



Department of Planning & Community & Economic Development

Planning Division

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DATE: December 7, 2021

TO: Plan Commission

FROM: Urvashi Martin, Jeff Greger

SUBJECT: City agencies ability to serve, and cost to serve, the proposed Northeast Neighborhoods 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 Northeast Neighborhoods 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.

Near term development in the northern portion of the expansion area will be served by a sanitary sewer in Lien Road adjacent to the CUSA expansion area.

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

The portion of the expansion area in the Starkweather Creek drainage basin will be served by the 24- inch MMSD Northeast Interceptor/Lien Extension sanitary sewer interceptor. The portion of the expansion area in the Door Creek drainage basin will be served by the Gaston Road extension of the MMSD Far East Interceptor and City of Madison sewers located south of the area in the Sprecher Neighborhood. In 2009, the City of Madison constructed the 12-inch Northeast Neighborhood Interceptor that extended underneath Interstate 94 to the intersection of Reiner and CTH T/TT. In 2010, an 8-inch City of Madison interceptor was extended northward from the intersection of Reiner and CTH T/TT along Reiner Road.

There are currently two sanitary sewer impact fee districts that split this area; the Northeast Neighborhood Sanitary Impact Fee District and the Felland Road Sewerage District.

Stormwater

There are currently no stormwater or drainage impact fee districts within the expansion area. However, it is anticipated that a regional detention pond and greenway will be located near CTH T/TT and Felland Road that would trigger a stormwater impact fee district in this area. This new impact fee district will support more development and the reconstruction of Felland Road, which is scheduled for 2024. The expansion area is located within the Starkweather Watershed study area that is ongoing and is scheduled to be complete in 2022. This study will indicate if there is a need for other stormwater improvements for this area. In addition, as development starts to occur in this area, all developments will need to meet the City's Stormwater requirements included in Chapter 37 of Madison General Ordinances.

TRAFFIC ENGINEERING

Ability to Provide Services

The Traffic Engineering Division supports the Central Urban Service Area 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

Approximately the extreme northwestern corner of the expansion area (I-39 & Lien) would fall inside the defined transit service area (3/4 mile from closest bus stop with regularly scheduled service), using the stops and schedules maintained by Metro Transit under its current operations (Fall of 2021).

The remaining area would fall outside the defined transit service 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 east side. A regional transit authority or other jurisdictional funding source would likely be needed to provide expanded service. 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 closest bus stops with regularly scheduled daily, all-day transit service are in the North Thompson Drive intersections with Lien Road (roughly one-half mile to the west of the border of the proposed expansion area) and CTH T/TT roughly one mile west of the of the border of the proposed expansion area).

Metro Transit provides no additional commuter (weekday peak hour) service, east of this regularly scheduled service along North Thompson 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 ¼ 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 include new daily, all-day transit service with stops in the Milwaukee Street at Sprecher Road intersection (roughly 1.25 miles to the southeast of the border of the proposed expansion area

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 two 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 1.3 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:

1.3 patrol officers required:

- Prorated Officer cost= \$130,000
- Prorated Vehicle cost= 30,844
- Total prorated cost= \$160,844

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 to the expansion area is Station #11 located at Nelson Road and Morgan Way. This station is approximately 1 ½ to 1 ¾ miles away from the expansion area. Station #11 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. Station #13 is a similar distance to the expansion area and can provide similar service to the area.

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 \$735,000 annually. This is based on the expansion area including approximately 2,099 living units. Currently, there is a need for an additional ambulance to cover service calls at a cost of \$1.5 million (cost includes salaries, benefits, supplies, and ambulance cost).

PARKS DIVISION

Ability to Provide Services

This expansion area includes lands that are designated to have future parks.

Cost to Serve the Expansion Area

Dedication

The expansion area includes lands that are designated to have future parks. Park lands are typically dedicated through a subdivision and are brought into the overall system as the properties develop. In this instance, three proposed park locations have been identified in the neighborhood plan. As the subdivisions are proposed, the Parks Division will be requesting and obtaining park lands to be dedicated to the public to meet the Park Land dedication requirements, per MGO Sec. 16.23(8)(f) and 20.08(6). If the full dedication is not provided, the developer of the lands would be required to provide Park Land Impact Fees in order to meet the requirements of the ordinance. Any subdivision that is proposed in the expansion area that would not have any park land associated with the development would also be required to provide Park Land Impact Fees in lieu of land dedication. Those fees would be used for acquisition of park lands in the overall system and could be used citywide.

Improvements and Maintenance

As lands are subdivided and the park parcels dedicated, the Parks Division will be required to take ownership and maintenance responsibilities of the lands. In some instances, the Parks Division may opt to partner with the developer to construct improvements in the park so that the developer may receive credit for Park Infrastructure Impact Fees that are due for all new residential units associated with the development. In those cases, the developer is required by ordinance to provide a minimum of three years of maintenance for the improvements they have constructed and that have been accepted by the City; after the three years the City would take over maintenance of the park and amenities.

If the Parks Division does not partner with the developer, once the park land is turned over to the City, the Parks Division will be responsible for the maintenance of the lands. From the time of platting, the proposed park lands may not require maintenance for several years until the street and lots surrounding the park are constructed, which is dependent on the developer's ability to build out the subdivision. After such time, general mowing and maintenance of the lands would be required until the park is planned and recreational amenities are constructed. It is anticipated that the park would just receive routine mowing for a period of 2-5 years after the time of platting. If the City is to construct the park recreational amenities, it would be done with a capital improvement project. Depending on the needs of the overall system, the park amenity construction would likely occur between 5-8 years after the time of platting.

Upon construction and build out of the park amenities, a more intensive maintenance regime will be necessary for general upkeep of the park, including but not limited to, finish mowing and landscaping, field and turf management, pavement management for paths, basketball courts or tennis courts, and playground maintenance. In general, park improvements tend to last approximately 15-20 years before they need to be reconstructed. New park amenity improvements and reconstruction of improvements may be funded in part by Park Infrastructure Impact Fees; however, general maintenance typically would be accommodated in the Operating Budget through the General Fund.

Park development will be prioritized based on resource constraints, both in capital and operational funding availability, which may impact the time frames stated above.

Budget Impacts

\$500,000 –\$750,000 per park for improvements for a total of \$1,000,000-\$1,500,000 (depending on park size and amenities provided).

Operating Budget - \$15,000-\$30,000 per year per park for routine maintenance of a fully improved park depending on age and condition of amenities and in accordance with the Park and Open Space Standards for amenities and maintenance.

WATER UTILITY

Ability to Provide Services

Public water service to the expansion area would be provided through the extension of water mains within Pressure Zone 3. 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. Increase in supply capacity to the amendment area is planned for and is included in long range budgeting as future demand forecasts become realized. As development occurs, larger water mains will be extended along the primary roads, with smaller water distribution mains constructed along local streets.