A roundabout with a free flow movement from relocated Lacy Road to existing Lacy Road may be an option. MPO staff is also concerned about the proposed design of the intersection of Nobel Drive and Syene Road due to the safety issues related to the skewed angle of the intersection and the proximity of the rail line to the intersection.

March 11, 2010  
Date Adopted

Phil Van Kampen   
Phil Van Kampen, Chairperson