

ENVIRONMENTAL ANALYSIS AND DECISION ON THE NEED FOR AN ENVIRONMENTAL IMPACT STATEMENT (EIS)

(DNR)

Form 1600-1

Rev. 6-2001

Department of Natural Resources

Region or Bureau South-Central Region
Type List Designation II – Air Pollution Control Permit Indirect Source

NOTE TO REVIEWERS: This document is a DNR environmental analysis that evaluates probable environmental effects and decides on the need for an EIS. The attached analysis includes a description of the proposal and the affected environment. The DNR has reviewed the attachments and, upon certification, accepts responsibility for their scope and content to fulfill requirements in s. NR 150.22, Wis. Adm. Code. Your comments should address completeness, accuracy, or the EIS decision. For your comments to be considered, they must be received by the contact person **before 4:30 p.m August 14, 2006**

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Title of Proposal: Super Target Site Development and Fitchrona Road Extension, Fitchburg, Wisconsin

Location: Dane County, Fitchburg, Wisconsin

Township Range Section(s): Section 7, Township 6 North, Range 9 East

PROJECT SUMMARY

1. Brief overview of the proposal including the DNR action (include cost and funding source if public funds involved)

The applicant has applied for an Indirect Source Construction and Operation Permit from the DNR for the parking facilities and adjacent roadway (Air Permit) associated with the construction of a new Super Target Store, a private development located in the City of Fitchburg and the extension of Fitchrona Road (See location maps in Attachments A and B). The total project area encompasses 28.74 acres, including the Super Target Store development and associated buildings (20.33 acres) and the extension of approximately 3,340 feet of Fitchrona Road (8.41 acres). The proposed development is within the Orchard Pointe Development as described in Attachment I (Parcel 100).

According to Wisconsin Administrative Code, Chapter NR 411.04, in metropolitan counties, new indirect sources with associated parking capacity of 1,000 motor vehicles or greater or consisting of a new intersection leg and a peak hour volume equal to 1,200 vehicles per hour or greater must obtain

such a permit. The equivalent parking capacity of the development including the proposed Super Target Store development site (the Site) and the adjacent roadway is greater than 1,000 stalls (based on the available impervious area other than buildings divided by 350 square feet per stall). In addition, the combined traffic volume at the intersection of McKee Road and Fitchrona Road is projected to be greater than 1,200 vehicles per hour.

The proposed Super Target building is located on the southern portion of the Site and will contain approximately 176,325 square feet. The proposed Super Target Store is a general merchandise store and will include a grocery store, liquor store, and snack bar. In addition to the Super Target, four businesses totaling 28,000 square feet including a bank, restaurant, and retail stores are anticipated on the Site. The truck dock for the Super Target Store will be at the southwest corner of the Site.

Landscaping is planned at the Site as shown on Attachment D. A berm (approximately 10 feet in height, relative to the back lots of the residential area west of the Site) and a retaining wall will be present on the west side of the Site. The berm and landscaping will help to screen the development from the residential area west of the Site.

Fitchrona Road will be extended between McKee Road and Nesbitt Road as shown in Attachment B. The length of the proposed extension to Fitchrona Road will be approximately 3,340 feet. The road will serve the proposed Super Target Store as well as other potential development within the Orchard Pointe Development.

The site-related work for the development will be privately funded. Fitchrona Road improvements will be paid for through the use of Developers Bond TID district for approximately 3.5 million dollars.

Construction is anticipated to begin in the summer of 2006 and to be completed in the fall/winter of 2007.

2. Purpose and Need (include history and background as appropriate)

Historically, the Super Target Site was utilized by Wingra Redi Mix as a quarry for extraction of fresh dolomite that was crushed and used as aggregate base material and concrete aggregate. The quarry was actively mined from the 1960s until several years ago. Limited quarry-related activities, including reclamation work, are occurring on the Site. The Site includes debris piles and scattered equipment. The open pits expose groundwater to surface runoff. The City is interested in redeveloping this former quarry site, thereby eliminating a blighted area and enhancing the tax base for the community.

The existing zoning for the Site is R-D (Rural Development). The proposed zoning for the Site is B-H (Business-Highway) with a Conditional Use Permit (CUP) for a discount store, grocery store, ability to sell liquor, and a snack bar within the Super Target Building. The re-zoning request will go in with the preliminary plat submittal. The proposed Site is within the Orchard Pointe Development (Parcel 100) as shown in Attachment I. The City of Fitchburg Planning Commission and City Council, under Resolution R-31-06, approved the Comprehensive Development Plan for the Orchard Pointe Development (CDP-1474-05). Proposed zoning for the other on-site buildings include Business General (B-G) for the bank, B-G for the restaurant with a CUP and B-G for the retail buildings.

This project is at a significant crossroads location in the metropolitan area and, as such, has high visibility and accessibility to the greater Madison-Fitchburg market place. The City is currently developing its comprehensive plan as required under the Smart Growth legislation. The City has among its goals the desire to encourage economic development, to eliminate blight, to expand its tax base, and to create new jobs.

3. Authorities and Approvals (list local, state, and federal permits or approvals required)

Wisconsin DNR

Wisconsin Administrative Code NR 411 Indirect Source Construction and Operation Permit
 Wisconsin Administrative Code NR 216 Stormwater Construction Permit
 Wisconsin Administrative Code NR 812.26 Existing Well Abandonment

City of Fitchburg

Rezoning and Plat Submittal
 Conditional Use Permit
 Storm Water and Erosion Control Ordinance, Chapter 27, General Code of Ordinances
 Building Permit
 Project Plan and TID Boundary Approval
 CDP Approval

Dane County

Fitchrona Road Intersection Design and Traffic Signal Plan Approval
 Compliance with existing County Mine Reclamation Permit

PROPOSED PHYSICAL CHANGES (more fully describe the proposal)

4. Manipulation of Terrestrial Resources (include relevant quantities - sq. ft., cu. yard, etc.)

A site development plan has been prepared for the project, which includes clearing and grubbing of existing vegetation followed by site grading. Portions of the Site are currently being re-graded as part of the reclamation effort of the quarry. The current reclamation permit for the quarry requires that the Site be brought up to grade with respect to the surrounding area and that a cover soil be placed over the surface. Upon approval of the final plat for the site, it will be necessary to submit a reclamation plan that shows how the Site will be restored with respect to roadways and developments.

It is anticipated that the project (site development and associated Fitchrona Road expansion) will require approximately 150,000 cubic yards of cut and 15,000 cubic yards of fill. In addition, as part of the Fitchrona Road extension, a portion (500 feet in length by 160 feet wide) of a mixed deciduous forest will be cleared and grubbed. Specific details regarding the forest, including a qualitative and quantitative description of the area to be impacted, is described below under Item 16: Upland Habitat.

The landscape plan for the site (Attachment D) includes the construction of a berm (approximately 10 feet in height, relative to the back lots of the residential area west of the Site) that will ultimately be planted with trees and shrubs to provide additional screening. The remaining green space/landscape elements will be located within parking lot and roadway medians and along the perimeter of the Site.

5. Manipulation of Aquatic Resources (include relevant quantities - cfs, acre feet, MGD, etc.)

No wetlands are located on the Site. One wetland east of the proposed Fitchrona Road expansion and approximately 1,500 feet southeast of the proposed Super Target Store was delineated by NRC in September 2005 (Attachment E) but will not be negatively impacted by the proposed project.

6. Buildings, Treatment Units, Roads and Other Structures (include size of facilities, road miles, etc.)

The proposed development (20.33 acres) will include five new buildings including the Super Target Store that is 176,325 square feet and four other buildings that are 9,600, 8,400, 5,000, and 5,000 square feet in size. The project will also include approximately 3,340 feet of new roadway (8.41

acres) with the extension of Fitchrona Road from McKee to Nesbitt Road. The following intersection improvements will be completed at the intersection of McKee Road and Fitchrona Road:

- Four-way traffic signals
- East bound traffic on McKee Road, west of Fitchrona Road: Construction of separate right and left turning lanes.
- West bound traffic on McKee Road, east of Fitchrona Road: Lengthening of the existing left turn lane.

7. Emissions and Discharges (include relevant characteristics and quantities)

Construction Related

During construction there is the potential for dust emissions, equipment exhaust emissions, noise, and soil erosion on the Site. Also, groundwater or rainwater that enters excavated areas during construction will have to be removed to provide relatively dry working conditions. Appropriate discharge methods will be employed as required by the City's stormwater ordinance.

Air Emissions

The theoretical worst-case maximum CO concentrations for the development are represented by 32 modeled receptors as shown in Attachment G. Tables 1- 5 under Question 15 present the maximum 1-hour and 8-hour CO concentrations at the receptor locations for both the build-out year, 2007, and ten years after the build-out year, 2017.

Stormwater Discharge

The Super Target Site is located within the Goose Lake Watershed (Attachment C, Figure 1). Stormwater runoff in the northern half of the Watershed is conveyed to the Jamestown Basin, a detention pond located south of Verona Road. When the capacity of the Jamestown Basin is exceeded, the water overflows to a channel leading to Goose Lake. The Goose Lake watershed has no outlet except under extreme flooding conditions, where the lake may overflow toward Badger Mill Creek. Recent flooding of Goose Lake and the Jamestown basin has raised concerns about stormwater runoff increase within this closed watershed.

The existing Site, where the Super Target Store will be built, consists of an open quarry. Stormwater runoff from most of the Site drains internally to closed depressions. A narrow strip along the northern edge of the Site drains north to McKee Road and then to the Jamestown Basin via storm sewers. A small portion of the Site drains west to the City of Madison storm sewer system and ultimately to Badger Mill Creek.

As noted above, the quarry will be filled and graded as part of reclamation efforts. The development plans call for construction of the Super Target Store, retail buildings, and associated parking. The development will substantially increase the peak runoff rates and runoff volumes discharging from the Site.

In an effort to mitigate the effects of stormwater discharges to the Jamestown Basin and Goose Lake, a stormwater management plan has been developed for the Site. The plan employs a combination of infiltration and stormwater detention practices. For design stormwater events up to the 100-year frequency, pre-existing discharge rates will be maintained. For storm events up to the 10-year design storm, the additional stormwater volume generated by the parking areas and rooftops will infiltrate to the ground rather than discharge to the Jamestown Basin. Further details regarding the stormwater discharge performance criteria and the plan for meeting them are described under the Erosion Control / Stormwater Management section of Item 15.

8. Other Changes

None.

9. Identify the maps, plans and other descriptive material attached (update all as necessary)

- Attachment A Project Location
- Attachment B Site Plan
- Attachment C Proposed Stormwater Management Features
- Attachment D Landscape Plan
- Attachment E NRC Wetland Delineation Report
- Attachment F Wetland Investigation Memorandum
- Attachment G Air Quality Receptor Locations
- Attachment H Phase One ESA (text and Appendices A and D)
- Attachment I Orchard Pointe Comprehensive Development Plan (text and Appendices A to D)
- Attachment J Archaeological Survey

AFFECTED ENVIRONMENT (describe existing features that may be affected by proposal)**10. Information Based On (check all that apply):** **Literature/correspondence (specify major sources)**

- Site Plan, grading plan, landscape plan, and stormwater plan provided by Montgomery and Associates, Inc.
- U.S. Census Bureau
- City of Fitchburg Planning Department
- *Phase One Environmental Site Assessment*, Liesch Associates, Inc., October 2005
- *A Geotechnical Evaluation Report for Target, Inc.*, Braun Intertec Corporation, January 2006
- Letter to Jared Olsen regarding wetland evaluation. T N & Associates, Inc. April 2006
- Wisconsin Department of Natural Resources Natural Heritage Inventory, September 2005
- Wisconsin Historical Society's Archeological Database, September 2005
- *Comprehensive Development Plan for Orchard Pointe*, Mayo Corporation, April 3, 2006 (CDP-1474-05)
- *Archaeological Survey of a Potential Development Site in the City of Fitchburg, Dane County, Wisconsin*, Archaeological Consulting and Services, Inc. April 2006.

 Personal Contacts (list in item 26)

Field Analysis By: Author Other (list in item 26)

Past Experience With Site By: Other (list in item 26)

11. Physical Environment (topography, soils, water, air)

Though the 28.74-acre Site is located in an area of gently rolling hills, areas along the east and south boundaries have fairly steep slopes (Attachment A). Mapping indicates that the elevation of the Site is 1,060 feet above the National Geodetic Vertical Datum (NGVD); however, approximately 50 feet of limestone was extracted during the time the quarry was active and the elevation of the central portion of the property is estimated at 1,010 feet NGVD. Earthen berms are located along the northern, eastern, and western boundaries and there are wooded areas in the southwestern portion of the Site.

According to a geotechnical report of the Site (Braun, January 2006), much of the area has been filled with 1 to 24 feet of lean clay that contains various amounts of sand and gravel. Soils also include poorly graded gravel, silty sand, and clayey sand. Of the six borings that were completed on the Site, one boring encountered a 5-foot layer below the fill that consisted of wind-blown deposits of lean clay. Two of the borings encountered soil that is the result of weathering rock (residuum) below the fill and the loess and above the bedrock. Five of the six borings encountered underlying bedrock of weathered dolomite beneath the fill, loess, and residuum. Two borings passed through overlying fill or weathered dolomite to end in sandstone (Jansen 2006). The USDA Soil Survey for Dane County identifies most of the Site as quarry (approximately 80 percent), with smaller portions of various soil types intersecting the corridor planned for road construction. Those soil types include Batavia silt loam, gravelly substratum, 2 to 6 percent slope (BbB); Sogn silt loam, 20 to 35 percent (SoE); Plano silt loam, 6 to 12 percent slopes, eroded (PnC2); Kidder loam, 12 to 20 percent slopes, eroded (KdD2); and Dodge silt loam, 6 to 12 percent slopes, eroded (DnC2).

One active well located on Site, and identified in the Phase One ESA (Leisch, October 2005) will be properly abandoned in accordance with State of Wisconsin requirements prior to site development.

The Super Target Site is located within the Goose Lake Watershed (Attachment C, Figure 1). Stormwater runoff in the northern half of the Watershed is conveyed to the Jamestown Basin, a detention pond located south of Verona Road. When the capacity of the Jamestown Basin is exceeded, the water overflows to a channel leading to Goose Lake. The Goose Lake watershed has no outlet except under extreme flooding conditions, where the lake may overflow toward Badger Mill Creek. Recent flooding of Goose Lake and the Jamestown basin has raised concerns about stormwater runoff increase within this closed watershed.

The existing Site, where the Super Target Store will be built, consists of an open quarry. Stormwater runoff from most of the Site drains internally to closed depressions. A narrow strip along the northern edge of the Site drains north to McKee Road and then to the Jamestown Basin via storm sewers. A small portion of the Site drains west to the City of Madison storm sewer system and ultimately to Badger Mill Creek.

Following reclamation of the quarry and development of the Site, the stormwater flow rates and volumes leaving the Site will substantially increase. A stormwater management plan has been developed to address means for mitigating potential stormwater impact from the Site on the Jamestown Basin and Goose Lake. Further details regarding the stormwater discharge performance criteria and the plan for meeting them are described under the Erosion Control / Stormwater Management section of Item 15.

12. Biological Environment (dominant aquatic and terrestrial plant and animal species and habitats including threatened/endangered resources; wetland amounts, types, and hydraulic value)

A wetland evaluation to determine the presence of jurisdictional wetlands was conducted by T N & Associates, Inc. on April 26, 2006. The investigation concluded that no wetlands are located within the proposed project area (Attachment F).

During the wetland evaluation, a general site investigation was also conducted. The purpose of this investigation was to identify dominant plant and animal species and habitats present on the Site. During the investigation, several community types were observed along with numerous animal species. Below is a list of these community types along with a brief description, approximate size (in acres), and dominant plant species identified within each community.

Quarry

This is the largest portion (~15+ acres) of the Site and is made up of former detention ponds exposed bedrock outcrops, stockpiles of various rock materials, and miscellaneous storage areas. The vegetation cover is generally lacking but the perimeter was fairly well vegetated and dominated by non-native species such as smooth brome grass (*Bromus inermis*), eastern

cottonwood (*Populus deltoides*), dandelion (*Taraxacum officinale*), Kentucky bluegrass (*Poa pratensis*), and clover species (*Trifolium spp.*). One bird species, cliff swallow (*Petrochelidon pyrrhonota*), was observed within the quarry habitat.

Old Field

Old field habitat is present at various locations (~ 7 acres) within the Site, including portions of the quarried area and along the proposed Fitchrona Road expansion. Vegetation is dominated by herbaceous species including Kentucky blue grass, Canada goldenrod (*Solidago canadensis*), reed canary grass (*Phalaris arundinacea*), and Queen Anne's lace (*Daucus carota*), along with scattered stands of box elder (*Acer negundo*) and eastern cottonwood saplings. No animal species were observed within the old field habitat.

Mixed Deciduous Forest

There are several areas that contain a mixed deciduous forest on the Site including the southwest corner of the parcel and a strip, approximately 500 feet wide just south of the main development (middle section of proposed Fitchrona Road expansion). This community type accounts for approximately 6 acres and ranges from very disturbed along the southwestern portion of the quarry boundary to somewhat disturbed just south of the proposed development.

The area near the southwestern portion of the Site is dominated by box elder and eastern cottonwood in the canopy, common buckthorn (*Rhamnus cathartica*) and honey suckle species (*Lonicera spp.*) in the shrub layer, and a sparse layer of herbaceous species consisting of white avens (*Geum canadense*), violet species (*Viola spp.*), and bedstraw (*Gallium sp.*). No animal species were observed within the very disturbed mixed deciduous forest.

The strip of forest just south of the proposed development is dominated by large (24+ inch dBH) burr oak (*Quercus marcocapra*) in the canopy along with other tree species including box elder, eastern cottonwood, black walnut (*Juglans nigra*), shagbark hickory (*Carya ovata*), and hackberry (*Celtis occidentalis*). This area also contains a dense shrub layer consisting of common buckthorn and honeysuckle. The herbaceous layer ranges from moderate to sparse coverage, and includes such species as downy Solomon's seal (*Polygonatum pubescens*), violet species, and old field cinquefoil (*Potentilla simplex*). During the investigation in April 2006, several animal species were also observed (either direct observation or by evidence) within this community including Coyote (*Canis latrans*), scat; eastern cottontail (*Sylvilagus floridanus*), visual; white tail deer (*Odocoileus virginianus*), bed area and droppings; eastern chipmunk (*Tamias striatus*), visual; red-tailed hawk (*Buteo jamaicensis*), visual; and hermit thrush (*Catharus guttatus*). The hermit thrush was likely a migrant during this time of year. Specific details regarding the forest including a qualitative and quantitative description of the area to be impacted is covered in Section 16: Upland Habitat, below.

During a Phase One Environmental Site Assessment, Liesch Companies (Attachment H) requested a rare resources review from the WDNR Bureau of Endangered Resources (Bureau) regarding the presence of threatened or endangered species or critical habitat on or within the vicinity of the Site. The response indicated that yellow gentian (*Gentiana alba*), listed as "Threatened" in Wisconsin, may occur on or within 2 miles of the Site. Based on this response and other available historical information, the Site was surveyed for the presence of *Gentiana alba* in May, 2006. In addition, one follow-up site visit will be conducted in late summer/ early fall of 2006 to again survey the Site for the presence of this species. Should the Endangered/Threatened Resource Assessment identify that the species is present on the Property, and in an area to be impacted, an appropriate mitigation plan will be developed. It is anticipated that such a plan would include relocation of the plant population to suitable habitat either on the Site or nearby.

13. Cultural Environment

a. Land use (dominant features and uses including zoning if applicable)

Historically, the Site was utilized by Wingra Redi Mix as a quarry for extraction of fresh dolomite that was crushed and used as aggregate base material and concrete aggregate. Some portions of the quarry have since been filled in with various materials while other areas remain exposed bedrock (Janssen 2006). The quarry was actively mined from the 1960s until several years ago. Materials such as used or broken asphalt and concrete, tires, sewer piping, culverts, containers, and pallets are stockpiled and old equipment such as trucks, graders, water tanks, and construction office trailers are stored on the property (Liesch Companies 2005). Current zoning for the parcel is Rural Development (R-D) with the areas to the south and north zoned Rural Development (R-D) and the area east zoned B-H, Business Highway (City of Fitchburg 2002). The Site is within the boundary of a designated urban service area district for the City of Fitchburg. Land use in the areas adjacent to and in the vicinity of the Site is primarily commercial and residential. A residential housing development lies to the west of the Site in the City of Madison.

The proposed zoning for the Site is B-H (Business-Highway) with a Conditional Use Permit (CUP) for a discount store, grocery store, ability to sell liquor, and a snack bar within the Super Target Building. The re-zoning request will go in with the preliminary plat submittal. The proposed Site is within the Orchard Pointe Development (Parcel 100) as shown in Attachment I. The City of Fitchburg Planning Commission and City Council, under Resolution R-31-06, approved the Comprehensive Development Plan for the Orchard Pointe Development (CDP-1474-05) on April 11, 2006. Proposed zoning for the other on-site buildings include Business General (B-G) for the bank, B-G for the restaurant with a CUP and B-G for the retail buildings.

b. Social/Economic (including ethnic and cultural groups)

Fitchburg is a city of 20,501 people with 82.2 percent white, 8.6 percent black or African American, 0.4 percent American Indian or Alaska Native, 3.2 percent Asian, and 5.6 percent of some other race or two or more races (U.S. Bureau of the Census 2000). In 2000, the median household income for residents was \$50,433, similar to the median income for Dane County (\$49,233) (State and County QuickFacts 2000). In 1999 there were 246 families (5 percent) below the poverty level, 145 families (20 percent) with single female head of household below the poverty level and 1,265 (6.4 percent) individuals below the poverty level (U.S. Bureau of the Census 2000). By comparison, Dane County records indicate 9.4 percent of the population below the poverty level.

Of the population 16 years or older, 77.9 percent are in the labor force. The three occupations with the greatest number of employees are management, professional, and related occupations (43.8 percent), service occupations (14.5 percent) and sales and office positions (26.2 percent). The remaining occupations are production, transportation, and material moving (10.3 percent), construction, extraction, and maintenance (5.0 percent) and farming, fishing, and forestry (0.3 percent). The largest industries are education, health, and social services (23.4 percent), professional, scientific, management, administrative, and waste management (12.0 percent), manufacturing (10.8 percent), finance, insurance, real estate, and rental and leasing (10.4 percent) and retail (9.8 percent) (U.S. Bureau of the Census 2000).

Community and Residential: Traffic

The discussions of traffic conditions and impacts in this document are based primarily upon the McKee Road Traffic Impact Analysis completed by Strand Associates for the City of Fitchburg in January 2005 and updated in March 6, 2006. This study is available online at the City's website, at:

http://www2.city.fitchburg.wi.us/planning/Traffic_Impact_Reports/McKee_part1.pdf
http://www2.city.fitchburg.wi.us/planning/Traffic_Impact_Reports/McKee_part2.pdf

Traffic information also comes from the Orchard Pointe Comprehensive Development Plan (Attachment I).

The northern boundary of the Super Target Site and the Orchard Pointe Development has frontage on McKee Road (County Trunk Highway PD) (Figure 1 in Attachment A). McKee Road is a four-lane divided roadway with restricted access. McKee Road intersects with Verona Road (US Highway 151) at the northeast corner of the proposed Orchard Pointe Development. McKee Road is a main East-West arterial route providing for inter-city travel across the southern part of the Madison metropolitan area. During 2002, McKee Road carried an average of 18,400 vehicles per day (vpd) west of Verona Road, and 27,200 vpd east of Verona Road. Traffic on McKee Road west of Verona Road has more than quadrupled since 1990, carrying about 1000 more vpd each year.

Nesbitt Road is a recently improved local street which traverses the easterly and southern portion of the proposed Orchard Pointe Development and intersects with McKee Road near the northeast corner of the Orchard Pointe Development. Nesbitt Road functions as a collector route serving Madison and Verona residential neighborhoods to the southwest. Nesbitt Road carried 4,600 vpd south of McKee Road in 2002.

Fitchrona Road extends due south from Nesbitt Road and is the only North-South route within a 1-mile radius of the Orchard Pointe Development that connects to lands south of Verona Road.

Level of service (LOS) is a scale used to represent the operational effectiveness of an intersection. It relates to the average delay in seconds of all vehicles entering the intersection. Average delay is based on the peak 15-minute period of the peak travel hour. LOS can range from Level A to Level F. For signalized intersections, the average delay per vehicle is as follows for different levels of service:

- LOS A, less than 10 seconds
- LOS B, more than 10 seconds and less than 20 seconds
- LOS C, 20 to 35 seconds
- LOS D, 35 to 55 seconds
- LOS E, 55 to 80 seconds, and
- LOS F, greater than 80 seconds.

LOS F is considered unacceptable by most drivers. However, according to the 2005 Traffic Analysis, excessive peak-hour delay is already common at many intersections in the Madison metropolitan area and is likely to become more common by 2020.

Based on the Traffic Impact Analysis, the McKee Road – Nesbitt Road intersection now has an overall existing LOS C while the McKee Road – Verona Road intersection has an overall LOS of E based on 2005 peak hour traffic operations. All four left turning movements at the McKee Road – Verona Road intersection currently are reported as LOS F.

c. Archaeological/Historical

During a Phase One Environmental Site Assessment performed by Liesch Associates, Inc., a search of the Wisconsin Historic Preservation Database (WHPD) indicated that no records of historic structures, archaeological, or burial sites occur within the section that contains the project area.

In addition, no significant archaeological materials were either previously reported for the project area or found as part of an archeological survey of the site in March 2006 by Archaeological Consultants, Inc. (Attachment J).

14. Other Special Resources (e.g., State Natural Areas, prime agricultural lands)

The project Site is not part of or located near a state natural area.

ENVIRONMENTAL CONSEQUENCES (probable adverse and beneficial impacts including indirect and secondary impacts)

15. Physical (include visual if applicable)

Air Quality

In order to mitigate emissions of diesel-powered equipment during construction, a 5-minute idling limit will be imposed on construction vehicles and generators, unless necessary during winter months to allow engine warming. Although not required by law, construction vehicles and equipment using diesel fuel will use "on-road diesel quality fuel" instead of the lower grade "off road diesel quality fuel" that is higher in sulfur content. Following construction, signs will be posted at the loading dock for the Super Target Store that direct drivers to turn off their engines before idling more than 5 minutes.

Air quality analyses were conducted in April and June 2006 to determine if the National Ambient Air Quality Standards (NAAQS) for carbon monoxide (CO) would be exceeded at any sensitive receptor location in the area because of the traffic attracted to the proposed development. The theoretical worst-case maximum CO concentrations at the project Site are represented by 32 modeled locations as shown in Attachment G. Tables 1– 5 present the maximum 1-hour and 8-hour CO concentrations at the receptor locations for year 2007, the build-out year (the anticipated year when construction is expected to be completed), and year 2017, ten years after the build-out year. The 2007 model included background traffic along with anticipated traffic associated with the Super Target Store. The 2017 model included background traffic as well as anticipated traffic associated with full development of Orchard Pointe.

The NAAQS for CO are a 1-hour average concentration of 35 ppm and an 8-hour average concentration of 9 ppm. Based on the air quality analyses, the maximum 1-hour CO concentration is 8.50 ppm, which is 24.3 percent of the 1-hour NAAQS. The maximum 1-hour CO concentration would occur at receptor R22 in 2007. Receptor R22 is located at the northeast corner of intersection of McKee Road and Fitchrona Road, which is northeast of the proposed development. The highest 8-hour concentration of 5.10 ppm is 56.7 percent of the 8-hour standard and would also occur at receptor R22 in 2007.

The 2007 and 2017 air quality analysis results for all five intersections; Fitchrona Road and Nesbitt Crossing, Fitchrona Road and Entry No. 1, Fitchrona Road and Entry No. 2, Fitchrona Road and McKee Road, and McKee Road and Entry No. 3 indicate that CO levels will not result a violation of the NAAQS for CO.

Table 1
Maximum CO Concentrations, ppm
Fitchrona Road and Nesbitt Crossing Road

Receptor		Maximum 1-Hour and 8-Hour CO			
ID	Description	Build (2007)		Build+10 (2017)	
		1-Hour	8-Hour	1-Hour	8-Hour
R1	Right-of-Way	4.90	2.94	5.10	3.06
R2	Right-of-Way	5.20	3.12	5.40	3.24
R3	Right-of-Way	5.30	3.18	5.40	3.24
R4	Right-of-Way	4.90	2.94	5.30	3.18
R5	Right-of-Way	4.90	2.94	5.40	3.24
R6	Right-of-Way	5.10	3.06	5.40	3.24

*The National Ambient Air Quality Standards for CO are 35 ppm (1-hour) and 9 ppm (8-hour). Values include background CO concentrations of 4.0 ppm (1-hour) and 2.3 ppm (8-hour).

Table 2
Maximum CO Concentrations, ppm
Fitchrona Road and Entry No. 1

Receptor		Maximum 1-Hour and 8-Hour CO			
ID	Description	Build (2007)		Build+10 (2017)	
		1-Hour	8-Hour	1-Hour	8-Hour
R 7	Right-of-Way	5.20	3.12	5.40	3.24
R 8	Right-of-Way	5.20	3.12	5.70	3.42
R 9	Right-of-Way	5.30	3.18	5.80	3.48
R 10	Right-of-Way	6.30	3.78	6.50	3.90
R 11	Target Store	5.90	3.54	6.10	3.66
R 12	Target Store	5.90	3.54	5.90	3.54
R 13	Target Store	5.10	3.06	5.00	3.00

*The National Ambient Air Quality Standards for CO are 35 ppm (1-hour) and 9 ppm (8-hour). Values include background CO concentrations of 4.0 ppm (1-hour) and 2.3 ppm (8-hour).

Table 3
Maximum CO Concentrations, ppm
Fitchrona Road and Entry No. 2

Receptor		Maximum 1-Hour and 8-Hour CO			
ID	Description	Build (2007)		Build+10 (2017)	
		1-Hour	8-Hour	1-Hour	8-Hour
R 14	Right-of-Way	5.40	3.24	6.10	3.66
R 15	Right-of-Way	5.60	3.36	6.10	3.66
R 16	Right-of-Way	5.40	3.24	6.10	3.66
R 17	Right-of-Way	7.00	4.20	7.00	4.20
R 18	Retail Store	5.70	3.42	6.00	3.60

*The National Ambient Air Quality Standards for CO are 35 ppm (1-hour) and 9 ppm (8-hour). Values include background CO

concentrations of 4.0 ppm (1-hour) and 2.3 ppm (8-hour).

Table 4
Maximum CO Concentrations, ppm
Fitchrona Road and McKee Road

Receptor		Maximum 1-Hour and 8-Hour CO			
ID	Description	Build (2007)		Build+10 (2017)	
		1-Hour	8-Hour	1-Hour	8-Hour
R 19	Right-of-Way	6.40	3.84	6.30	3.78
R 20	Right-of-Way	7.30	4.38	7.20	4.32
R 21	Right-of-Way	8.00	4.80	7.70	4.62
R 22	Right-of-Way	8.50	5.10	8.00	4.80
R 23	Right-of-Way	8.40	5.04	7.70	4.62
R 24	Right-of-Way	8.00	4.80	8.00	4.80
R 25	Right-of-Way	7.40	4.44	7.10	4.26
R 26	Right-of-Way	7.00	4.20	6.80	4.08
R 27	Right-of-Way	7.00	4.20	7.00	4.20

*The National Ambient Air Quality Standards for CO are 35 ppm (1-hour) and 9 ppm (8-hour). Values include background CO

concentrations of 4.0 ppm (1-hour) and 2.3 ppm (8-hour).

Table 5
Maximum CO Concentrations, ppm
McKee Road and Entry No. 3

Receptor		Maximum 1-Hour and 8-Hour CO			
ID	Description	Build (2007)		Build+10 (2017)	
		1-Hour	8-Hour	1-Hour	8-Hour
R 28	Retail Store	6.50	3.90	6.30	3.78
R 29	Resturant	5.90	3.54	6.00	3.60
R 30	Right-of-Way	6.70	4.02	7.50	4.50
R 31	Right-of-Way	7.40	4.44	8.10	4.86
R 32	Bank	5.40	3.24	5.50	3.30

*The National Ambient Air Quality Standards for CO are 35 ppm (1-hour) and 9 ppm (8-hour). Values include background CO concentrations of 4.0 ppm (1-hour) and 2.3 ppm (8-hour).

Visual

As part of the Site development, a 10-foot high berm (relative to the back lots of the residential area west of the Site) will be constructed and planted with both trees and shrubs to help shield the housing development to the west of the site from visual impacts of the proposed development. Perimeter screening will be provided along the edge of parking lots to visually soften parking areas. Screening will consist of deciduous or evergreen shrubbery maintained as a linear mass with a mature and maintained height of 3 feet and at least 40 – 50 percent opacity to screen parked vehicles. Landscaping and screening fences will be used to help screen areas of low visual interest, such as loading docks, in order to minimize their view from adjoining residential lots. Landscaping will utilize indigenous grass, shrubs, and trees.

Erosion Control / Stormwater Management

The Super Target Site is located within the Goose Lake Watershed (Attachment C, Figure 1). Stormwater runoff in the northern half of the Watershed is conveyed to the Jamestown Basin, a detention pond located south of Verona Road. When the capacity of the Jamestown Basin is exceeded, the water overflows to a channel leading to Goose Lake. The Goose Lake watershed has no outlet except under extreme flooding conditions, where the lake may overflow toward Badger Mill Creek. Recent flooding of Goose Lake and the Jamestown basin has raised concerns about stormwater runoff increase within this closed watershed.

State and local regulations require permits (WPDES Construction Site Erosion Control and Storm Water Discharge Permit from the WDNR) for projects that disturb one or more acres of land. In addition, because the proposed development will have permanent impervious area(s), the Site is subject to local and state stormwater management performance criteria.

The City of Fitchburg's performance criteria, according to Chapter 27 of the City Ordinances, include the following:

- Remove 80 percent of Total Suspended Solids (TSS) during the 1-year, 24-hour event,
- Treat oil and grease for the first 0.5 inch of runoff, and
- Maintain pre-development peak runoff rates for the 2- through 100-year, 24-hour events.

In response to concerns regarding potential flooding at Goose Lake, the City of Fitchburg is also imposing the following requirement with regards to development of Parcels 100 (the Super Target Site), 300, and 500 within the Orchard Pointe Development. Note, Parcels 300 and 500 are south of the Super Target Site, as shown on the Land Use Development Plan figure in the Orchard Pointe Comprehensive Development Plan (Attachment I):

- Maintain predevelopment runoff volumes for storms up to the 10-year, 24-hour event.

The State of Wisconsin criteria for stormwater management are contained in Chapters NR 216 and NR 151 of the Wisconsin Administrative Code and include the following:

- The 2-year post-development peak discharge shall not exceed the pre-development peak discharge

and

- TSS shall be reduced by 80 percent on an average annual basis as compared to no controls,

and either:

- Infiltrate a sufficient volume of runoff such that the post-development annual infiltration volume is at least 60 percent of the pre-development annual infiltration volume,

or

- Infiltrate at least 10 percent of the 2-year, 24-hour storm,

and

- No more than 2 percent of the Site is required to be dedicated in order to meet the infiltration requirements.

These local and state performance criteria will be met through a combination of infiltration areas and wet detention as shown in Attachment C, Figure 4. Three infiltration areas (rain gardens) will be located on the Super Target Site to infiltrate roof runoff from a portion of the Super Target building and the adjacent building roofs. An additional infiltration area will be located on Parcel 300 to infiltrate a majority of the Super Target roof and roof runoff from future buildings on Parcel 300. An easement will be established that will allow roof runoff from the Super Target roof to be discharged to the infiltration area that will be constructed on Lot 300

A separate regional stormwater detention/infiltration system is planned for Parcel 2003 along Nesbitt Road within the Orchard Pointe Development. The system is planned to treat the remainder of runoff (non-roof flow) from Parcels 100, 300, and 500. A wet detention basin is planned to promote total suspended solids removal and provide water quality improvement prior to infiltration.

The regional infiltration basin will be sized to infiltrate the 10-year, 24-hour design storm following pretreatment in the wet detention basin. The infiltration system is designed to have three cells. Water will be dispersed throughout the three cells.

A regional groundwater model was developed and used to evaluate the potential impact of infiltrated water from the stormwater management system on Goose Lake. The model indicated that the water infiltrating into the ground will travel in a northeast direction, away from Goose Lake. Thus stormwater infiltrating the ground at the regional infiltration basin should not adversely affect Goose Lake.

The proposed stormwater management system will be designed to discharge a small amount of treated stormwater that will discharge to the wetland adjacent to Nesbitt Road. The hydrology of the wetland will be further evaluated during the final design of the stormwater management system to assure that a base flow to the wetland system is maintained.

Noise

Some noise from construction is expected. However, the impact is short term. To reduce the potential impact of construction noise, all motorized equipment should be operated in compliance with all applicable local, state, and federal laws and regulations relating to noise levels permissible within and adjacent to the project construction Site. At a minimum, motorized construction equipment should not be operated between 10:00 p.m. and 6:00 a.m. All motorized construction equipment should be required to have mufflers constructed in accordance with the equipment manufacturer's specifications or a system of equivalent noise reducing capacity. It should also be required that mufflers and exhaust systems be maintained in good operating condition, free from leaks and holes. During construction, signs will be posted that limit vehicle idling to no more than 5 minutes, unless necessary during winter months to allow engine warming..

A long-term increase in traffic noise is expected as a result of the proposed development. Vehicles accessing the development, including trucks, will need to use McKee Road and Fitchrona Road. This will lead to an increase in traffic noise on these roadways. The area to the east of the proposed development is a commercial area with no residential neighborhoods. Berms will be constructed on the west sides of the development, offering some reductions in traffic noise impacts to nearby residences.

16. Biological (including impacts to threatened/endangered resources)

Wetlands

No impacts to wetlands are expected since no wetlands exist on the property; however, one wetland located east of the proposed Fitchrona Road expansion and approximately 1,500 feet southeast of the proposed Super Target Store was delineated by NRC in September 2005 (Attachment E). This wetland may actually benefit from development of the site. The benefit would be the result of contributing waters entering the stormwater treatment system before they enter the wetland.

Upland Habitat

Impacts to upland habitat will mainly affect the land contained within the existing quarry. In addition, approximately 7 acres of old field and 5 acres of mixed deciduous forest, as described in Item 12 above, will also be impacted. As part of the Fitchrona Road extension, about 1.8 acres of the approximately 18.5 acres of mixed deciduous forest located to the south of the proposed Target Superstore will be removed. The remaining 16.7 acres will remain as undeveloped green space.

While cliff swallows were noted at the quarry site, the construction timing will avoid the nesting period (May 15 – August 15). Further surveys are needed to determine whether the State-Threatened cream gentian (*Gentiana alba*) occurs in an area of impact. If this is found to be the case, appropriate measures to protect or translocate the plant will be taken.

On June 22, 2006, staff from TN&A performed an informal tree inventory to further assess the 1.8 acres of forest that will be removed as part of this project (Fitchrona Road extension). The purpose of this inventory was to identify the approximate quantity and size of the trees that will be removed as part of the proposed project. The results of this study are as follows; approximately 93 trees (an individual was considered a tree if the dBH, diameter at breast height, was greater than 3 inches) will be removed made up of black walnut (*Juglans nigra*), bur oak (*Quercus macrocarpa*), shagbark hickory (*Carya ovata*), black cherry (*Prunus serotina*), hackberry (*Celtis occidentalis*), American elm

(*Ulmus americana*), and scarlet oak (*Quercus coccinea*). The following table summarizes quantity to be removed, dBH range and number of trees present with dBH greater than or equal to 12 inches.

Table 16-1 Tree Inventory Results

Species dBH	Quantity	dBH Range (in inches)	Individuals Greater than 12"
black walnut	50	3-24	9
bur oak	21	3-35	13
shagbark hickory	7	3-18	2
black cherry	7	4-10	N/A
hackberry	6	3-11	N/A
American elm	1	10	N/A
scarlet oak	1	17	1
TOTAL	93		25

17. Cultural

a. Land Use (including indirect and secondary impacts)

The City of Fitchburg is currently working on development of its comprehensive land use plan. Although the current land use for the Site is Rural Development (R-D) for the quarry, the proposed zoning for the Site is B-H (Business-Highway) with a Conditional Use Permit (CUP) for a discount store, grocery store, the ability to sell liquor, and a snack bar within the Super Target Building. The re-zoning request will go in with the preliminary plat submittal. The Comprehensive Development Plan for the Orchard Pointe Development (CDP-1474-05) (see Attachment I) was approved by the Planning Commission and the City Council (Resolution R-31-06) for the City of Fitchburg. The proposed Super Target development is a part of the approved comprehensive plan. Positive land-use measures of this plan are that the location utilizes an opportunity for infill development, and redevelopment of a quarry.

b. Social/Economic (including ethnic and cultural groups, and zoning if applicable)

Community and Residential

Noise

The project Site is in close proximity to a residential neighborhood to the west. Residents have expressed concerns about increased traffic noise due to the development. Although the proposed development is adjacent to the residential neighborhood, the planned berms and landscaping to the west portion of the proposed development will help somewhat to reduce the impact from increased traffic noise, including truck traffic. The area is currently impacted by noise from the close proximity of McKee Road, Verona Road, and other existing commercial developments.

Traffic

Area residents also expressed concern about direct links between roadways in the Orchard Pointe development to existing roads in the residential area. No direct roadway links are planned as shown in the approved Comprehensive Development Plan for Orchard Pointe.

Traffic congestion along McKee Road, at the McKee Road-Nesbitt Road intersection, and at the large McKee-Verona Road intersection will continue to increase after the proposed project is completed. The proposed extension of Fitchrona Road was one of several basic improvements recommended in the analysis by Strand Associates to accommodate a large discount retail store.

This new roadway is intended to partially address immediate, local traffic needs as well as facilitate anticipated traffic to and from the proposed Orchard Pointe Development. Much more extensive and costly improvements to area roadways and intersections were recommended in the Strand report to accommodate large projected increases in overall regional traffic along with full development of Orchard Pointe. See larger discussion on cumulative regional traffic concerns under Section 21, below.

Economic Development and Business

The proposed development will contribute to the economic development of the City of Fitchburg and provide between 350 – 450 (20 - 25 percent fulltime) jobs in the retail sector. The proposed Super Target has an annual payroll that exceeds 2.5 million dollars.

Even without full development at this location, the proposed development, in combination with residential growth now occurring on adjoining City of Madison lands, will significantly increase area traffic volumes. High-cost improvements to the existing transportation system will be needed just to maintain the existing level of service on area roads, including USH 18/151. The developers' share the cost of these improvements have not been identified at this time.

Environmental Justice

No disproportionate impacts to any low-income or minority populations are expected, since no populations of concern were identified in the vicinity.

c. Archaeological/Historical

The Site and surrounding area do not contain any identified historic resources that are listed on the National Register of Historic Places or as a City Landmark. According to an archaeological survey of the site and adjacent areas that was completed in March 2006 by Archaeological Consulting Services, Inc. (Attachment J), no Native American artifacts were noted and the disturbed conditions over most of the area would make the preservation of any sites that might have been present unlikely. The archaeological survey also noted that Euro-American artifacts were scattered over the surface of the Site. However no significant concentrations of artifacts or structural remains were found. As a result of historical records review and the archaeological survey, no impacts to historical sites are anticipated as part of the proposed project.

Under Wisconsin law, Native American burial mounds, unmarked burials, and all marked and unmarked cemeteries are protected from intentional disturbance. If anyone suspects that Native American burial mound or an unmarked or marked burial is present in an area, the Burial Sites Preservation Office should be notified. If human bone is unearthed during any phase of a project, all work must cease, and the State Burial Sites Preservation Office must be contacted (Wis. Stat. 157.70). Work cannot resume until the Burial Sites Preservation Office gives permission.

18. Other Special Resources (e.g., State Natural Areas, prime agricultural lands)

There are no State Natural Areas within the project area and land is zoned industrial. As a result, no impacts to other special resources are expected.

19. Summary of Adverse Impacts That Cannot Be Avoided (more fully discussed in 15 through 18)

- Impacts of construction including dust, equipment noise, and construction equipment.
- Traffic increase.
- Loss of upland habitat

DNR EVALUATION OF PROJECT SIGNIFICANCE (complete each item)

20. Environmental Effects and Their Significance

- a. Discuss which of the primary and secondary environmental effects listed in the environmental consequences section are long-term or short-term.**
- Traffic impacts to the local road system would be long-term.
 - Economic benefits of the project are expected to be long-term.
 - Disruptions caused by construction activities would be short-term
- b. Discuss which of the primary and secondary environmental effects listed in the environmental consequences section are effects on geographically scarce resources (e.g. historic or cultural resources, scenic and recreational resources, prime agricultural lands, threatened or endangered resources, or ecologically sensitive areas).**

No primary or secondary environmental effects are expected to impact geographically scarce resources.

- c. Discuss the extent to which the primary and secondary environmental effects listed in the environmental consequences section are reversible.**

The short-term impacts of construction are temporary and should revert to normal after construction is completed.

21. Significance of Cumulative Effects

Discuss the significance of reasonably anticipated cumulative effects on the environment (and energy usage, if applicable). Consider cumulative effects from repeated projects of the same type. Would the cumulative effects be more severe or substantially change the quality of the environment? Include other activities planned or proposed in the area that would compound effects on the environment.

Stormwater

The parcels in the eastern portion of the Orchard Pointe development are in the Jamestown Assessment District. In light of this basin's limited capacity, the City of Fitchburg intends to limit further development in Orchard Pointe until additional studies are completed to document that potential flow impacts from additional development to Goose Lake and the Jamestown Basin are mitigated. The parcels in the eastern half of the Orchard Pointe development will not contribute to the regional detention system described above for the Target parcel and parcel 300 (Item 15, Stormwater Management).

Traffic

Without major roadway and intersection improvements in this entire Verona Road – McKee Road area, significant deterioration of traffic operations in this area will occur, regardless of whether this development proceeds. Full development of Orchard Pointe will accelerate the need for larger improvements including expansion of McKee Road to six lanes, and a full grade-separated interchange at the Verona Road intersection. In 2004, the Wisconsin Department of Transportation (WisDOT) released a Draft Environmental Impact Study for proposed improvements to Verona Road, from the beltline through the McKee Road intersection. Alternatives for the Verona-McKee Road intersection included either an expanded, signalized intersection, or a full grade-separated interchange. To date, no preferred alternative has been selected, and no final document has been

released.

The 2005 traffic analysis by Strand Associates, Inc. reports the following: The McKee Road – Verona Road intersection already experiences substantial delays in the morning and evening peak hours. Even without these developments, models predict 60-70 percent increases in traffic at this large intersection between 2005 and 2020. By the year 2020, average vehicles per day on Verona Road could approach 50-65,000 (vs. 27-40,000 now). On McKee Road by the year 2020, without the proposed development of Orchard Point, normal background traffic could increase from today's 18-21,000 vpd, to 33,000 vehicles per day. With full development of the Orchard Pointe area, that number increases to 49,000 vpd by 2020. For comparison purposes, that number exceeds the volume on Mineral Point Road west of the beltline (near the west Madison Target store) by 20-50 percent. Nesbitt Road could grow from today's 4600 vpd to 18,000 vpd.

The Strand study reports that these volumes by the year 2020 would cause the existing McKee Road – Verona Road intersection, with no improvements, to experience extreme backups and malfunctions.

According to the 2006 updated Traffic Impact Analysis by Strand Associates, Inc., full development of Orchard Pointe and the development of areas north of McKee Road could result in approximately 4,266 new raw trips in the PM peak hour. This puts additional strain on the Verona Road/McKee Road intersection. Assuming that by the year 2020 a single point interchange is constructed at the Verona Road/McKee Road intersection and McKee Road is expanded to six lanes, all intersections will operate at LOS D or above, with some specific movements operating at LOS F. No horizon years other than year 2020 were evaluated in the 2006 update to the Traffic Impact Analysis.

The 2005 traffic impact analysis did have an interim 2005 horizon year. This report reviewed the effects of a Target with three outlots to the Verona Road/McKee Road intersection in the year 2005. This analysis indicated that the operation of this intersection, which in 2004 operated at LOS E in the evening peak hour with 62 seconds of average delay, would deteriorate to LOS F with 92 seconds of average delay with the construction of Target. As other parts of the Orchard Ridge development are constructed, the operation of the intersection would deteriorate further. The Traffic Impact Analysis does note that increased peak hour traffic will occur in the McKee Road corridor with or without the proposed developments

Previous traffic studies conducted by the City of Fitchburg concluded that additional connecting travel routes between Nesbitt and McKee Roads were needed to support commercial development in the Orchard Pointe Development area and to provide adequate traffic circulation and alleviate congestion at the existing McKee Road – Nesbitt Road – Verona Road intersections. The recommended street improvements included a four-lane connection running north-south between McKee Road and the Nesbitt Road-Fitchrona Road intersection, and an east-west street roughly through the middle of the Orchard Pointe Development. The Fitchrona Road extension through Orchard Pointe is just one of a number of significant recommended steps needed to enable more efficient regional travel in this growing metropolitan area.

At this time, neither the City of Fitchburg nor the Wisconsin Department of Transportation has immediate plans to make these improvements.

Secondary Impacts of traffic congestion may include additional spillover traffic on other area roads such as Lacy Road, as drivers seek routes that avoid the McKee/Verona Road area.

The City of Fitchburg contracts with Metro Transit for limited bus service. The Strand report also recommends extending bus service to serve the proposed developments at Orchard Pointe. Longer-term solutions to cumulative impacts of area development on traffic congestion, such as dedication of mass transit corridors and commuter rail, are beyond the scope of this analysis.

Air Quality

Air emission modeling results for year 2017 conditions as presented above in Item 15 under Air Quality are based on background traffic as well as full development of Orchard Pointe. No exceedances of the NAAQS for CO were indicated in the model results.

22. Significance of Risk

- a. **Explain the significance of any unknowns that create substantial uncertainty in predicting effects on the quality of the environment. What additional studies or analysis would eliminate or reduce these unknowns?**

None.

- b. **Explain the environmental significance of reasonably anticipated operating problems such as malfunctions, spills, fires or other hazards (particularly those relating to health or safety). Consider reasonable detection and emergency response, and discuss the potential for these hazards.**

The development will be required to follow building and fire codes. The type of development proposed does not pose a significant risk of operating problems or malfunctions that would require anything more than is already required by laws and regulations currently in place. Conditions of approval require the installation of fire protection systems as required by Municipal Code including but not limited to sprinkler systems, stand pipes, fire lanes, and roadway and landscape design to accommodate emergency vehicles.

23. Significance of Precedent

Would a decision on this proposal influence future decisions or foreclose options that may additionally affect the quality of the environment? Describe any conflicts the proposal has with plans or policy of local, state or federal agencies. Explain the significance of each.

A decision on this proposal would not influence future decisions or foreclose options that may additionally affect the quality of the environment. Conditional with receipt of necessary permits and approvals, the project will conform to local, state, and federal laws.

24. Significance of Controversy Over Environmental Effects

Discuss the effects on the quality of the environment, including socio-economic effects, that are (or are likely to be) highly controversial, and summarize the controversy.

As described previously, residents located to the west of the development are concerned about traffic and noise impacts to their neighborhood. As noted above, traffic congestion will continue along McKee Road and at the McKee Road – Verona Road intersection. The Traffic Impact Analysis conducted for the City of Fitchburg concluded that development at Orchard Pointe will contribute result in approximately 4,266 new raw trips in the PM peak hour. The report also noted that increased peak hour traffic will occur in the McKee Road corridor with or without the proposed developments. Noise associated with traffic at the Super Target Store will occur after construction is completed. Berms will be constructed to reduce noise impacts from the site. Other noise mitigating measures, including limiting idling time, will be undertaken to minimize construction noise.

Residents located to the southwest of the proposed development also expressed concern about stormwater impacts to their neighborhood from the proposed development. The Site includes an existing quarry that drains internally and areas that drain off site into the City of Fitchburg's Jamestown Basin regional detention basin. Overflow from the Jamestown Basin drains into Goose Lake, which has no outlet. Goose Lake has experienced flooding in the past prior to the proposed

development. The City of Fitchburg is undertaking a study of the problem and is committed to mitigating the present situation. The stormwater management system for the Site has been designed to minimize the amount of runoff leaving the Site and entering the Jamestown Basin, in an effort to reduce impacts to Goose Lake. The stormwater management system includes several large infiltration areas which are expected to intercept runoff from the Site. In addition, a large area that currently drains to Jamestown Basin has been reserved for green space and will not contribute additional flow to the system.

ALTERNATIVES

25. Briefly describe the impacts of no action and of alternatives that would decrease or eliminate adverse environmental effects. (Refer to any appropriate alternatives from the applicant or anyone else.)

The no-action alternative would avoid the short-term impacts of construction and would somewhat limit the rising traffic numbers and congestion on adjacent roadways. Without additional roadway improvements in this area, traffic congestion will continue to worsen in the McKee Road corridor and at the McKee Road-Verona Road intersection. No action would also result in continued operation of the proposed site as a quarry.

Two alternative sites were considered for the Super Target Store: one at the southwest corner of McKee Road and Nesbitt Road in the Orchard Pointe Development and the other at the northeast corner of County Highway PB and County Highway M (between CTH M and Whalen Road, east of CTH PB and US Highway 18/151) in the City of Verona. Impacts associated with each of these alternative locations and why they were not selected are addressed below.

Locating the Super Target Store at the southwest corner of McKee Road and Nesbitt Road in the Orchard Pointe Development would have resulted in an even greater increase in traffic congestion at the intersection of Verona Road and McKee Road. Based on these traffic impacts, the City's traffic consultant recommended moving the Super Target Store further west, away from the McKee Road – Verona Road intersection. The current proposed site for the Super Target Store meets that recommendation.

The Dane County Land Use Planning Regional Task Force preferred not locating the Super Target Store and two other large retail stores at the northeast corner of CTH PB and County Highway M because the site was an existing farm and not in the City of Verona's Urban Service District. The City of Fitchburg also expressed disagreement with locating the Super Target Store at this site because it would be located outside the City of Fitchburg and would require the City to make improvements to Whalen Road, Fitchrona Road, and McKee Road.

SUMMARY OF ISSUE IDENTIFICATION ACTIVITIES

26. List agencies, citizen groups and individuals contacted regarding the project (include DNR personnel and title) and summarize public contacts, completed or proposed).

<u>Date</u>	<u>Contact</u>	<u>Comment Summary</u>
8/10/05; 10/5/05	Neighborhood Meetings for City of Fitchburg residents	Discussed questions regarding traffic, development, and stormwater management. The residents had major concerns with a road connection that was shown from the Madison neighborhood to Fitchrona Road. It was agreed to eliminate this connection from the plans. Other traffic issues were how would this impact the people trying to exit the neighborhood and what is the regional impact. A signal at the corner of Fitchrona and McKee will be added. This will help to provide more gaps for traffic from the exiting

neighborhood. There will be an increase in traffic in the immediate vicinity, but should help out regionally with shorter trips versus going across town.

5/2/06	Fitchburg Homeowners Association	
10/5/05	Neighborhood Meeting for City of Madison residents	Discussed screening between the Site and adjacent residential area, avoidance of a direct connection between Orchard Pointe development roads and existing road through residential area west of Site. Residents expressed concern about traffic to and from development passing through existing residential streets.
3/29/06	Wisconsin DNR: Michael Friedlander, Transportation and Air Quality Planner; Russell Anderson, Supervisor, Environmental Analysis & Review Program; Bruce Moore, Environmental Engineer; Mike Halsted, Water Management Specialist	Discussed air permit application, environmental assessment, and stormwater management plans for Site.
10/25/05, 11/22/05, 1/12/06, 4/11/06	Fitchburg City Council	Introduced project and obtained initial feedback (10/25/05 and 11/22/05); reviewed comprehensive development plan for Orchard Pointe ((1/12/06 and 4/11/06)
3/7/06, 3/21/06	City of Fitchburg Planning Commission	Reviewed development plans

Environmental Analysis And Decision on the Need
for an Environmental Impact Statement (EIS)
Super Target Site Development and Fitchrona Road Extension, Fitchburg, Wisconsin

Project Name: Super Target, County: Dane

DECISION (This decision is not final until certified by the appropriate authority)

In accordance with s. 1.11, Stats., and Ch. NR 150, Adm. Code, the Department is authorized and required to determine whether it has complied with s.1.11, Stats., and Ch. NR 150, Wis. Adm. Code.

Complete either A or B below:

A. EIS Process Not Required

The attached analysis of the expected impacts of this proposal is of sufficient scope and detail to conclude that this is not a major action which would significantly affect the quality of the human environment. In my opinion, therefore, an environmental impact statement is not required prior to final action by the Department.

B. Major Action Requiring the Full EIS Process

The proposal is of such magnitude and complexity with such considerable and important impacts on the quality of the human environment that it constitutes a major action significantly affecting the quality of the human environment.

Signature of Evaluator <i>Michael Fiedlander</i>	Date Signed 17 Jul 06
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Number of responses to news release or other notice:

Certified to be in compliance with WEPA	
Environmental Analysis and Liaison Program Staff	Date Signed

NOTICE OF APPEAL RIGHTS

If you believe you have a right to challenge this decision made by the Department, you should know that Wisconsin statutes, administrative codes and case law establish time periods and requirements for reviewing Department decisions.

To seek judicial review of the Department's decision, ss. 227.52 and 227.53, Stats., establish criteria for filing a petition for judicial review. Such a petition shall be filed with the appropriate circuit court and shall be served on the Department. The petition shall name the Department of Natural Resources as the respondent.