



Public Facilities Needs Assessment

For the Felland Road Neighborhood  
Sanitary Sewer Improvement Impact Fee District

**October 10, 2007**

## **Introduction**

The City of Madison has prepared this public facilities needs assessment. Improvements to the public sanitary sewer system are required to facilitate well-planned development in a portion of the Felland Road Neighborhood. This work is referred to as the Felland Road Neighborhood Sanitary Sewer Improvement Impact Fee District.

The Felland Neighborhood Development Plan was adopted in 2002 by the City of Madison to guide development. The area is located in the northeast area of the City of Madison and presently includes parts of the Town of Burke (refer to the map in *Exhibit B*). The plan includes recommendations for lands to be reserved for parks, open space, and drainage based on existing topography and natural features.

Lands upstream of the proposed sanitary sewer are in the early stages of development planning. The developing lands will require connection to this public sewerage system. Where possible, these facilities are designed to function by gravity. To serve these lands, the sanitary sewer system needs to be extended from I-90/94/39 and the Wisconsin and Southern Railroad to the northeast along the railroad approximately 941 ft, thru the proposed Autumn Lake development 6,070 feet. From here, the project will extend 269 ft northwest crossing the Wisconsin and Southern Railroad and also crossing Burke Rd. approximately 410 ft west of the intersection of Felland Rd. and Burke Rd. The project will then extend 1045 ft to the northeast thru unplatted lands in city-acquired easements until reaching Felland Road approximately 600 ft north of the intersection of Burke Rd. and Felland Rd. Here, the project splits into two separate branches. One branch will extend due north 2038 ft on Felland Road to the intersection of Nelson Road where it will turn due east 289 ft on south side of Nelson Road and then cross Nelson Rd before reaching the City's Nelson Road Lift Station. The second branch will run 439 ft northeast along the north edge of the Wisconsin and Southern Railroad Right of Way, cross the railroad tracks and then run 735' northeast along the south edge of the railroad Right of Way. All of this work on this second branch will be done within City acquired easements.

## **Existing Public Facilities**

Currently, a 24" diameter Madison Metropolitan Sewerage District Northeast Interceptor/Lien Extension sanitary sewer interceptor exists on the east side of I-90/94/39 just south of the Wisconsin and Southern Railroad tracks with capacity to accept the additional projected service area.

## **New Public Facilities**

The improvements to the public sanitary sewer system consist of extending approximately 8,337 linear feet of 24" PVC sanitary sewer interceptor, 1,317 linear ft of 21" PVC sanitary sewer interceptor, and 2,402 linear feet of 15" PVC sanitary sewer interceptor main and structures.

## **Impact Fees**

In order to finance the improvements, the City of Madison, pursuant to Wis. Stats. § 66.0617(2), has passed an Impact Fee Ordinance (Chapter 20 of Madison Code of Ordinances) that can require fees to be paid by developers to compensate for the capital costs necessary to accommodate land development in unplatted areas. In areas already platted,

special assessments shall be used to finance a proportionate share of the costs of this project. For the Felland Road Neighborhood Assessment District, there is an impact fee assessment for sanitary sewer interceptor improvements. There is no fee rate difference between platted and unplatted areas.

Construction cost estimates includes 10% for engineering and 10% contingency. The final cost for the Sanitary Sewer Interceptor shall include sanitary pipe, backfill, structures, trench patches, and all related incidental costs.

### **Adjustments to Impact Fee**

The impact fee shall be adjusted annually for inflation, based on the Construction Cost Index as published in the *Engineering News Record* (<http://enr.construction.com/>). The base month/year for calculating such adjustment shall be the month/year of final Common Council adoption of this Impact Fee Ordinance.

### **Location Description of Impact Fee District**

Any and all parcels (platted and/or metes and bounds), or portions thereof, that reside within, or is altered or pumped to discharge within the service areas defined in *Exhibit B*. These lands are located within the City of Madison and Town of Burke as follows:

Parts of the South ½ of the South ½ Section 14; Southwest ¼ of the Southwest ¼ Section 13; Parts of Sections 23, 24, 25, 26; Parts of the Southeast ¼ Section 27; Northeast ¼ Section 34; Parts of Section 35; Parts of the Northwest ¼ Section 36 all within Town 8 North, Range 10 East in the Town of Burke and the City of Madison.

### **Effect of impact fees on housing costs**

For new development, sanitary impact fees are estimated to be \$2,449.24 per net acre, or \$56.2268 per 1,000 square feet, in accordance with Exhibit A. The effect on housing was calculated for several residential densities. A single-family, R2Z-zoned 3,500 sq ft lot, would incur an additional \$196.79 in impact fees. A 10,000 sq ft lot would have an additional \$562.27. A medium-density, multi-family development in an R-4 general residential district would see an average of \$112.45 per unit.