

New Glarus Town Plan Commission 2010 Review

Membership:

Renewing: John Ott, Dean Streiff (alternate), and Duane Sherven

Projects Completed:

1. January – Made a recommendation to the Town Board regarding when Impact Fees would and would not be imposed for mobile homes.
2. January – Worked with Green County Zoning to establish that access to two lots off of County Road N were part of a cluster development grandfathered before Title IV of Green County Zoning Ordinance took effect.
3. February – A subcommittee of the Commission was formed to further explore the terms inhabitable and unoccupied as it relates to defining whether an Impact Fee should not be levied in special situations.
4. February – A subcommittee of the Commission was formed to study and make a recommendation regarding a standard for the maximum number of residences along a private road/driveway before Town adoption with the districts of the Extraterritorial Zone.
5. February – Green County Highway Commission provides statistical data regarding the existing structure of the private drive off of CTR N and Ron Roesslein provided contracts with Segner Excavating for the creation of that structure which was submitted to Green County Zoning to allow access to two lots without requiring Town adoption of the substandard road.
6. February – The Town Board agrees with Deputy Clerk Wright’s recommendation to amend the Fee Schedule for non-residential land divisions and variance requests which require a public hearing; the new fee is \$235.
7. March – Impact Fee Subcommittee meets to establish criteria to define habitable and abandoned.
8. March – Plan Commission adopts Impact Fee Subcommittee recommendation which is subsequently amended and recommended to the Town Board for approval.
9. March – Maximum Development Standard for the ETZ Prior to Town Adoption of a Private Road/Drive Subcommittee meets and reports to the

Plan Commission, requesting additional time before submitting a recommendation.

10. March – Green County Zoning accepts the Town of New Glarus documentation that supports that two lots off CTR N will be grandfathered and that the substandard driveway and private road will not have to be adopted by the Town.
11. March – Legal and Engineering Fees are collected for the development of Country Haven; Larry Kubehl opted to pay the fees by check rather than have the money removed from an established mutual fund that was established in lieu of an escrow account.
12. April – The Commission holds a special meeting to review a request from Laurie and Paul Shoener to review and subsequently approve a neighbor exchange between the Shoener's and Roy Klitzke for the purpose of providing legal rear lot setback for a proposed outbuilding on their property off of Klitzke Road; the property is within the Extraterritorial Zone which will require the Village Chair of the ETZ's signature on the Certified Survey Map as well as the Town Chair signature.
13. April – Maximum Development Standard for the ETZ Prior to Town Adoption of a Private Road/Drive Subcommittee meets and recommends a standard for all districts within the ETZ that is approved by the Plan Commission. The group was encouraged to meet again to establish a cap on the maximum number of residential lots served by a private road and possibly a standard for maximum commercial development along a private road prior to consideration for Town adoption.
14. May – Plan Commission members determine per the newly adopted standards for Impact Fees that the existing structure at N9407 Argue Road is inhabitable and therefore if a residence is built on the property an Impact Fee would need to be collected prior to issuance of a building permit.
15. May– The concept of remnant land was introduced and discussed; remnant land was defined as the remaining portion of a contiguous property that had development potential per the Land Division and Subdivision Ordinance adopted on October 13, 1997 that was not needed for residential lots or the required open space.
16. May – Maximum Development Standard for the ETZ Prior to Town Adoption of a Private Road/Drive Subcommittee meets and recommends a maximum residential standard for all districts within the ETZ that agrees with the cap established in Title IV of the Green County Zoning. The subcommittee asks permission and is granted permission to meet again to discuss a recommendation for commercial development limits.

17. May – The Town Board adopts the amended standard recommended by the Plan Commission regarding collection of Impact Fees in special situations.
18. June – Maximum Development Standard for the ETZ Prior to Town Adoption of a Private Road/Drive Subcommittee meets and states that they could not arrive at a recommendation for a maximum commercial development standard.
19. June – The remnant acreage question was introduced to the Town Board at their regular June meeting.
20. July – The Plan Commission approves a cluster division of property off of Windmill Ridge Road based upon a preliminary survey and information provided by Fenley/Wright from the Technical Review Committee and the Preliminary Site Suitability review conducted by the Town’s building inspector. This proposal will be reviewed at a Public Hearing in August to be followed by a Town Board decision.
21. July – Maximum Development Standard for the ETZ Prior to Town Adoption of a Private Road/Drive Subcommittee meets and recommends for a commercial development to be held to the same standard as a residence and that the standard apply both to the ETZ as well as the rest of the Town; it was noted that this action will require amendment of Chapter 110 as well as the Village ETZ Ordinance.
22. August – Land divisions exceeding the available open space were reviewed (both those with CSMs signed by Town Chair and those that were not). It was agreed that Chair Seward, Attorney Hustad, and Deputy Clerk-Plan Administrator Wright will meet separately from the Commission to further discuss these substandard situations and will report back to the Commission in September.
23. August – The Commission approves the recommendations of the Maximum Development Standard for the ETZ Prior to Town Adoption of a Private Road/Drive Subcommittee and will recommend for the Town Board to adopt as well.
24. August – The Commission approves use of the various approved methods for defining open space as examples for future land dividers.
25. September – The members are notified that \$2,550 of the legal and engineering costs for reviewing the proposed Golf Chalets at Edelweiss development have been paid out of Robert Darrow Jr.’s escrow account; the \$255 balance of costs has not been paid.

26. September – The Plan Commission decides that for those properties which have been divided beyond the open space available which have Town Chair signature should not be restricted from that development potential; a note should be added to the files for the benefit of future commissions, boards, and clerks.
27. September – The members approve the Permanent Easement Agreements for those portions of the cul-de-sac and right-of-way on private property at the terminus of Highland Drive as prepared by Attorney Hustad.
28. December – All three Permanent Easement Agreements for the Highland Drive cul-de-sac and right of way for the same have been signed prior to this season's snow plowing.

Ongoing Activities

1. Regular review of the Code and its implications.
2. Review the Code for future amendments.
3. Regular review of the Fee Schedule pertaining to land divisions and variance requests to assure that users bear the burdens of the actual costs instead of tax payers at large.

Projects Worked on but not completed:

1. Recalculating the residential development potential within the AT District of the ETZ.
2. A complete list of changes to the Town's Code of Ordinances.