

**Capital Area Regional Planning Commission**

**DANE COUNTY LAND USE & TRANSPORTATION PLAN  
Amended Goals and Objectives**

**CARPC Redline Review Draft 12/14/07**

Text presented in strikethrough or underline indicate language proposed by CARPC to be removed or added from the current Goals and Objectives of the *Dane County Land Use and Transportation Plan*.

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**Goals** (Order is NOT indicative of priority or importance)

1. Promote the development of balanced communities throughout the county with sufficient commercial, industrial, residential, and open space land to meet the needs of existing and future residents.
2. Promote compact urban development in new areas adjacent to existing urban areas and in the redevelopment or infill development of existing neighborhoods.
3. Promote the development of functionally and visually distinct communities encouraging compact, mixed-use neighborhoods and the efficient provision of a full range of public services.
4. Provide a full range of safe and affordable housing opportunities and choices for all residents throughout the county.
5. Provide an integrated, all-mode transportation system which offers the efficient, effective and safe movement of people and goods, and provides mode choice wherever possible while enhancing and, where relevant, preserving the character and livability of the neighborhoods and residential areas where transportation facilities are located.
6. Encourage concentration of employment and activity centers at nodes and along transit corridors to maximize the efficiency of the existing and future transportation system.
7. Support and maintain downtown Madison the central urban core as the region's major activity center and seek greater diversity and vitality in that area.
8. Promote an economic development strategy that will provide suitable employment opportunities and a stable and diversified economic base.
9. Protect agricultural lands and limit non-farm developments in order to maintain the county as one of the nation's most productive agricultural areas.
10. Promote planning and design that preserves and restores environmental functions and protects important environmental, cultural and historic resources.
11. Develop and promote a county-wide system of open space corridors as a framework to protect the natural environment and scenic values, and provide outdoor recreation opportunities.
12. Promote, conserve and restore all water resources in the region as to both quality and quantity.
13. Promote a sustainable capital area region. A sustainable region is one that is far-seeing enough, flexible enough, and wise enough to maintain and enhance its physical, environmental, and social systems of support.

The cumulative impacts of CARPC policies and criteria on the natural resources of the region will be monitored and the results used to recommend changes to these policies. A presentation of the results of such monitoring will be included in the agenda of the CARPC Annual Plan Review Meeting.

**Objectives** (Order is NOT indicative of priority or importance)

**ENVIRONMENTAL PROTECTION**

1. Recognize that the natural environment is an integrated system of interacting land, water and air resources; and to protect the health and stability of this resource system.
2. Promote the re-integration of humans and their activities into the ecosystem and its functions and processes. \*
3. Preserve and restore the native biodiversity of the region where possible. Promote the use of these banks of native biodiversity as examples of successful adaptation to the physiography of the region which can be used to better integrate human manipulation of the landscape into the natural and biological processes of the region.
4. Provide a safe, healthful and visually pleasing environment to enhance the quality of life for all Dane County residents.
5. Highlight the importance of water for all life. Promote water conservation and protect and restore the quality and quantity of the natural sources of water. Promote optimal treatment of wastewater so the product of treatment can be reused as a resource and generate options for restoring the mass balance of water in the region.
6. Protect the quality and supply of groundwater as the principal source of water supply in Dane County.
7. Protect shoreland, floodplain, and wetland areas through the county, and emphasize their value as focal points of natural beauty and recreation.
8. Preserve and expand the role of wetlands and woodlands as essential components of the hydrologic system as well as valuable wildlife habitat, and restore or improve degraded wetland and woodland resources where possible. Recognize the inter-relationship of adjacent landscape types, and avoid dividing natural units or breaking important linkages.
9. Minimize adverse impacts of necessary encroachment of utilities and transportation facilities into open space corridors by:
  - a. avoiding encroachment when reasonable alternatives are available;
  - b. where encroachment is necessary, select routes which minimize environmental impacts, and avoid dividing natural units; and
  - c. incorporating design considerations which minimize impacts and contribute to compatibility with the corridor functions.
10. Guide urban and rural development to those locations where adverse impacts on ground and surface water quality are minimized.
11. Incorporate in the design of urban development natural drainage patterns and measures to minimize or entrap pollutants before they enter surface waters.
12. Incorporate stormwater management practices, such as detention, and infiltration, created wetlands, and rain gardens in urban development to maintain groundwater recharge and avoid increases in runoff Guide urban development to areas where soils are suitable for such development.

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13. Protect the scenic values of the Dane County landscape by preserving and enhancing vegetative cover, particularly on steep, wooded slopes and stream and lake shorelands.
14. Protect and maximize public enjoyment of the scenic qualities of Dane County by preserving views of landmarks, including high promontories or viewpoints, assessing the visual impact of proposed developments and facilities, and improving public access to scenic areas and views, particularly urban lake and stream shorelines.
15. Minimize production of waste for disposal by supporting programs for reducing consumption, and recycling and reuse of waste materials.
16. Promote waste reduction, reuse and recycling programs for public, industrial, and commercial generators as well as residences. Promote the use of waste as a resource.
17. Promote local buying programs, bulk purchasing, community resource sharing initiatives (like cooperatives and community car programs), and emphasize repair instead of disposal.
18. Locate and design waste disposal sites and facilities to minimize environmental impacts and health hazards, and to utilize natural or organic processes to the extent possible.
19. Return resource extraction and waste disposal sites to productive use through final site design and reclamation.
20. Support programs to improve air quality and control the emission of air pollutants in the region.
21. Promote renewable sources of energy, generated locally, and encourage energy conservation in building, urban design, governmental procurement, and land use.
22. Create alternatives to auto travel through the promotion of public transit and multi-modal transportation systems. Promote programs that maximize car occupancy, and promote alternatively powered vehicles. Optimize road design and use. Encourage urban design and land use policies that support walkable and bikable communities, including the following:-
  - a. Provide for safe, convenient and efficient pedestrian travel throughout the region. \*
  - b. Seek to minimize conflicts between pedestrians and other modes of travel as improvements are considered to other elements of the transportation system. \*
  - c. Provide for the safe, convenient and efficient travel by bicyclists throughout the region.\*
  - d. Encourage bicycle travel for transportation as well as recreational purposes. \*
  - e. Develop a continuous system of bikeways for the central urban service area with connections to other communities throughout the region. \*
  - f. Encourage ridesharing by carpooling, vanpooling, and mass transit, particularly for trips to work and trips to school, and for trips not conveniently served by the transit system. \*
23. Streets \*
  - a. Correct safety problems.
  - b. Encourage transportation patterns which support the concept of balanced communities, more compact urban development and more efficient rural development patterns.
  - c. Address significant capacity problems using a variety of strategies consistent with the goals of balanced communities and modal choice.

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- d. Meet the need for major reconstruction due to maintenance problems.
  - e. Draw traffic away from certain sensitive areas (traffic redirection).
  - f. Address those capacity problems and deficiencies which support local travel and intra-urban service area travel needs resulting from new development.
  - g. Provide for street and roadway continuity.
24. Rail \*
- a. Seek to preserve rail corridor lands throughout the county for current and future transportation and other public uses.
  - b. Continue rail freight service to all users where justified and needed.
  - c. Work with rail companies to consolidate rail tracks, and seek to use excess rail lands for alternative transportation or scenic/recreational uses.
25. Achieve a transportation system compatible with environmental features and which minimizes undesirable environmental impacts due to location and construction of transportation facilities.
26. Achieve a transportation system that optimizes natural, social and financial resources while maintaining consistency with community goals and objectives. \*
27. Achieve a transportation system supportive of energy conservation measures while meeting travel needs to the extent possible.
28. Encourage attention to aesthetics in the design of transportation improvements to fully integrate improvements into the environment, including consideration of scenic views and vistas, landscaping along roadsides and boulevards, and the location of signing.
29. Support programs to protect communities and neighborhoods from excessive noise and light pollution levels.
30. Promote organic, biodiverse, and low input food production, produced locally, through community supported agriculture. Promote the creation of food banks and proper utilization of food waste and other biomass. \*
31. Encourage the protection of agricultural lands, the continued viability of farming operations and support of agribusiness as an important part of Dane County's economy.\*
32. Encourage the identification of areas of Dane County suitable for long-term preservation and viability of diverse agricultural enterprises and resources. Protect or encourage protection of those areas. \*
33. Promote the preservation of agricultural and forested lands to ensure the protection of habitat and other environmental functions associated with these lands. \*

### REGIONAL DEVELOPMENT PATTERNS & DISTRIBUTION

- ~~18. Directing 34% of the new dwelling units to the Outlying Urban Service Areas (OUSAs)~~
34. Promote the re-integration of humans and their activities into the ecosystem and its functions and processes. \*
35. Create balanced communities with a variety of economic and housing opportunities. \*
36. Focus ~~the approximately 57,000~~ new jobs primarily into areas of the county where they can be served by public utilities as well as enhance the use of transit.

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37. ~~The Land Use and Transportation Plan incorporates the Isthmus 2020 Citizens Advisory Committee recommendation that~~Locate a significant share of the employment and housing growth allocated to the CUSA ~~be located~~ within the expanded Isthmus area. ~~The focus of the recommendation is~~ to maintain and enhance the long-term vitality of the downtown and Isthmus neighborhoods, and to increase the feasibility of developing enhanced transit services, both within the CUSA and regionally. ~~The expanded Isthmus 2020 Study Area is defined as Glenway Street on the west, Highway 30 on the north, Starkweather Creek and Lake Monona on the east and Wingra Creek on the south.~~ \*
38. Provide a more balanced mix of housing types throughout the county.
39. ~~Provide a slightly greater share of the County's duplex and multi family units in the outlying USAs to achieve~~ Achieve a more balanced regional distribution of housing types, as well as a wider range of housing opportunities in the outlying communities. \*
40. Promote the maintenance and rehabilitation of existing housing stock in the region.
41. Assist communities in planning and development of commercial and industrial areas that are well designed and properly located. \*
42. Promote the safety of the members of the regional community including children, women, and minorities. Promote the creation of community bonds to generate a sense of place and regional identity. Address the root causes of crime. \*
43. Promote dialogue on issues of interest and import among the members of the regional community. Promote community groups and the creation of gathering places and other means of the exchange of ideas.
44. Encourage cultural activities to enhance the creation of regional identity and a regional sense of place that encourages social cohesiveness and sustainability.
45. Promote concern for and consideration of the needs of the poor, the elderly, children, the handicapped, and other vulnerable groups. Address the root causes of poverty and homelessness, and promote and encourage volunteerism. \*
46. Promote and encourage participation by all in decision-making regardless of sex, race, religion, socio-economic status, language and communication barrier, sexual orientation, etc. Encourage diversity training and discussions to promote the creation of a regional community. Promote mechanisms and venues to deal with conflict in its various forms.
47. Promote education and the need for the availability of universal quality education as one of the most important investments in a successful and sustainable community. Promote programs that allow learners to help determine the focus and content of education and address the root causes of youth dropping out of school. Promote parent and community involvement in education. Promote options for early education and post-secondary education to capitalize on the human resources potential of the community.
48. Promote a healthy community by encouraging preventive health care and healthy living opportunities. Encourage the availability of a basic level of healthcare for the community. Consider the needs of the elderly and the handicapped. Support the control of major diseases, including mental health.
49. Continue to preserve the vast majority of rural areas, including prime, ~~and~~ productive or viable agricultural lands, as Agricultural Preservation Areas in which non-farm development opportunities would be limited. It is recommended that these areas be identified and incorporated into town plans as they are updated. \*

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50. Preserve in permanent agricultural and open space uses other key lands which provide visual and physical separation between existing communities, protect rural resource protection areas, and preserve scenic landscapes. \*
51. Promote the preservation of agricultural and forested lands to ensure the protection of habitat and other environmental functions associated with these lands. \*
52. Plan goal for rural, non-farm development is: \*
  - a. A lesser amount-proportion of development in towns than at present;
  - b. Clustering of rural development based on historical patterns (existing hamlets, subdivisions, etc.) and environmental factors (water quality, soils, slopes, view, etc.);
  - c. Smaller lots which are consistent with health and environmental concerns;
  - d. Channel town development to areas with substantial clustered development with a relatively high level of urban services.
53. Prepare with local governmental units Neighborhood Development Plans for designated Rural Development Areas to promote subdivision patterns which protect environmental corridors, avoid prime and productive or viable farmlands, and provide effective access, circulation, and drainage. Require development proposals to comply with Neighborhood Development Plans before granting approvals. \*
54. Develop rural development design and siting guidelines and regulations to achieve the following: \*
  - a. Minimize the impact of rural development on agricultural operations;
  - b. preserve scenic views and community separation areas; and
  - c. facilitate access and provision of public services.
55. Encourage cluster design for new rural housing developments, reduce the lot sizes in rural areas, and promote the location of such clusters adjacent to existing hamlets or subdivisions, where additional development is appropriate. \*
56. Plan non-farm development in rural areas to be primarily single family residences ~~for reasons stated earlier in this section~~ and encourage Conservation Design standards. \*
57. Direct multi-family residential development and large scale commercial and industrial development away from rural areas. \*
58. Limit non-agricultural employment growth in rural areas to 1% of all new jobs expected in Dane County between ~~1990-2000~~ and 2020-2030. \*
59. Preserve historic farmsteads and hamlets which contribute to the cultural history and aesthetic beauty of Dane County. \*
60. Achieve a safe, convenient, and efficient transportation system that provides the level of service necessary to support the social and economic activity of the community, without adversely affecting the neighborhoods of the communities within Dane County. \*
61. Achieve a transportation system compatible with areawide and local patterns of development recommended in this plan and in adopted local plans, including compact, walkable neighborhoods, and transit-oriented urban activity centers on a regional basis. \*
62. Achieve a transportation system that optimizes natural, social and financial resources while maintaining consistency with community goals and objectives. \*

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63. Attain an area-wide transportation planning process responsive to the needs and interests of area-wide residents, groups, units of government and affected agencies, with sufficient opportunity for all to participate in policy and implementation decisions.
64. Support and maintain basic transportation services such as maintenance, snow removal, traffic control, street sweeping, and other services that should be available to all residents of Dane County.
65. Use public decisions on the provision of publicly financed transportation services as a tool for creating compact, well-designed and balanced communities.
66. Stage the extension and expansion of urban transportation services within the urban service areas, to encourage compact urban growth in accord with the regional development policies of the land use plan element of this plan.
67. Encourage and facilitate connections between various modes of travel, including connections with intercity bus and intercity rail.
68. Expand the viability of transit as an alternative to auto travel for the rider who wants an alternative and to provide basic mobility services for those having less or no access to automobiles.
69. Pedestrian Travel \*
  - a. Provide for safe, convenient and efficient pedestrian travel throughout the region.
  - b. Seek to minimize conflicts between pedestrians and other modes of travel as improvements are considered to other elements of the transportation system.
70. Bicycle Travel \*
  - a. Provide for the safe, convenient and efficient travel by bicyclists throughout the region.
  - b. Encourage bicycle travel for transportation as well as recreational purposes.
  - c. Develop a continuous system of bikeways for the central urban service area with connections to other communities throughout the region.
71. Streets \*
  - a. Correct safety problems.
  - b. Encourage transportation patterns which support the concept of balanced communities, more compact urban development and more efficient rural development patterns.
  - c. Address significant capacity problems using a variety of strategies consistent with the goals of balanced communities and modal choice.
  - d. Meet the need for major reconstruction due to maintenance problems.
  - e. Draw traffic away from certain sensitive areas (traffic redirection).
  - f. Address those capacity problems and deficiencies which support local travel and intra-urban service area travel needs resulting from new development.
  - g. Provide for street and roadway continuity.
72. Vehicle occupancy \*
  - a. Encourage ridesharing by carpooling, vanpooling, and mass transit, particularly for trips to work and trips to school, and for trips not conveniently served by the transit system.
73. Paratransit \*

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- a. Improve coordination of services to elderly and disabled persons needing special transportation services and expand transportation services available to these groups.
  - b. Include taxis and other privately operated services in specialized transportation plans.
74. Rail \*
- a. Seek to preserve rail corridor lands throughout the county for current and future transportation and other public uses.
  - b. Continue rail freight service to all users where justified and needed.
  - c. Work with rail companies to consolidate rail tracks, and seek to use excess rail lands for alternative transportation or scenic/recreational uses.
75. Corridor preservation \*
- a. Continue preservation of lands which may be needed for possible future transportation uses by encouraging local units of government to place new and/or expanded corridors on their official maps.
  - b. Continue street and roadway access control measures to preserve travel capacity along existing major streets and roadways.
  - c. Maximize the long-term life, viability and efficiency of existing transportation corridors by promoting the variety of transit options available.
    - *by promoting the variety of transit options available.*
76. Encourage all governmental units and agencies to accept this plan, and future approved amendments, as a guide in implementing a consistent, coordinated program of transportation system improvements for all modes.
77. Support legislation which would facilitate the goals and objectives of this ~~transportation~~ plan.

### URBAN FORM AND DESIGN

78. Locate new urban development in communities where a full range of urban services are provided and at locations within the community where these services can be provided most efficiently.
79. Identify and preserve in agricultural or other open space uses those lands which can provide a permanent visual and physical separation between urban communities.
- ~~80. The Land Use and Transportation Plan incorporates the Isthmus 2020 Citizens Advisory Committee recommendation that~~Locate a significant share of the employment and housing growth allocated to the CUSA ~~be located~~ within the expanded Isthmus area. ~~The focus of the recommendation is~~ to maintain and enhance the long-term vitality of the downtown and Isthmus neighborhoods, and to increase the feasibility of developing enhanced transit services, both within the CUSA and regionally. ~~The expanded Isthmus 2020 Study Area is defined as Glenway Street on the west, Highway 30 on the north, Starkweather Creek and Lake Monona on the east and Wingra Creek on the south.~~\*
81. ~~Designate as Urban Transitional Areas lands at the fringes of urban areas planned for eventual urban development with a full range of urban services.~~ Premature development at the urban fringe, or development with less than a full range of urban services, should be restricted to allow for development at urban densities with full services at the appropriate time.

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82. Develop compact urban communities by seeking opportunities to develop or redevelop vacant or underutilized properties within the community before converting undeveloped land at the edges of the community to urban uses.
83. Promote new development which complements and reinforces existing neighborhoods and development, rather than having an undesirable impact on existing neighborhoods and existing urban facilities and services. \*
84. Discourage commercial strip development by encouraging new commercial development on arterial roadways to cluster into districts. \*
85. Within larger urban communities, develop compact, walkable neighborhoods as a means to provide structure, variety, and individual identity to sub-areas within the larger whole.\*
86. When feasible, provide a variety of land uses and a range of residential densities and housing types at appropriate locations within each neighborhood. \*
87. Develop appropriately-located, neighborhood-scale commercial developments within or at the edges of residential neighborhoods to provide neighborhood focal points and locations where convenience goods and services may be obtained within a short distance of most residents' homes. \*
88. Urge local units to develop detailed plans of emerging major activity centers to guide public services and facilities and to serve as an overall guide to the private developments which are anticipated. \*
89. Within urban areas, locate community-scale development along major transportation corridors which are, or will be, served by transit. Within these corridors, concentrate the largest and most intensive developments primarily at transit stops and other intermodal transportation transfer points. \*
90. Areas around transit nodes and other inter-modal transportation points should be developed with uses, densities, and design qualities that encourage and facilitate pedestrian activity and high levels of transit service and ridership. \*
91. Increase the opportunities for pedestrian and bicycle transportation within urban communities by developing a comprehensive system of walkways and bikeways (on-street and off-street) that provide direct, convenient connections to most destinations, and include the following: \*
  - a. Provide for safe, convenient and efficient pedestrian travel throughout the region. \*
  - b. Seek to minimize conflicts between pedestrians and other modes of travel as improvements are considered to other elements of the transportation system. \*
  - c. Provide for the safe, convenient and efficient travel by bicyclists throughout the region.\*
  - d. Encourage bicycle travel for transportation as well as recreational purposes. \*
  - e. Develop a continuous system of bikeways for the central urban service area with connections to other communities throughout the region. \*
92. Streets \*
  - a. Correct safety problems.
  - b. Encourage transportation patterns which support the concept of balanced communities, more compact urban development and more efficient rural development patterns.

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- c. Address significant capacity problems using a variety of strategies consistent with the goals of balanced communities and modal choice.
  - d. Meet the need for major reconstruction due to maintenance problems.
  - e. Draw traffic away from certain sensitive areas (traffic redirection).
  - f. Address those capacity problems and deficiencies which support local travel and intra-urban service area travel needs resulting from new development.
  - g. Provide for street and roadway continuity.
93. Para-transit \*
- a. Improve coordination of services to elderly and disabled persons needing special transportation services and expand transportation services available to these groups.
  - b. Include taxis and other privately operated services in specialized transportation plans.
94. Corridor preservation \*
- a. Continue preservation of lands which may be needed for possible future transportation uses by encouraging local units of government to place new and/or expanded corridors on their official maps.
  - b. Continue street and roadway access control measures to preserve travel capacity along existing major streets and roadways.
  - c. Maximize the long-term life, viability and efficiency of existing transportation corridors by promoting the variety of transit options available.
95. Recognize and protect from urban development Environmental Corridors and other important natural areas, environmental resources, and scenic resources. \*
96. Design new urban development to complement and be compatible with important cultural and historical resources. \*
97. Assist communities in planning and development of commercial and industrial areas that are well designed and properly located. \*
- ~~98. Provide a slightly greater share of the County's duplex and multi-family units in the outlying USAs to achieve~~ Achieve a more balanced regional distribution of housing types, as well as a wider range of housing opportunities in the outlying communities. \*
- ~~99. Promote the safety of the members of the regional community including children, women, and minorities. Promote the creation of community bonds to generate a sense of place and regional identity. Address the root causes of crime.~~ \*
- ~~100. Promote concern for and consideration of the needs of the poor, the elderly, children, the handicapped, and other vulnerable groups. Address the root causes of poverty and homelessness, and promote and encourage volunteerism.~~ \*
- ~~101. Designate as Urban Transitional Areas lands at the fringes of urban areas planned for eventual urban development with a full range of urban services. Encourage the use of cooperative intergovernmental agreements in the designation of these areas.~~

### **ECONOMIC DEVELOPMENT**

102. Support local economic activity such as local and small businesses and producers. Encourage business support of community activities. Encourage the assessment of the root causes of unemployment, under-employment, and economic inequalities.

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103. Encourage the expansion of existing businesses and the development of new businesses in Dane County that increase employment and improve income without adversely affecting local communities.
104. Aid local development organizations to retain and expand existing businesses and to attract desirable new businesses.
105. Promote the development of desirable, attractive, compact, and convenient shopping and commercial areas that are an economic and aesthetic asset to the region. \*
- ~~106. The Land Use and Transportation Plan incorporates the Isthmus 2020 Citizens Advisory Committee recommendation that~~ 106. Promote concern for and consideration of the needs of the poor, the elderly, children, the handicapped, and other vulnerable groups. Address the root causes of poverty and homelessness, and promote and encourage volunteerism. \*  
~~Locate a significant share of the employment and housing growth allocated to the CUSA be located within the expanded Isthmus area. The focus of the recommendation is to maintain and enhance the long-term vitality of the downtown and Isthmus neighborhoods, and to increase the feasibility of developing enhanced transit services, both within the CUSA and regionally. The expanded Isthmus 2020 Study Area is defined as Glenway Street on the west, Highway 30 on the north, Starkweather Creek and Lake Monona on the east and Wingra Creek on the south.~~ \*
107. Assist communities in planning and development of commercial and industrial areas that are well designed and properly located. \*
108. Promote and support a range of development activities and employment centers in the central urban area communities that contribute to the economic stability of the region without degrading the natural environment or residential neighborhoods. \*
109. Support local community efforts to encourage new desirable industries. \*
110. Assist in the development of industrial parks for both the expansion of existing industries and to attract new industries; to assure that sites are compatible with adjacent and surrounding land uses. \*
111. Encourage the preparation of feasibility and impact studies for major industrial development proposals indicating positive economic effects and potential negative impacts. \*
112. Encourage the expansion of industrial, governmental, and educational areas to be consistent with adopted regional and local plans. \*
113. Encourage employers to recognize the needs of employees, such as day care facilities and transportation, and the needs of older workers and persons with disabilities.
114. Provide the necessary public infrastructure to enable businesses to operate successfully. Incentives should be directed to business expansion that benefits the local and regional economy.
115. Create balanced communities with a variety of economic and housing opportunities. \*
116. Promote concern for and consideration of the needs of the poor, the elderly, children, the handicapped, and other vulnerable groups. Address the root causes of poverty and homelessness, and promote and encourage volunteerism. \*
117. Encourage tourism as an important economic activity in Dane County.
118. Encourage the protection of agricultural lands, the continued viability of farming operations and support of agribusiness as an important part of Dane County's economy. \*

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119. Enhance the economic viability of retaining land in agricultural open space uses through creativity and flexibility in regulations and incentives. \*

120. Encourage the identification of areas of Dane County suitable for long-term preservation and viability of diverse agricultural enterprises and resources. Protect or encourage protection of those areas. \*

121. Promote organic, biodiverse, and low input food production, produced locally, through community supported agriculture. Promote the creation of food banks and proper utilization of food waste and other biomass. \*

122. Achieve a safe, convenient, and efficient transportation system that provides the level of service necessary to support the social and economic activity of the community, without adversely affecting the neighborhoods of the communities within Dane County. \*

123. Rail \*

- a. Seek to preserve rail corridor lands throughout the county for current and future transportation and other public uses.
- b. Continue rail freight service to all users where justified and needed.
- c. Work with rail companies to consolidate rail tracks, and seek to use excess rail lands for alternative transportation or scenic/recreational uses.

124. Air

- a. Provide safe and convenient airport facilities to meet air transportation needs for the region.

### **NEIGHBORHOOD DEVELOPMENT**

125. Promote the re-integration of humans and their activities into the ecosystem and its functions and processes. \*

126. Seek the preparation and adoption of detailed neighborhood development plans for all developing areas before extending public infrastructure or granting development approvals. Encourage local units to require development proposals to follow the recommendations of the neighborhood development plan.

127. Within larger urban communities, develop compact, walkable neighborhoods as a means to provide structure, variety, and individual identity to sub-areas within the larger whole.\*

128. When feasible, provide a variety of land uses and a range of residential densities and housing types at appropriate locations within each neighborhood.\*

129. Develop appropriately-located, neighborhood-scale commercial developments within or at the edges of residential neighborhoods to provide neighborhood focal points and locations where convenience goods and services may be obtained within a short distance of most residents' homes. \*

130. Provide all urban neighborhoods with a system of roadways, walkways, and bikeways (not necessarily separate facilities) that facilitate easy movement by a variety of routes and transportation modes between neighborhood locations, and particularly between commercial nodes or activity centers, parks, and recreational facilities, schools, community institutions, higher-density developments, and transit stops or transportation transfer points.

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131. Achieve a safe, convenient, and efficient transportation system that provides the level of service necessary to support the social and economic activity of the community, without adversely affecting the neighborhoods of the communities within Dane County. \*
132. Promote new development which complements and reinforces existing neighborhoods and development, rather than having an undesirable impact on existing neighborhoods and existing urban facilities and services. \*
133. To the extent feasible and consistent with community objectives, utilize traditional neighborhood design guidelines in planning for new development and redevelopment areas within urban communities.
134. Within urban areas, locate community-scale development along major transportation corridors which are, or will be, served by transit. Within these corridors, concentrate the largest and most intensive developments primarily at transit stops and other intermodal transportation transfer points. \*
135. Areas around transit nodes and other inter-modal transportation points should be developed with uses, densities, and design qualities that encourage and facilitate pedestrian activity and high levels of transit service and ridership. \*
136. Increase the opportunities for pedestrian and bicycle transportation within urban communities by developing a comprehensive system of walkways and bikeways (on-street and off-street) that provide direct, convenient connections to most destinations, to include the following: \*
  - a. Provide for safe, convenient and efficient pedestrian travel throughout the region. \*
  - b. Seek to minimize conflicts between pedestrians and other modes of travel as improvements are considered to other elements of the transportation system. \*
  - c. Provide for the safe, convenient and efficient travel by bicyclists throughout the region.\*
  - d. Encourage bicycle travel for transportation as well as recreational purposes. \*
  - e. Develop a continuous system of bikeways for the central urban service area with connections to other communities throughout the region. \*
137. Streets \*
  - a. Correct safety problems.
  - b. Encourage transportation patterns which support the concept of balanced communities, more compact urban development and more efficient rural development patterns.
  - c. Address significant capacity problems using a variety of strategies consistent with the goals of balanced communities and modal choice.
  - d. Meet the need for major reconstruction due to maintenance problems.
  - e. Draw traffic away from certain sensitive areas (traffic redirection).
  - f. Address those capacity problems and deficiencies which support local travel and intra-urban service area travel needs resulting from new development.
  - g. Provide for street and roadway continuity.
138. Achieve a transportation system compatible with areawide and local patterns of development recommended in this plan and in adopted local plans, including compact, walkable neighborhoods, and transit-oriented urban activity centers on a regional basis. \*
139. Recognize and protect from urban development Environmental Corridors and other important natural areas, environmental resources, and scenic resources. \*

## Appendix G: Draft Goals, Objectives, Policies & Criteria

140. Design new urban development to complement and be compatible with important cultural and historical resources. \*
141. Create balanced communities with a variety of economic and housing opportunities. \*
142. Promote the safety of the members of the regional community including children, women, and minorities. Promote the creation of community bonds to generate a sense of place and regional identity. Address the root causes of crime. \*
143. Promote concern for and consideration of the needs of the poor, the elderly, children, the handicapped, and other vulnerable groups. Address the root causes of poverty and homelessness, and promote and encourage volunteerism. \*

### URBAN HOUSING & DESIGN

144. Decrease the amount of land consumed per unit of new urban housing development in Dane County to provide more compact, walkable neighborhoods, to increase opportunities for efficient transit service, and to reduce the amount of agricultural land converted to residential uses.
145. Locate the relatively higher-density residential development in a community within walking distance of potential high-capacity transit routes, within mixed use settings where appropriate.
146. Provide a full and diverse range of housing types and price opportunities, including the provision and preservation of attainable housing for low- and moderate-income residents and handicap-accessible housing, in all Dane County urban service areas so that households of all sizes and income levels have a choice of residential locations, both among and within communities. Particularly support efforts to provide housing for low- and moderate-income residents in communities experiencing growth or increased employment opportunities.
- ~~49. Develop a county wide housing plan. The plan should consider methods to:~~
- ~~a. Provide affordable housing for low income residents and families;~~
  - ~~b. Preserve existing affordable housing for low income people;~~
  - ~~c. Require safe (where safe means “habitable”) housing;~~
  - ~~d. Promote accessible housing for people with disabilities;~~
  - ~~e. Promote diverse housing options;~~
  - ~~f. Coordinate housing services and agencies throughout Dane County.~~
147. Recognize the value of existing housing and established neighborhoods, and to support improvement and rehabilitation efforts, both public and private.

### CUSA & MAJOR ACTIVITY CENTERS

148. Promote the development of desirable, attractive, compact, and convenient shopping and commercial areas that are an economic and aesthetic asset to the region. \*
149. Encourage all communities within the central urban area to adopt standards that minimize the adverse impacts of commercial development such as traffic congestion, incompatible land uses and poor pedestrian circulation.

## Appendix G: Draft Goals, Objectives, Policies & Criteria

150. Discourage commercial strip development by encouraging new commercial development on arterial roadways to cluster into districts. \*
151. Encourage planned mixed uses within commercial areas in order to promote more efficient use of the land.
152. Continue efforts to improve transit service to all shopping and commercial areas.
153. Promote and support a range of development activities and employment centers in the central urban area communities that contribute to the economic stability of the region without degrading the natural environment or residential neighborhoods. \*
154. Support local community efforts to encourage new desirable industries. \*
155. Assist in the development of industrial parks for both the expansion of existing industries and to attract new industries; to assure that sites are compatible with adjacent and surrounding land uses. \*
156. Encourage the preparation of feasibility and impact studies for major industrial development proposals indicating positive economic effects and potential negative impacts. \*
157. Encourage the expansion of industrial, governmental, and educational areas to be consistent with adopted regional and local plans. \*
158. Urge local units to develop detailed plans of emerging major activity centers to guide public services and facilities and to serve as an overall guide to the private developments which are anticipated. \*
159. ~~The Land Use and Transportation Plan incorporates the Isthmus 2020 Citizens Advisory Committee recommendation that~~Locate a significant share of the employment and housing growth allocated to the CUSA ~~be located~~ within the expanded Isthmus area.~~The focus of the recommendation is~~ to maintain and enhance the long-term vitality of the downtown and Isthmus neighborhoods, and to increase the feasibility of developing enhanced transit services, both within the CUSA and regionally. ~~The expanded Isthmus 2020 Study Area is defined as Glenway Street on the west, Highway 30 on the north, Starkweather Creek and Lake Monona on the east and Wingra Creek on the south.~~ \*
160. Achieve a transportation system compatible with areawide and local patterns of development recommended in this plan and in adopted local plans, including compact, walkable neighborhoods, and transit-oriented urban activity centers on a regional basis. \*
161. Expand transit services in a manner to achieve an increasing proportion of total transit trips, and transit trips to central Madison and other major activity centers, particularly within the central urban service area.
162. Develop commuter transit and/or vanpool services to the central Madison area and to other major activity centers from outlying villages and cities.
163. Parking
  - a. Provide for parking needs in the central Madison area in a manner complementary to the objectives and policies of adopted land use and transportation plans.
  - b. Develop alternatives to all day commuter parking in the central Madison area.

## RURAL FORM

164. Continue to preserve the vast majority of rural areas, including prime, ~~and~~ productive, or viable agricultural lands, as Agricultural Preservation Areas in which non-farm development opportunities would be limited. It is recommended that these areas be identified and incorporated into town plans as they are updated, and be protected through intergovernmental agreements and other conservation programs. \*
165. Preserve in permanent agricultural and open space uses other key lands which provide visual and physical separation between existing communities, protect rural resource protection areas, and preserve scenic landscapes. \*
166. Promote the preservation of agricultural and forested lands to ensure the protection of habitat and other environmental functions associated with these lands. \*
167. Enhance the economic viability of retaining land in agricultural open space uses through creativity and flexibility in regulations and incentives. \*
168. Plan goal for rural, non-farm development is: \*
- A lesser amount-proportion of development in towns than at present;
  - Clustering of rural development based on historical patterns (existing hamlets, subdivisions, etc.) and environmental factors (water quality, soils, slopes, view, etc.);
  - Smaller lots which are consistent with health and environmental concerns;
  - Channel town development to areas with substantial clustered development with a relatively high level of urban services.
169. Designate as Urban Transitional Areas lands at the urban-rural fringe planned for eventual development with a full range of urban services including public sewer and water systems. Premature rural development at low densities should be limited to allow for higher density urban development at the appropriate time.
170. Designate as Rural Development Areas lands away from Agricultural Preservation Areas and beyond Urban Transitional Areas. Rural Development Areas would be planned for eventual residential development on private well and septic systems. These areas should be sized according to the planned quantity of rural development through 2020-2030 and appropriate development densities. These areas would be identified by towns as they update their local land use plans. The actual designation of specific rural development areas is beyond the scope of this plan.
171. Restrict access to major transportation facilities which extend through rural areas in order to reduce development pressure.
172. Encourage the identification of areas of Dane County suitable for long-term preservation and viability of diverse agricultural enterprises and resources. Protect or encourage protection of those areas. \*

## RURAL DESIGN

173. Prepare with local governmental units Neighborhood Development Plans for designated Rural Development Areas to promote subdivision patterns which protect environmental corridors, avoid prime and productive or viable farmlands, and provide effective access, circulation, and drainage. Require development proposals to comply with Neighborhood Development Plans before granting approvals. \*

## Appendix G: Draft Goals, Objectives, Policies & Criteria

174. Develop rural development design and siting guidelines and regulations to achieve the following: \*
- a. Minimize the impact of rural development on agricultural operations;
  - b. preserve scenic views and community separation areas; and
  - c. facilitate access and provision of public services.
175. Promote the preservation of agricultural and forested lands to ensure the protection of habitat and other environmental functions associated with these lands. \*
176. Encourage cluster design for new rural housing developments, reduce the lot sizes in rural areas, and promote the location of such clusters adjacent to existing hamlets or subdivisions, where additional development is appropriate. \*
177. Preserve historic farmsteads and hamlets which contribute to the cultural history and aesthetic beauty of Dane County. \*

### **RURAL RESIDENTIAL DEVELOPMENT DENSITY**

178. Continue to adopt, clarify, and implement the 35 acre density policy for Agricultural Preservation Areas as part of the County Farmland Preservation Plan.
179. Develop and provide a means for landowners within Agricultural Preservation Areas to sell their potential to divide land or transfer that potential to other areas where non-farm development is more appropriate, such as Rural Development Areas or targeted locations within Urban Service Areas. This could reduce the number of lots divided in Agricultural Preservation Areas, while still providing land owners the opportunity to realize financial gains from community growth.
180. Promote maximum lot sizes in Agricultural Preservation Areas to reduce the number of acres of farmland converted to non-agricultural use.
181. When sizing Rural Development Areas and drafting Neighborhood Development Plans, consider lot sizes which promote the efficient use of land but which are also compatible with rural development constraints. ~~Lot sizes should not be below 1 to 1 1/2 acres~~ be sized to avoid potential groundwater problems from on-site wastewater systems.
182. Promote the preservation of agricultural and forested lands to ensure the protection of habitat and other environmental functions associated with these lands. \*
183. ~~Establish low density ratios and high minimum lot sizes~~ Discourage lands within Urban Transitional Areas ~~to discourage such lands~~ from being prematurely developed at lower densities than would occur with eventual urbanization, and support the use of intergovernmental cooperation agreements to identify Urban Transitional Areas.

### **RURAL LAND USE DEVELOPMENT TYPES**

184. Plan non-farm development in rural areas to be primarily single family residences ~~for reasons stated earlier in this section~~ and encourage Conservation Design standards. \*
185. Promote development of an adequate portion of rural homes to be affordable to moderate income households.
186. Direct multi-family residential development and large scale commercial and industrial development away from rural areas. \*

**Appendix G: Draft Goals, Objectives, Policies & Criteria**

187. Limit non-agricultural employment growth in rural areas to 1% of all new jobs expected in Dane County between ~~1990-2000~~ and ~~2020~~2030. \*

# Capital Area Regional Planning Commission

## Urban and Limited Service Area Policies, Environmental Corridor Policies, and Criteria for the Review of Urban and Limited Service Area Amendments

### CARPC Redline Review Draft 12/14/07

Text presented in strikethrough or underline indicate language proposed by CARPC to be removed or added from current policies and criteria.

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1 **I. Urban Service Area Policies**

2  
3 **1. Planning Requirements**

- 4
- 5 A. Service area boundaries must be delineated for the provision of sewer services with a  
6 20-year planning horizon.
- 7 B. Delineation must be based on the official 20-year population projection for the region  
8 generated by the State DOA.
- 9 C. The regional population projection must be allocated to individual service areas based  
10 on WDOA-approved population projection methodology, and density assumptions  
11 acceptable to the respective municipality.
- 12 D. Service areas must be delineated in a manner to ensure adequate treatment capacity in  
13 wastewater treatment facilities that receive the expected volume of wastewater.
- 14 E. Service areas must be delineated to ensure the cost-effective (as defined in NR 110) and  
15 environmentally sound expansion of public sewerage facilities.
- 16 F. Creation of new service areas must meet the requirements and conditions of NR 110  
17 regarding new treatment facilities to serve new and existing residential and non-  
18 residential development, and the state anti-degradation policy (NR 207, which prevents  
19 the unnecessary creation of new point-sources of wastewater discharge on water  
20 bodies).
- 21 G. Requests for additions to the Central Urban Service Area must be part of a  
22 neighborhood plan that covers a logical planning area as defined by efficient and  
23 effective provision of urban services. The plan shall cover an area large enough to be  
24 considered a logical unit for service provision and to determine compatibility and  
25 consistency of the proposed change with adjacent areas and existing plans. This  
26 neighborhood planning area may be substantially larger than the area of request (and  
27 usually is).
- 28
- 29 H. Service area expansion requests containing over 100 acres of developable land must  
30 include 10-year staging boundaries. Staging boundaries are encouraged in smaller  
31 expansion requests.
- 32
- 33 I. The urban service area boundaries represent the outer limits of planned urban growth  
34 over the long-term planning period—at least 20 years—and include more than enough  
35 land to accommodate anticipated growth. ~~A flexibility margin of 50% of the incremental  
36 growth area is allowed for the Central Urban Service Area; and a flexibility margin of up  
37 to 100% of the incremental growth area is allowed to provide greater flexibility for the  
38 smaller outer urban service areas.~~
- 39
- 40 J. Amendments to service areas must be sponsored by the unit of government planning to  
41 provide the services or by the [CARPC](#), to ensure that designated local management  
42 agencies in charge of pollution prevention (both point- and non-point source) are in  
43 support of the expansion.
- 44 K. Plans should be prepared and adopted with meaningful public participation. A public  
45 hearing will be set for the next [CARPC](#) meeting unless more time is needed to address  
46 issues. All affected local units and their respective county board supervisors will be

47 notified by letter at least thirty (30) days prior to the public hearing. The 30-day  
48 notification period may be waived by the CARPC if the supporting unit can demonstrate  
49 that other affected units of government have been consulted and there are no  
50 unresolved issues. The CARPC may at its discretion consider to delay action on any  
51 request for urban service area expansion in areas where annexation law suits are  
52 pending.

- 53 L. Requesting units of government must notify neighboring or affected units of government  
54 of their intent to expand the service area. The CARPC will notify all the units of  
55 government in the Central Urban Service Area and invite them to comment if a request  
56 within the CUSA contains more than 300 developable acres.  
57

## 58 **2. Criteria for the Review of Urban Service Area Amendments**

- 59  
60 A. Additions to the Central Urban Service Area should be contiguous with existing urban  
61 service areas.

### 62 B. Contiguity to urban infrastructure.

63 It is the policy of the CARPC to seek the efficient use of existing capacity in urban  
64 infrastructure (roads and streets, sewerage systems, water systems, parks and open  
65 space, etc.), and to give priority to areas that can best utilize such existing capacity of  
66 urban service areas.

### 67 C. Infill, redevelopment, density, and needs assessment.

68 It is the policy of the CARPC to seek efficient use of land through higher densities of  
69 development, mixed use infill development and redevelopment within the urban cores of  
70 the region, and the use of existing vacant developable lands within urban service areas  
71 prior to expansion into new areas.

72 Generally, if there is a 20-year supply of developable land in the current USA (or a  
73 portion of the USA available to the respective unit of government; this is based on  
74 official land demand calculations derived from official population projections without  
75 flexibility margins), priority should be given to developing the existing developable lands  
76 within the USA. Special consideration would be given to adding developable land for  
77 under-represented land uses (such as industrial development in a service area with  
78 inadequate industrial development or available land).

79 Higher densities than the current density of the urban service area are encouraged for  
80 USA expansion proposals. Consideration would be given to lower densities in proposed  
81 USA expansion areas if such lower densities are more than off-set by higher densities  
82 through infill development, redevelopment, and new development in areas within the  
83 current USA under the jurisdiction of the requesting unit of government.

### 84 D. Agricultural loss mitigation.

85 The CARPC desires to promote approaches to mitigate the loss of farmland to urban  
86 development through the use of, for example, intergovernmental agreements,  
87 easements, TDR and PDR programs, etc. to support the economic viability of the  
88 farming industry and protect wildlife habitat, recharge for streams, springs, and  
89 drinking water.

- 90 E. The minimum requirement (related to water quality planning) for services which should  
91 be provided initially in urban service area expansions are the following:

- 92 1. public sewage collection and treatment systems (layout, facilities, capacity);
- 93 2. publicly managed urban storm drainage system layout and standards. Stormwater
- 94 management measures should be aimed at mitigating to the maximum extent
- 95 practicable the cumulative and incremental adverse impacts of development on
- 96 surface water and groundwater quality and quantity and associated ecological
- 97 functions. Such impacts include, but are not limited to, increases in off site erosion
- 98 and flooding, increases in pollution, reductions in stream baseflow, reductions in
- 99 groundwater recharge, lowering of groundwater levels and groundwater quality,
- 100 reductions in flows to and from springs, drying up of wetlands, and reductions in
- 101 the ecological health of aquatic habitats. The extent of practicability and likelihood
- 102 of success of proposed mitigation measures will be determined by CARPC staff
- 103 based on site specific and land use specific characteristics, in the context of the best
- 104 possible management practices and technology, and in consultation with municipal,
- 105 county, and WDNR technical staff and the CARPC Natural Resources Technical
- 106 Advisory Committee. Any appeal of such a determination would be to the CARPC. It
- 107 is understood that appropriate mitigation of some adverse impacts may require
- 108 reduced levels of development, a change in the type of development, or off-site
- 109 mitigation and remediation.
- 110 3. urban transportation systems and facilities, including public street layout and
- 111 standards, provision for pedestrian and bicycle movement, and provision for mass
- 112 transit and para-transit and trip reduction measures (carpooling, park/ride lots);
- 113 4. solid waste collection service;
- 114 5. public water supply and distribution system layout and facilities, for both potable
- 115 water and fire protection (include hydrants and water storage sufficient for fighting
- 116 fires).
- 117
- 118 F. Additional services to be provided within the planning period (not all services may be
- 119 required or needed in each case):
- 120 1. Higher or urban levels of police protection (local police patrol, or response from a
- 121 station located within 2-3 miles; this is in addition to normal Sheriff's Dept.
- 122 coverage and response);
- 123 2. urban levels of fire protection (ISO Fire Insurance Rating of 1 to 6);
- 124 3. urban levels of emergency medical services (EMS);
- 125 4. neighborhood public facilities located no more than two miles away, with a desirable
- 126 service radius of 1/4-1/2 mile walking distance from main residential areas
- 127 (neighborhood and community parks, schools, etc.).
- 128

129 G. Applications need to demonstrate consistency with local and regional adopted plans.

130

131 **3. Submittal Requirements**

132

- 133 A. Requests for urban service area additions must be accompanied by specific plans for
- 134 development and provision of urban services to the proposed addition, which include
- 135 the following elements:

- 136 1. A plan and description of proposed development, land use and major facilities in the  
137 area, which is specific enough in terms of type and densities of land use to enable  
138 the determination of long-range urban service needs and impacts of development;
- 139 2. a description of the relationship of the proposed development with adjacent land  
140 uses and urban development, and consistency and conflict with any applicable  
141 adopted plans;
- 142 3. identification of environmental corridors and other environmentally sensitive areas,  
143 consistent with [CARPC](#) and DNR criteria, which are to be protected from urban  
144 development, and a description of local policies, ordinances and other measures to  
145 protect such areas;
- 146 4. a specific plan for providing the full range of urban services to the area (see E and F  
147 in section 2 above);
- 148 [5. an analysis of the infill and redevelopment potential in the existing urban service  
149 area and a description of the need for the urban service area expansion.](#)  
150

## 151 **II. Limited Service Areas**

### 152 **1. Description**

- 153 A. Statement of Purpose. To consolidate, clarify and revise the current policies and  
154 criteria for Limited Service Areas (LSA) as part of the *Dane County Land Use and*  
155 *Transportation Plan* and *Water Quality Plan*. The intent is for any creation or expansion  
156 of an LSA to be consistent with existing plans and to support local and regional  
157 planning.  
158
- 159 B. Definitions. Limited Service Areas are areas where only one or a few urban services,  
160 such as sanitary sewer service, are provided to accommodate special or unique facilities  
161 or institutional uses which are appropriately located outside urban service areas, or  
162 areas of existing development experiencing wastewater disposal or water supply  
163 problems.  
164
- 165 C. Types of Limited Service Areas
  - 166 1. Special Facilities: including, but not limited to, landfills, park, recreational, and  
167 tourist facilities such as park shelters, golf course clubhouses, etc.
  - 168 2. Institutional Uses: including, but not limited to, schools, correctional facilities, etc.
  - 169 3. Existing Development: existing residential or commercial development experiencing  
170 wastewater disposal or water supply problems. Existing development means  
171 development existing in the local unit of government on the date the application for  
172 Limited Service Area establishment or expansion is submitted.  
173

### 174 **2. Criteria for Establishing a Limited Service Area**

- 175 A. Special Facilities and Institutional Uses
  - 176 1. The LSA should be limited to the area needed for use/service;
  - 177 2. Evaluation of alternative means of providing needed services, including cost-  
178 effectiveness analyses;  
179

- 180 3. Documented agreement from the agencies which will be providing the service(s);  
181 4. If establishment or expansion of an LSA is proposed within one-half mile of an  
182 urban service area, a discussion and evaluation of the feasibility of including the  
183 proposed LSA in the USA must be submitted.

184 B. Existing Development

- 185 1. Addressed in and consistent with the local comprehensive plan;  
186 2. The LSA should be limited to existing development including infill;  
187 3. Infill should be limited to vacant lots or parcels contiguous to existing development  
188 or permanent open space, or a combination thereof, on at least two sides; and  
189 immediately adjacent to and having direct access to sanitary sewer and existing  
190 public streets or roads. Any area proposed for infill must contribute to the solution  
191 of the stated water quality problem and must be consistent with resolution of the  
192 problem as defined in the application for creation of the LSA;  
193 4. Documentation of existing and reasonably anticipated on-site wastewater or water  
194 supply problems;  
195 5. Evaluation of alternative means of providing needed services, including cost-  
196 effectiveness analyses (cost-effectiveness shall not be the sole determinant of LSA  
197 establishment);  
198 6. Documented agreement from the agencies which will be providing the service(s); and  
199 7. If establishment or expansion of an LSA is proposed within one-half mile of an  
200 urban service area, a discussion and evaluation of the feasibility of including the  
201 proposed LSA in the USA must be submitted.  
202

203 **3. Criteria for Expansion of a Limited Service Area**

204 A. Special Facilities

206 Proposals to expand the original use or facility will be evaluated, using the same criteria  
207 as for establishing the service area. For expanding the area to include related but  
208 different uses or facilities, additional urban services may be required, depending on the  
209 specific circumstances and uses proposed. Economic development of an existing facility  
210 is not an acceptable criterion for expansion of an LSA. The intent of an LSA is not to  
211 support economic expansion.

212 B. Institutional Uses

213 Proposals to expand the original use or facility will be evaluated, using the same criteria  
214 as for establishing the area. If the area is to be expanded, an evaluation of the need for  
215 additional urban services may be required. These same criteria apply to expanding the  
216 area to include related but different uses.

217 C. Existing Development

218 Proposals to expand a Limited Service Area which was established to serve existing  
219 development may be considered if the following criteria are met:

- 220 1. The local comprehensive plan must address the expansion area, and include  
221 policies to control development in the rest of the community and preserve farmland.

- 222 2. The additional development should be consistent with the goals and objectives of  
223 the *Dane County Land Use and Transportation Plan* and Wisconsin's Comprehensive  
224 Planning Legislation.
- 225 3. Residential development should meet the definition of Conservation Subdivisions in  
226 §66.1027(1)(a) Wis. Stats., with compact lots, common open space and  
227 maintenance/protection of natural features. Suggested guidelines include a  
228 minimum net density (exclusive of open space) of two dwelling units per acre (which  
229 corresponds to a maximum lot size of about 20,000 sq. ft.). It is also recommended  
230 that a mix of housing types be included.

#### 231 4. Additional Considerations for Limited Service Areas

##### 232 A. Contiguity to urban infrastructure.

233 It is the policy of the CARPC to seek the efficient use of existing capacity in exurban and  
234 rural infrastructure (roads and streets, sewerage systems, parks and open space, etc.),  
235 and to give priority to areas that can best utilize such existing capacity.

##### 236 B. Infill, redevelopment, density, and needs assessment.

237 It is the policy of the CARPC to seek efficient use of land through higher densities of  
238 development and the use of existing vacant developable lands within limited service  
239 areas prior to expansion into new areas.

##### 240 C. Agricultural loss mitigation.

241 The CARPC desires to promote approaches to mitigate the loss of farmland to urban  
242 development through the use of, for example, intergovernmental agreements,  
243 easements, TDR and PDR programs, etc. to support the economic viability of the  
244 farming industry and protect wildlife habitat, recharge for streams, springs, and  
245 drinking water.

##### 246 D. The minimum requirement (related to water quality planning) for services which should 247 be provided initially in limited service area expansions are the following:

- 248 1. public sewage collection and treatment systems (layout, facilities, capacity);
- 249 2. publicly managed urban storm drainage system layout and standards. Stormwater  
250 management measures should be aimed at mitigating to the maximum extent  
251 practicable the cumulative and incremental adverse impacts of development on  
252 surface water and groundwater quality and quantity and associated ecological  
253 functions. Such impacts include, but are not limited to, increases in off site erosion  
254 and flooding, increases in pollution, reductions in stream baseflow, reductions in  
255 groundwater recharge, lowering of groundwater levels and groundwater quality,  
256 reductions in flows to and from springs, drying up of wetlands, and reductions in  
257 the ecological health of aquatic habitats. The extent of practicability and likelihood  
258 of success of proposed mitigation measures will be determined by CARPC staff  
259 based on site specific and land use specific characteristics, in the context of the best  
260 possible management practices and technology, and in consultation with municipal,  
261 county, and WDNR technical staff and the CARPC Natural Resources Technical  
262 Advisory Committee. It is understood that appropriate mitigation of some adverse  
263 impacts may require reduced levels of development, a change in the type of  
264 development, or off-site mitigation and remediation;

267 [3. solid waste collection service.](#)

268

269 **5. Submittal Requirements**

270

271 A. An application for establishment or expansion of a Limited Service Area must include a  
272 plan describing:

273

1. The specific proposed land uses and/or facilities to be included in the service area;

274

2. the services to be provided, including a cost-effectiveness analysis, and a statement  
275 from the service provider, if other than the applicant, of the willingness to provide  
276 the service(s);

277

3. delineation of environmental corridors in the service area consistent with [CARPC](#)  
278 and DNR criteria;

279

4. a plan for protecting sensitive environmental resources and water quality, including  
280 a preliminary stormwater management plan;

281

5. how the proposal meets the applicable criteria listed under II.2. and 3. above;

282

6. the relation to and opportunities for coordination and cooperation with other units  
283 of government; and

284

7. any other relevant information needed to evaluate the request.

285

B. Applications must be submitted by the general purpose unit of government (town,  
286 village, city, county) having jurisdiction in the proposed service area. [CARPC](#) staff will  
287 provide assistance in assembling the needed information.

288

288 Updated table from *Dane County Land Use and Transportation Plan*  
 289  
 290

**Table A-4  
 Sewer Service Limitations For Limited Service Areas**

Limited Service Areas	2000 Resident* Population	Sewer service is limited to the following:
BFI (Landfill)	0	landfill
Rodefeld (Landfill)	0	landfill
Municipal Golf Course (Yahara Hills)	0	a public recreational facility
Cave of the Mounds (T. Blue Mounds)	2	a special private facility and existing development
Albion	342	existing development and infill
Kegonsa (T. Dunn & T. Pleasant Sprgs)	2,228	existing development and infill
Fox Bluff (T. Westport)	240	existing development and infill
Waubesa (T. Dunn)	2,027	existing development and infill
Windsor Prairie (T. Vienna)	163	existing development and infill
Westport (Riverview)	134	existing development and infill
River Road (T. Westport)	243	special private institution, existing development and infill
Wisconsin Heights (T. Black Earth)	693	a public school complex
Badger Prairie (T. Verona)	117	a public institution and landfill
Oak Hill (C. Fitchburg)	705	a public correctional institution
Thompson (T. Deerfield)	122	a public correctional institution

\* Population for Wisconsin Heights is school enrollment

Revised 11/07

Source: U.S. Census Bureau, Dane County Regional Planning Commission & CAPD

291  
 292

292 **III. Environmental Corridors**

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295

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299

- A. Major areas unsuitable for installation of waste treatment systems because of physical or environmental constraints are to be excluded from the service area (Environmentally Sensitive Areas in NR 121 and known in Dane County as Environmental Corridors). These Environmental Corridors include the following elements and criteria:

300

301

302

303

304

305

1. Wetlands under WDNR jurisdiction.
2. Vegetative buffers for wetlands and shorelands (75-foot minimum and excluding impervious surfaces). The minimum width of vegetative buffers for shorelands and wetlands may be increased to up to 300 feet where site specific habitat susceptibility and protection needs make such an increase advisable. CARPC staff will make the determination of needed buffer width in consultation with DNR staff and the Natural Resources Technical Advisory Committee of the CARPC.

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315

3. 100-year floodplains and floodways.
4. Steep wooded slopes (12% gradient and higher in the glaciated portions of the county; 20% gradient and higher for the driftless portion of the county) within 75 feet of the ordinary high water mark of water bodies or from the top of each bank. Steep slopes between 12% and 20% in the driftless portion of the county and adjacent to water bodies receive conditions for stringent site plan review and inspection by the local unit of government aimed at maintaining the stability of the slope. Steep slopes (12%—20%) in the driftless portion of the county that are not adjacent to water bodies receive recommendations for stringent site plan review and inspection by the local unit of government.

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5. Navigable water bodies based on DNR determination of navigability (plus the 75-foot shoreland buffer).

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6. Non-navigable streams based on DNR determination of navigability (within a 75-foot wide corridor, and maintaining at least 25-feet from the edge of the corridor to the ordinary high water mark or top of bank).

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7. Open drainageways (within a 75-foot wide corridors and maintaining at least 25-feet from the edge of the corridor to the ordinary high water mark or top of bank).

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8. Public lands, parks, and conservancy areas (related structures can receive sewer service), except isolated (small) neighborhood parks.

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9. Proposed public parks and conservancy areas; except isolated (small) neighborhood parks.

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10. Problem soil areas and unique geologic formations (such as Karst features and known critical recharge areas).

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11. Archaeological sites on the National Register.

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12. Endangered and sensitive habitats based on DNR determination.

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13. Stormwater facilities (stormwater facilities should be located outside environmentally sensitive areas when feasible).
14. Known or documented significant or sensitive groundwater recharge areas.

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- B. Existing development (impervious area) is exempted from inclusion in corridors.

- 336 C. Local units of government are in charge of the local implementation and protection of  
337 environmental corridors, and shall have programs to ensure the integrity of the  
338 corridors based on the criteria of the Dane County Water Quality Plan (zoning, plat  
339 design review, building permitting and inspections, conservation design requirements,  
340 etc.).
- 341 D. The minimum criteria for delineating environmental corridors represent a basic  
342 skeleton, and local units of government are encouraged to build upon this skeleton and  
343 expand it.
- 344
- 345 E. Higher minimum standards for environmental corridors will be considered where site  
346 specific habitat susceptibility and protection needs make such higher standards  
347 advisable (based both on current habitat quality and potential habitat quality if  
348 rehabilitative measures are undertaken). CARPC staff will make the determination if  
349 higher corridor standards are needed in consultation with DNR staff and the CARPC  
350 Natural Resources Technical Advisory Committee.

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352 To maintain a flexible but principled administration of the environmental corridor concept,  
353 the *Water Quality Plan* includes provisions for changes to these corridors as follows:  
354

- 355 F. “Major changes” to the environmental corridors are those changes that have the  
356 potential for significant adverse impacts on water quality (determined through a  
357 technical analysis by the RPC staff). These changes require the approval of the RPC  
358 after a public hearing, staff analysis of the impacts of the encroachment and the  
359 likelihood that the mitigation measures will be successful, and the approval of the  
360 WDNR. These “major changes” include the following:
- 361
- 362 1. Removing any mapped wetland area unless exempted by state administrative rules  
363 or state-approved rezoning.
  - 364 2. Any change that would remove any area below the ordinary high water mark of a  
365 stream, pond, or lake.
  - 366 3. Any change resulting in the elimination or interruption in the continuity of any  
367 corridor segment which includes woodlands with significant ecological or water  
368 resources functions, floodplains, wetlands, shoreland buffer strips or steep slopes  
369 adjacent to water bodies.
  - 370 4. Any change that reduces the width of vegetated shoreland buffer strips along  
371 streams, wetlands, and drainageways below minimum guidelines.
  - 372 5. Grading in a wetland vegetative buffer and within 30 feet of the wetland edge, where  
373 the buffer has been delineated in environmental corridors, unless the grading is  
374 intended to re-establish natural grades or to restore wetland habitat.
- 375
- 376 G. “Minor changes” to the environmental corridors are changes that do not have the  
377 potential for significant adverse impacts on water quality (as determined by the RPC  
378 staff). These changes do not require RPC approval, though they are reviewed by the RPC  
379 staff to ensure that they meet the definition of a “minor change.”  
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- 381 “Minor changes” include the following:
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- 383 1. Changes resulting from DNR-approved changes in floodplain or wetland  
384 delineations, or DNR-approved rezoning.

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2. Relocation or shortening of a corridor based solely on intermittent streams and drainageways, or adjustment of the buffer strip width within the guidelines.
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3. Addition to or removal from the corridors of public or private lands which do not include water bodies, floodplains, wetlands, minimum buffer strips, or steep slopes adjacent to water bodies.
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4. Changes resulting from utility or roadway maintenance or construction which meet the criteria set in NR 117 (this chapter of Wisconsin Administrative Code outlines the state shoreland-wetland protection program and includes permitted uses within the shoreland zone). (It is not the intent of the environmental corridors to prevent or obstruct necessary maintenance, expansion or construction of transportation or utility facilities intended to serve areas outside of the corridors, needed to maintain or improve the continuity of those systems, or designed to serve compatible uses in the corridors, such as park shelters or facilities. Facilities intended to serve new residential, commercial or industrial development in the corridors are not permitted.)
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- H. Grading or the installation of stormwater management measures and practices in an environmental corridor should not appreciably reduce or harm the ecological functions of the environmental corridor.