

Concord Comprehensive Planning Meeting (August,5 2008)

Minutes for Town of Concord Comprehensive Planning Meeting

August 5, 2008

The meeting opened at 7:00 p.m. with 14 citizens including Town Chairman Bill Ingersoll and Town Supervisor Dave Janquart present. The agenda was discussion of non-consensus points identified at the July 1 meeting with the goal of developing a questionnaire to mail out to town residents to receive broader input on these issues. There was some discussion as to whom the questionnaire should be mailed. Suggestions included: One questionnaire per household; one per resident of voting age in each household; one per landowner. Richard Reindeers felt that all landowners should receive a questionnaire regardless of whether or not they reside in the Town. Others present thought that only landowners who live in the township should receive a questionnaire. Dave Janquart suggested that the state statutes indicate who has voting power in regards to the plan, and those are the people who should receive a questionnaire.

The list of non-consensus points was read as follows: 1)The I94-F Park and Ride 2) the Willow Glen Interchange 3) Expanding the hamlet 4) more hamlets 5) public or private sanitary sewer systems 6) Public (community) wells 8) limiting lot splits. Bill Ingersoll suggested that the group move through each point and those present could site their reasons for or against each issue. From this information, a questionnaire could be written. Dave Janquart stated that it would be important to develop a method to track the surveys to ensure that only one reply would be received from each respondent.

The Park and Ride

Pros:

- 93% of Concord residents work outside the Town
- The Town is part of the “pollution abatement area.” The P&R would encourage

carpooling and decrease pollution.

- It would give residents the opportunity to live in Concord and carpool.
- It could be used as a bustop thereby providing easy access to mass transit.
- It could be helpful to local businesses.

Cons:

- The Town may have to maintain the facility and maintenance costs are unknown.

Previous estimates were \$1000 to \$3000 per year.

- Concord residents would be paying for a facility used by non-residents.
- There may be problems with criminal activity such as vandalism, theft.
- It may increase congestion at the interchange.
- There may be liability issues for the Town if someone is injured at the facility.

- Joy Park, while not specifically identified as a Park and Ride, is used as such and is maintained by the County.

- Aesthetically, it would detract from the rural surroundings.

Willow Glen Exit Recent information from the WisDOT indicated that while a 2004 study recommended removal of this interchange, the state currently has no plans other than routine maintenance of the ramps scheduled for 2012. Based on this information, those present felt that discussion of the future of the interchange was not an issue at this time.

Expand Hamlet to include I-94-F interchange The current hamlet is 160 acres and contains about 120 developable acres with an undetermined amount of acreage yet to be developed. Dave Janquart will check with the county to see if they can give us an estimate on the currently undeveloped acreage. Dave pointed out that the question should include the phrase: “if the county would allow.”

Pros:

- This would place development along I-94.
- Businesses would be more attracted to the area along I-94 and more likely to locate there than in the current hamlet.
- More business development is desirable as it would increase the tax base.
- More businesses in the Town would decrease the cost to residents of accessing business services.
- This would localize businesses to one area.

Cons:

- Business is already localized primarily to the current hamlet.
- There is plenty of useable acreage in the hamlet on which businesses could locate.
- This would open up “Pandora’s Box” for further development.
- Commercial development may require more expense in services provided by the Town than the agricultural land it is replacing thereby causing an increase in taxes for town residents.
- Encouraging more business development would aesthetically detract from the rural atmosphere.
- Most of the land surrounding the I-94-F interchange is owned by developers who live outside the town. Therefore opening this area up for development would not benefit any residents of the Town.

Public or Private sanitary sewer systems and community wells No one present felt that public or private sanitary sewer systems or community wells were necessary. Also, no one was against private land owners putting in a shared well or a shared on-site septic if these situations were handled on a case by case basis. Therefore this issue was deleted as a non-consensus point.

Lot Splits (limiting lots splits so as to be more restrictive than county zoning)

Background information on current county zoning would need to be included with this question. This would include the fact that a maximum of ~538 splits are available under current county zoning

although an unknown percentage of these would be unable to be exercised for a variety of reasons.

Pros:

- Land values may increase if the Town is more restrictive because people purchasing land in the Town would be assured of moving into an area where less development can occur. In this case (2) 3 acre splits may be worth more than (3) 2 acre splits.
- The Town of Dunn saw an increase in land values when they limited development with a Purchase of Development Rights Program.
- People purchasing 3 acre lots vs. 2 acre lots may build more expensive homes and pay more in taxes.

Cons:

- It would be unfair to farmers to limit their splits as this could decrease the overall monetary value of the lots they could sell. i.e.: (2) 3acre splits would be worth less than (3) 2 acre splits.
- Many farmers have already exercised all of their splits and it would be unfair to penalize those who have not.

The following people were present and participated in the discussion:

Richard Reinders, Dave Meyer, Dave Stendel, Lloyd Zastrow, Bill Ingersoll, Larry Oliverson, Dale Konle, Anne Fait, Pat Emery, Sally Williams, Mia Rathkamp, Kurt Rathkamp, Dave Janquart, Mary Schmidt