



**Resolution CARPC No. 2015-11**

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

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 and environmental corridors as amended through June 2015; and

WHEREAS, the City of Madison has requested an addition to the Central Urban Service Area; 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 and environmental corridors boundaries 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 Madison pursuing the following:

1. Submit a detailed stormwater management plan for CARPC and DCL&WCD staff review and approval prior to any land disturbing activities in the amendment area. The stormwater management plan should include the following:
  - a. Install stormwater and erosion control practices prior to other land disturbing activities. Protect infiltration practices from compaction and sedimentation during land disturbing activities.
  - b. Control peak rates of runoff for the 1, 2, 10, and 100-year 24-hour design storms to “pre-development” levels (i.e. maximum Runoff Curve Number = 68 for agricultural land use and hydrologic soil group B).
  - c. Maintain the post development stay-on volume to at least 90% of the pre-development stay-on volume for the one-year average annual rainfall period, as defined by WDNR.
  - d. Maintain pre-development groundwater recharge rates from the Wisconsin Geological and Natural History Survey’s 2009 report, *Groundwater Recharge in Dane County, Wisconsin, Estimated by a GIS-Based Water-Balance Model* (an average of 9-10 in./yr. for the amendment area) or by a site specific analysis.

- e. Mitigate the thermal impacts of stormwater discharge in accordance with existing ordinances.
  - f. Provide at least 80% sediment control for the amendment area in accordance with existing ordinances.
  - g. Stormwater practices should have perpetual legal maintenance agreements with the City, to allow the City to maintain facilities if owners fail to do so.
2. All stormwater management facilities should be designated as environmental corridors, and stormwater easements should be provided for the facilities located on private property.


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

1. Attempt to maintain the post development stay-on volume to 100% of the pre-development stay-on volume for the one-year average annual rainfall period, as defined by WDNR.
2. The XP-SWMM model for the area will be updated to reflect post-development conditions within the watershed.
3. A preliminary site investigation for location of karst formations be done prior to design placement of stormwater infiltration facilities as required by the State of Wisconsin in Site Evaluation for Stormwater Infiltration (1002).
4. Request a formal Endangered Resources review by the WDNR (<http://dnr.wi.gov/topic/ERReview/Review.html>) or one of their certified reviewers and take necessary habitat protection measures if species are found.
5. Require an on the ground archaeological survey of the amendment area to be performed by a qualified archaeologist, and provide three copies of the report to the CARPC.
6. A Euro-American burial site (DA-1274), a human burial site, has been reported for the general area of the amendment. Because ground disturbing are proposed for this area, please contact Chip Brown at 800-342-7834 or [chip.brown@wisconsinhistory.org](mailto:chip.brown@wisconsinhistory.org) at the Wisconsin Historical Society to be in compliance with Wis. Stat. §157.70.
7. The Water Utility should continue to promote conservation and provide incentives for water conservation activities and practices.
8. Upon final determination of roadway orientation and ROW requirements for the alignment of Pioneer Road/Meadow Road, amend the CUSA boundary to exclude (remove) Town lands west of the road centerline.
9. Work with Dane County to plan and budget for future improvements to CTH S/Mineral Point Road west of Pleasant View Road, including intersection improvements (e.g., turn lanes, traffic signal) and reconstruction to a four-lane divided urban facility with pedestrian and bicycle facilities.
10. Continue to work with the City of Middleton to plan and budget for the reconstruction of Pleasant View Road (USH 14 to Mineral Point Road) to a four-lane divided urban facility with pedestrian and bicycle facilities.
11. Give careful consideration to how residential lots are oriented towards Pioneer Road/Meadow Road and Valley View Road. While there are positive neighborhood attributes from having development front on rather than back up to a collector street, driveways create conflict points for motorists, bicyclists, and pedestrians. When traffic volumes reach higher levels, it can also be difficult for residents to get out of their driveways. Given the lack of other continuous north-south routes west of Pleasant View Road, Pioneer/Meadow Road in particular will become an

increasingly important travel corridor in the future and thus driveway access should be limited on that roadway. City of Madison planning staff indicated that while the Pioneer Neighborhood Plan shows development fronting Pioneer Road, their subsequent agreement with the town of Middleton prohibits driveway access to the roadway. Long-range traffic forecasts upon build out of all Westside neighborhoods should be reviewed prior to decisions on roadway cross-sections and platting so that access to lots can be planned appropriately.

12. Allow for the accommodation of bus service on all collector and arterial streets. This includes the design of intersections that accommodate bus movements and access to bus stops as well as site layouts that are likely to be in the vicinity of bus stops. Higher intensity areas may need to have space set aside for the future provision of a bus shelter.

October 8, 2015  
Date Adopted

  
Larry Palm, Chairperson



Map 1 - Amendment Area

