

**Resolution CARPC No. 2011-5**

**Amending the Dane County Land Use and Transportation Plan and Dane County Water Quality Plan by Revising the Stoughton Urban Service Area Boundary and Environmental Corridors in the West End Neighborhood in the City of Stoughton and Town of Rutland**

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 2011; and

WHEREAS, the City of Stoughton has requested an addition to the Stoughton Urban Service Area, and is consistent with the City of Stoughton Comprehensive Plan, adopted in May 2005; 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 Stoughton 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 Stoughton 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 will include the following:
  - a. Install stormwater and erosion control practices prior to other land disturbing activities in each phase. 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 for each phase to "pre-development" levels (i.e. maximum Runoff Curve Number=68 for agricultural land use and hydrologic soil group B) prior to discharge to the wetland.
  - 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 prior to discharge to the wetland.
  - d. Maintain the post development stay-on volume of 100% of the pre-development stay-on volume for up to and including the 100-year 24-hour design storm prior to discharge from the amendment area to maintain the current closed basin hydrology.
  - e. Provide an emergency outlet for the closed basin to safely pass the 100-year 24- hour storm in the event of system failure. The timing of the construction of this outlet will be determined based on the detailed stormwater design of each phase. It may be possible to postpone the construction of the emergency outlet to a subsequent phase of the

proposed development, based on City of Stoughton, CARPC and DCL&WCD staff review of the stormwater design.

- f. Maintain suitable wetland hydrology by controlling the wetland water level bounce for the 1-, 2-, and 10-year, 24-hour design storms to within 0.5 feet of existing conditions and providing a maximum drawdown time in the wetland to within 24- hours of existing conditions for the 1- and 2-year, 24-hour storms and within 72- hours of existing conditions for the 10- and 100-year, 24-hour storms.
  - g. 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 in./yr. for the amendment area) or by a site specific analysis.
  - h. At least 80% sediment control in accordance with existing ordinances, prior to discharge to the wetland.
  - i. Oil and grease control from parking lots in accordance with local ordinances.
  - j. Stormwater practices should have perpetual legal maintenance agreements with the City, to require the City to maintain facilities if owners fail to do so.
- ***Applicant response: The stormwater management plan submitted with this proposal, "Stormwater and Erosion Control Report, Phases II & III – Kettle Park West", dated January 12, 2016, has been prepared to be in accordance with the requirements.***
2. Restrict the lowest level of any structure to a minimum of one foot above the seasonal high water table, based on site soil evaluations conducted in accordance with COMM 85.60. The on site soil evaluations will be conducted where ever the NRCS Soil Survey of Dane County indicate seasonal zone of water saturation within 5 feet of the ground surface and hydric, very poorly drained, poorly drained, or somewhat poorly drained soils.
- ***Applicant Response: This restriction will be added to the Preliminary Plat, after WDNR provides its determination on the Ordinary High Water Mark and the SWMP is approved by the appropriate agencies. The OHWM determination was requested at the pre-application meeting for the wetland/Chapter 30 permits on January 5, 2016; at this time this information has not been received from WDNR.***
3. All stormwater management facilities will be designated as environmental corridors, and stormwater easements will be provide for the facilities. Final environmental corridor delineations will be based on CARPC criteria and wetland delineations.
- ***Applicant Response: As discussed with City and CARPC staff on 1/20/16 meeting, following City approval of the plat, the 208 Letter will go to CARPC staff for review. At that time, CARPC staff will adjust corridor map administratively to include park lands (without restrictions on use), stormwater facilities, and current wetland boundaries plus 75 foot wetland buffer (reflecting any DNR fill permits that may have been issued by that time).***

4. Work with the developer to develop and implement a wetland rehabilitation plan for the wetlands within the amendment area.

➤ **Applicant Response:** *A more detailed plan is being developed for City review and WDNR approval. The OWHM determination is required to complete this plan.*

It is also recommended that the City of Stoughton consider pursuing the following:

1. Require a field archaeological survey to be completed by a qualified archaeologist of the area adjacent to the kettle/wetland and associated drainages. The archaeological investigations should include an area sufficient to identify sites on higher ground that may border the kettle. Please send three copies of the report to CARPC, which will forward two copies to the office of the State Archaeologist at the Wisconsin State Historical Society.

➤ **Applicant Response:** *The site has been graded (cut and filled) with City approval as part of KPW Phase 1 development, and was a working farm for over a century. No archeological artifacts from pre-European settlement were reported during the site work.*

2. Require an inventory by a certified arborist of the two acres of woods located in the southwestern corner of the proposed amendment area to evaluate the quality, function, and sensitivity of the woodland. Consider requiring a tree protection plan if the quality of the trees and the function of the woodland warrant such an action.

➤ **Applicant Response:** *A contract has been signed with Barnes Inc., and a tree survey should be completed in the coming week.*

3. Work closely with the developers to carefully design the interior street/driveway and sidewalk layout of the commercial center to reduce pedestrian/bicyclist and motor vehicle conflicts. Sidewalks should be provided along both sides of Hults Road extended and all interior streets/drives. Sidewalks should also be required on the north side of STH 138 in conjunction with development of the commercial center.

➤ **Applicant Response:** *KPW Phase II will be developed with sidewalks on both sides of the street, and with multi-use path connections throughout the development to expand the City's path network. Driveway placement will be according to City ordinances, and with consideration for pedestrian and vehicle safety.*

4. The conceptual plan shows multiple driveway access points to the commercial center from STH 138. Access to this arterial roadway should be limited to one or two streets with no driveway access to maintain good traffic flow and safety in the future.

➤ **Applicant Response:** *The driveway access points already approved through the City's site plan / development plan review process are necessary in order to serve the approved developments, including multi-tenant commercial users and the Walmart site. The Walmart site needed a separate access point for loading in order to increase safety of other users going to and from the site via the main access road. Access to STH 138 is determined by WisDOT, unless the City assumes jurisdiction over this segment of STH 138.*

5. The extension south of Oak Opening Drive should be officially mapped to ensure that this important future north-south collector street be constructed. Both Jackson Street and Oak Opening Drive should be constructed with bike lanes.

➤ **Applicant Response:** *The City's Official Map shows the southern extension of Oak Opening Drive to STH 138. Jackson Street extension is also officially-mapped. Both collector streets are proposed to have 38' pavement (lane) width, plus curb & gutter and sidewalks.*

6. Work with WisDOT to plan for and address short- and long-term pedestrian and bicyclist facility and safety needs in the USH 51 and STH 138 corridors in the vicinity of the amendment area as the City's west side develops. Given that the WestEnd commercial center is being designed to "supply day-to-day goods and services for residents", safe pedestrian and bicycle access to the center from the existing neighborhoods east of USH 51 and future surrounding neighborhoods is important. Consideration should be given to converting these state roadways to urban cross-sections when they are reconstructed in the future.

➤ **Applicant Response:** *Highway roadway and intersection improvements are proposed as part of Phase II improvements, as they are completed in phases. This includes the intersections at Roby Rd and USH 51, Jackson Street and USH 51, and planned intersections with STH 138. The Jackson Street/Hwy 51 intersection is the most important future access point for pedestrians in and out of Kettle Park West, and this intersection has been designed for pedestrian and bicycle safety.*

7. Consider extension of the trail system to connect to the City's existing trail system and recreation facilities nearby.

➤ **Applicant Response:** *The proposed development plan includes trail system extensions.*

8. Continue to work with the Town of Rutland to identify and discuss issues of mutual concern. CARPC staff and commissioners are available to assist in this endeavor.

➤ **Applicant Response:** *Coordination with the Town of Rutland is underway.*

June 9 2011

Date Adopted



Larry Palm, Vice-Chairperson