

**JOINT PLAN COMMISSION—City of Marshfield and Town of Cameron**  
**Cooperative Boundary Agreement**

**Meeting of October 28, 2009**

Meeting called to order by Chairman Korth at 3:30 P.M. in Conference Room 108 of City Hall Plaza.

**PRESENT:** David Korth, Ed Wagner, Trish Siegler, John Damrau, Jim Schreiner, Jim Tremelling  
**ABSENT:** None  
**ALSO PRESENT:** Jason Angell, Director of Planning & Economic Development; Dan Knoeck, Public Works Director; Gordon Earll, Alderperson; Josh Miller, Planner/Zoning Administrator

**Approval of Minutes – May 21, 2009 Meeting.**

**JPC09-07** – Motion by Tremelling, second by Wagner to approve the minutes of the 5/21/2009 meeting.

**All Ayes.**  
**Motion Carried.**

**Citizen Comments.**  
None.

**Continued Discussion – Planning along the new USH 10 Corridor**

Korth explained that this was a review meeting to discuss planning along the new USH 10 Corridor. Korth emphasized the need to keep the Town of Cameron residents involved in this process and restated the interest and need to have a “Town Informational Meeting” in the Town of Cameron in the near future.

Damrau commented that Map 3 needed to be changed to show the correct “City Growth Area” and it was also pointed out that the frontage road coming off Maple Avenue just north of the current USH 10 is no longer a part of the plan and should be removed from the maps.

The Commission asked for a definition of “No Contest Area” and “City Growth Area.” Knoeck explained that the “City Growth Area” is in a contract between the Town and the City that within 15 years from the execution of the 2000 Cooperative Boundary Plan, all parts of the section not already annexed by the request of landowners will be detached from the township and attached to the city. The “No Contest Area” is an area from which the City may annex properties without opposition from the Town.

Angell provided a recap of the May meeting. The Joint Plan Commission (JPC) oversees the Joint Planning Area (JPA) and one of the tasks is to determine if an expansion of the JPA is needed. Angell explained that it is understood that the Town would like to remain rural as confirmed by a recent survey of Town residents. It was also stated that the Town of Cameron residents need to be involved in the process of determining if an expansion of the JPA is needed, where to expand the JPA and what types of uses should be considered.

Angell proceeded to review the materials prepared by staff. The materials consisted of three maps and a narrative. Map 1 showed the existing and proposed Joint Planning Area. Map 2 divided the existing and proposed Joint Planning Area into sections that correspond with the narrative. And Map 3 provided a general future land use map for the existing and proposed Joint Planning Area. The narrative was a comparison and analysis of the City of Marshfield’s Comprehensive Plan, the Town of Cameron’s Comprehensive Plan, and the 2000 Cooperative Boundary Plan for the City of Marshfield and the Town of Cameron. Angell clarified that we did extend the land use boundaries in Map 3 to meet up with the future USH 10 right-of-way so as not to leave tiny strips or islands of other land uses between the identified use and the right-of-way.

Damrau stated he felt that the first area likely to see potential growth is Section G (from Map 2). Basically the area north of the future USH 10 and STH 13 interchange. Damrau also stated that he and Tremelling met with the Department of Transportation and State Representative Amy Vruwink regarding the realignment of CTH BB. He wanted to get clarification if the proposed realignment route to the south is still going to happen.

Damrau said he believed it was important to be proactive in planning this area, but asked what the benefit of expanding the planning area was to the Town. Wagner asked if the new USH 10 will cut off future development due to a limitation of extending utilities south of the highway.

Knoeck commented that the City is currently not looking at expanding utility service to the south and that if the Town wants the land to remain agricultural or rural, then sewer and water would not be needed. Wagner added that if the Town wanted to remain rural, but still get the benefits of future development they may want to consider creating a water and sewer district. Knoeck stated doing so would require a change to our ordinances as the City currently requires land that receives utility services to be annexed into the City. Also, the City could lose tax base if a utility district was permitted beyond the City Limits.

Siegler added that capacity could potentially be a concern if the City doesn't have oversight as to who could hook up in a utility district. Angell replied that if the City was to allow a utility district to expand outside the City Limits, any new hookups would have to be reviewed and approved by the City.

Tremelling and Wagner both stated they liked the proposed planning area. Tremelling said he would like to see the discussion brought to the Town residents for further discussion and added that we don't know the future, but it is best to plan because future development will likely happen very fast.

Angell commented these discussions were a good way to ease into this process. The Town opinion matters and we want to get a head start on planning for the future USH 10 corridor. Angell stated that City staff will work with the Town to prepare meeting notices and figure out dates for the "Town Informational Meeting." It was a consensus that the "Town Informational Meeting" should take place the 3<sup>rd</sup> week of January at the Cameron Town Hall between 6-8 p.m.

Korth asked that the City staff bring large maps for the presentation and small maps for residents to take with them. Korth also requested that we invite the DOT to respond to potential questions regarding USH 10.

### **Other Items**

Knoeck brought up the renaming of Business Highway 13 Corridor and that once the construction project is complete, Business 13 will no longer be the name of this stretch of road. If left as it is, the name of Business 13 will remain as follows: south of 29<sup>th</sup> Street is named Maple Avenue; north of 29<sup>th</sup> Street to the old Dairy Queen is named Roddis Avenue; and, north of the old Dairy Queen is named Central Ave. This can cause confusion and may be difficult for businesses advertising their addresses. Marshfield Area Chamber of Commerce and Industry is trying to get the word out and looking for ideas of renaming this stretch of road. One idea was to rename the entire road Central Avenue. It was also mentioned that the Town may want to consider adopting a local street name that is the same as the City's in that area to reduce confusion.

### **Set next meeting date/agenda**

The next meeting will be at the Cameron Town Hall in the 3<sup>rd</sup> week of January to bring this discussion to the Town of Cameron residents. A specific date will be worked out with City staff and the Town at a later date. It was suggested that the meeting be held between 6-8 p.m.

Motion by Damrau, second by Wagner to adjourn.  
Meeting adjourned at 4:30 PM.

Respectfully submitted,  
Josh Miller  
Planner/Zoning Administrator