

CITY OF MADISON
INTER-DEPARTMENTAL
CORRESPONDENCE

DATE: March 13, 2012

TO: Mayor Paul R. Soglin

FROM: Robert F. Phillips, City Engineer

SUBJECT: **Private Street Issues – Maintenance, and Conversion to Public Right of Way**

Mayor,

City staff has continued to follow up on the issues related to the converting existing private streets to public right of way and / or providing maintenance to private developments for solid waste collection, signing and pavement marking and snow removal.

Staff from Engineering, Traffic Engineering, Planning, Zoning and the Streets Division have met and discussed these issues further and have come up with a policy and criteria for reviewing the conversion of private streets to public right of way and also for providing public services to existing private streets. This process included the review of three types of private streets to determine if private streets could be converted and if so, what sort of costs and issues were identified. In addition, the review also included the determination if the private streets could not be converted to public right of way what sort of services could be provided and what sort of system would need to be in place in order to provide those services.

This report will discuss the background issues related to converting the private streets to public right of way and the issues related to providing public services to properties with private streets, including a proposed policy and criteria for each type of review. A summary of the review of the three types of private streets that is also included.

Private Streets Issues – Maintenance, Solid Waste Collection, Signing and Pavement Marking, Snow Removal

Overview:

In the Memo from Al Schumacher dated September 20, 2011 staff divided the types of private streets into seven general categories. (See Attachment A)

1. Private streets with houses or duplexes
2. Condo Associations such as Tamarack and Cherokee
3. Retail Private streets such as East Towne and West Towne
4. Institutional Private streets such as University of Wisconsin private roads such as Eagle Heights
5. Rental Private Streets such as Park Edge and Park Ridge
6. Public Carriage Lanes & Alleys such as Grandview Commons and Cardinal Glenn
7. Trailer Parks such as Highland Manor, Oak Park and Dutch Mill

Of the list of seven types of private streets above it was determined that #3 and #4 (Retail Private Streets and Institutional Private Streets) be omitted from consideration for being converted to public right of way or for receiving public services such as plowing, refuse/recycling pick up, leaf and brush collection or maintenance of the streets. In addition, it is also recommended that large Condo Associations and trailer courts (#2 and #7 above) be excluded from being converted to public right of

way and may be excluded from receiving certain public services. It is also proposed that apartment complexes with greater than 2 dwelling units be excluded from consideration. It should be noted that the City currently collects refuse for the three trailer courts within the City.

This issue can further be broken down into two separate categories and will be summarized as follows:

- I. Will the City be willing to convert private streets to public right of way and in such provide all public services to those properties?
- II. Will the City provide services to private streets that will not be accepted as public right of way and if so, what services would the City be able to provide?

Category I - Converting Private Streets to Public Right of Way:

When reviewing each of the above categories staff looked at examples from around the City to come up with the recommendations. There were several issues that would preclude converting these private streets into public streets. The first of these issues was that the private streets are generally not constructed to public standards. In many cases that is why these streets were designated as private in the first place since many developers did not want to spend the extra money at the time to build the streets to the level that the City would require or dedicate the full right of way necessary. These private streets are generally not designed for the heavy equipment or drainage and the lifespan of the streets typically is shorter than that of a public street.

Many of the private streets have inadequate drainage with no curb and gutter or in some cases pavements are designed to allow run-off to drain down the center of the drives like a swale. These situations will see pavement failures much earlier due to freeze and thaw issues. It is also difficult for the City's snow plows to maintain these streets without additional work to clear the snow that would accumulate in the center. Current City policy does not allow for any public water to drain onto private property. Current practice requires the City to only drain public street water to public facilities, including public storm sewer system, public land or public easements. Many private streets do not provide any sort of collection system and just allow the water to drain to private property. A collection system would then need to be installed including curb and gutter, storm sewer or public drainage easements. Additionally, Many of the private streets also have private utilities (storm, sanitary, water). City policy doesn't allow for private utilities in a public street and it is presumed if the owner wants the street to be public, they would also want the utilities to be public. If we take over the utilities they will likely not be to our standards.

When many of these private streets were designed there was generally no consideration for making the layout of these streets consistent with the public design criteria as dictated in the Madison General Ordinance or per engineering standards in many cases. Designating the streets as private also allowed developers to save on land dedication and maximize their developable land under the premise of providing more affordable housing. Many of the private streets have angled or perpendicular parking, landscape islands, driveways or buildings close to the private street. The drive aisle configurations may not allow for large vehicles such as snow plows, refuse or recycling trucks to physically maneuver the turns. To demonstrate this Streets Division contacted a local private refuse hauler to discuss how they provide services on private streets or on carriage lanes and alleys in newer developments such as Grandview Commons or Cardinal Glenn where the City provides snow plowing and sweeping but not refuse / recycling pick up. The haulers indicated that it was extremely difficult to make some of the maneuvers because the houses and garages were so close to the alley. There are also many instances where landscaping or other obstructions are in the way to make these turns. In addition to adding time to the route the private haulers also reported that their trucks had received damage to the tires and the fuel tanks as a result of hitting the obstacles. Driveways on the alleys are generally much shorter than a typical City street and cars are parked right up to the edge of the roadway further constricting the drive aisles. Photos of a City recycling truck negotiating an alley in Grandview Commons are attached as reference to the difficulty encountered (See Attachment B). The additional time and maintenance expenses should be taken into consideration.

It is likely that any street that is converted to public right of way will be required to rename the existing street and comply with all addressing standards as required by the City of Madison, the US Post Office and the Fire Marshall. This may be of concern to commercial developments that may be required to change addresses on all their marketing materials or who prefer to have specific addressing that may not be available.

Application Process for Converting Private Streets:

It is recommended that the City adopt a formal application process to review any request to convert a private street to a public street. The application should be a joint application by all property owners on the affected private street. A deposit to cover staff time is recommended (\$500-\$2,500 application fee is expected and would vary depending on the size and complexity of the review). The fee is also recommended to limit the applicants to those that are seriously considering converting and understand the financial implications that it will entail. The application fee would be based on the City's actual time and expenses to review the application and may be partially refundable if the entire amount of the deposit is not used. It is anticipated that if this policy is adapted that there will be many applicants that will be interested in converting their private street to public right of way.

Upon the receipt of the application, staff from various agencies including Engineering, Streets Division, Traffic Engineering, Planning, Zoning, Fire Department, Water and/or Metro Transit will review the application to determine support or opposition to conversion to a public street based on criteria and the review process recommended in Attachment C. After review of the initial application staff would provide the recommendation and an estimate of the upfront cost that would be required to complete the process. If the applicant chooses to pursue the street conversion there will be many upfront costs associated with the process that should be the responsibility of the applicant to finance. A full inventory of the existing infrastructure and right of way would be required. The applicant would also be required to coordinate and fund the right of way dedication and any replatting or subdivision application that would go through a formal review process by the City, which would entail hiring a professional land surveyor to prepare the necessary documents.

The damage waiver or a Service Contract would allow for the City to provide services prior to the conversion to a public street. If a Service Contract is used it would allow for a mechanism to collect fees and provide a legal document with insurance and indemnification requirements. Service Contracts may be used to as interim measures until the City is able to accept the private street as a public street.

The waiver for future street and utility assessments would be required as it's not recommended that the City accept any private street as public right of way until they are improved to the to meet the City's design standards. The City would include the new street into Engineering Division transportation improvement plan and budget. The benefitting property owners would pay 100% of the cost to install the recommended public improvements necessary to convert the street to a public right of way. After the initial reconstruction by the City, the street would then fall under the standard City assessment policies. The City would not take over maintenance of the pavement until the street is reconstructed to City standards.

Category II - Providing Public Services to Private Streets:

There are several limiting factors that would preclude the City from providing public services such as plowing, refuse/recycling pick up, leaf and brush collection or maintenance of the streets.

Plowing of the private streets is generally not recommended by staff in many if not all circumstances for several reasons although each situation is unique and would have to be reviewed as such. In general it is difficult to provide snow plowing on streets that do not have easily defined pavements and drives. Many of the private streets do not have curb and gutters, have non-standard parking and no parking enforcement, they may have sidewalks that are integral or directly adjacent to the pavement and many have obstructions or are difficult to perform the maneuvers with standard equipment. If there is parking

on the private street plowing would be difficult unless the parking is removed. The City cannot enforce parking restrictions on private property and would not be able to tow any cars if needed. Cars would tend to get plowed in or damaged. Many of the private streets have very short drive aprons with cars parked right up to the edge of the drive allowing for the cars to be plowed in. These developments also tend to be very dense with the houses or buildings closer to the street than what would typically be seen in a standard City street. These layouts generally have insufficient snow storage and would require the snow to be hauled off site, adding time and expense.

As noted in the previous section, refuse and recycling will likely be determined based on the layout of the streets and whether obstacles allow for the trucks to use their standard equipment. It is not recommended that the City take on any collection if they are unable to use the standard equipment that the City currently owns. If additional equipment or excessive amounts of staff time are required above and beyond what is typical for normal operations a fee may be required and would be used to offset the cost of additional equipment and staff time. The fee may be structured in a way that is included on the property tax bill each year or it may be incorporated into a Service Contract with a yearly fee.

In general, if properties have frontage to a public street it is not recommended that leaf or brush collection be done on the private streets. In cases where fee simple lots do not have frontage on public streets and if the standard equipment can access those properties without an excessive amount of hindrances, leaf and brush collection may be feasible. If additional equipment or excessive amounts of staff time are required above and beyond what is typical for normal operations a fee may be requested.

In no instances is it recommended that the City take over maintenance of any private street (pot hole or pavement repair, repair of sidewalks or curb and gutter or private utilities) unless those streets are converted into public right of way.

Application Process for Providing Public Services to Private Streets:

It is recommended that the City adopt a formal application process to review any request to provide public services on private streets. The application should be a joint application by all property owners on the private street and would include an application fee to cover staff time (\$200-\$1,000 application fee is recommended, depending on the size and complexity of the review). The application fee would be based on the City's actual time and expenses to review the application and may be partially refundable if the entire amount of the deposit is not used.

Upon the receipt of the application, staff from various agencies including Engineering and Streets Division would review and make a determination if public services could be provided and if so, what services would be allowable. An estimate for any additional fees required would be calculated if non-standard equipment must be used or if providing these services would require an excessive amount of staff time. The recommended criteria and process is included in Attachment D. Staff would also prepare a damage waiver and a Service Contract, which would include indemnification language and a certificate of insurance, for the property owner association to sign. If no association exists, all property owners on the affected street would be required to sign the agreement. This agreement should be in a format that can be recorded at the Register of Deeds.

Specific Examples:

PARK RIDGE/PARK EDGE: The first area the City reviewed was Park Ridge/Park Edge, which is located near Elver Park on the City's west side. This is a fee simple lot development with individually owned properties, consisting of mostly duplex buildings on private courts. There are 9 different courts with approximately 8-14 dwelling units that would be served on each court. Staff from the Streets Division conducted a field survey by taking standard garbage and recycling vehicles onto the courts to determine that the streets are sufficient for maneuvering. This was conducted in the early fall so no snow plows were included in the test. Staff further conducted a preliminary estimate of the costs to convert each private court and a preliminary layout of the proposed public street was drawn. It was determined that under the policies provided the City may be able to convert these streets to public streets if the lots on those courts were replatted and right of way was provided to accommodate the

proposed public design. Further detailed analysis would be required prior to the final determination. The City would not accept the courts as public until each court was reconstructed to City standards, which would include new pavement, curb and gutter, signing and marking, lighting, storm sewer, and removal of the existing interior parking that is located in the center of the courts. Additional reconstruction of the existing driveways would also be required. The estimated cost to convert those streets was approximated between \$7,500 - \$14,000 per dwelling unit.

The existing Owner's Association has indicated they are interested in dissolving but it is not clear if they would be willing to pay the fees and assessments required to convert the streets to public right of way. See Attachment E for details.

WORLD DAIRY CAMPUS: The second area that the City reviewed was the World Dairy Campus, which is a commercial development on the far east side located off Agriculture Drive. This development consists of a platted outlot that is used for private street purposes and 12 platted lots. The City studied this development in depth and conducted detailed topographical and utility surveys and also performed pavement borings and testing, which was paid for by the Owner's Association. A detailed estimate and analysis for the cost to convert this private street to a public street was completed. It was determined that under the policies provided the City would be able to convert these streets to public streets, which would require replatting the properties. The City would not accept these streets as public until each street was reconstructed to City standards, which would include new pavement, curb and gutter, signing and marking, lighting, and storm sewer. Additionally, new addressing would need to be established as the existing addressing does not comply to the standards for public streets. To bring this development up to standard additional easements would also be required. One major hurdle that would hinder this development from converting their private streets and utilities to public infrastructure revolved around the existing drainage. The development currently drains to a private outlot (Outlot 13 in the Third Addition to World Dairy Center) located south of the plat. This outlot is a designated stormwater management area and also has wetlands within the parcel. The City's current policy precludes any public water to drain onto private property. Engineering staff in conjunction with City Real Estate have reached out to the owner of the stormwater management parcel to inquire if they would be willing to deed that property to the City at zero cost. The owner of the outlot has indicated they would be willing to do this.

The existing Owner's Association has indicated they are interested in dissolving and are generally agreeable to the costs associated with doing so. See attachment F for details.

801 MCCLELLAN DRIVE: The third area the City reviewed was a private development on the City's far east side. This is a condominium development with an active Owner's Association. The development has private streets and private utilities. Staff from Engineering and Streets Division met with the Alder for this area to discuss the issues that have been brought up by the Owner's Association. After the initial meeting staff subsequently discussed the site in more detail and determined that this site is not conducive to conversion to public right of way. Issues that would prohibit the conversion include numerous encroachments into the drive area (mail boxes, light poles). In addition the drive would be too narrow to accommodate adequate right of way dedication. For these reasons it was determined that this development would not be a good candidate for conversion. Staff also reviewed this development for the option to receive public services such as snow removal, solid waste collection, leaf/brush collection, and street maintenance. Due to the layout of the private street it was not deemed sufficient to provide snow removal as adequate snow storage was not available and hauling would be required. Additionally, the current private street pavement was designed with drainage down the center which would require additional work and / or non-standard equipment to adequately clear the snow. The layout of the streets was deemed sufficient for solid waste pick up as long as parking restrictions were in place and carts were placed in a manner that allowed for the use of standard City vehicles. Since this is a one lot PUD and the individual units have the right to place brush or leaves on the public street (McClellan Drive) it was determined that leaf and brush collection should not be conducted on the private street. In no instances is it recommended that the City perform any maintenance of private streets.

The existing Owner's Association has not indicated they are interested in dissolving and seemed to be willing maintain their current arrangement for private snow removal and street maintenance. The Streets Division would be agreeable to solid waste collection on a trial basis with a defined timeline. A Service Contract would be required and would also require 100% buy-in from the Owner's Association. No parking would be allowed on the private street and no additional charge would be considered if standard City equipment and vehicles could be used. In addition, the current Ordinance that prohibits City trucks and crews to enter private property for solid waste collection would need to be modified. See Attachment G and page 19 for details.

Conclusion and Other Recommendations:

If the City adapts a policy for converting private streets to public streets or providing public services on private streets, the policy should be looked at closely as to how this will impact future developments that come in for approval. Reviewing and administering these types of conversions or providing additional services to these properties will have an impact on staff time for multiple agencies and will add expense to the departments that will be providing the services. Approval of these types of configuration should be identified as new developments are approved at the Zoning level.

There are many developments that could potentially fall under this policy if it is adapted. It would be in the City's best interest to limit the policy to convert private streets to public streets to those developments that may have a property or business owner's association that wishes to dissolve or that are defunct. Care should be given to adapting a policy that would allow developers to take advantage of constructing substandard streets or infrastructure with the knowledge that the City would take over the responsibility in the future. Additional consideration may be needed to determine if the application would take into account the age of the development or the status of the Association.

Furthermore, an Ordinance change would be required, as noted in the Memo dated September 20, 2011, that would allow for the City to enter private streets to provide services. It was suggested by various agencies to limit or prohibit private street layouts that would fall under this policy within certain types of developments. If private streets are permitted it is also suggested that language be included on subdivision plats, into zoning text for Planned Unit Developments, or as conditions on other approvals that would state that any development that is designed to have private streets will not be allowed in the future to convert to public streets. More stringent reviews should be made on land use approvals that would require public streets for developments where in the past private streets were once approved.

ATTACHMENT A

Memo from Al Schumacher dated September 20, 2011

CITY OF MADISON
INTER-DEPARTMENTAL
CORRESPONDENCE

DATE: September 20, 2011

TO: Mayor Paul Soglin

FROM: Al Schumacher, Street Superintendent

SUBJECT: **Private Street Issues - Maintenance, Solid Waste Collection, Signing and Pavement Marking, Snow Removal**

Mayor,

Mark Hanson, Rob Phillips, Dave Gawenda, Brad Murphy, Janet Dailey, Dave Davis and I met to discuss this very complex issue. Dave Dryer was unavailable to meet at the time we met.

For the purpose of discussing the issues related to providing services to private streets, staff grouped these streets into 7 different types. Each type of private street has a different set of issues and concerns. There is no good data available on the miles of streets that are private. Private streets are tracked by City Engineering when a development requests a street name to be assigned. However, there are many shared drives that might be considered to be private streets that do not have street names.

1. Private streets with houses or duplexes. (See attachment #1 and #1A)
2. Condo Associations such as Tamarack and Cherokee (See attachment #2)
3. Retail Private such as East Towne and West Towne. (See attachment #3)
4. Institutional Private such as University of Wisconsin private roads such as Eagle Heights. (See attachment #4)
5. Rental Private streets such as Park Edge and Park Ridge (See attachment #5)
6. Public Carriage Lanes & Alleys – such as Grandview Commons and Cardinal Glenn (See attachment #6)
7. Trailer Parks such as Highland Manor, Oak Park and Dutch Mill (See attachment #7).

The Common Council adopted a resolution in 1973 that prohibits City vehicles and crews from entering onto private property to collect solid waste effective January 1, 1974, with the exception of the mobile home parks. The resolution is attached at the end of this memo.

Commercial and Institutional Private Streets (#3 and #4 above):

We recommend eliminating further consideration of providing any services to #3 and #4 above as they are retail or institutional and should not be included in this discussion.

Public Carriage Lanes/Alleys (#6 above):

The carriage lanes or alleys that are in the “Traditional Neighborhoods” of the City are public streets. When these subdivisions were approved, the City agreed that it would provide plowing, sweeping and maintenance in these alleys but would not collect any solid waste in the carriage lanes or alleys

themselves. Residents who prefer City collection to private collection, can bring the material to the main street edge and the City will provide collection.

Streets staff has spoken to one of the private refuse haulers who currently collect from the carriage lanes to discuss the issues associated with collection. There are often landscaping, rocks and utility boxes very close to the 90 degree turns in the 12' wide carriage lanes that makes turning difficult for the collection vehicles. They have reported many cases of damaged tires and fuel tanks as a result of the items placed close to the turns. There are also problems associated with collection during the winter. The pavement is only 12' wide with double car driveways on each of the homes. As a result, there is very little room for snow storage and the carriage lanes become much less narrow than 12' during the winter, making maneuvering any collection vehicle more difficult.

In order to collect from these carriage lanes, smaller refuse/recycling packers would be needed with much shorter turning radii. Solid Waste services could be provided to these carriage lanes or alleys if the development agreement between the City and the development is amended to state that the City would collect solid waste from these carriage lanes.

Private Streets with Residences (#1, #2, #5 and #7 above):

At least in some of the cases when private streets were approved as part of a residential proposal, in particular, single family owner occupied homes, the developer argued at the time that the private streets (with lesser standards for right of way, pavement width, sidewalks) were approved that they would be able to provide more affordable housing if only the City would relax its infrastructure standards. In some cases staff believe that these streets have been a challenge for property owners to maintain.

In other cases, multifamily development (some of which is rental and some owner occupied) has been allowed to develop on private streets. When the entire development is owned by one property owner/manager, this has not been a problem and staff does not see a compelling reason to take over these streets. However when there are multiple owners, in some cases issues have developed where residents bring garage and recycling containers from the private drives to the public street to be picked up by the City. The placement of materials that cannot be picked up is problematic (e.g. Park Edge and Park Ridge Drives).

If consideration is given to providing service and maintenance to the remaining 4 types of private streets, we would recommend that each individual request be evaluated through a process administered by City Engineering. Each street would have to be looked at case by case in order to determine whether they would be a candidate for the City to accept maintenance, solid waste, snow removal, lighting, signing and pavement marking responsibilities and under what circumstances. A set of criteria would need to be developed to evaluate the requests and a set of standard conditions established for the City to accept responsibilities. For example, we would recommend that the property owners abutting the street would need to be 100% in favor of any assessment for the necessary improvements to bring the streets up to City standards (to be determined) in the future.

There are operational expenses that would need to be evaluated with each of these potential additions. These include: the cost of installation and maintenance of traffic signs and pavement markings, street lighting (installation, maintenance and operating costs) and the cost of maintaining the streets for pot holes, crack filling or chip sealing, the cost of street sweeping, the cost of collecting and disposing the solid waste; refuse, recycling, large items, brush and leaves. Finally, the additional staff time that would be required to plow these streets and the cost of the additional equipment would need to be determined.

An alternative to the streets becoming public is to have the property owner's petition and agree to a pay for service fee system that would have to be developed. They could agree to pay for snow plowing or for some other service that the City provides and keep the street private as long as the City is held harmless for any damage done to the existing pavement and would not be responsible for reconstruction of the roadway. Again this would be done on a case by case basis and determined by a set of criteria that would have to be established.

A suggested possible next step would be to take two or three locations and pilot them. The pilot would be for the purpose of determining under what conditions the City would take over the responsibility for the maintenance, solid waste and snow plowing. We would develop the criteria for taking these streets over, what costs would be associated with the City's added responsibilities and how these costs could be recovered from the property owners.

Trailer Parks (#7 above):

The City currently collects all solid waste from the three mobile home parks located in the City. This was an agreement approved by the Common Council in the same 1973 resolution that prohibits City crews from entering onto private streets to collect solid waste. As a result, the trailer parks are not part of this discussion.

Attachments

cc: Mark Hanson, City Assessor
Rob Phillips, City Engineer
Dave Gawenda, City Treasurer
Brad Murphy, Planning Director
Dave Dryer, Traffic Engineer
Janet Dailey, City Engineering
Dave Davis, City Engineering

Attachment #1 – Private streets with houses or duplexes



Parcel Number:060802413299

Address: 3031 Tucson Trl

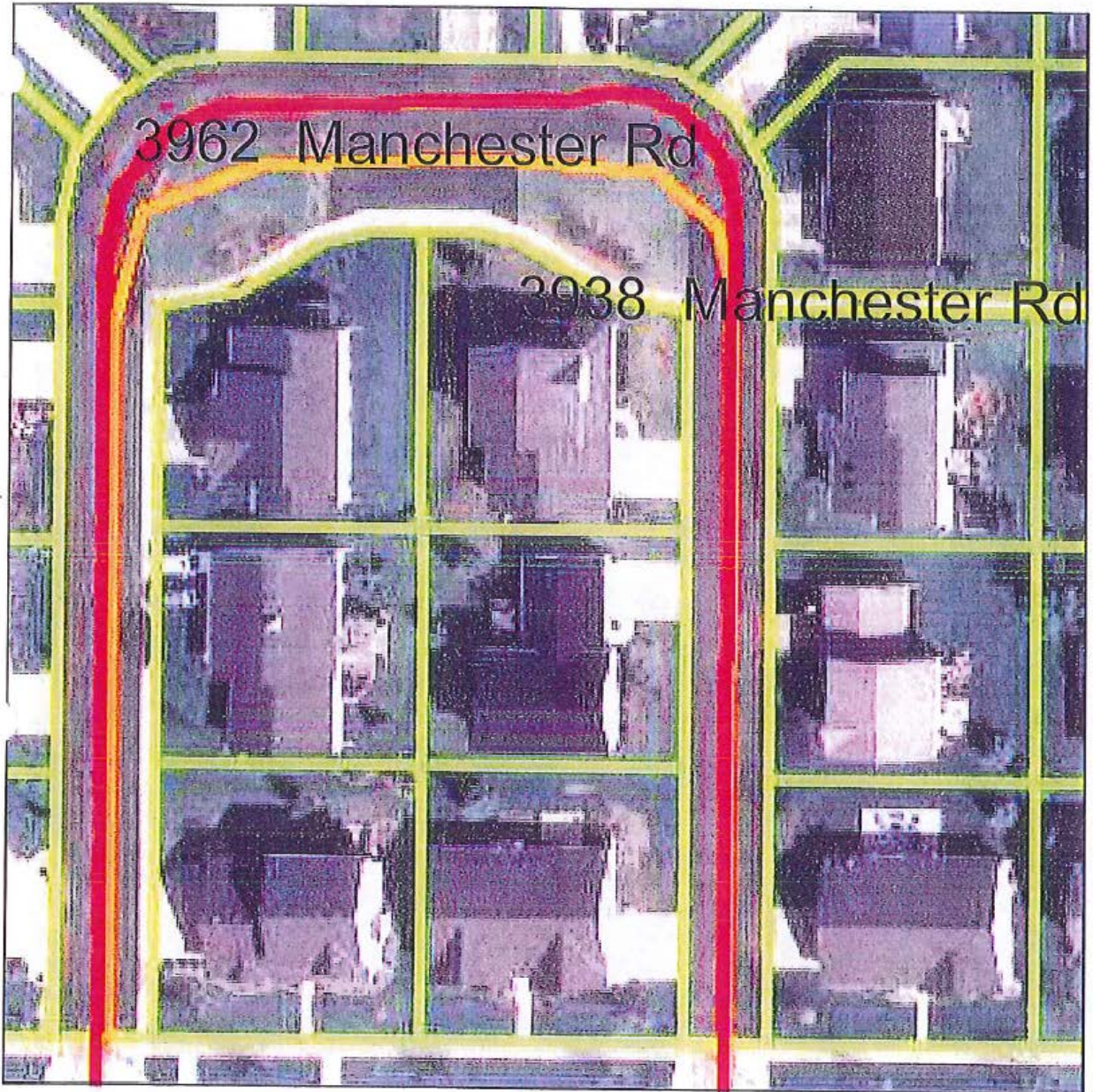


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Attachment #1A – Private streets with houses or duplexes



Parcel Number:060812302119

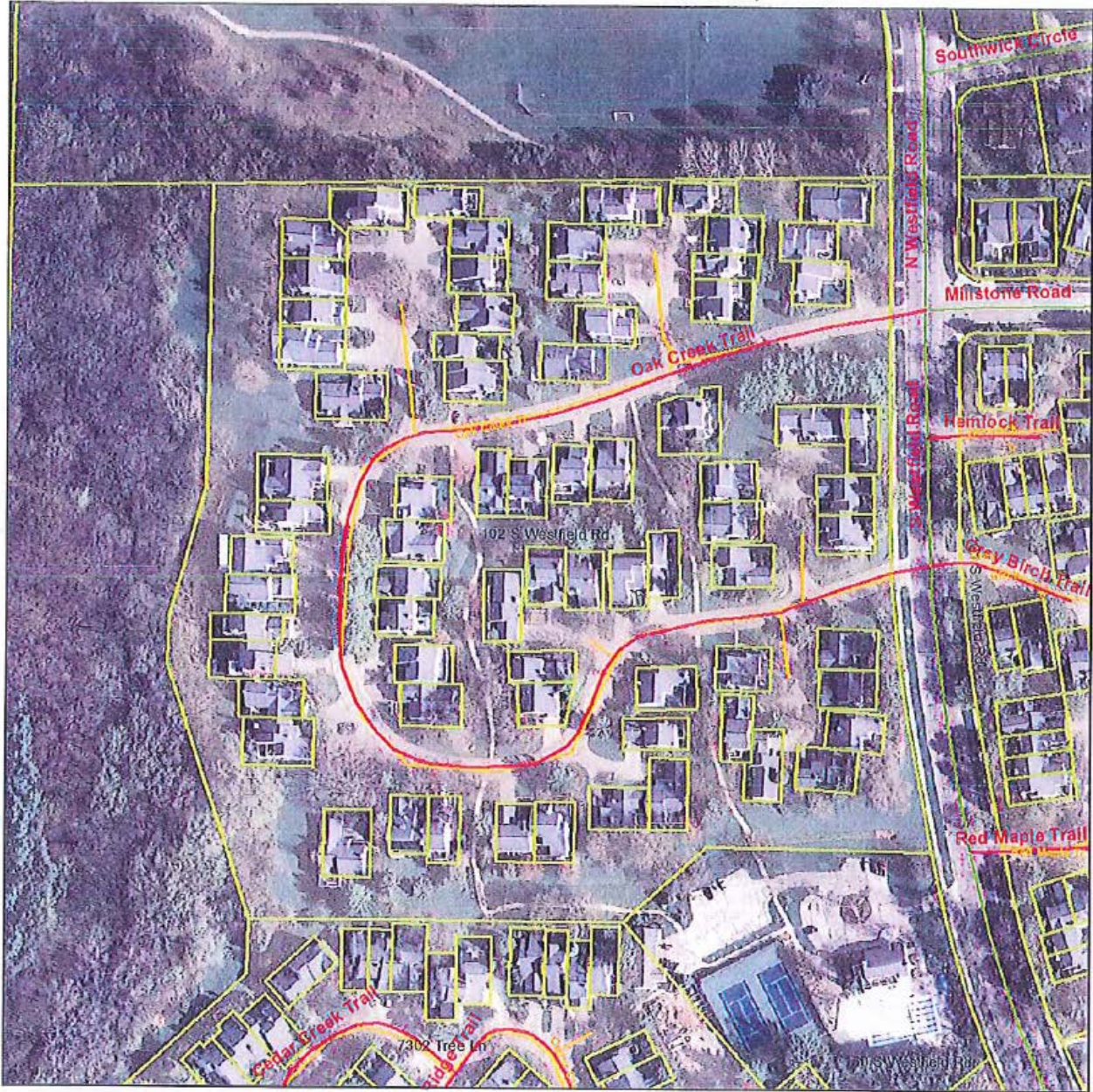


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Attachment #2 – Condominium Associations





Parcel Number: 070823400969

Address: 102 S Westfield Rd

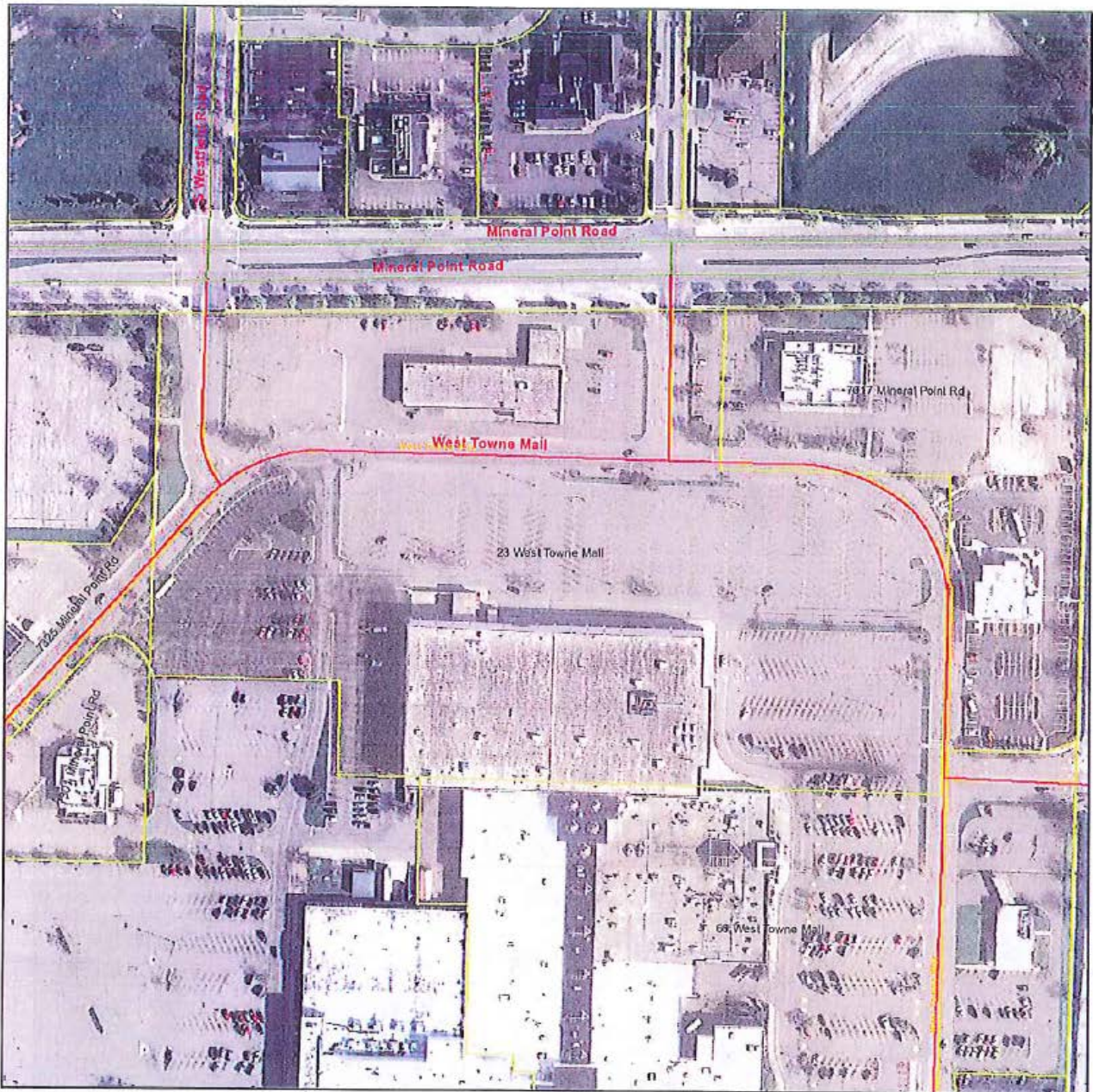


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Attachment #3 – Retail Private such as West Towne



Parcel Number:070826100970

Address: 23 West Towne Mall



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Attachment #4 – Institutional Private such as Eagle Heights



Parcel Number:070916200995

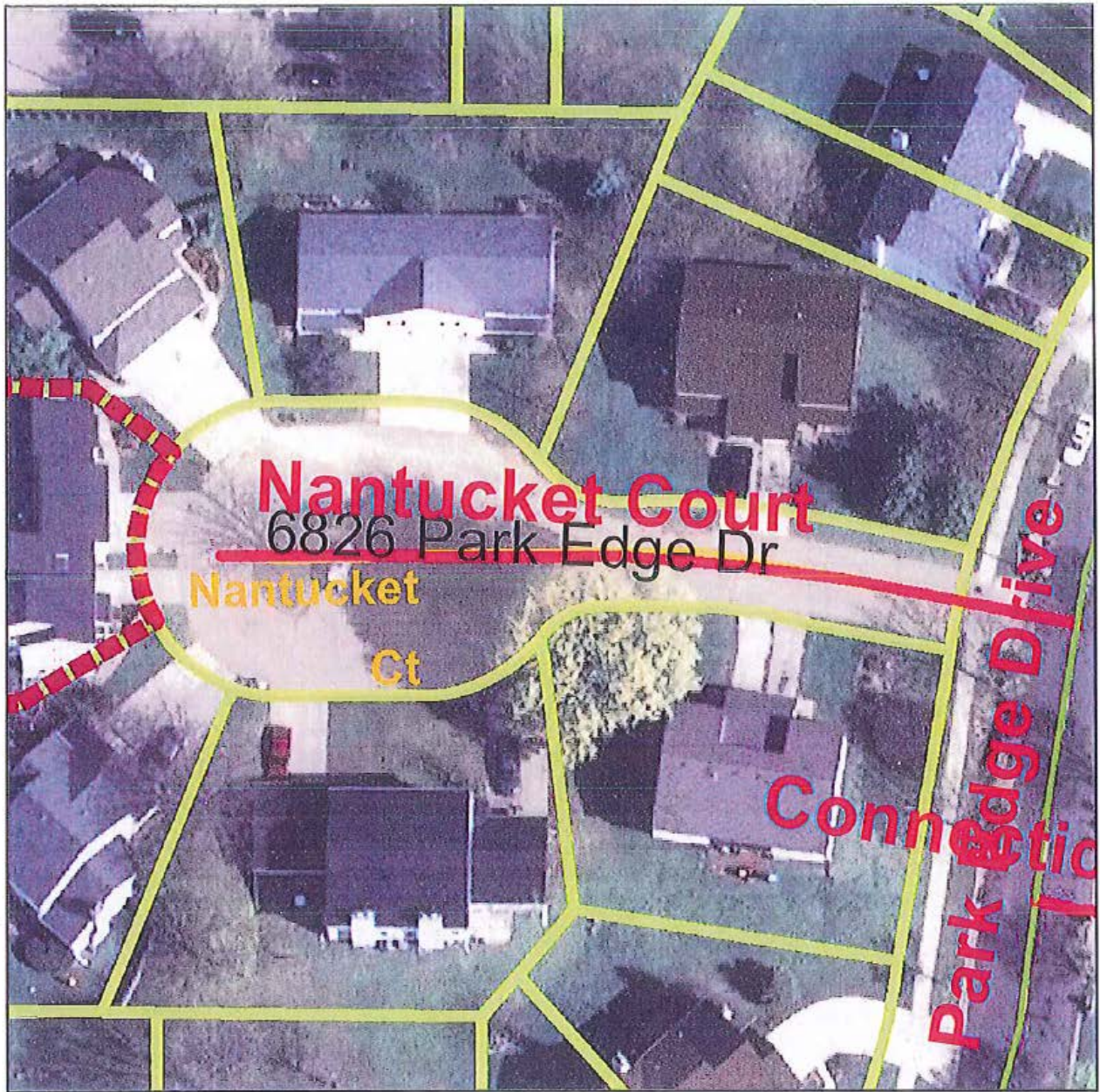
Address: 611 Eagle Hts



Legend

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-  Madmaps.DATA_ADM.Ownership_Parcels

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Parcel Number:070836208219

Address: 6826 Park Edge Dr



Legend

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-  Madmaps.DATA_ADM.Ownership_Parcels

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Attachment #6 – Grandview Commons – Carriage Lanes or Alleys



Attachment #7 – Trailer Parks – Oak Park off of Packers Ave.



City of Madison, Wisconsin

**SUBSTITUTE
A RESOLUTION**

Establishing a solid waste collection policy regarding City trucks or crews entering onto private property.

Presented *February 20, 1974*
Referred to *B.P.W.*
Reported Back *March 13, 1974*
" " *April 10, 1974*
Adopted *August 14, 1974*
Rules Suspended ...
Re-Referred to *C.P. Mar. 20, 1974*
Placed on File

**A SUBSTITUTE
RESOLUTION**

Resolution No. *25, 1974*
File Number *4754-1*

3y Common Council (Request of the Board of Public Works)

WHEREAS; Resolution 21,806; File No. 4754-208 adopted March 6, 1971, established a procedure for review of policy changes in Madison's solid waste collection, and

WHEREAS; The procedure, which consisted of hearings, Council discussion, etc., has been followed, and

WHEREAS; The detailed consideration of allowing City trucks and crews to enter onto private property to collect solid wastes effective January 1, 1974, has been considered, and

WHEREAS; The City of Madison presently provides solid waste collection service on public right-of-way only, with the exception of two mobile home park developments and one single family residential unit which was required at the time of annexation, and

WHEREAS; The City of Madison provides collection service for two of three mobile home park developments which is inequitable to the third mobile home development, and

WHEREAS; The Board of Public Works has established regulations providing street design and access requirements to qualify for municipal collection,

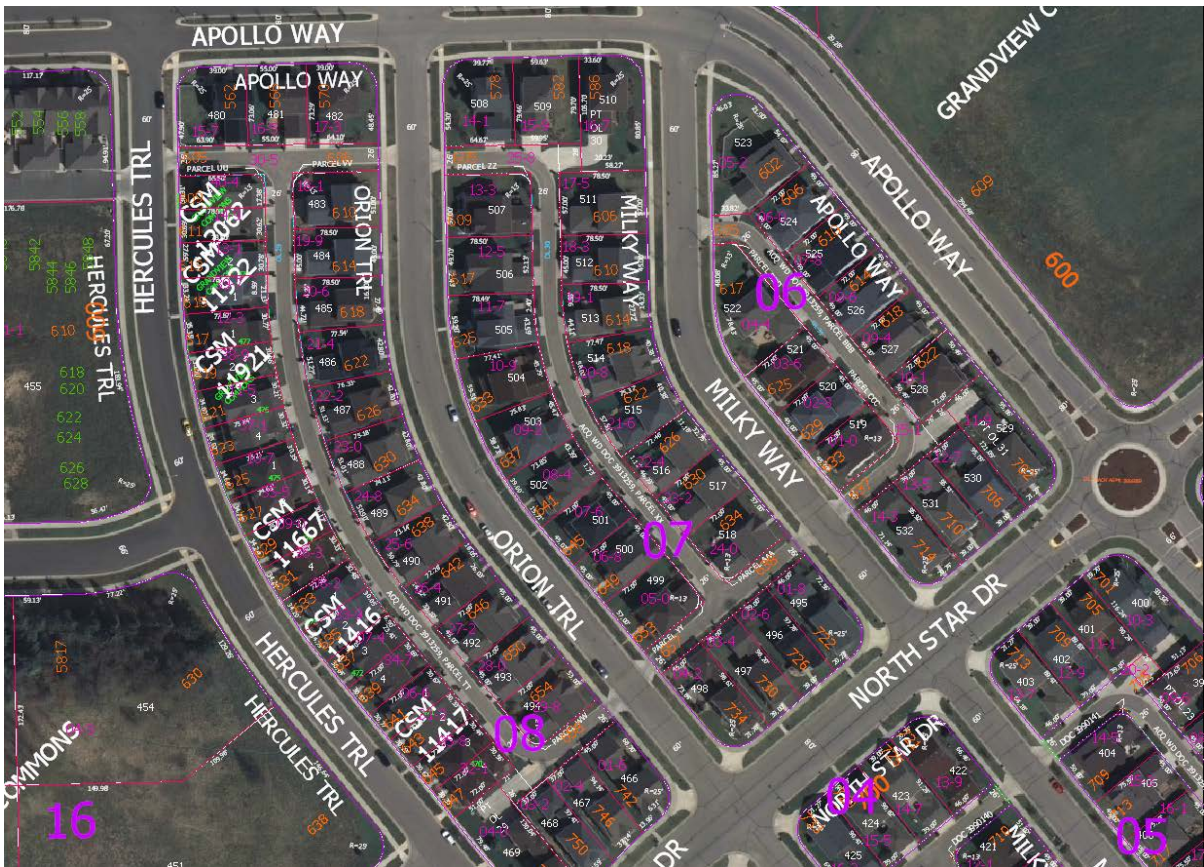
NOW, THEREFORE, BE IT RESOLVED, that City trucks and crews shall be directed not to enter onto private property to collect solid wastes effective January 1, 1974, and

BE IT FURTHER RESOLVED; Said collection shall conform to all ordinances, resolutions, regulations, and policies as established by the City of Madison. However, the City shall collect from mobile home park developments conforming to City of Madison General Ordinance Zoning Code Section 28.07(5) and the existing single residential unit at Cottage Breeze Point, Lake Mandota Drive.

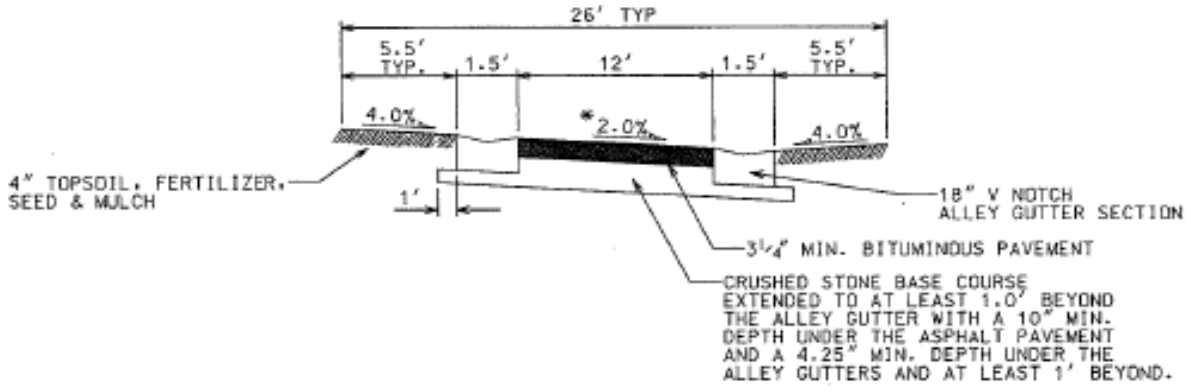
Drafted by Gary L. Boley, Division of Engineering
GLB/dh

ATTACHMENT B

Photos of a City recycling truck negotiating an alley in Grandview Commons



Grandview Commons Alleys, typically 26ft wide right of way with 12 ft of pavement.



TYPICAL ALLEY SECTION



Recycling truck negotiating the alleys in Grandview Commons. Notice the landscaping encroaches into the right of way.



The building almost appears to be built within the right of way, which is typically 5 ½ ft from the back of curb.



Truck attempting to do a 90 degree turn.



Additional maneuvering on an already tight street. Notice the short drives and terraces, which would not allow for snow storage.



Landscaping encroaches into the right of way, which can cause damage to vehicles.



Landscaping encroaches into the right of way.

ATTACHMENT C

Application Process and Criteria for Converting Private Streets

PETITIONING FOR A PRIVATE STREET TO BECOME PUBLIC RIGHT OF WAY

- I. Application with all the owners signed
City Agencies review application and recommend for or against acceptance as public streets if applicant can meet criteria. City Engineering would be the lead. Application fee of \$500-\$2,500 is expected depending on complexity of the application.

- II. Review by City Agencies
Allow 6-8 weeks for review. Each department to provide a ball park estimate of cost.
 - a. Streets Department Review
 - i. Test vehicles to ensure they can make the appropriate maneuvers
 - ii. Recommend for or against:
 - Plowing
 - Refuse/recycling pickup
 - leaf/brush collection
 - iii. Additional equipment and staff costs for substandard conditions (examples: smaller vehicles and addition staff time for alleys)
 - b. Traffic Engineering Review
 - i. Reconfiguration of existing driveways
 - ii. Evaluate signing and marking
 - iii. Evaluate lighting
 - iv. Pedestrian access
 - v. Recommendations for replatting or dedications (right of way and easements)
 - c. City Engineering Review
 - i. Right of Way needs and Street name modifications
 - ii. Drainage (adequate system and drainage to public facilities)
 - iii. Sanitary and water
 - iv. Existing street condition / rating (include curb and sidewalk)
 - v. Recommendations for replatting or dedications (right of way and easements)
 - vi. Addressing review
 - d. Planning/Zoning Review
 - i. Evaluate setbacks and variances
 - ii. Evaluate for revisions to the existing approved zoning approvals
 - iii. Recommendations for replatting or dedications (right of way and easements)
 - e. Other Agencies as required (Fire, Water Utility, Madison Metro)

 - f. Improvement additional fees would be required to cover City services prior to reconstruction of the street.

- III. Go or No-Go Decision by Applicant
 - a. Applicant shall provide written notice to the City authorizing staff to either proceed or not
 - b. If Applicant doesn't wish to pursue the conversion the City will reconcile the prepaid deposit and refund any of the deposit that was not spent.

- IV. Board of Public Works and Common Council Approval Required
 - a. Board to provide recommendation on conversion to a public street
 - b. Establish Assessment District
 - c. Approve Agreement to Convert Private Street to Public Right of Way, which would be required that would outline what each party of the association and the City's responsibilities during the conversion process. The agreement shall be in place prior to City staff working on the conversion process.
 - d. Approve Service Contract

- i. A Service Contract may also be required that details what services would be provided and any fees associated with those services if there is a delay in the dedication of the public streets.
- ii. Contract to cover which service they are being provided. Review by Attorney's office, Treasurer, Comptroller and Risk Manager. Yearly fee would be included and would vary per street. All fees would be indexed accordingly.
- iii. If contract is not renewed or if payment not made then City can terminate the agreement and the streets will revert back to private maintenance
- iv. Any outstanding fees for the Service Contract would become special assessments and put on the tax rolls. Fees would be prorated in accordance with the Service Contract.
- v. Service Contract to be recorded at the Register of Deeds.
- e. Waivers required by all property owners on the private street
 - i. Waiver for hearing and notice for assessments
 - City to reconstruct the existing streets to City standards including any removal and replacement of curb or sidewalk, new curb or sidewalk if none exist and new pavement and base. Storm sewer construction would also be likely.
 - Owners to pay 100% the cost of the reconstruction, which may be assessed over 8 years. Improvements may be assessed over 15 years if deemed appropriate by the Board of Public Works
 - Other maintenance and assessments should be expected per usual (example: sidewalk program every 10 years +/-, resurfacing every 20 -25 years includes curb, sidewalk and drive apron assessments (50/50 cost share). Standard maintenance such as chip sealing, pot hole repair, new pavement or public utility work are not assessable)
 - f. Waiver for damage that would be caused by City Vehicles to access the property to perform services that may occur prior to the City taking ownership of the street. If this occurs it would require additional fees to cover City costs for services.

V. Up Front Costs

After initial recommendation takes place applicants would be required to provide more information before taking the next step. It should be noted that this step will likely take several months to complete. Owners Association to pay for any upfront costs associated with the evaluation including and will likely hire a professional Registered Land Surveyor or Professional Engineer to help guide them through the process. Additional information and costs include but are not limited to the following:

- a. Survey and staking of the property irons and proposed right of way
- b. Pavement borings
- c. Televising sewers
- d. Lighting inventory
- e. Replatting or dedication applications (Formal review process through Planning Division. A separate application fee is required)
- f. Staff time for review should be covered under an application fee. Recommend minimum of \$1,000-\$5,000 to cover staff time based on size and complexity. If appropriate the fee could be taken as a deposit and modeled similar to private development contracts administered by City Engineering. Depending on the timing of any public works

VI. Public Works Project - Public Hearing and Board of Public Works and Common Council Approval Required

- a. Approve plans, specification and schedule of assessments. Approve Service Contract if applicable. May require budget amendments depending on the timing.
- b. City to provide services after ownership is conveyed (unless Service Contract is approved)

VII. Street and Infrastructure Improvements

- a. City staff to design and charge time accordingly
- b. Right of Way must be dedicated prior to any public infrastructure construction.
- c. City to bid and construct the improvements as necessary. Owners will be responsible for 100% of the actual cost regardless of the preliminary estimate.
- d. Construction schedule dependent on budget
- e. After public improvements are completed City will accept the street improvements (BPW and CC approval needed)

CRITERIA FOR CONVERTING PRIVATE STREET TO BECOME PUBLIC RIGHT OF WAY

General:

- Fee simple lots, single or two-family homes, residential.
- In cases of commercial development the streets would need to be constructed and dedicated with a standard cross section that is acceptable to the City (sufficient sidewalk, terrace, and pavement widths).
- Private Street should be standard and easily defined. On-street parking modified to standard curbside parking or removed completely.

Streets Department (Review plowing, refuse/recycling and leaf/brush collection):

- Is there sufficient ROW and turning radii to maneuver standard vehicles?
- Is there sufficient room to use automated pick up for refuse?
- Is parking adjacent to areas to be plowed? Would plowing be inconvenient for the owners? Would parking have to be removed?
- If not sufficient room for maneuvering or standard pick-up for refuse/recycling what is the additional cost of these services if the City uses other vehicles or more manpower? Extra charge would apply.
- Can curbside leaf and brush collection on an exterior street be accomplished? (Example: Alleys can bring waste to the front). If so do not pick up on substandard street.
- Is there adequate snow storage?

Engineering:

- Is there sufficient right of way for a standard street width with curb and gutter and a minimum of 5ft clearance between the curb and the property line?
- Is there sufficient right of way for a standard alley construction (26ft ROW, 12ft pavement 18" V-Notch Gutters)?
 - Minimum ROW dedication for Alleys is 26ft
 - Minimum ROW dedication for public streets is 40ft
 - No dead end alleys permitted
- Existing driveway grades <10% or ability to reconstruct to < 10%?
- Existing longitudinal grade ADA compliant?
- Is replatting of right of way and adjacent properties necessary?
- Are additional easements needed?
 - Utility easements required?
 - Sidewalk easements?
 - Signing and lighting easements?
 - Temporary construction easements?
- Is sidewalk required? If no sidewalk possible notify property owners that no additional improvements to pedestrian access can be provided.
- Will the street drain to a public facility? If it doesn't can it easily be modified to do so?

- What is the rating of the existing street? Is there curb and gutter?
- Will a new drive apron street opening be required?
- Can the properties retain the same addresses and street names?
- Estimate costs and timing of any improvements.
- Are the addressing standards met?
- Require waivers

Traffic Engineering:

- Will public lighting be required?
- Review signing and bring up to standards
- Are additional pavement markings required?
- Estimate costs and timing of any improvements.

Planning and Zoning:

- Will the new street affect the existing setbacks? Will variances be required?
- Will the new streets result in non-compliant zoning approvals?
- What revisions would be needed for the PUD(GDP(SIP) or other zoning approvals?

ATTACHMENT D

Application Process and Criteria for Providing Public Services to Private Streets

PETITION FOR PRIVATE STREETS TO RECEIVE PUBLIC SERVICES

If property owners wish for their private streets to remain private and for them to receive public services the following procedure is recommended:

- I. Application with all the owners signed
City Agencies review application and recommend for or against providing public services if applicant can meet criteria. City Engineering would be the lead with support by Streets Division. An Application fee of \$200-\$1,000 is expected depending on complexity of the application.
- II. Review by City Agencies
Allow 6-8 weeks for review. Each department to provide a ball park estimate of cost.
 - a. Streets
 - i. Test vehicles to ensure they can make the appropriate maneuvers
 - ii. Can standard equipment be used
 - iii. Recommend for or against plowing, trash pickup, leaf/brush collection
 - iv. Estimate if additional cost is incurred due to inadequate conditions
 - b. Engineering
 - i. Review layout
 - c. Other Agencies as determined
- III. Go or No-Go Decision by Applicant
 - a. Applicant shall provide written notice to the City authorizing staff to either proceed or not
 - b. If Applicant doesn't wish to pursue the conversion the City will reconcile the prepaid deposit and refund any of the deposit that was not spent.
- IV. Board of Public Works and Common Council Approval Required
 - a. Recommendation by Board regarding providing public services
 - b. Approval of Service Contract
 - i. Contract to cover which service they are being provided. Review by Attorney's office, Treasurer, Comptroller and Risk Manager. Yearly fee would be included and would vary per street. All fees would be indexed accordingly.
 - ii. If contract is not renewed or if payment not made then City can terminate the agreement and the streets will revert back to private maintenance.
 - iii. Any outstanding fees for the Service Contract would become special assessments and put on the tax rolls. Fees would be prorated in accordance with the Service Contract.
 - iv. Service Contract to be recorded at the Register of Deeds.
 - c. Waivers required by all property owners on the private street
 - i. Waiver for damage that would be caused by City Vehicles to access the property to perform services. Contract may require additional fees to cover City costs for services.
- V. Up Front Costs
 - a. Owners Association to pay for any upfront costs associated with the evaluation at the time of application. Unused fees are refundable.

CRITERIA PRIVATE STREETS TO RECEIVE PUBLIC SERVICES

General:

- Residential occupied with <15 units
- Private Street or access drive should be clearly defined and free of any obstacles
- Parking removal or modification may be required.

Streets Department:

- Is there sufficient ROW and turning radii to maneuver standard vehicles?
- Is there sufficient room to use automated pick up for refuse?
- Is parking adjacent to areas to be plowed?
- Is there adequate snow storage or would it require additional time to haul the snow?
- Would parking have to be removed?
- If not sufficient room for maneuvering what is the additional cost of these services if the City is required to use other vehicles or more manpower?
- Can curbside leaf and brush collection on an exterior street be accomplished? (example: Alleys can bring waste to the front)

Engineering:

- Is there room for a minimum 15-20 ft drive aisle?
- Existing driveway grades <10% or ability to reconstruct to < 10%
- What is the condition of the existing street? Will heavy vehicles cause significant damage?
- Will a new drive apron street opening be required?
- Require damage waivers or Service Contracts

NOTE: If non-standard equipment is required to provide City Services it is generally not recommended to provide those services.

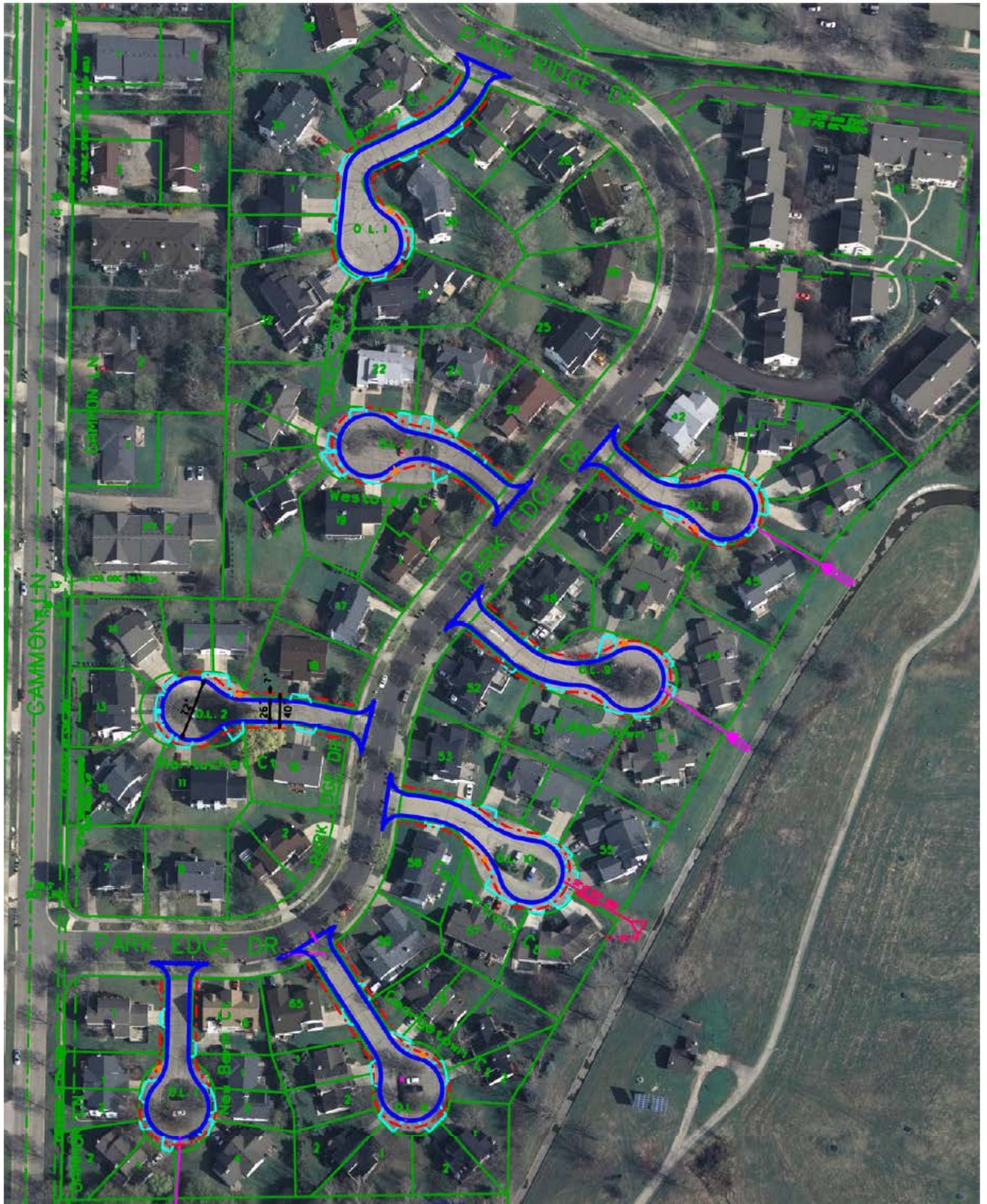
ATTACHMENT E
Park Ridge/ Park Edge



Test drive on the private court.



Test Drive on private court. Notice landscaped island with private parking in the middle of the court.



Park Ridge/Park Edge proposed cul-de-sac layout. Replatting would be required.

Estimated cost for reconstructing the courts to City standards.

MOUNT VERNON COURT

ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
EXCAVATION	2,137	CY	\$9.00	\$19,236.00
NEW CURB AND GUTTER	693	LF	\$18.00	\$12,474.00
10" STONE BASE COURSE	792	TON	\$9.00	\$7,126.78
PAVEMENT	247	TON	\$65.00	\$16,068.88
DRIVES	1,464	SF	\$6.50	\$9,516.00
CLEAR/GRUB	0	DIA	\$20.00	\$0.00
SPECIAL WATERWAY	245	SF	\$6.50	\$1,592.50
SIDEWALKS AND DET. WARNINGS	110	SF	\$5.50	\$605.00
STREET LIGHTING	12	DU	\$720.00	\$8,640.00
STORM SEWER	0	LS	\$0.00	\$0.00
RESTORATION	3,331	SF	\$2.50	\$8,327.50
MISC PATCHING	111	SY	\$35.00	\$3,900.56
MISC REMOVALS	1	LS	\$2,500.00	\$2,500.00
SURVEY	1	LS	\$4,375.00	\$4,375.00
SUBTOTAL				\$94,362.21
ENGINEERING/CONTINGENCY				15%
				\$108,516.55
COST PER DWELLING UNIT				\$9,043.05

FALMOUTH COURT

ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
EXCAVATION	1,876	CY	\$9.00	\$16,881.00
NEW CURB AND GUTTER	463	LF	\$18.00	\$8,334.00
10" STONE BASE COURSE	568	TON	\$9.00	\$5,108.89
PAVEMENT	179	TON	\$65.00	\$11,630.60
DRIVES	1,108	SF	\$6.50	\$7,202.00
CLEAR/GRUB	54	DIA	\$20.00	\$1,080.00
SPECIAL WATERWAY	251	SF	\$6.50	\$1,631.50
SIDEWALKS AND DET. WARNINGS	110	SF	\$5.50	\$605.00
STREET LIGHTING	9	DU	\$720.00	\$6,480.00
STORM SEWER (SEE BREAKDOWN)	1	LS	\$7,540.00	\$7,540.00
RESTORATION	4,383	SF	\$2.50	\$10,957.50
MISC PATCHING	111	SY	\$35.00	\$3,888.89
MISC REMOVALS	1	LS	\$2,500.00	\$2,500.00
SURVEY	1	LS	\$4,375.00	\$4,375.00
SUBTOTAL				\$88,214.38
ENGINEERING/CONTINGENCY				15%
				\$101,446.53
COST PER DWELLING UNIT				\$11,271.84
STORM SEWER BREAKDOWN				
12" RCP STORM PIPE	100	LF	\$40.00	\$4,000.00
H INLET	1	EA	\$2,000.00	\$2,000.00
12" RCP APRON END W/ GATE	1	EA	\$500.00	\$500.00
CONCRETE FLUME	104	SF	\$10.00	\$1,040.00
				\$7,540.00

EDGARTOWN COURT

ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
EXCAVATION	2,110	CY	\$9.00	\$18,987.00
NEW CURB AND GUTTER	571	LF	\$18.00	\$10,278.00
10" STONE BASE COURSE	663	TON	\$9.00	\$5,968.72
PAVEMENT	207	TON	\$65.00	\$13,470.57
DRIVES	1,558	SF	\$6.50	\$10,127.00
CLEAR/GRUB	72	DIA	\$20.00	\$1,440.00
SPECIAL WATERWAY	251	SF	\$6.50	\$1,631.50
SIDEWALKS AND DET. WARNINGS	110	SF	\$5.50	\$605.00
STREET LIGHTING	8	DU	\$720.00	\$5,760.00
STORM SEWER (SEE BREAKDOWN)	1	LS	\$8,400.00	\$8,400.00
RESTORATION	4,700	SF	\$2.50	\$11,750.00
MISC PATCHING	111	SY	\$35.00	\$3,888.89
MISC REMOVALS	1	LS	\$2,500.00	\$2,500.00
SURVEY	1	LS	\$4,375.00	\$4,375.00
SUBTOTAL				\$99,181.68
ENGINEERING/CONTINGENCY				15%
				\$114,058.94
COST PER DWELLING UNIT				\$14,257.37
STORM SEWER BREAKDOWN				
12" RCP STORM PIPE	105	LF	\$40.00	\$4,200.00
H INLET	1	EA	\$2,000.00	\$2,000.00
12" RCP APRON END W/ GATE	1	EA	\$500.00	\$500.00
CONCRETE FLUME	170	SF	\$10.00	\$1,700.00
				\$8,400.00

WESTOVER COURT

ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
EXCAVATION	2,159	CY	\$9.00	\$19,429.50
NEW CURB AND GUTTER	502	LF	\$18.00	\$9,036.00
10" STONE BASE COURSE	602	TON	\$9.00	\$5,416.89
PAVEMENT	189	TON	\$65.00	\$12,294.14
DRIVES	3,153	SF	\$6.50	\$20,494.50
CLEAR/GRUB	54	DIA	\$20.00	\$1,080.00
SPECIAL WATERWAY	251	SF	\$6.50	\$1,631.50
SIDEWALKS AND DET. WARNINGS	110	SF	\$5.50	\$605.00
STREET LIGHTING	12	DU	\$720.00	\$8,640.00
STORM SEWER (SEE BREAKDOWN)	0	LS	\$0.00	\$0.00
RESTORATION	5,330	SF	\$2.50	\$13,325.00
MISC PATCHING	111	SY	\$35.00	\$3,888.89
MISC REMOVALS	1	LS	\$2,500.00	\$2,500.00
SURVEY	1	LS	\$4,375.00	\$4,375.00
SUBTOTAL				\$102,716.42
ENGINEERING/CONTINGENCY				15%
				\$118,123.88
COST PER DWELLING UNIT				\$9,843.66

NANTUCKET COURT

ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
EXCAVATION	1,779	CY	\$9.00	\$16,009.50
NEW CURB AND GUTTER	539	LF	\$18.00	\$9,702.00
10" STONE BASE COURSE	628	TON	\$9.00	\$5,654.00
PAVEMENT	196	TON	\$65.00	\$12,754.56
DRIVES	2,511	SF	\$6.50	\$16,321.50
CLEAR/GRUB	54	DIA	\$20.00	\$1,080.00
SPECIAL WATERWAY	251	SF	\$6.50	\$1,631.50
SIDEWALKS AND DET. WARNINGS	110	SF	\$5.50	\$605.00
STREET LIGHTING	14	DU	\$720.00	\$10,080.00
STORM SEWER (SEE BREAKDOWN)	0	LS	\$0.00	\$0.00
RESTORATION	3,138	SF	\$2.50	\$7,845.00
MISC PATCHING	111	SY	\$35.00	\$3,888.89
MISC REMOVALS	1	LS	\$2,500.00	\$2,500.00
SURVEY	1	LS	\$4,375.00	\$4,375.00
SUBTOTAL				\$92,446.95
ENGINEERING/CONTINGENCY				15%
				\$106,313.99
COST PER DWELLING UNIT				\$7,593.86

CONNECTICUT COURT

ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
EXCAVATION	2,052	CY	\$9.00	\$18,468.00
NEW CURB AND GUTTER	513	LF	\$18.00	\$9,234.00
10" STONE BASE COURSE	615	TON	\$9.00	\$5,539.11
PAVEMENT	194	TON	\$65.00	\$12,581.90
DRIVES	2,213	SF	\$6.50	\$14,384.50
CLEAR/GRUB	20	DIA	\$20.00	\$400.00
SPECIAL WATERWAY	251	SF	\$6.50	\$1,631.50
SIDEWALKS AND DET. WARNINGS	110	SF	\$5.50	\$605.00
STREET LIGHTING	10	DU	\$720.00	\$7,200.00
STORM SEWER (SEE BREAKDOWN)	1	LS	\$5,500.00	\$5,500.00
RESTORATION	4,879	SF	\$2.50	\$12,197.50
MISC PATCHING	111	SY	\$35.00	\$3,888.89
MISC REMOVALS	1	LS	\$2,500.00	\$2,500.00
SURVEY	1	LS	\$4,375.00	\$4,375.00
SUBTOTAL				\$98,505.40
ENGINEERING/CONTINGENCY				15%
				\$113,281.21
COST PER DWELLING UNIT				\$11,328.12
STORM SEWER BREAKDOWN				
12" RCP STORM PIPE	0	LF	\$40.00	\$0.00
H INLET	1	EA	\$2,000.00	\$2,000.00
MINOR ADJ	1	LS	\$3,500.00	\$3,500.00
				\$5,500.00

GEORGETOWN COURT

ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
EXCAVATION	1,666	CY	\$9.00	\$14,989.50
NEW CURB AND GUTTER	564	LF	\$18.00	\$10,152.00
10" STONE BASE COURSE	627	TON	\$9.00	\$5,644.22
PAVEMENT	196	TON	\$65.00	\$12,710.55
DRIVES	1,802	SF	\$6.50	\$11,713.00
CLEAR/GRUB	54	DIA	\$20.00	\$1,080.00
SPECIAL WATERWAY	218	SF	\$6.50	\$1,417.00
SIDEWALKS AND DET. WARNINGS	110	SF	\$5.50	\$605.00
STREET LIGHTING	12	DU	\$720.00	\$8,640.00
STORM SEWER (SEE BREAKDOWN)	1	LS	\$18,850.00	\$18,850.00
RESTORATION	2,484	SF	\$2.50	\$6,210.00
MISC PATCHING	244	SY	\$35.00	\$8,555.56
MISC REMOVALS	1	LS	\$2,500.00	\$2,500.00
SURVEY	1	LS	\$4,375.00	\$4,375.00
SUBTOTAL				\$107,441.82
ENGINEERING/CONTINGENCY				15%
				\$123,558.10
COST PER DWELLING UNIT				\$10,296.51
STORM SEWER BREAKDOWN				
12" RCP STORM PIPE	40	LF	\$40.00	\$1,600.00
18" RCP STORM PIPE	15	LF	\$50.00	\$750.00
H INLET	3	EA	\$2,000.00	\$6,000.00
REMOVE INLETS	3	EA	\$500.00	\$1,500.00
NEW SAS	3	EA	\$3,000.00	\$9,000.00
				\$18,850.00

NEW BERM COURT

ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
EXCAVATION	1,629	CY	\$9.00	\$14,662.50
NEW CURB AND GUTTER	469	LF	\$18.00	\$8,442.00
10" STONE BASE COURSE	555	TON	\$9.00	\$4,997.06
PAVEMENT	174	TON	\$65.00	\$11,298.83
DRIVES	1,212	SF	\$6.50	\$7,878.00
CLEAR/GRUB	18	DIA	\$20.00	\$360.00
SPECIAL WATERWAY	251	SF	\$6.50	\$1,631.50
SIDEWALKS AND DET. WARNINGS	110	SF	\$5.50	\$605.00
STREET LIGHTING	10	DU	\$720.00	\$7,200.00
STORM SEWER (SEE BREAKDOWN)	1	LS	\$9,480.00	\$9,480.00
RESTORATION	3,100	SF	\$2.50	\$7,750.00
MISC PATCHING	111	SY	\$35.00	\$3,888.89
MISC REMOVALS	1	LS	\$2,500.00	\$2,500.00
SURVEY	1	LS	\$4,375.00	\$4,375.00
SUBTOTAL				\$85,068.77
ENGINEERING/CONTINGENCY				15%
				\$97,829.09
COST PER DWELLING UNIT				\$9,782.91
STORM SEWER BREAKDOWN				
12" RCP STORM PIPE	90	LF	\$40.00	\$3,600.00
H INLET	1	EA	\$2,000.00	\$2,000.00
12" RCP APRON END W/ GATE	1	EA	\$500.00	\$500.00
CONCRETE FLUME	338	SF	\$10.00	\$3,380.00
				\$9,480.00

NOTES:

- 1 THESE ESTIMATES ARE BASED ON EACH DWELLING UNIT WILL EQUALLY SHARE THE COST OF THE IMPROVEMENTS FOR EACH OF THE CUL DE SACS. IF THIS WERE BASED ON FRONTAGE OR AREA THE COSTS PER PROPERTY WILL CHANGE.
- 2 ONE TIME ASSESSABLE STREET PROJECT WILL BE 100% PROPERTY OWNER EXPENSE. ANY OTHER CITY RECONSTRUCTION PROJECTS WOULD BE ASSESSED IN ACCORDANCE WITH THE CITY ASSESSMENT POLICY AND MADISON GENERAL ORDINANCE.
- 3 TEMPORARY GRADING EASEMENTS WILL BE REQUIRED FROM ALL PROPERTIES. MAY REQUIRE PERMANENT LIMITED EASEMENTS OR DEDICATION.
- 4 MINOR RIGHT OF WAY DEDICATION MAY BE REQUIRED.

- 5 DETAILED SURVEY REQUIRED BEFORE A DETAILED ESTIMATE CAN BE PREPARED. SURVEY WOULD LIKELY COST BETWEEN \$25,000-\$35,000 TO COMPLETE.
- 6 STREET DESIGN IS SUBSTANDARD AND WILL REQUIRE APPROVAL FROM FIRE DEPARTMENT AND CITY STREETS DIVISION PRIOR TO FINAL DESIGN.
- 7 STORM SEWER ON CONNETICUT COURT WOULD NEED TO BE CONVERTED FROM PRIVATE TO PUBLIC.
- 8 IT APPEARS THAT THERE ARE SEVERAL EXISTING DRIVES THAT ENCROACH ON NEIGHBORING PROPERTIES. THESE ENCROACHMENTS SHALL REQUIRE RECONFIGURATION OF THE DRIVES OR DRIVE EASEMENTS FROM NEIGHBORING PROPERTIES.
- 9 WILL REQUIRE SOIL BORINGS PRIOR TO DESIGN.
- 10 ESTIMATES WERE BASED ON THE INFORMATION THAT WAS READILY AVAILABLE AND IT SHOULD BE NOTED THAT THESE ESTIMATES ARE ONLY A ROUGH GUIDE FOR ANTICIPATED COSTS. FINAL COSTS ARE SUBJECT TO CHANGE BASED ON ACTUAL DESIGN AND BID PRICES.

ASSUMPTIONS:

- 11 ASSUME EXCAVATION OF 1.5 FT IN THE CUL DE SACS.
- 12 STREET LIGHTING \$420-720 PER DWELLING UNIT.
- 13 ALL PRIVATE PARKING, TREES OR OTHER IMPROVEMENTS WITHIN THE CUL DE SACS TO BE REMOVED.
- 14 NEW CURB AND GUTTER AND DRIVEWAYS FOR EACH PROPERTY.

ATTACHMENT F
World Dairy Campus

WORLD DAIRY CAMPUS

ESTIMATES FOR PUBLIC STREET CONVERSION

ESTIMATED COSTS FOR RESURFACING

MILL AND OVERLAY	\$300,000
MISC CURB AND GUTTER WORK	\$30,000
CONCRETE SIDEWALK REPLACEMENT	\$40,000
STREET SIGNAGE	\$3,000
INCIDENTAL REPAIRS	\$8,000
	\$381,000

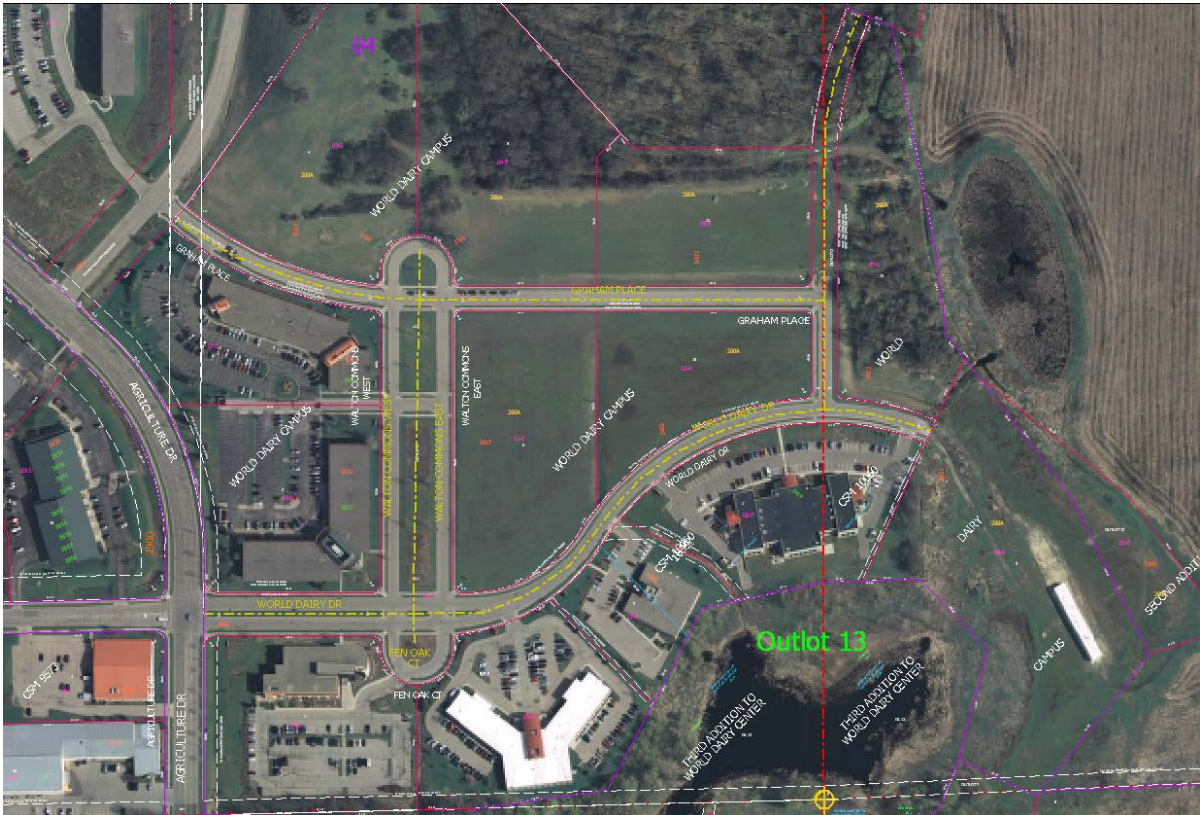
ASSESS 1/2 FRONTAGE AND 1/2 AREA	
AREA	FRONTAGE
\$0.0000	\$49.2138 PER SF

ANTICIPATED YEARLY EXPENSE OVER 10 YEARS

LOT 1	1 FEN OAK DR	DANE COUNTY EXTENSION
LOT 7	2 FEN OAK DR	BAKER, J MICHAEL & LINDA
LOT 2 CSM 10060	5401 WORLD DAIRY DR	WISCOM GLENDALE LLC
LOT 1 CSM 10060	5451 WORLD DAIRY DR	FEN OAK, LLC
LOT 9	5601 WORLD DAIRY DR	CITY OF MADISON
LOT 12	5502 WORLD DAIRY DR	CITY OF MADISON
OUTLOT 12	2898 ISH 90-39	CITY OF MADISON
LOT 10	5402 WORLD DAIRY DR	CITY OF MADISON
LOT 6	2817 WALTON COMMONS EAST	CITY OF MADISON
LOT 2	2820 WALTON COMMONS WEST	WISCON WALTON COMMONS, LLC
LOT 3	2802 WALTON COMMONS WEST	HOME HEALTH UNITED, INC
LOT 4	2702 WALTON COMMONS WEST	CITY OF MADISON
LOT 5	2701 WALTON COMMONS EAST	CITY OF MADISON
LOT 11	5402 GRAHAM PLACE	CITY OF MADISON

AREA	FRONTAGE	OPTION 1		TOTAL OPTION 1
		AREA	FRONTAGE	
157,333	448	\$0.00	\$22,057.14	\$22,057.14
152,490	324	\$0.00	\$15,964.96	\$15,964.96
72,276	228	\$0.00	\$11,220.75	\$11,220.75
150,218	701	\$0.00	\$34,498.88	\$34,498.88
255,054	52	\$0.00	\$2,561.09	\$2,561.09
143,657	705	\$0.00	\$34,699.67	\$34,699.67
60,592	0	\$0.00	\$0.00	\$0.00
114,483	1,094	\$0.00	\$53,856.64	\$53,856.64
161,615	1,172	\$0.00	\$57,696.79	\$57,696.79
151,811	703	\$0.00	\$34,609.12	\$34,609.12
145,687	653	\$0.00	\$32,113.48	\$32,113.48
202,192	548	\$0.00	\$26,977.04	\$26,977.04
206,626	404	\$0.00	\$19,865.15	\$19,865.15
130,540	709	\$0.00	\$34,879.30	\$34,879.30
2,104,574	7,742	\$0	\$381,000	\$381,000

Preliminary Estimate prepared for the Business Owner's Association estimating the cost of reconstructing the private street to City Standards. Approximate cost was estimated at \$381,000 with the typical cost per lot ranging from \$11,200 - \$57,600 (Lot 9 does has little street frontage, which skew the costs. Outlot 12 is undevelopable).



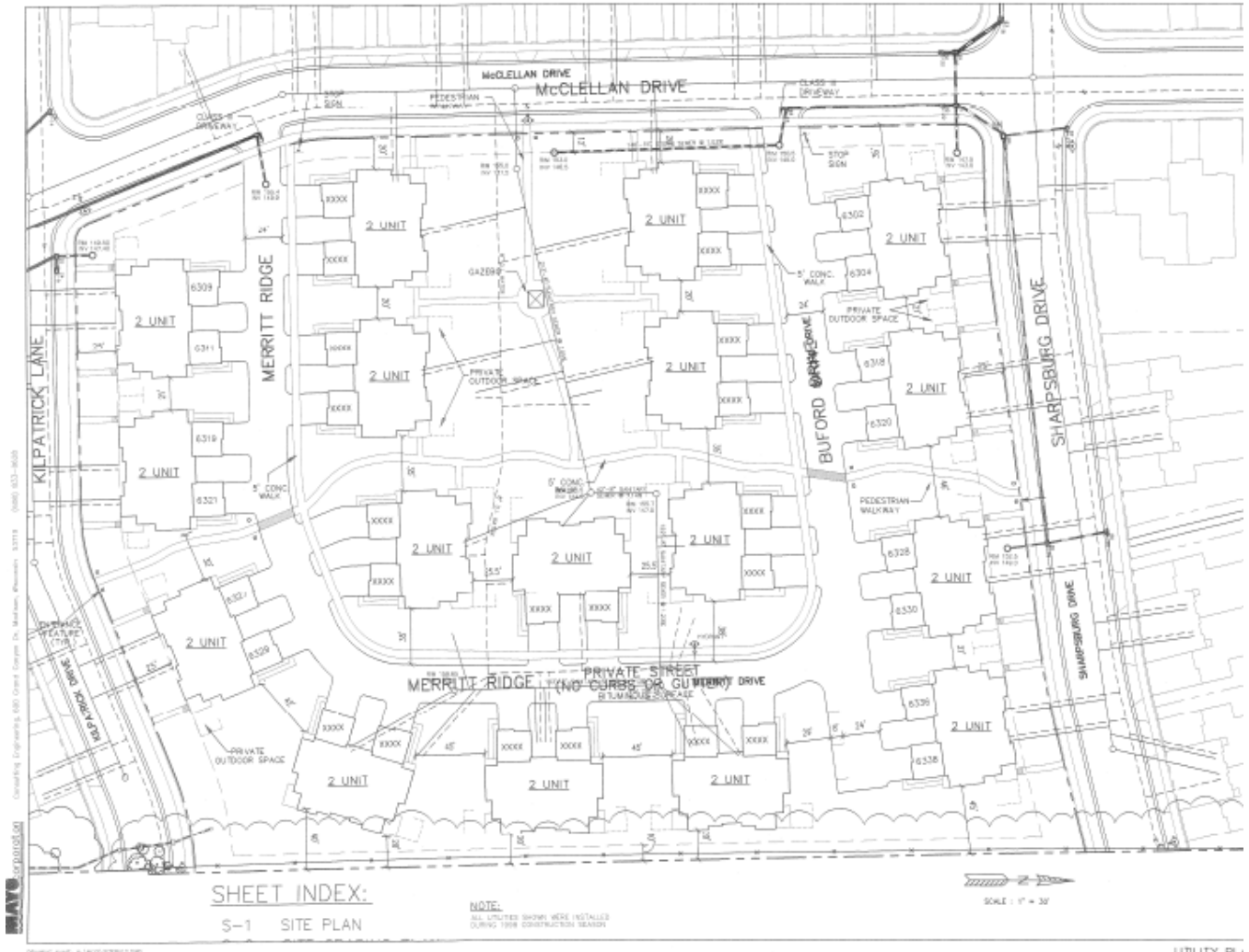
The private streets currently drain to Outlot 13 in the Third Addition to World Dairy Center. If these streets are to be converted to public right of way the City would need to acquire this property.



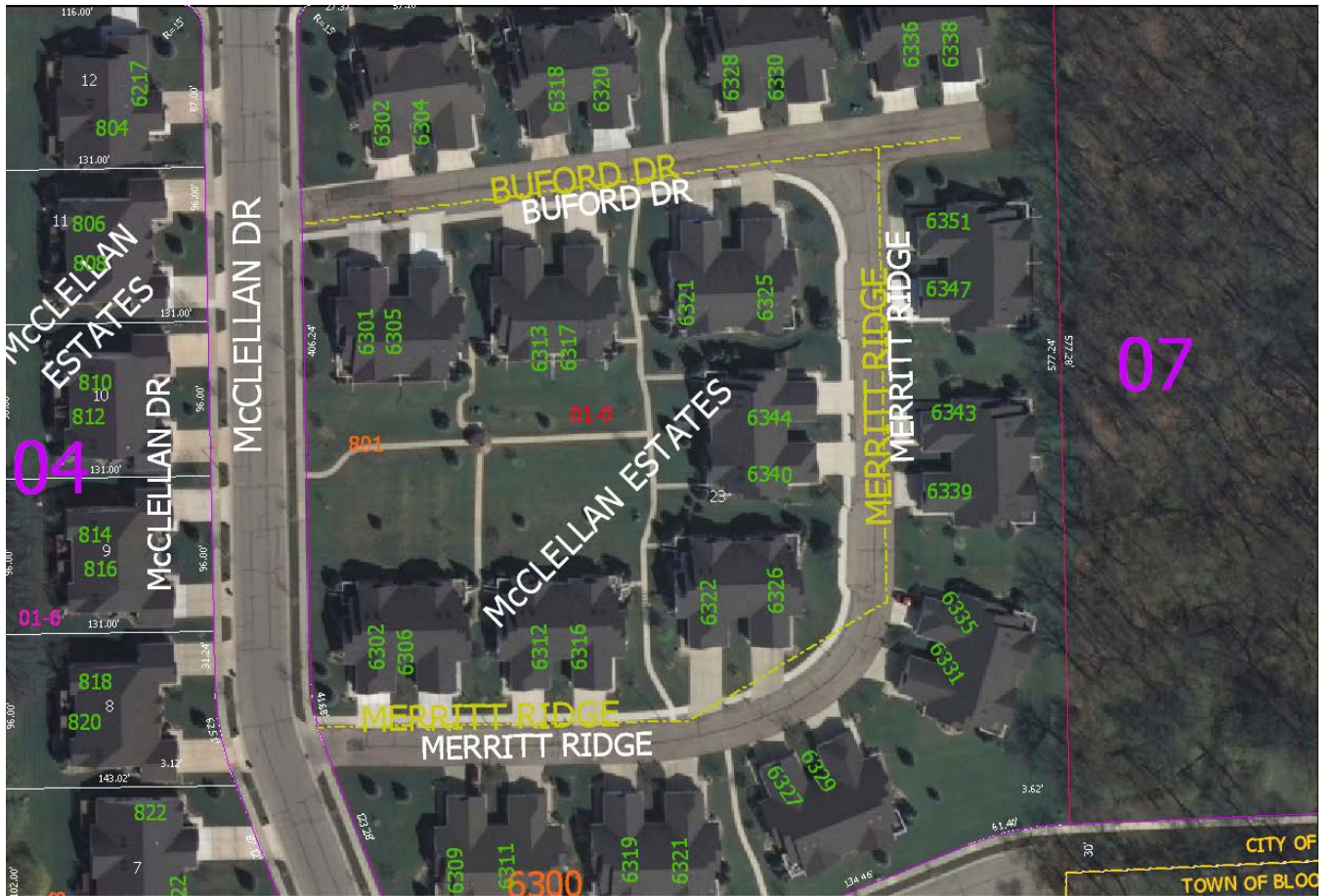
Private street layout has an acceptable cross section (street with curb and gutter, sidewalk and terraces).

ATTACHMENT G

801 McClellan Drive



Non-standard roadway is not conducive for conversion to a public right of way. This would require additional right of way dedication and reconstruction of the entire roadway. New lighting and driveways would be required. The City would not recommend this for conversion to a public street. In the existing condition the additional designated parking and mailboxes interfere with the ability to provide snow removal.



Aerial view of 801 McClellan Drive.