

TOWN OF HULL
PLAN COMMISSION
MEETING

August 28, 2014
TIME: 5:30 p.m.

- 1. CALL THE MEETING TO ORDER:** The Town of Hull Plan Commission Meeting was called to order on August 28, 2014 by Chairperson John Holdridge at 5:30 p.m. at the Town of Hull Municipal Building, 4550 Wojcik Memorial Dr., Stevens Point, WI 54482.

Present: John Holdridge, Bob Bowen, Shelley Binder, Bob Enright, Dennis Ferriter, Jocelyn Reid and Secretary Patty Amman.

Excused: Jan Way

Also present: Steve Kunst, Portage County Associate Planner, Ralph & Renee Pfeiffer, David Wilz

- 2. APPROVAL OF MINUTES OF July 24, 2014 Hull Plan Commission meeting:** *Motion to approve the minutes of the meeting of July 24, 2014 was made by Shelley Binder, seconded by Jocelyn Reid. Motion carried by voice vote.*

- 3. CITIZENS WISHING TO ADDRESS THE COMMISSION ON NON-AGENDA ITEMS. AGENDA ITEMS ARE FOR DISCUSSION AND POSSIBLE ACTION.** *None.*

- 4. ANNOUNCEMENTS; CHAIRPERSON AND PLAN COMMISSION MEMBERS.**

Holdridge Today we met at 10:30 this morning with our attorney and then had an executive session today at 2:30 down at Attorney O'Brien's office. We had a good discussion. Steve Gaffield, a hydrologist with Montgomery and Associates out of Madison was also there. Barb Brilowski and Patty Amman provided lots of good data. We came out of open session and voted to pursue the investigation. We felt that we had strong evidence that Well #11 caused at least 29 wells in Hull to go dry. It gets kind of complicated because we've got 29 households and the town would sort of be the plaintiff in the case but it's not certain how that works under the public nuisance ordinance. We call it a nuisance as to what happened to these people and it comes under that category of the law. The attorneys are doing further research. The first step, we've accumulated the evidence and it's pretty clear, from modeling that was done, but also the real hard facts that after that well went in, people lost water. That cost them \$6,000 to \$7,000 because they had to get a new well and in some cases a new pump. The way we left it, they'll continue the investigation. Our real concern is that we've got 29 now but that well is only at about 2.9 mgd but it can go up to 13 mgd and if that should happen sometime in the future, we may have any number of households that will be impacted. They have a treatment plan that

limits it to 5 mgd but the capacity for the well is 13 mgd. So they've got a huge capacity there. We know that'll be the major well for the city. There's a map that shows the households affected. There are 29 that have responded to the survey and we have the data on them, but there are others that have also lost water.

Binder John, are there any other municipalities in Wisconsin that have taken action against other municipalities for water? Like Waukesha and Milwaukee?

Holdridge No, Waukesha is a different situation. They're trying to get Lake Michigan water because their deep wells are all contaminated. The Great Lake States and I think 2 Canadian Provinces are part of the Great Lakes Compact and you can't get water from outside of the Great Lakes Basin unless all those governors and provinces approve it. Waukesha is trying to get Great Lakes water but that's not a given deal. They're outside the watershed. It was mentioned today that Wisconsin Rapids had put in a municipal well that had impacted some private wells like we have in Hull but I'm not sure that has been confirmed. This will be a unique one if this gets into the courts, it'll be a big deal. Usually well issues have involved agricultural wells drawing down streams and lakes.

Ferriter The one in Rapids involved a super-huge dairy.

Holdridge That was different. That's run into some trouble. I saw a news release from Scott Klug, a republican representative, and they had some e-coli in the lakes near Rapids. He's taken a position that it be seriously reviewed and not moved forward because of the e-coli situation.

Enright John, has there been a decision on what the town or residents are asking for? Is it to stop pumping, or for compensation?

Holdridge There are a couple of options. One is to get an injunction and require that the city pumps no more than a certain capacity. Then you have to start talking about damages. Is it a class action suit? It's not clear if the Town of Hull can bring the suit on behalf of those households. As we've fought some of those neighborhood battles, the Town Board has taken the position of supporting the neighborhoods and that's what we're really doing here. So there are all those kinds of questions but from an evidence standpoint, it's pretty clear. The hydrologist had a number of models. What he did was he used Stevens Point's own data. It's a big issue and it certainly affects Hull. Our concern isn't just resolving those 29, but when the well gets up to capacity, what other Town of Hull properties are going to be impacted?

Bowen Was the media at your meeting?

Holdridge They would have liked to have been but we were in closed session. They've been aggressive about this and that's reasonable. But this will be moving along and I think the first approach is to sit down with the city folks and lay out the information and say how can we resolve this to the satisfaction of Hull and its citizens. If you can't, then you might have the old traditional American way of resolving disputes, a law suit. Think of 29 households and \$6,000 to \$7,000 a piece plus Barb is showing others that haven't filed the survey yet but have lost water so you've got quite a group.

Another one that came to resolution this week was the Somers property. Nick and Diane Somers own 80 acres north of 2 subdivisions, Stroik and Emerald Forest. It's all woods now but they want to put a high-capacity well there, cut down the woods and create irrigated land. Residents in those subdivisions filed a petition and we had a big meeting at SPASH. We wrote up a report and sent it to the DNR. The person who reviews it for the DNR, she called me Tuesday. It's a very open process. I've got to admire that. It wasn't somebody sitting off in a bureaucratic office pulling the strings. She reviewed ours. But the law was pretty clear. They used a modeling technique that shows that there would be some drawdown but not a great drawdown. They authorized the permit then they put some limits on pumping actions for that well. It'll be on the far northern part of the 80 acre lot. It's no surprise that it's been approved because they deny hardly any of them. They have virtually no standards for these things. The person who did the judgment for the DNR was George Kraft who is at our university. He's probably the least popular hydrologist among the potato growers. But they gave it to him as a neutral sort of thing and he made the analysis that there would be some drawdown. He also indicated that Well #11 would have some impact. There are 2 wells up there that he used as a standard. So George was the main source or expert they used. So that's gotten approved now they've offered to sell that 80 acres to the Town of Hull. Probably upward of \$300,000. We did some investigation. We're not going to buy it. The latest effort will be sending letters to those households in the 2 subdivisions and see if there's any interest in them possibly buying it. So we'll explore that. But there has been no analysis on impact of ground water, or quality. We know there will be aerial spraying or whatever. There's virtually no standard on these high-capacity wells. They put them all over. The problem with this one is that it's contiguous to subdivisions. I've talked with realtors and if they cut down those woods and put that in, that's going to have an impact on those property values in that subdivision.

Reid John, is it the woods on the right side of the road as you go up Willow Springs?

Holdridge Yes, if you go out here and go up to Jordan. The first subdivision on Willow Springs and Jordan is Emerald Forest. If you go beyond it you'll see the woods. Another thing we talked about was the possibility of putting in a buffer.

Reid That's what I was thinking, if they would require them to put a certain amount of trees as a buffer.

Holdridge Louis Wysocki is kind of the agent for the Somers. We'll see what happens.

The other thing is 527 Maple Bluff Drive. We've got 2 lawyers talking. Konopacky who doesn't own the property, his daughter is an attorney. Miss Bohne owns the property. We've got Bob Konkol. The neighbors around there are concerned because this Konopacky has had old cars and made it a blighted area to some extent. Right across the street is a \$400,000 house so there are a lot of issues there involving property values and the impact on property values. That's our high rent district. The public nuisance ordinance we have, this is totally outside of zoning, is based on damage to health, welfare of the town through some public action. The public action is the guy who is on the property who has these cars. We've got neighbors who are really engaged and they've showed up at our meetings. Hopefully now we've got the mechanism to take them into the courts and fine them but that takes time. The question is how do you monitor something like his back yard? He's talking about putting a fence up. We want to

have controls over what kind of fence he puts up because we don't have a lot of confidence in what he does over there. Then who monitors it. We don't have the staff to do that kind of stuff. But what we've got is some really engaged citizens that are really involved in this. That's a real powerful thing. We had a meeting here and a lot of those folks were here. Bill Konopacky and Miss Bohne were here. Our public nuisance ordinance says that it's outside of zoning. If it's something that impacts property values, morals, etc., it's pretty broad and it's been tested in court so the notion that you can't deal with some of these obnoxious neighbors, that's not true. It's a struggle and you don't want to do it.

We're putting together a 5 year budget so we know our revenues and expenditures. We've got some pie charts that show the different percentages. What do you think is the percentage of your property tax that goes to the Town of Hull? Do you know? Guess.

Renee P. I can't even guess, I only see the school part.

Holdridge Don't get us in with the school. It's 13% and that provides garbage pickup, road maintenance, voting administration, fire department services. The only things we don't provide which are general property services that we get through the county which are police services and planning and zoning.

Anybody else have anything? Patty, what did you think about today?

Amman It's been a long day of meetings. But it was very good. I think they cleared up what some of the arguments are, where we are going with this, how we are putting it together, what might come up in terms of questions we need to answer so it was really good.

Holdridge I would say in terms of the water issue, Well #11, we're getting down to crunch time. They've sorted it out and done the legal research. We've got real hard data.

Ferriter Can you actually see it from the highway? The well?

Amman You can when you drive by on Hwy. 66.

Holdridge There's a road (drive) that goes out from it to Hwy. 66, right past the airport.

Amman It's a fenced facility so the driveway goes in and then there's a fence that goes all the way around it.

Ferriter Can you see it from Hwy. 66 when you go past?

Amman You can when you drive right past the driveway. It's a wooded area, it's kind of across from Somerset and Skyline, where that comes out, on the south side of Hwy. 66.

Holdridge It's a different type of well, what they call a collector well. It has 8 prongs going out in a circle. You know most of these wells are vertical. So that may be an issue here that the engineers for the city misread some things because it's really a different kind of well. It goes out 300 feet with these prongs and that's the way they collect the water. There are very few of these in Wisconsin. But the whole issue over there in terms of capacity is the treatment plant. Absent

that, you've got iron and manganese so they had to put the treatment plant in and it's capable of handling 5 million gallons per day. If they're going to go higher, they would have to put more money into the treatment plant. Water never used to be an issue but it's up there now.

(This came at the end of the meeting but is being put here since it was an announcement.)

Ferriter I have one item. The last meeting I attended, I made a request for Mobile Pantry. We are still without a home. My wife is the coordinator for Mobile Pantry. We deliver food to needy individuals in rural Portage County and when we were talking earlier about Evergreen Villa, I'm one of the drivers and I do deliver out there. We go all over the county. We were scheduled to move into the Portage County Health Center. A nice big room, bigger than this area here. Down in the basement, they found lead in the floor paint and mold in the walls so now who knows when we'll get in there. They said it would be 2 – 3 months because it's got to go through this committee and that committee for bids.

Amman So you just need a temporary space.

Ferriter If we could find a permanent place. Right now we're working out of my garage. We're working out of Interfaith which is going to have to move. They're going to have to tear that down. That's out on Post Road.

Bowen The people that purchased the Masonic Lodge are looking for occupants.

Binder They were going to put a kitchen in there.

Bowen Justice Works just moved in there but there's a lot more space.

Ferriter We have to be free of charge. We're strictly volunteer run.

Bowen Well talk to them.

Holdridge What about when the Voc-Tech system moved into that new building. Do they have some space?

Ferriter We've talked to them too. We'll have to see. I'm just mentioning the work because you might know of something down the road. I'll check on that, Bob, thank you.

5. APPEARANCE OF TERRY HACKETT REGARDING MEDIAN ON HIGHWAY 10 EAST (DEERWOOD PARK SUBDIVISION AREA).

Holdridge I was at a DOT meeting and Terry was sitting right behind me speaking up a lot. One of the things I didn't know but I learned there, the DOT hasn't abandoned this road going south. The original plan was to come in with the Highway 10 by-pass east of where you live, it would go south to HH. Now that may be on the table but it's almost falling off the table.

Hackett It's dead, that's what they told us. Basically there's no money and our local politicians in the state legislature don't have as much pull as Milwaukee and Madison. They're the ones who are getting all the highway funds so we're not going to get it.

Holdridge So the heavy traffic you encounter now is just going to be terrible tomorrow.

Hackett The meeting was mainly about the I-39/Hwy. 10 interchange and then what to do with that and then going east because of the 35,000 cars per day, real high traffic. If anyone has traveled over there on a Friday afternoon, you know how impossible it is on Hwy. 10. So we were at the first meeting then there was another meeting a few weeks later and they were gathering input from us. We hope they'll listen to us but my experience with a lot of state government is that they'll go and do whatever it is they want to do.

Holdridge Why don't you explain the issue?

Bowen John, who is this gentleman?

Holdridge Terry Hackett.

Hackett I live just south of Hwy. 10 east of the Old Cops. A lot of the businesses along Hwy. 10 were at the meeting, from Target, Franks, Fleet Farm just speaking up on some ideas. The planning out there wasn't very good when they put that together. There should have been frontage roads planned.

Bowen They did have but they abandoned them in 1992.

Hackett Right. That was back when Stevens Point said when they wanted to put something in, they went ahead and did it. So they're trying now to fix the problem and some of the things they're looking at is whether to redesign the whole interchange off of I-39 and Hwy. 10, or do they do raised medians there. They're not sure what they're doing. What I was concerned about was east of Badger. The subdivision I live in, we have 2 entrances / exits, one on Badger and one on Algoma onto Hwy. 10. That's it. There's no other way to get into our subdivision. A raised median now to Badger and then just east of Badger where they have The Store now on the north side and the residents on the south, they won't put a light in there and it's very difficult to get out and make a left turn either from the south or from the north. It's very, very dangerous. Especially when you have young people and older drivers. In our subdivision we have got a lot of young people but also a lot of older people. So then they get antsy and pull out in front of that traffic. So we talked to them and they never really came out and said it until the very end of the second meeting, "Oh no, we are going to do a raised median out past Algoma in 2016." Initially they were referring to it as just strictly improving some of the drainage and road surface and things like that.

Bowen So you can only turn to the right from the north?

Hackett I'm not 100% sure of that. I think they're going to have an opening similar to Badger so it'll be a real narrow opening. Right now what happens is people come out of Algoma

into the median which is a turn median, then slowly merge into the traffic coming from the east and that traffic is still going 60 – 65 mph. I told the guys it's a safety issue for us. The thing is they planned to do it without telling anybody, supposedly they did. I'm not sure if the Town of Hull can get involved in this with the DOT because on the north side of the road we have wetlands, agriculture then private homes. On the south side all we have are private homes. We have the frontage road Clark up on the south side.

Bowen On the north side, does that first street end beyond Arby's, does it go all the way through to Badger or not?

Hackett Yes you can because...

Bowen So you could go over to the light if you wanted to.

Hackett That's what we said. That's what my wife and I do. If we stop at The Store, when we want to get back home, we go all the way to the light and come back around. It's out of our way but it's safer. We have people who live in the western part of our subdivision and they come out to Algoma to get out because it's safer to get on Highway 10. If you take away that, I told them very clearly I think if they do this, somebody is going to get killed. There's no if, ands or buts about it in my opinion. I've seen these guys coming out right now from The Store and want to go back east with boats and trailers. They wait and wait and wait then just dash out there, it's dangerous. I don't know if the Town of Hull can get involved with the DOT on that.

Bowen All they have to do is make Badger one-way over that street then everybody has to go down to the light to get out.

Hackett But the City of Stevens Point would have to do that.

Bowen Right.

Hackett And they're not going to do that.

Enright This would just make another Badger intersection further down where the traffic is still posted at 55 mph. They did move it down to 40 mph. closer to Algoma but most of the traffic is not flowing that way even at Badger.

Hackett This doesn't fit the Badger.

Binder It seems to me they could take the lights off of where Copps used to be and move those up to Badger.

Hackett I don't know if they would do that or not.

Binder They re-do intersections every 3 years because you think, they just redid that intersection and they'll be back there 3 years later tearing it all up and putting a turn lane in. I

worked for the DOT but not the highway people. I live out there too, not in that subdivision, but I'm very familiar with Hwy. 10 issues.

Hackett It's a safety issue. Leaving that median the way it is, at least we have a chance.

Binder Like you said, it's a buffer area where you can get out there. Like all of it along there. In front of Franks too. If you want to make any turns, you get into the buffer area then you wait to turn. Yes, I live up there and it's been a disaster since the city put it in.

Hackett I don't know what they're going to do over in that whole area by Franks. They're going to do something there.

Ferriter I asked the Staples people why they moved and the very reason they moved is because of the access to the old Staples there off of Hwy. 10, they moved out to Crossroad Commons. They said their customers wouldn't come in there anymore, they said. Especially like you say, we're almost like downtown Los Angeles in the 3:00 – 5:00 afternoon hour. If you're coming down the Interstate and you want to go east on Hwy. 10, I've been backed up and that's really dangerous.

Hackett We always go out to the right and go down someplace then turn around.

Holdridge At that meeting you and I were both at, that turn by Target, where you make a left.

Hackett That's a real concern, yes.

Holdridge I called Jeff Stewart after the meeting and I urged him to get a plan that they were proposing. Then I got that note back. He said, "Well we're going to look at it." But they decided not to but I would think we could pass some kind of motion and send it to the Town Board in support of taking some action on it. Put them on notice.

Ferriter My daughter works at Goodwill and she has a heck of a time, she always has to turn right. Instead of going left, you get onto the median. She's a young driver. I tell her turn right, go by Fleet Farm and go the back way.

Holdridge That median, if you come out of there and go to the east and get on that, then you've got the rear view mirror which is always kind of inaccurate.

Hackett The guy that I think owns the Culver's and the owner of the Dairy Queen, they also own the land behind there and they were talking about the possibility of putting in a back entrance as a solution for them.

Holdridge That would be an idea.

Reid While we were sitting in Culver's one night having dinner, we saw 2 accidents happen right in that median. One car tried to pull out, one car tried to pull back in, they crashed and then people driving by looking at that accident caused another accident.

Enright The design of that left turn lane is, I think, inappropriate for the traffic in that area. Maybe when there is low traffic volume, but not there. The whole thing should have been retrofitted.

Hackett With those businesses, trying to get people in and out there.

Enright Like you said, if they would have built the frontage roads to begin that. What would you think the town should ask for? Don't do a raised median down to J or just open it up at that point so the town could make a statement to the DOT that they might be willing to accept.

Bowen Bob, when you say raised median, are you talking about a drivable raised median?

Enright No, a curb, like a sidewalk is.

Bowen So a curb?

Enright That's right. Right?

Hackett Right. I asked them and I still didn't get a formal reply to what was the purpose of the raised median? Especially out there since the raised median, like Algoma doesn't go through to the north. It just comes from the south. At one point, I swear they told me at the very first meeting when they were talking about raised medians, that it's a maintenance issue. I'm not so concerned about maintenance, I'm more concerned about safety issues. Especially out where we're at, there's no reason to put a raised median in there right now. If you did do some construction later on, let's say Home Depot wants to go in on the north side of Hwy. 10 there, put in a frontage road, if they wanted to for that section. Probably then you'd have to have lights out there or something I would imagine. But right now, I don't see any reason to restrict access to that median and letting the people out there turn and merge into the flow of traffic.

Holdridge The DOT engineer that was working on that Badger intersection was Kevin Garrigan, a pretty straight shooter. He said why they probably wouldn't put a stop and go light there is because they don't have enough traffic coming out of these subdivisions. We've got a lot of traffic coming from the north with the arena. Then he said, "Gee, we might put a round-about there." He said they could do that. For some reason, he's no longer on the project.

Enright I guess the reason I'm asking is because I know we've had a lot of trouble with public transportation in terms of North Second Drive, but I can say, when they redesigned the Badger / Hwy. 10 area, they did listen to us at a public meeting. Jeff F. was at the meeting and he had been in an accident where he was shoved off the road there by the Greyhound or Lamers bus, something like that. They said, do you think a deceleration lane would work? Then Jeff said, yes could you do that? They said yes we can. That was something at least that they were responsive to.

Hackett In doing that, also, the Algoma deceleration lane or turn lane for eastbound on Hwy. 10 to go into our subdivision.

Enright How about westbound on Hwy. 10?

Hackett No, well, maybe that's part of the raised median, I don't know. But still it doesn't resolve the issue of trying to turn or get across.

Enright An acceleration lane going down.

Hackett Which is what we have right now.

Enright Maybe if we articulated it that way which would be we want an accommodation for an acceleration lane or open space that's a safe haven in the middle and if they do any redesign of that intersection, that the speed limit be dropped further.

Hackett Yes, you're going to have to.

Enright Well it took them awhile to do the other one. It took them a while to move that sign back.

Hackett You get a lot of people coming in from Stevens Point turning into the subdivision. You don't get as many coming from the east to turn into the subdivision. It's not as busy. I wouldn't know if a left turn lane is as needed because you can get into the median coming from the east and just wait. Basically that acts as a turn lane.

Enright Part of the reason I say this is because I think if the DOT has this idea of having some kind of physical barrier like a median or one of those fences all the way down to Hwy J because traffic works there, that if we tagged what we wanted to, stopping them from doing that, they might dismiss us. But if we say stop that barrier a half a mile to the east, that wouldn't have an adverse affect on what you are saying, but say keep it open so it's safer for the entrance and exit from the subdivision, that seems like a reasonable thing to say.

Hackett If they would meet with us and get the Town of Hull involved in the planning instead of just doing it.

Holdridge I think getting the dialog going.

Bowen John, can you give us some guidance on the phrasing of a motion to the Town Board on this?

Holdridge Encourage the Town Board to open communication with Jeff Stewart.

A motion was made by Bob Bowen that the Plan Commission recommend that the Town Board begin negotiations with the DOT, Jeff Stewart, on the Hwy. 10 East issue at Badger and Algoma. Motion was seconded by Bob Enright. Motion passed.

Binder Do you think it would do any good, people ignore signs anyhow, but for the temporary thing, that they put up a flashing sign maybe saying Beware of Cross Traffic? I'll be driving out in the middle of nowhere and I'll see a sign saying Hidden Driveways. Just to get your notice when you come over that hill there's going to be a driveway that somebody may be coming out. I could see where they could put some type of warning thing along the side there. I know they ignore it but hey, it might slow people down. The speed limit is 40 mph there but they're starting to crank it up once they get past the light.

Bowen Dorchester and Hwy. 13 they've done that. They've asked people to slow down to 50 mph. The speed limit is 55 mph. If you slow down, you're at risk of getting run over.

Reid If they would even enforce the speed limit that is posted.

Binder I'm always coming in at 40 and there's always someone coming in behind me at about 65 and it drops to 55 at the top of the hill.

Reid It drops from 65 to 55 and I always drop or change my cruise control and everyone just keeps sailing by going 70.

Ferriter It could be you drive down the road and see your current speed limit is... one of those things. That really alerts you.

Enright As part of talking to them, this has been a changing situation since The Store has opened there and who knows what's going to happen with the credit union, but it probably won't produce that much more traffic, but more development there. The wait time there has really increased.

Hackett There's going to be more apartments there too aren't there?

Enright I don't know, I haven't seen those but I don't doubt it because there's still a lot of land back there. A lot of my neighbors have told me they just sit there and wait for a long time before it opens.

Holdridge I think there's always the kind of optimism that the road would go south, Hwy. 10.

Hackett That's off the table.

Enright That would pull some of the traffic because part of the problem on Hwy. 10 is the mixed use of that road with big trucks and local traffic. I think it would help to pull some of the cross-mix off but I still think you would have significant problems.

Hackett It would help on a lot of the weekends.

Holdridge If people are going north on I-39 and if they were smart, they wouldn't dip south, they'd probably continue.

Hackett Let's say it dips south and is 65 mph all the way, could it be like going onto Hwy. 10 west.

Holdridge Let's see if we can get the DOT to cooperate and interact with us. They were going to have a future meeting that involved the residents. Didn't they say that?

Hackett Do they take action based on the citizen comments or do they just say they'll go ahead and do whatever they want to do? I'd be curious about that.

Holdridge Thanks for coming in. We'll keep you advised. If you hear something, let us know.

Hackett Okay I will.

6. PRELIMINARY CERTIFIED SURVEY MAP FOR RALPH & RENEE PFEIFFER – PART OF THE NE ¼ OF THE SW ¼ OF SECTION 5, TOWNSHIP 24 NORTH, RANGE 8 EAST, TOWN OF HULL, PORTAGE COUNTY, PROPERTY ABUTTING EVERGREEN DRIVE. SURVEYOR – DON BUZA.

Holdridge What are you trying to do here Ralph?

Pfeiffer I wasn't really trying to do anything. I ran into a realtor at the post office a number of months ago and he asked me if I was interested in selling about 10 acres of my property. I said, I don't know, I never really thought about it. I've been there since 1984 and I like it out there. He said he has a guy that's interested in it because we're so close to I-39 and Casimir, easy on, easy off. He called me back and said, "Well, I've got somebody that might be interested." I said if the price is right, I might be interested. He said, "Probably between \$94,000 and \$98,000." For 10 acres, that would be pretty good. I said, okay, we can talk about it. I got Buza out there for the survey and I had Ray Schmidt come out and do all the water tests. I met with realtor again and his client dropped from that price down to about \$50,000. So I said I'm not interested in selling, I don't need to sell it. But I figured as long as I have the survey mapped out on the property, maybe I should just get it taken care of in case I want to sell it later. Then it's done since I have to pay him anyway for what he's already done. Chances are, if we do sell, we'll sell everything we have, the house and the whole land to one person. But if the opportunity comes up, if I can sell 10 acres....the realtor said, "Don't you think \$50,000 is a good price?" I said no. I've got natural gas on the property, I've got cable, I can hunt in my backyard if I want to, I've got I-39 which is 2 miles away and Bill's Pizza delivers out there! That's a big plus!

Holdridge And you're in the Stevens Point School District. You have 25 acres?

Renee P. Its 5 acres in the bottom corner where our house is.

Ralph P. CSM #1285, that's where our house is.

Renee P. We bought the other land around us. That was separate from the house.

Holdridge That's about a total of 25 acres.

Renee P. Probably. We originally had 40.

Holdridge So what you want to do is split that 25, is that it?

Renee P. Yes.

Holdridge So you've got a lot 1 and a lot 2.

Ralph P. Yes. We want to split it just how it shows on the map here.

Multiple talking about the lot ratio which, although initially was not adequate, a small change was made to comply with what Portage County wanted to see for the proper lot ratio. The latest change indicated approval by Tracy Pelky at P&Z.

Holdridge Ralph, this has to be approved by the Town Board on the 8th. We can approve it conditionally.

Ralph P. The surveyor said everything was fine after we adjusted it by just a few feet. The water tests are done. We're not even thinking about selling it right now. We just want to have it taken care of.

Enright So you own this lot and 1 and 2 but you don't own this little corner?

Renee P. The corner is where our house is. We have that and also lots 1 and 2. The house area is about 5 acres.

Holdridge What do you have, a big pipeline running through there?

Renee P. Yes, the pipeline runs through, that's those dotted lines. It's gas.

Holdridge So this is on Evergreen right between Reserve and North Second where that bend is.

Ferriter Is that the same pipeline that runs right out here and across the Green Circle?

Renee P. I believe so.

A motion was made by Bob Bowen to have conditional approval of the CSM and move it on to the Town Board for final action. Motion seconded by Shelley Binder. Motion passed.

Holdridge Please come to that Board meeting on September 8th. Thanks for stopping in.

Ralph P. It's so interesting to be here. I really got a kick out of you guys.

7. REVIEW OF HULL COMPREHENSIVE PLAN REVISION. Continuation with Chapter 2 and first review of Chapter 3 – STEVE KUNST, PORTAGE COUNTY ASSOCIATE PLANNER.

Kunst The conversation we just had fits in very well with what we have tonight. I have a couple questions on Chapter 2 in relation to the draft you had last time. This was something you had seen from Chuck Lucht. The 2 questions I have are things he had in there that said questions. Chapter 2 relates to housing. If you turn to page 4 where you're talking about the categories of housing with the largest being single family detached housing. Your traditional home. In the 2nd paragraph on page 4 it starts to talk about the 2nd largest structure type is mobile homes then there's a question in there at the end in big letters: IS THERE ANY SPECIFIC COMMENT OR CONCLUSION THAT THE TOWN PLAN COMMISSION OR BOARD WOULD LIKE TO MAKE REGARDING THIS HOUSING TYPE? Have there been any issues with that? Are you looking to go away from that? I don't know why he had this in there. So I just figured I would ask you guys about it.

Bowen Who knows about the village? Is the village in the town or is it not?

Binder That's Stevens Point.

Bowen Which one is north then? Is Evergreen the only one? So none of this over here is in Hull? It's all city? Okay. I remember when that happened but I thought some of it remained in Hull.

Kunst In 2010, just shy of 300 mobile homes. Again, it was a question Chuck had in here and I figured I might as well ask it since it's in here. If there's no issues with it, then it's not a big deal. Sometimes it's a topic of conversation where you don't want anything older than 10 years old coming in, which I think is related to zoning and is already in there. This may be the ideal, we don't want to see more or we don't mind them, we understand them whether it's out in rural areas or needed for some of the seasonal labor force that comes in where it doesn't pay to put up a new home so you may be okay with it but more urban areas may say that it's something we don't encourage.

Bowen John, has there been any request for the expansion of Evergreen Villa?

Holdridge No. This one here though has changed management and it's in the city as you know. It's really deteriorated.

Kunst Is it?

Holdridge Take a look at it when you drive by it.

Kunst I think that's part of the discussion as to why the county ordinance is written the way it is as far as if you propose to put a new one it, it can't be older than 10 years basically because the materials they're constructed out of don't last as long. If you're going to put a new mobile home on a vacant lot, it can't be older than 10 years old when you first put it in there. It just comes down to, they don't last as long and become an eyesore much quicker. So if you get one that is newer than 10 years, they tend to look nicer for longer. So it's not a surprise that when they do start to run down, they run down pretty fast.

Holdridge There was an excellent article in the New York Times Magazine about mobile homes. You know who one of the biggest owners of mobile home parks is? Warren Buffett, the other guy is a fellow by the name of Zell who owns the LA and Chicago Tribune, a big investor.

Bowen John, does the town have any information on the expandability of Evergreen Villa? Is it at capacity or do they have more land?

Holdridge It's never come up.

Bowen I'm wondering about potential. Could it be expanded?

Holdridge We could check on that. Do you know how many sites they have up there?

Bowen He said 300.

Ferriter But I would say a third of them are vacant.

Bowen I know, there are a lot for sale.

Holdridge That mobile home park gets real high marks.

Bowen It was one of the best in the state. Now I would say I think it has gone down.

Ferriter I get out there quite often, at least once a week to deliver mobile pantry and I think it's fairly well maintained.

Holdridge We can check it out. The situation would be because of the rental cost and the ability for a lot of people to rent those, they can't rent others so there ought to be that option.

Kunst That's positive. It's nice that that sector of the housing market isn't something that's frowned upon.

Holdridge According to this article, those are great for rent because people don't move them. They've got to have a place to live so they can raise the rent. They're not going to pick them up and move them.

Kunst Yes, even though they're supposed to be able to.

Ferriter A lot of them build porches and decks around them.

Enright Are the homes themselves owned by the park owner? Yes? Okay.

Kunst A lot of times the park owner owns the land they sit on and the person owns the structure.

Holdridge What about the mobile home? Is that owned by the park or is that individual?

Ferriter It's the individual.

Holdridge So that's a lease situation?

Ferriter Yes.

Enright That's a social class situation that hasn't changed much.

Ferriter What's the water situation out there? Do they have community wells?

Kunst I'm not sure. I'm guessing that varies by location. A lot of times they're communal.

Holdridge I think it's a public water works that gets inspected and has standards not unlike the municipal. The standard for private wells are the standards that you (as owner) set. You could have nitrates that are going out to the sky and if you don't deal with them, that's your issue. Out there, if you've got nitrates, or in the city, it's all regulated. I think that is considered a public water works.

Enright So they have to test the water regularly?

Holdridge Yes, I think so.

Enright Do they have high nitrates?

Holdridge I don't know. We did a survey of 109 Hull residents and 20% of those houses had high nitrates, beyond 10 parts per million.

Bowen What kind of a sewage disposal system do they have? Do they have individual septic tanks?

Kunst I said typically that's a communal system. A lot of people don't pay attention to that but when I'm driving around, I look at the septic systems as I drive through and say, alright are they conventional systems or are they mound systems? A lot of times when you drive past mobile home parks you see a gigantic part of the parcel with a big mound with 2 big pipes sticking out of it so I think, alright, I get what they're doing there. I haven't driven past this one.

Enright That's what I was wondering.

Bowen I don't think they have any mound system in Evergreen.

Holdridge Those are good questions we ought to know about.

Kunst I'm happy to hear, it's wonderful that it's a section of housing market that is doing well. It's slowly decreasing since 1990. It's 6% less than what it was in the overall housing market in the Town of Hull. But there have also been extreme strides since the 1980's in how they're constructed and they're being built a lot better than they had been in the past. Manufactured housing as a whole has made gigantic strides.

Reid So is that something we could put in there to make a restriction that units not be older than 10 years?

Kunst I think it wouldn't be a bad thing to include if you wanted to. You could put it in the goals and objectives. As I mentioned, that is already in the zoning code for the county. But if that ever comes up for debate, you would have it inside the plan saying you do support any mobile homes coming into a empty lot need to be no older than 10 years old.

Holdridge There's still quite a stigma to that. If somebody had a private lot and they want to bring in a mobile home, we have a system by which we have to notify the neighbors. In fact the county may notify the neighbors and often they don't get a very good reception.

Bowen You can't have an independent or single unit any place but in a mobile home park.

Holdridge Oh no, we've had them. We had some over on Jordan and Torun. A guy brings them in, he does a great job. He gets the sheriff's department at night to escort them and puts them on the lot and often will upgrade them.

Reid There's one in our subdivision. The neighborhood association really fought it but they managed to get it in there anyway.

Bowen Is it a standard mobile home? That you can put a chassis underneath?

Reid It doesn't have a hitch on it but there was a lot of discussion when they brought that in. Neighbors are still complaining that it's dropped the property value in that end of the street.

Kunst Depending upon the zoning district...

Reid I think it's maybe 2-piece, double wide.

Kunst That's where it comes in, I was mentioning that, depending upon the zoning district, you're not allowed to have a single wide because of the width requirements. So no matter what, in residential districts you wouldn't be allowed to do that. It has to be a double

wide. I've heard Tracy talking on the phone to someone who was asking why that is and why the width requirement are what they are. It's the only way the committee at the county level could think of to not allow single wides. If you just say single wides, they'll just say, oh, they added on this little bit in the middle here. So the Portage County Planning and Zoning Committee came up with some measurements that get around single wides as being an option in residential districts.

Enright This one down here.

Kunst That's different.

Holdridge In terms of zoning, how is that mobile home park zoned?

Kunst I'm not sure. That addressed my question there. My next question is what Chuck put in as a place holder to have conversations about at the very end, page 7, Housing Conclusions. I know these are place holders because he didn't even put the Town of Hull in there, it says Eau Pleine or some other plan. I've come around to realizing that's how he put place holders in his draft documents. He's taken certain concepts from different plans and pasted them in and not gone back to look at them again. You guys had seen this before. So the question is #5 under Summary of Findings. I changed the language of these by hand as we had talked about these.

Enright Yes.

Kunst So in essence, "housing costs account for a much higher percentage of household income. What, if anything, can be done by the town to address issues of affordability?"

Bowen Do you have the preposition "of" before the word "affordability"?

Kunst Yes. This is the question I wanted to ask. Do you guys believe there to be a sort of housing affordability in the Town of Hull? Do you see the need to take any necessary action for that?

Holdridge The short answer is, it never comes up. It's the county or the Commission on Aging or Housing Authority (the county's). Those are the groups that deal with it. The town is a general purpose government. We never get any issues on that that I know of.

Kunst You agree we can scratch that concept?

Holdridge We ought to be very concerned about housing affordability. But what I'm saying is that it doesn't come to our level of government.

Kunst So maybe change something to say that the county needs to stay cognizant of housing needs.

Enright It's actually not that different from the county as a whole. If you combine those 2 higher categories. There are fewer Hull households that spend more than 35% than the county as a whole so houses have gotten more expensive but it seems to me to be in-line.

Kunst Then it's a more universal thing and people are starting to realize that housing affordability, 35% of your income goes towards housing, in the suburban world you live in, in the southeastern part of the state, transportation costs are lumped into your housing costs. Where you choose to live and how far you choose to drive contributes to your housing. People down there are starting to realize that just because they're paying only 25% of their income towards housing, but they're driving 50 miles to work every day. They're most definitely in that category of spending a lot on just living and getting to work.

Holdridge So is that a real trend in housing costs taking up a greater share of your income?

Kunst It's everywhere. It's county-wide. I don't know how the student population fits into the census when that comes around. I know when I was going to school here, I had to fill out something for income while a student and using student housing. I don't know how much of a factor that plays. I was paying way more than my income because I didn't hardly have any income at the time I was in college. There are always some issues with the validity of the data from the census and what it really means for a community.

Holdridge There was a developer who was going to develop that land across from the Country Club, he was from Mosinee. He had a number of rental units in Stevens Point and around and told me, with this housing crisis and these people losing their homes because they can't afford them, rental needs are going to go way up.

Kunst The condo market is dead for the most part state-wide and nation-wide other than in your major metropolitan areas. Apartments are popping up everywhere. Wausau is converting all these old industrial buildings into apartments. There's money to be made in rental units. It's been the trend for the past 10 years. The only part of the market that's really, really grown. Everyone keeps saying housing sales are up. What's happening in Milwaukee is that outside investors are buying up these homes in neighborhoods for dirt cheap. Houses that were 10-15 years ago \$30,000 - \$40,000, they're buying for a couple hundred dollars. So they're buying whole blocks of stuff but the value they're buying them for is nothing. So you really have to look into the numbers when they start reporting housing data. What does it really mean. The sales are up but a lot of it is really that type of purchasing. They don't have any intention of doing anything with it right now but they're holding onto something for essentially nothing. If you sell it for \$10,000 in the future, look at the profit you've made.

Holdridge Somewhere I saw in Madison there was a section of these real small houses, almost like just a room and they were portable, you could put them on a trailer.

Reid Yes, "tiny houses".

Kunst Did you guys watch that? I've watched that.

Reid There's a series on TV called "Tiny House" or "Tiny Nation". It's like a storage shed size.

Holdridge Do they have a bathroom in them?

Kunst They typically have like a composting toilet, things like that. It's a life-style. It's fascinating. I've watched it. Definitely a different thing. To each their own. That's what it came down to. They were thinking they don't want to work 40-50 hours a week. They can do whatever they want to now because they've already paid for their house. It's tiny, their maintenance and repairs are hardly anything, they can do it all on their own.

Holdridge What sort of cost are those?

Kunst It depends on how much you want to put in, some were \$30,000 they put into it. It was tiny but it was his, it was portable, he could take it wherever he wanted to.

Ferriter They have bedrooms in a loft. I've seen a couple of them.

Kunst It's a fascinating concept, it really is.

Reid But if you're married, you want to make sure you really get along well because you can't get away from them.

Ferriter Most of them are like trailers. They're really mobile homes.

Kunst Yes, it's kind of cool. Do we want to do anything with statement #5 on page 7? We could make a housing conclusion that housing costs are going up. We can say that as the numbers do show that. The last question is there anything that can be done? I don't know if there is anything the town can do.

Holdridge I think that's probably out of our league.

Kunst So we'll leave it at the statement of housing costs account for a much higher percentage.

Holdridge We try to mediate fights between neighbors. That's the extent of our housing. Boundary disputes.

Binder Are we eliminating #6 then?

Kunst I would assume so since it's tying in to the same concept, not to go down that road.

Enright If we're talking about like in #6, housing costs, have you found any data on how many foreclosures or how many people in the town lost homes? Around here hardly anybody is under water. So compared to the national average because this area didn't get the big

run up in housing costs, it didn't have the crush. I know that they came down. I was wondering if there is any way we can get that data in here because that's a better indication of who's on affordable housing.

Kunst I don't know that we can get town-level stuff. A lot of the data sources we have like the census don't do things at that level. What I'm thinking of is the Regional Planning Commission that does their annual report every so often on each given sector. I would guess they would have some county-wide stuff that may be pertinent. I doubt town-level, but I can ask. I do have a contact there.

Bowen Before we go on to page 8, in these Issues Outstanding, we're asking the question about whether we should encourage the location of senior income housing in Hull or if we should support housing options in adjacent communities. Since this is a review of our Comprehensive Plan, we should answer that question somewhere along the way. We shouldn't continue to ask the same questions. At some point, we should have closure on that. My suggestion is that we should encourage housing options in adjacent communities in order not to duplicate services.

Holdridge I think Stevens Point and the Village of Plover, that they are eligible for programs that towns aren't eligible for.

Bowen So to change that from a question, make a declaration that Hull supports, put it in that language.

Kunst Then that would come out of Issues Outstanding as it's no longer a question of what you want to do. It can go into Long-Term Goals or Action Plans, by supporting it. So it's still in there but it's no longer an issue. There doesn't necessarily have to be an Outstanding Issues category. There was when this was first developed.

Enright It seems what the issue could be is since most older adults don't move, if the aging in place question comes in here as the population ages, will you have more older adults in areas of Hull that are not easily accessible to the Lincoln Center or where the health care facilities are. That seems to me would be a concern because it's a transportation and isolation issue.

Kunst That's something we can talk about real soon too. We can roll that into the Transportation Chapter. That could be a goal or an objective in the Transportation Chapter, to tie that in.

Holdridge Do we need public transportation in parts of Hull? For the elderly?

Kunst Whether it be private or not, just to help out with the elderly for care and things like that.

Bowen I think we have, whatever you call it. Aging Resource Disability people.

Enright I don't think anybody is going to build a senior apartment complex way out in Hull unless they would provide transportation because nobody would go to it.

Holdridge Not on a septic system.

Enright I understand that because of the density. So I was wondering what they had in mind for senior housing. A lot of housing for older adults are naturally occurring in retirement communities. People happen to be there. People move to a regular apartment house because it's accessible to a pharmacy or a health care facility. There's not much out in most of Hull that's going to do that. But I do think that as people grow older and if they're in remote areas, by looking at population projections, if we're going to think about what a future outstanding issue would be, that's more likely.

Kunst The top of page 8 starts to touch on it. It's a suggestion to solve that, taken from Eau Pleine's comp. plan. So yes, "Seniors may have issues living alone or coping with disabilities..." We could adjust that to say, "aging in place in town, they don't have the desire to move to Stevens Point or an apartment, what, if anything can be done to help them".

Bowen Should we encourage them to utilize the services?

Holdridge There is a public housing complex right before Junction City. You turn north. I don't think that's on public sewer or anything. It's relatively rural. It's part of the county system.

Enright Is it assisted living or apartments?

Holdridge No. I used to be on that Public Housing Committee and they've got what I think is an apartment complex. It's meant for the elderly and it may also be meant for low income. The Village of Amherst has got one too. But that's right in the village and you can see it from Hwy. 10.

Enright Both of those places have meal sites.

Holdridge Yes. That may be where they handle them.

Enright You ought to know because you're a driver.

Bowen No. In Junction City, it's in the park and in Amherst it's in the Jensen Building.

Holdridge But this Junction City one, Bob, has a public housing that if you come down Hwy. 10 and turn left and go up, it's right there. It's not in the city and doesn't look like it's on public water and septic. Amherst's I'm sure is on their municipal system. They may have one down in the Almond area too. So they've got those around.

Kunst The conclusion I've drawn from that conversation is something relating to seniors choosing to live alone, coping with disabilities, or aging in place, may have some problems with

transportation and other services. So what I'm suggesting is we move that concept into Chapter 3 because it's a transportation issue but it doesn't need to be an Outstanding Issue in the housing part. They're choosing to live here but the real issue is the transportation part. Not living in their home.

Bowen But the transportation issue, the services do exist. So we ought to say something about encouraging them to use existing services.

Kunst Yes. That's what we'll plan to do. I'll bring it back to the discussion when we get to the goals.

Holdridge Has there been any effort by Stevens Point and maybe Park Ridge to have some kind of transportation network? The reason I raise that is because it seems I wrote a letter to a public agency inquiring about why they didn't come out through Hull and I never heard anything. Do you know?

Kunst I'm not sure. The ADRC, they come out here. They have vans and things like that to help people get from their homes.

Holdridge This would be a regular route. I remember writing the letter and I never heard anything back. Hull is an urban growing area. When we get this part of the building gutted, it's going to function as a community center, plus being the meeting room and the old town hall concept. As a result of that, we may run some programs in here for the elderly and other sorts of things. I think that's one of the goals that the Town Board has adopted. That this ought to be a community center, meeting room. We're going to have a little break room over here that people can use. With the expectation that we can get Hull citizens and who knows what kind of activities. The library may have some things, who knows.

Kunst Yes. If you can find a way in an area to get to aggregate people, mass transportation becomes viable with a higher density. If this is an area where people meet, like a part and ride kind of thing, it becomes more feasible to loop that with resources and events going on in the City of Stevens Point.

Ferriter Periodically they use Jordan Park Lodge. I see that used once in awhile for community functions. I see things in the paper about that.

Holdridge Who uses that?

Ferriter Right off the top of my head I don't know but I'm saying I've seen different groups and that's through the county parks system.

Holdridge Is Gary Speckmann still the director?

Kunst Yes, he's still there. Based on our discussion, I'll skip over #3 for a second, #4 if senior housing is developed, we already said to direct that away from us so that place holder doesn't need to be discussed. The only one that would be left under Issues Outstanding would be

the question asked back in 2006 is, #3 “How can the Town of Hull identify remaining buildable residential land?” Is this still a concern, issue or question that needs to be answered?

Bowen All we have to do is look at our maps.

Holdridge I wonder if our assessor can do that.

Kunst As far as buildable land, you’d take out your natural features.

Enright I think we already did this.

Holdridge How many residential lots do we have?

Enright Remember when we did the land use plan and then we had to do the zoning districts within the land use then we made a whole bunch of land that is just R-2. So that does it right there because you can build on those lots, except west of I-39, we had something special there. I don’t think we have to look for buildable land. I think we did answer that. Assuming we’re talking about buildable land for residential.

Holdridge But where is it?

Enright It’s everywhere!

Holdridge But where’s the analysis of it?

Enright What I’m saying is we might want to state that. I thought we had done this by the land use part of the plan, we had to take all of the land and identify what the land use for each of it was going to be. Then attach the zoning districts to each of those. Then we decided, one that I can remember is, north of Hwy. 10 and east of Brilowski Road, all that land in there we put in a R-2.

Holdridge Is that part of the future land use?

Kunst I’m not sure what the question was at that time. If at that time the question was, if we want to start in-filling what we have, where’s our available lots? What do we have out there that’s zoned residential that are available for people right now?

Holdridge How many residential lots do we have that people can build on, right now?

Kunst That part can be figured out.

Holdridge How would you figure that out?

Kunst We can do that by GIS. Identify all the parcels that are zoned residential that don’t have an address assigned to it.

Enright Can you do that? Then we'd know what the answer would be.

Holdridge How many lots in R-2 that do not have improvements on, right?

Kunst Yes. Because in R-2 you can't put a garage up before a house.

Holdridge Right. That would be good to know.

Kunst Sure. And you know what that does? That takes out all the Issues Outstanding as it relates to housing back in 2006. We can still ask the question, has anything changed now, that's an Issue Outstanding. But what it does show is, even though people struggle to identify what it is that a plan does, especially when you ask questions like this, since 2006, you guys have answered some of the major issues you said you had with housing. So that's a positive. That's what it's meant for. To go back in here and identify all the things you've already taken care of and get them out of the plan. What else do you need in there now? What else has changed? Now what's the issue?

Holdridge Dennis, I think you asked that question, how many lots do we have, residential, that aren't built upon.

Ferriter That was at the last meeting.

Kunst Yes, I can find that out.

Bowen Back to that question, can you make it ultra-simple by identifying on one of our maps by a color?

Kunst Yes, absolutely, we can make a map and highlight all the ones.

Bowen That would be really simple. We could just look at it and say, there they are.

Kunst Something like that is easy, a zoning district that's a layer we have in there, we can identify all the ones that don't have addresses that go with it. It's a 2-step process. Hit those 2 things in there, click a button and you've got that answer in 10 seconds. It takes no time to do. It's amazing what you can do when you have the information. The hard part is when people ask questions that you first have to develop the information before you can do the analysis. We have those inputs so that doesn't take much of anything so we can get that answer for you.

Holdridge Which chapter are we on?

Kunst We're still in Chapter 2 the very last page. The rest of this stuff seems to make sense. The other red bullets in here are directly applicable to the Town of Hull. They came from the mission itself. So long-term goals, attempt to limit annexation, not to harm the environment, quality and protection of property values and avoid conflicting land use. From the meetings I've been to here, that sounds very applicable and still in line with what both the Plan Commission and the Town Board are thinking. So all this stuff still fits.

The only question I have left, is there anything else that relates to housing that you folks can think of that's an issue or you want to encourage or is another goal that relates to housing or is what is down on paper right now fit the bill pretty well?

Enright On that one of long-term goals where we attempt to limit annexations that could harm environmental quality, protection of property values and avoid conflicting land uses, I'm thinking of a specific case like where along Hwy. 10 where this issue has been most crucial and this is to limit annexations. I think last time we may have talked about that old house next to the US Bank. That would be a classic case of where we're going to limit annexation but we know we're powerless to do that but what we may have some ability to do is to limit what the land use is changed to that could have a negative impact on that.

Holdridge Give me an example? What do you mean?

Enright What I'm thinking is, we'll just take a concrete example; when that property is sold, it's almost certainly to be sold as commercial.

Holdridge Nobody is going to build a residential house on that corner.

Enright Right. Very unlikely, it's too expensive and not a good location for that. So the question is, when it is put into commercial development, and it'll get annexed, if it were put into commercial use that did not have an adverse affect upon the neighbors right behind it. So it's not that we're stopping the annexation, we're powerless to do that.

Kunst But you'd work with someone to make sure it fits the fabric of the neighborhood.

Enright Exactly.

Holdridge Bob raises a good point. Just last week a fellow over on Floral Lane who has a lot that backs up to where that Chrysler Dealer is going in, he called. Nick and I went over and what happened was the city authorized some changes and as part of that development by the Chrysler dealer, they cut down the trees back there. There were nice trees and it shaded those lots from lights. The city's plan was to put some smaller ones with a canopy but that's not going to be like it was. So this guy was upset and the contractor for the Chrysler dealership which is some firm out of Green Bay putting in blacktop, he was very forthright and said here's the design plan and here's what the city approved and he was doing what the city approved. I called Mike Ostrowski and said look, that isn't good for our neighborhood, what you guys came up with. The fellow whose lot it is that called, he said he went to a meeting but they passed it without hardly any public input. So now the challenge is how do we get the city and the Chrysler dealer to put in some decent trees there. I'm going to write a letter to Mike Ostrowksi but I think we're going to talk directly to the Chrysler man and say we want to be good neighbors but why don't you change the kind of trees you're going to put in there to meet the needs of our neighbors in Hull. It's a typical City / Hull sort of thing.

Enright That has repeated itself. The exact same thing when they put the Copp's store in. The issue was, how were they going to make a division between where the service road

was and the neighbors. Part of the plan was to put the trees in. It's been so long now, I guess some of the trees have lived their natural life and are starting to fall down. They were 4 foot trees. Now they've grown to about 25-30 feet. It did shade it. Another one was that bank that is now called First Merit (*formerly Citizen*) on the south side of Hwy. 10. The architecture of that fits well into the natural surroundings. When the bank needed to expand that parking lot, the manager of the bank came here and he talked with us about it. They talked about the plan and they were real good citizens about this. They talked to the neighbors and they were willing to do this in a way that wouldn't dump too much traffic on there. Some people may have not been perfectly happy with it but at least that was the same thing. It's not just annexation, it also is the way that land is changed. The other great one is the dilapidated house we were talking about that is by US Bank, we're really going back on this, but 20 years ago, the owner of that lot clear-cut and it was a big natural barrier for the people, not where we live but for the people across the street from us. It was clear cut so it was open completely from their back yard and Hwy. 10. I don't know what you can say about that but it's the same thing.

Holdridge I think there has to be much more dialog between the 2 planning commissions.

Kunst That's addressed in one of the short-term goals, the possibility of working with the City of Stevens Point.

Enright So that developments do not adversely affect the neighborhood.

Kunst The city is not able to avoid hearing the voices of the town. From the conversations I've heard from the department over there in the city, they're not against that at all. As far as being able to figure out having conversations about things with the Town of Hull.

Enright Great!

Kunst Yes. It all comes down to the person way up on top. Maybe with the change in the helm coming up, maybe there can be some more positive relationships. But from what I understand, there were some more positive things in the past.

Holdridge Oh yes.

Kunst We can only hope the change can help. So who knows, let's hope that the future holds at least a positive working relationship. Not that everything is going to always work out perfectly for everybody but at least everybody is at the table having a discussion.

Enright Does that give you enough guidance?

Kunst Yes, absolutely. I put some hand written things but I'll come back with a lit bit more also. Attempting to limit issues with annexation resulting in uses that could harm the environmental quality, protection of property values, etc.

Holdridge How do you structure that so it happens? Do you say that maybe there should be a joint committee when we get into any kind of boundary issue?

Kunst Yes.

Holdridge There should be some representative from the plan commission, some representative from this and they should talk about it. You sort of institutionalize it.

Kunst So the long-term goal is to limit those issues with annexations and the short-term goal, that was already identified with Chuck, to explore the possibility of having a relationship with the city.

Holdridge What I'm saying is we ought to put the structure in here and get the city to look at it and come up with a similar notion that we ought to have some kind of joint interaction so we are actually structured to talk about it when we run into these kinds of situations. Now some of them aren't big issues. But if all of a sudden, this one behind the Chrysler dealer is becoming a big issue because it also affects several other neighbors. If there had been some kind of dialog, I feel the Chrysler guy who has put two million bucks into that lot over there, that's the same one that owns Honda and Nissan, but that organization out of Rhinelander really spent the money on that. Have you seen the new Honda dealer? Right across from Scaffidi. They spent lots of money on that. This Chrysler one, they're spending money on that. My feeling is whoever owns that is going to be much more receptive. The contractor said they sold something like 70 cars out there, that Chrysler dealer, last month. That's a lot of cars. You go by it every day. They're spending money on their facility, their structure, so forth. It's impressive to look at. So I can't believe that if we made the right contact, that they wouldn't be receptive to the neighbors.

Kunst Right. From what Bob's been saying in other instances, the business owners are. The city may not say, hey you should go and talk to someone else. They'll think that isn't their job. Unfortunately. They just view their everyday processing of permit issuing thinking, well you meet our stuff, that's all we can enforce so you're good to go.

Holdridge He said that they met the design criteria that city had. The city had approved it.

Kunst But that's not to say they couldn't have done something extra. They could go above and beyond to make sure the neighbors around there aren't negatively impacted. They may not have been required to but they may very well do that.

Holdridge What are you going to do with the new stuff?

Kunst As far as what we're talking about today?

Holdridge Yes, August 21st.

Kunst We're getting there. We just finished up Chapter 2. We can go to that right now if you like. So my plan is to bring back revised versions of Chapter 1 and 2 at some point based on our communications and what we talked about beforehand.

Then I looked at Chapter 2 which is the Transportation element. I only had a few questions. Nothing really major that came into my eyes based on the work that Chuck had done.

This is one of the elements the state requires us to take a look at. Set the guidelines for what you guys want to talk about. The first question I have is as it relates to the total miles of existing roads in the Town of Hull. I had our GIS guy use the data he has to measure it out, but I wanted to run that past you to see if you have hard numbers to show how many miles of road you have. This would be page 25. It's the cover page of Chapter 3 that I sent out. The bottom paragraph starts to label out roads.

Enright John has told us that number a bunch of times.

Kunst I want to double check my numbers.

Enright It says there are 4 roads that are in the town but not owned by the town, right?

Kunst Yes, some of them are owned by the state. I just want to make sure all these are right. I know you talked about the PASER inside the chapter.

Holdridge In fact, I'm going to give it to Pete tomorrow, we have to complete a total report on our roads.

Kunst So he'll have the values as far as the mileage?

Holdridge Oh yes.

Kunst Could I just request that get sent over so I could double check them with our numbers? That would be perfect. I just want to make sure that they are the same. They should be really close.

Holdridge It's about 82 miles.

Bowen It's within one mile.

Holdridge Those are totally Hull maintained roads.

Kunst That was my question, since 2006, with subdivisions coming in, has the town adopted more roadways, which would be common.

Holdridge That's a big figure because we get road aides on that. Road aid is a major state funding to the township.

Kunst The next question I have relates to bike and pedestrian information. The information here on page 26, the rural principal arterials and rural minor arterials those are categories that are created by the DOT based on average daily traffic count. These are just statements of fact of what they are. They go along with Map 3.1. I included that in the e-mail. Did everyone get a chance to print that out or else I brought some copies.

Amman I printed them.

Kunst I have bigger copies that I brought, I'll bring them around. It's the same map, just bigger.

Bowen John, how do these ADT figures jive with Pete?

Holdridge You mean the average daily traffic?

Bowen Yes.

Ferriter I think this is also in our binder, this big map.

Bowen Yes, it is.

Kunst This is just updated with 2011's stuff. The most recent stuff that DOT actually posts, they may have some figures in their department that they haven't published yet. So what we have is the most recent stuff there. It's a statement of this is what they show.

Holdridge Does this bike information, has that incorporated the bike study that was done county wide within the last year?

Kunst That is what this is. That's what I want to talk to you about. It's up to you as to what you want to include in there. If the town wants to say it supports everything that is in the bike/ped plan, or we want to adopt that plan as our own, so the recommendations that are in there, we'll keep that policy and it can stay separate. You can just say, we support the plan, we support what it says in there. It won't make any financial decision but it's a choice you guys can have. You can say, the county completed this. This is what the plan is. Reference the plan to see what it says about the Town of Hull, if you want.

Holdridge Dave Wilz and Mike Juris from Amherst were the co-chairs for that group. This is the first time I've seen it.

Kunst That's not the bike/ped map. That's just the ADT traffic count.

Holdridge It would be good to have. There was a plan and they spent a lot of money with that consultant firm. Now, nothing has really happened. What really has to happen is you have to get into the culture/education thing of telling people literally how to ride their bike. You've got to obey the signs and all that. As far as I'm concerned, that's a huge failure.

Kunst They've finished the plan part. Now the more important part is in the works, it's happening right now. Sarah Wallace her goal is and what she is working on doing is implementing the recommendations of that plan. So the first part of that is to work with the city, the villages, the Town of Hull and any towns that want to participate and get out an actual working committee specifically devoted to bike/ped things and whatever that means. Whatever the plan called out and whatever that group wants to do. A lot of that is public education,

signage for things. The city and the Town of Hull too, how to legally ride a bicycle and not cause the issues of driving down the wrong way, not stopping at stop signs.

Holdridge If you could get bike riders to follow the state law and the walkers to follow the protocol. We get's lots of traffic out here because we've got the University, 2 high schools on the north side of Stevens Point, the YMCA. Where do they come to ride? Where to they come to run? Up in the Town of Hull. They love to come up North Second Drive. Go across and around what we call the Pipe. Hull is a very popular place to ride bikes, to run, and so forth.

Kunst So you can see some conflicts with the growth in what they call major collectors. The roads people get onto to get onto the freeway, or Hwy. 66, that's grown substantially.

Holdridge When you've got issues that are very basic, I get a call from John Jury saying, "John, somebody is out here riding their bike with no lights and they're wearing dark clothes." I get this stuff even at home. Basic legal things that the state law says you have to do. They're running stop signs. All those cultural/educational things. Some of the bikers biggest concerns are with other bikers. They go through stop signs. Dennis, you must have some of that because they come out of Bukolt and go up there.

Ferriter Well I call it the Old Wausau speedway. Now like Tuesday, the races begin.

Holdridge Are you talking about bikes or automobiles?

Ferriter I'm talking about automobiles. We have motorcycles too that race up and down that road because it's a beautiful road that follows along the river. But school starts Tuesday and that's when car races start on Old Wausau Road, it's unbelievable. You and I have been to a couple of meetings on that John.

Holdridge Yes. But this biking, walking, jogging; just follow the protocol. Get walkers to face traffic and get bikers to go with traffic. If you did some of these very basic things, you'd have a lot of this stuff resolved.

Kunst What the plan does, it talks about increasing public education, signs and things like that, so it sounds really fluffy but what that really does is allows for the establishment of that group and then backing for grant funding to pay for things like these educational things and signs. Without an actual plan, you're not going to get any state funding, federal funding, things like that.

Holdridge We had a public safety committee and we've got basically multi-traffic. You know those flashing signs that give your speed limit, we actually have it in there to buy one because one of the things we've got to do is to cut down on speeding in Hull. We've kind of set that aside because all of a sudden the county came in and had this plan. They've done the layout of the plan and all that stuff but what you've really got to do is hit the cultural part. Towns can do that, villages can do that.

Kunst Everybody should.

Holdridge To me it's not a big deal. We know what the state law is. We researched all that and a little bit of it has changed but you've got to get that out. Maybe you start in the schools and do it a lot of different ways. When we had a committee, one of the gals said, why don't you, when you find somebody riding their bike the right way, or walking the right way, give them a little certificate for a hamburger or something. Just do things to encourage good behavior. If you drive around Hull, you're going to see all kinds of stuff.

Kunst Really you would in any community for that matter. It's a lot more apparent in Hull because there's a lot more people. So I agree with you completely.

Ferriter Well we've got the beautiful Green Circle which encompasses a lot of Hull. It's right off our back door.

Kunst Yes, I rode it the other day.

Holdridge We've walked it a lot and you've got to keep your ears open because some biker will come shooting past and won't say "On the left." Even that is lacking. There's a conflict on the Green Circle between young people who are sort of racing on it and those of us who go out and walk on it.

Kunst That's definitely an issue on any sort of recreational trail. The folks that can ride really fast often times they're the most cognizant of it because they're stewards of it but then there's this stuff in between there are those that are reckless and don't have a lot of concern for the safety of others.

Holdridge Anything you can do in education. Figure out what's the input to the organization. I think you get people going. My last instance was where Myrna and I were coming back from a Solid Waste Meeting to the corner where Target is. We stopped there and the light turns green, Myrna's driving, I looked and here came 2 bikers right on the sidewalk as Myrna was pulling out and I said, "Myrna, stop!" They almost hit the car and they didn't have helmets on. If they'd have hit that, they would have landed on their heads and they'd have been vegetables. And she's a big supporter of bikers and I am too. But after that experience, she's convinced somebody ought to do some education. That's dangerous stuff.

Enright On the way out here, there was a bicyclist that was hit by a car in front of St. Michael's Hospital. It must have just happened. A car stopped and there was a guy and it was all bloody and I think he was holding his helmet. Sometimes I notice, like on Old Hwy. 18 and a couple of other places, the lines are drawn but there's nothing that says it's a bicycle lane. I'm just wondering if you're saying that's in the plan and we could get a grant for that. Then the other one is, I'm not sure if this is Hull or not, but it's part of the spur route off of the Green Circle, the part that goes by the business park and under the freeway. There's an industrial area there. There are lines marked there, it doesn't say it's a bike path or pedestrian. Is that what it is?

Kunst I think it is.

Enright I'm guessing it is. But that wouldn't be a bad idea. Since it's a public street. So if we could put that in there. Is that Hull? No, it's not. That's Stevens Point isn't it?

Binder You have to get up over the railroad track.

Enright But anyway, Old Hwy. 18 and North Second by SPASH, there are no lines there but that's heavily used by bikes/walkers. I know the runners at SPASH are not going to stay within those lines but there aren't any anyway for bicyclists who go up there.

Holdridge If you look at the law, there's some standards in there. Often they call them pedestrian pass. Each one of those has a certain standard. The problem we have in Hull and in all the municipalities, you just don't have money to add 3 feet to the width of the street. The money is just impractical so you've got to confront bikers who ride the road and the automobiles have got to respect them. The bikers have got to ride properly, the walkers have got to do it right. But you've got to understand that you're going to have to use the road as is. Old Hwy. 18 is really interesting. If you come up off Brilowski, there's a sign for Hull, you will see a 3 foot lane on either side of the road. That's in Hull. That was done years ago and the city was encouraging it, Stockton was encouraging it but the city never continued it. As you leave Hull going towards Brilowski, there's no 3 foot lane. There's a 3 foot lane in Hull. If you take that down to Stockton, Stockton never did anything either. So you've got a situation right as you get into Hull and you can ride in Hull and all of a sudden it turns to the city and you lose your lane.

Kunst I know that's a kind of thing the plan identifies, where those areas are. That was part of the job of the plan. As it relates to bike/ped stuff in Hull, there's a question on page 28, the third paragraph down. In talking with Sarah Wallace, she had mentioned an extended shoulder on Old Wausau Road that happened a while ago. To accommodate bikes?

Binder When you guys redid Old Wausau Road, re-paved.

Kunst Did you extend the shoulder out a little bit further?

Holdridge Yes, I think we did.

Kunst Did you know what year that was? That's all I'm looking for.

Ferriter About 2 years ago because I live on there and I remember it was completed about 2 years ago.

Kunst So about 2012.

Holdridge We could get that for you.

Kunst If you could, that would be great. That's all I'm looking for there. Then I added new information. Nothing policy related. Just FYI on the railways as well as the airport facilities both Mosinee as well as Stevens Point.

Amman Steve, because we don't have the color copies, the new information is the underlined part?

Kunst Yes, correct. Anything that is underlined is new.

Enright Your statement, "sidewalks or other walking trails are located along the south side of Hwy. 10, from Brilowski Road in Stevens Point, and portions of Brilowski Road and Old Highway 18." There are a couple of things I notice about that area. One is, while there are sidewalks on Brilowski, if you're heading east, there are sidewalks along Brilowski. And there are sidewalks along Elizabeth and Badger but there's no sidewalks between where Applebee's and McDonald's are. I know they designed it that way, but that area, and even other parts along Brilowski Road are just absolutely hostile towards pedestrian traffic.

Binder There are sidewalks on the west side.

Enright Well it's an east-west street.

Binder But north-south Brilowski.

Enright Oh, I was talking about Hwy. 10 between Brilowski going east. There's no sidewalk where Applebee's and then McDonald's is. But then the sidewalk picks up again where the stop light is because that's Elizabeth. There is a sidewalk there between Elizabeth and Badger. So there's a sidewalk, then there's no sidewalk, and then there's sidewalk again. The land adjacent to that actually is in Hull.

Kunst So to make a comment that there may be portions of sidewalk but it's not a connected, safe situation.

Enright Right. The other thing is that a lot of times in a lot of these places, I guess even at Elizabeth, there actually is a stop light for pedestrians but there's no cross-walk. So it's kind of ambiguous. So just painting lines on the street matters. Another place where this also happens is along Brilowski Road, the east-west street that is at Old Hwy. 18 and its south of there. I can't remember the name of that street. I think its Elmwood. It's where that newer subdivision is. People almost run over me there because the typical pattern for a person coming out of that subdivision is to run right through the pedestrian path because there's a sidewalk there. Because there's no line there. They pull all the way out so they can see the traffic. I've gotten almost run over by SUV's or they run right in front of me while I'm running down the street as if I didn't even exist there. So the stop sign is there, but they run it. Part of the reason is because there's no painted cross-walk there so just paint lines there. Some places I've seen where they paint, "Stop Here". So you don't kill somebody on a bicycle or something.

Binder Well they need to put a stop light.

Enright There is in fact a stop sign there.

Binder They could put a stop line. You're not necessarily going to put a cross-walk in there because there's very little traffic.

Enright Well at least something there.

Holdridge Is there any intergovernmental cooperation on the markings and the signage and all that which relates to pedestrian and automobiles that cross government lines?

Kunst That's something that can be talked about. It depends where municipalities start and stop and that's why it can be sometimes disjointed. But hopefully the resulting committee that is with the major players that are from each municipality will coordinate efforts that are happening out that way. That's the intent.

Enright I had 2 comments on the transportation section. We were talking about before, even though it's not properly in the Town of Hull, I think we need a statement about the Hwy. 10 traffic, as we were talking before. Both the issue that Terry raised and also the broader one we were talking about tonight with the traffic situation at Badger because even though that's not Town of Hull, that's because the city annexed along the corridor.

Kunst But it usually impacts the town's residents.

Enright So put something in there that says this issue should be addressed.

Kunst I think putting something in the Issues Outstanding would be the way to go. What to do about safety with traffic patterns.

Enright Do you have short definitions of what these things mean? For example, it says in here this road is a collector road but it doesn't really tell you what a collector means?

Kunst Somewhere I thought there was but I'll check that.

Enright But also, there's Class A and Class B Highways. I forget what this stuff means.

Binder Is there a glossary?

Enright Is that where it is?

Holdridge Class B Highways are ones that are 80% of a Class A which basically means 1,200 pounds per axle. So if you've got a truck that's over 1,200 pounds per axle, you have to get a permit from the Town of Hull to ride on those roads. All our roads are Class B.

Enright All our roads are Class B – 80% of 1,200 pounds per axle.

Holdridge No, it's 80% of a Class A road which in the case of a Class B is 1,200 pounds per axle. So if you're driving a semi, Bob, and you're over 1,200 pounds per axle, you cannot go on those roads without getting a permit. It's a tough standard.

Enright So is it possible Steve to have that?

Kunst Yes, absolutely.

Bowen Steve, are you all done then for tonight?

Kunst Yes, unless you have any questions. We can touch briefly on Chapter 3 again next time because I realize we kind of rushed through it. But that was a really good discussion on Chapter 2 and 3. That's why we're doing this. Whatever pace we need to go at to get done whatever needs to be done.

8. DATE OF NEXT MEETING: *The next Plan Commission meeting will be held on Tuesday, September 16, 2014.*

Amman We shifted the meetings from now on to the third Tuesday of the month because that was when we could get most of you there plus Steve Kunst.

9. ADJOURNMENT: *Motion made by Shelley Binder to adjourn meeting, seconded by Dennis Ferriter. Motion carried by voice vote. Meeting closed at 7:47 p.m.*

Respectfully submitted,

Patty Amman, Plan Commission Secretary
Town of Hull, Portage County