



Department of Planning & Community & Economic Development

Planning Division

Heather Stouder, Director

215 Martin Luther King Jr. Blvd. Ste 017

P.O. Box 2985

Madison, Wisconsin 53701-2985

Phone: (608) 266-4635

Fax (608) 266-6377

www.cityofmadison.com

DATE: December 7, 2021

TO: Plan Commission

FROM: Patrick Empey, Jeff Greger

SUBJECT: City agencies ability to serve, and cost to serve, the proposed Yahara Hills Central Urban Service Area (CUSA) expansion area.

Background

Madison General Ordinances, [16.02](#) (Legistar # [46730](#)) requires the City agencies listed below to review and comment on City requests to expand the Central Urban Service Area (CUSA). These agencies are City Engineering, Traffic Engineering, Water Utility, Metro Transit, Parks Division, the Police Department and Fire Department. The Ordinance requires that the Planning Division prepare the application to expand the CUSA and submit it to the previously mentioned agencies. These agencies shall provide input regarding the City's ability to provide services to the proposed expansion area and the cost to do so. After receiving input from each of the above listed agencies, the Planning Division shall submit to the Plan Commission the proposed CUSA application, the input provided by the City agencies listed above, and a resolution authorizing the Planning Division to submit the application to the Capital Area Regional Planning Commission.

After giving due consideration of the input received from the agencies, the cost of providing services to the proposed expansion area and the recommendations of various City Plans (Comprehensive Plan and the Yahara Hills Neighborhood Development Plan), the Plan Commission shall advise the Common Council whether the City is able to serve the proposed expansion area. Upon receiving a recommendation from the Plan Commission, the Common Council shall consider whether the proposed CUSA expansion is consistent with the health, welfare and best interests of the City and act on the proposed authorizing resolution. The Planning Division shall submit the application to expand the CUSA if a majority of the members of the Common Council vote in favor of the proposed authorizing resolution.

Responses have been lightly edited by Planning Division staff for readability/consistent terminology.

CITY ENGINEERING

Ability to Provide Services

Currently this area is not in the CUSA; therefore, the City cannot serve this area with storm or sanitary sewer. The City will need to extend sanitary sewer to the area with an additional impact fee district.

Development north of the existing landfill in the northern portion of the expansion area will be served by a sanitary sewer extended from the intersection of Femrite Drive and Meier Road. Development south of the existing landfill along HWY 12 & 18 in the southern portion of the expansion area will be served by a sanitary sewer extended from the intersection of Millpond Road and HWY 12 & 18.

There are no planned major public stormwater improvements in the short-term. Two larger drainageways, located along Femrite Drive, will need to be improved with development. Timing is unknown and subject to timing of any development needs. All development will need to meet MGO Chapter 37 requirements.

A watershed study for this area is scheduled for 2023 and it may indicate regional needs.

Cost to Provide Services

Streets

Construction of external border streets of plats will require city cost share on the order of \$1,000-\$1,500 per foot for arterial roadways and \$500-\$800 per foot for collector roadways. Internal local streets and bike paths are generally paid for and constructed by the developer. Streets and paths will require ongoing maintenance such as plowing, crack sealing, chip sealing, resurfacing and eventually reconstruction.

Sanitary

To allow development in the northern portion of the proposed expansion area, the City will need to extend sanitary sewer as development occurs. When development occurs, a new impact fee district will need to be created to recoup the cost of the sewer extension. Sewer extension in the southern portion of the proposed expansion area will be paid for by Dane County as part of the proposed new landfill and sustainability campus project.

Stormwater

Two larger drainageways, located along Femrite Drive, will need to be improved with development. Timing is unknown and subject to timing of any development needs. A watershed study for this area is scheduled for 2023 and it may indicate regional needs.

TRAFFIC ENGINEERING

Ability to Provide Services

The Traffic Engineering Division supports the CUSA expansion as per the proposed plan with the expectation that the arterial streets will be modified per the adopted plans and the neighborhood will include adequate pedestrian and bicycle facilities.

Cost to Serve the Expansion Area

The cost of pedestrian and bicycle facilities is typically paid for by the developer.

METRO TRANSIT

Ability to Provide Services

Currently, Madison Metro bus service is not provided to the expansion area. Future Madison Metro service to the expansion area would come through an extension of current routes in the area, or through the creation of new transit routes to serve development on the City's southeast side. A regional transit authority or other jurisdictional funding source would likely be needed to provide service in the amendment area. Future transit routes within the neighborhood would most likely travel along the arterial and collector streets. Ridership potential will remain relatively low until substantial additional development has occurred. It is recommended that other transportation options, such as vanpools or rideshare programs, be pursued both before and after transit service is provided to the expansion area.

Cost to Serve the Expansion Area

The proposed expansion of the CUSA falls outside this defined transit service area, using the stops and schedules maintained by Metro Transit under its current operating budget.

The closest bus stops with regularly scheduled daily, all-day transit service are located in the Agriculture Drive and Femrite Road intersection area (roughly 1.25 miles to the west of the border of the expansion area).

Metro Transit provides no additional commuter (weekday peak hour) service, east of this regularly scheduled service along Agriculture Drive, and there are no operators of shared-ride taxis known to have a license to serve this area. Federal standards for provision of demand-response paratransit trips under the Americans with Disabilities Act only require service to properties that are within $\frac{3}{4}$ of a mile of regularly scheduled transit. The extent of additional commuter services do not impact the paratransit service area.

During Summer of 2021, the City of Madison solicited public feedback on initial draft maps of a Transit Network Redesign that could eliminate the daily, all-day transit service with stops in the Agriculture Drive and Femrite Road intersection area (roughly 1.25 miles to the west of the expansion area border) – and replaced with just commuter (weekday peak hour) service. Under this initial draft map concept, the closest bus stops with regularly scheduled daily, all-day transit service could be located in the Pflaum Road and Stoughton Road intersection area (roughly 2.75 miles to the northwest of the expansion area border).

POLICE DEPARTMENT

Ability to Provide Services

The Police Department will provide services to lands within the expansion area that are within the City. The expansion area is part of the Police Department's East District. The East District operates out of a station located on South Thompson Drive near its intersection with Cottage Grove Road. This station is about 1.6 miles from the expansion area.

Cost to Serve the Expansion Area

The need for future additional police staffing to serve the expansion area will be dependent on a number of factors, to include: the increase in City population from the expansion area; the increase in miles of roadway from the expansion area; the increase in the City's geographic area from the expansion area; and the increase in calls for police service/police workload in the expansion area. The estimated number of additional patrol officers that would likely be required with the proposed areas of expansion will be .12 patrol officers. These estimates were generated by compiling workload data associated with

patrol officer calls for service in other comparable areas of the City. The following is the estimated future need for staffing and equipment:

.12 patrol officers required:

- Prorated Officer cost= \$12,000
- Prorated Vehicle cost= \$2,847
- Total prorated cost= \$14,847

FIRE DEPARTMENT

Ability to Provide Services

The Fire Department provides fire protection including suppression, inspection, community education and emergency medical services to the lands within the City of Madison and other surrounding contracted areas. The closest Madison Fire Station expansion area is Station #14 located at 3201 Dairy Drive. This station is approximately 1.4 miles away from the expansion area. Station #14 currently is staffed with an Engine crew of 4 personnel. The estimated travel time to the area is approximately 3 to 4 minutes, depending on weather and traffic conditions.

Cost to Serve the Expansion Area

Based on the assumption that the Fire Department averages a cost of approximately \$350 per living unit, the cost of providing fire and emergency medical services to the expansion area would be approximately \$5,250 annually. This is based on the expansion area including approximately 15 living units.

PARKS DIVISION

Ability to Provide Services

This expansion area includes lands that are existing parks.

Cost to Serve the Expansion Area

Improvements and Maintenance

A large portion of the existing Yahara Hills Golf Course is planned to be redeveloped into a new landfill and sustainability campus beginning in 2025. This proposed redevelopment would reduce golf course maintenance beginning in 2025.

WATER UTILITY

Ability to Provide Services

Public water service to the expansion area would be provided through the extension of water mains within Pressure Zones 4, and 6E. These extensions would generally be paid for by developers once their infrastructure needs are identified.

Cost to Serve the Expansion Area

No additional supply capacity is required for the expansion area. As development occurs, larger water mains will be extended along the primary roads, with smaller water distribution mains constructed along local streets.