

CITY OF PRESCOTT, WISCONSIN
AUGUST 1, 2022, PLANNING COMMISSION MEETING MINUTES

Pursuant to due call and notice thereof, a meeting of the Planning Commission was held, August 1, 2022, Municipal Building, 800 Borner Street, Prescott, WI 54021.

Call to Order: Mayor Daugherty called the meeting to order at 6:00 PM. Members present were John Peterson, Rick Miller, Mayor Daugherty, David Hovel, Josh Gergen, and Steve Most. City Administrator Matt Wolf and Planner Carter Hayes represented staff. Greg Adams of Cedar Corporation was also present. Among the public were numerous residents of Oak Grove Township and Lynn and Allen Most of Great Rivers Housing Development.

1. Approve Minutes for July 5, 2022.

Mayor Daugherty motioned to approve the minutes for July 5, 2022, approved without a negative voice.

2. Election of Plan Commission Vice Chairperson

Per City Code 30-4 Plan Commission; the commission shall consist of the Mayor, who shall be the presiding officer, one Alderperson and five citizens. The Building Inspector shall serve as a nonvoting member. Additionally, the organization of the Plan Commission also requires that the election of a Vice Chairperson that shall serve as the Chair in the Mayor's absence. In the past this has never been done but since the Mayor will be on vacation for this meeting it is an item that is being brought before the commission for nominations and approval.

Mayor Daugherty offered a recommendation of John Peterson to become the Vice Chairperson as he is the only councilmember on the commission.

David Hovel motioned to approve the recommendation. Josh Gergen seconded. Motion passed without a negative voice (6-0).

3. Great Rivers 3rd Addition Concept Plan – Alternative Routes Discussion

The Most Family Partnership, that has developed the 1st and 2nd phases of Great Rivers, has approached the city about a concept plan that would add another 49 lots to the development as part of their 3rd phase.

The current Prescott Comprehensive Plan Chapter 6 calls for planning an arterial north/south route from State Highway 29 to US Highway 10 all the way down to State Highway 35 (see next route for Alternative Routes map within the Comprehensive Plan). The Comprehensive Plan states the following regarding the planning:

The City has been exploring the location of a future north/south arterial route since the first comprehensive plan was adopted in 2003. The purpose of planning for a north/south arterial route is so that local vehicle traffic from future development of the southeast, east, and northeast does not have to be directed through the downtown and combined with through-traffic to create congestion.

Map 6-2 shows the location of the proposed north/south arterial corridor and alternative route between Hollister Avenue and STH 35. Currently, a new grocery store, food distribution center, and High School are under construction on the north side of the City. More commercial and industrial development is anticipated in this area. Residents living on the southeast side of the City will likely drive on STH 35 and USH 10, through the downtown, to get to these future commercial and industrial development areas. An alternative route would allow residents in this area to take a more direct route to these areas without having to drive through the downtown.

The proposed north/south arterial corridor would function as an arterial street with limited driveways and appropriately spaced local road intersections. The City has adopted an Official Map of the arterial corridor between STH 29 and USH 10. The remainder of the corridor has not been officially mapped. The proposed north/south arterial corridor has some flexibility in its location which can be determined at the time of development in specific areas.

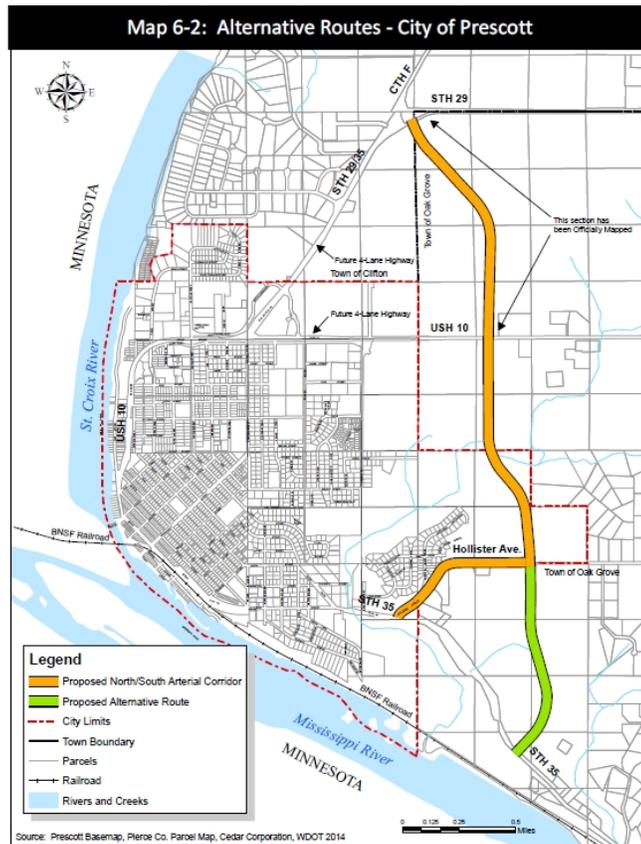


Figure 1. Chapter 6 Prescott Comprehensive Plan Alternative Routes Map

The proposed arterial route would call for an arterial roadway that would have “limited driveways and appropriately spaced local road intersections.” The current concept plan would be affected due to proposed driveway accesses off Sea Wing Boulevard. Additionally, the proposed arterial route would alter future phases of the development.

With that, staff is looking for future direction on how to move forward with the north/south connection road. Currently there are no funds available for bridge development over the ravine area that is north of the Most property and the landowners north of the Most subdivision have stated they have no interest developing their property in the future. Additionally, in speaking with Cedar Corporation, the Wisconsin Department of Transportation does not have this as a state project so funding from the State would not be available. Although grants could be pursued in the future for a potential bridge development if the land north of the Most’s ever does develop.

With that being the case, we would like the Planning Commission’s input on the following options:

1. Keep the arterial corridor in place as described in the comprehensive plan, which would require that a road be put in that has limited or no driveways to serve as the arterial road.
2. Down grade the arterial road to a collector road, which is described below. This would allow for driveways along Sea Wing Boulevard but require the developer to put in right-of-way all the way through to the northern boundary of their property for a future connection. The City would be responsible for funding the bridge at some point making the connection across the ravine in the future if the land to the north ever develops.

***Collectors:** Collectors provide service to smaller-to-moderate sized places and other intra-area traffic generators and link those generators to nearby larger population centers (cities, villages, and towns) or higher function routes. They also provide service to all remaining smaller places, link the locally important traffic generators with their hinterland, and are spaced consistent with population density to collect traffic from local roads and bring all developed areas within a reasonable distance of a collector road. Collectors are classified as major and minor.*

3. The final option would be to require no connection between north and south. The developer would then be allowed to develop the land as they wish with no right-of-way being dedicated for a future crossing of the ravine.

At the Plan Commission meeting on May 2, 2022, the Plan Commission asked for more information on the costs of the proposed bridge and potential bypass. Staff worked with Cedar Corporation to develop high level costs for the 1st two options listed above. This includes the following estimates:

1. An Arterial 4-lane Bypass with Bridge – Total Cost Estimate is \$15,984,300 (see attached cost estimate and map)
2. A Local Connector 2-Lane Bypass with Bridge – Total Cost Estimate is \$10,958,950 (see attached cost estimate and map)

If this option is selected, this section of road would most likely be constructed by the developer at time of development. This option would also result in traffic using the roadway for bypass so the city may wish to consider adding pedestrian safeguards such as sidewalks on each side of the street.

City Engineer Greg Adams will be attending the meeting to answer questions regarding the assumptions made in determining these cost estimates.

City Administrator Wolf presented information regarding the highway bypass route. Administrator Wolf expressed the advice from Planning Commission on the route location as well as the need for funding. Administrator Wolf invited Greg Adams of Cedar Corporation to determine costs of the project. Greg Adams presented a 4-lane and a 2-lane concept. The 4-lane costing \$15,984,300 and the 2-lane costing \$10,958,950. The main obstacle is the extreme height of the bridge crossing over the ravine, almost 100 feet from the basin and close to 1000 feet long with nearly 20% grade. Steve Most questioned the placement of the proposed concept, Greg Adams expressed the conduciveness of the chosen placement versus other areas along the ravine.

Steve Most presented a question to the city to quantify how much of a cost it would be for the city to take on a project such as this, looking for comparisons on price. Greg Adams expressed the difficulty of finding bridge projects similar to the one in question due to the unique height and length of the bridge.

Steve Most asked Administrator Wolf what toll a project like this would take on the city. City Administrator Wolf expressed the necessary tasks it would take such as bonds, increasing tax revenue, and increased debt service the city may take on. To put the project into context, Commissioner Most asked what the city budget is, Administrator Wolf approximated that the yearly budget is roughly \$3 million.

Commissioner Hovel explained the idea of assessing a capital fee per lot in the Great Rivers development to help pay for a percentage of the cost of the project in the future. David Hovel expressed the idea of moving the bypass route East through Oak Grove township, just East of Prescott Stone gravel pit. He explained that it is a much more favorable route topographically but is moved out of town. Commissioner Hovel explained the main obstacle is the cost of the bridge, which is why a site farther East is more favorable. Commissioner Hovel recommended lots impacted by the bypass should pay taxes/fees to cover the cost of the roadway.

City Administrator Wolf answered a question from Commissioner Peterson about the impact to the development from the alternative routes. The 2-lane connector would cost the development 2 lots, whereas the 4-lane connector would eliminate much more lots from becoming developed with homes. It was consensus opinion that the 2-lane road was more favorable than the 4-lane.

Greg Adams expressed the lack of grants for new construction, rather most grants that the city has received in the past are for existing infrastructure.

Commissioner Hovel expressed the idea to conduct a study on the impact of the alternate route to the East and furthermore additional alternate routes farther to the East.

Mayor Daugherty explained that the alternate route project is hindering the Most's ability to further the development. So, the city must decide upon changing the master plan or keeping the plan in place.

Commissioner Hovel recommended approval upon the concept plan presented on the condition that a study be conducted on more Easterly connection routes, funding from fees on lot sales, requiring trail tie ins and sidewalk infrastructure, and council updating the master plan. Josh Gergen seconded. Motion passed without a negative voice (6-0).

4. Other Business

N/A

5. Adjourn

Josh Gergen motioned to adjourn the meeting; David Hovel seconded. Passed without a negative voice (6-0). The meeting was adjourned at 6:45 PM.

The next Planning Commission Meeting will be held on Tuesday, September 6, 2022, at 6:00 PM.

Respectfully Submitted,

Carter Hayes

Carter Hayes
Planner