MINUTES OF THE SPRINGDALE TOWN BOARD SPECIAL MEETING, Sept. 14, 2015

Note: The meeting was held in the Town of Primrose Town Hall per invitation of that Town Board.

IN ATTENDANCE: Town Board Chair Ed Eloranta and Supervisor II Richard Schwenn (A quorum is present.) Clerk Vicki Anderson.

CALL TO ORDER: by Chair Eloranta, 7:45 p.m.

NOTICE OF THE MEETING: pursuant to Wisconsin Open Meeting Law was confirmed. By 9/10/15 the agenda was posted in the three customary locations in the Town of Springdale as required by law.

SCHOOL BUS STOP SIGN/TOWN HALL ROAD/SEC. 21: MOTION by Schwenn/Eloranta to approve the request of the Mt. Horeb Area School District bus superintendent to install a ‘school bus stop’ sign on Town Hall Road in the location designated by the school district personnel as necessary for safety. Discussion: Due to the curve on the stretch of road between Offerdahl Rd. and State Road 92, site visibility for drivers may be limited. By installing the sign, the goal is to alert drivers to slow down in case a child is entering or exiting a parked school bus. Motion to approve carried 2-0.

COOPERATIVE AGREEMENT BETWEEN THE TOWNS OF SPRINGDALE AND PRIMROSE TO SPECIALLY ASSESS BENEFITTING PROPERTY OWNERS FOR ROAD IMPROVEMENTS ON LIBERTY STREET/SEC. 34: DISCUSSION ONLY:

Future Development: Town of Primrose resident and landowner Bill Haack is considering creating four residential lots on his land in Primrose which is served by Liberty Street. Liberty Street, a dead-end road, intersects with CTH G in the Town of Springdale and serves a business and a residence in Springdale and a residence and a farm in Primrose. In the past, Primrose residents served by Liberty Street in Springdale have complained about the road in Springdale. With the potential for four new Primrose residences to be served by Liberty Street in Springdale, the Town of Springdale Board wanted to discuss with the Town of Primrose Board an equitable manner to finance road improvements if Primrose residents request them or if the additional traffic of the development triggers the need for improvements. Springdale would be hard pressed to ask Springdale taxpayers to fund road improvements for Primrose residents.

Possible Special Assessment: Wisconsin State Law no longer allows all costs of development to be borne by the developer. All benefitting property owners may have to be specially assessed for road improvements. In another development plan, Springdale has considered the allocation of special assessment charges to be calculated based on the distance travelled on the road for each benefitting property owner. Springdale wanted to get this matter on the table for consideration early in the planning stages of Haack’s development. If and when the development is approved by Primrose, the engineer for the development could evaluate the road improvement needs to bear road construction wear and tear and provide an attractive access for the new development and its increased traffic. To continue to qualify for state road aids, what are the road dimensions for the hard-surface driving area, the shoulders, ditching, culverts, proximity to steep lands, etc.?

Next Steps: It was generally agreed that the Town of Primrose, in considering the proposed development, would include a special assessment agreement for road improvements as a condition of approval. The specific language of the agreement would be created by attorneys working for the Towns and developer. The costs incurred by the Towns in seeking legal and engineering expertise would be borne by the developer. No action at this time.

ADJOURN: MOTION by Schwenn/Eloranta to adjourn. Motion carried 2-0.

Respectfully submitted, Vicki Anderson, Recording Secretary