

TOWN OF HULL
PLAN COMMISSION
MEETING

October 20, 2015
TIME: 5:30 p.m.

- 1. CALL THE MEETING TO ORDER:** The Town of Hull Plan Commission Meeting was called to order on October 20, 2015 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, Jan Way, Bob Enright, Bob Bowen, Jocelyn Reid, Shelley Binder and Secretary Patty Amman.

Excused: Dennis Ferriter

Also present: Portage County Associate Planner -Kristen Johnson, Dave Wilz

- 2. APPROVAL OF MINUTES OF AUGUST 18, 2015 Hull Plan Commission meeting:**

Motion to approve the minutes of the meeting of August 18, 2015 was made by Bob Enright and seconded by Bob Bowen. 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 On the 527 Maple Bluff issue, they're trying to find a judge. One retired, another one had represented Konopacky in the past so he recused himself. Then they got another judge and this judge had gone camping recently with the attorney Konopacky has so the last I know, they still don't have a judge. The judicial council ruled you can't have a reserve judge run a jury trial. You've got to have a full-time active judge.

The fence along Ben's Lane, I'm meeting tomorrow with Lance Trezbetowski. We did some work for him after some confusion for lot lines. We had our road crew over there. It's right on the bend by Maple Bluff. He had this fence that was in our right-of-way. He had the horizontal slats up. He didn't take them down but he took the bolts out. They dug new holes and put it back up so it's no longer in the right-of-way. The fence is in the right place now.

On North Second Drive, last night the Common Council in an 8-2 vote, voted to extend their comprehensive plan to cover that area up there where Mr. Erwin wants to annex with his new building. We had approached the issue from a boundary agreement standpoint. The City Plan Commission voted 4-2 to deny Erwin's movement north. But the City Plan Commission is advisory to the Common Council just like we are advisory to the Hull Board.

Well #11, the Notice of Claim and Circumstances to make the City aware there is potential legal action, expired on October 15th. David and I will be talking to our attorney's

tomorrow and I'm pretty sure the intent is to file a formal law suit. We've got a second one with Gary Dreier who is representing the 30 plus people who lost water. Our interest is if Well #11 goes from 2.8 mgd to 5 mgd or 13 mgd, we'll have all sorts of problems with water in Hull. Probably some people in Stevens Point who are on private wells also. That's our issue, that it would really have a detrimental effect. Gary's issue is trying to get money back for homeowners who spent \$6,000 to \$7,000 for a new well. He's on a contingency.

Joe Street over by Bannach School, one block north is Regent Street. Pete put down tapes on Walter Street and Regent Street just to the west of Joe Street. We ran it a week on each and the numbers for Regent Street were 1,122, and for Walter Street which runs right in front of Bannach School, it was 5,446 vehicles. That's a problem for the neighbors over there. If the kids are coming down Walter Street, they don't have sidewalks. Mary Kneebone, the alderperson from that area, had a public hearing at Bannach School with all these people and they're working on this. There's a Safe Routes to School plan for Bannach with a lot of data. An effort is being made to try to resolve that issue.

Binder Have you heard anything on the I-39 / Hwy. 10 interchange program?

Holdridge No. But of all the traffic you've got, Hwy. 10 East is by far the worst.

Binder The reason I ask is because of where I live and because of all the road projects that are getting backed up and that one wasn't even started yet. I have to think it's on the back burner big time now.

Holdridge There are a whole slew of projects that are just way, way back because the legislature hasn't funded them.

Binder Right. But they just recently announced that Hwy. 23 and some of these other big ones like in Madison, that they've actually started, are now on hold. I was wondering if you had heard anything. Just today, when I was turning by the old Fleet Farm to get onto Hwy. 10, I could see the off ramp from I-39 this evening and it was backed up all the way down the ramp with cars to get onto Hwy. 10. And that's on a Tuesday, if you see it on a Friday, I won't even go onto Hwy. 10 on a Friday afternoon. I go around because it's just crazy.

Holdridge I got a memo from the DOT today with a list of all their projects and I think that was one of them.

Johnson The DOT does have a website and in fact they do talk about when the program began back so many years ago. It talks about they've got the project in mind and they're figuring out a reconstruction but it's kind of at a standstill and I don't know why or for how long.

Holdridge You've got to keep this stuff up.

Enright The median near Badger and Hwy. 10 East, I'm thinking that is on hold but I've not seen an official word on that. But it still is an issue because a lot of people living along Algoma use that to access Hwy. 10.

Holdridge They had a hearing out here and the one Jan referred to was the corridor study starting somewhere south of Plover and running up to Hwy. 66.

Enright Talking about widening I-39.

Way They did mention a round-a-bout by Honda and Scaffedi and they thought that would happen sooner than some other things. They were targeting 2020 but they thought it would happen sooner.

Enright In either case, those spots should maybe be entered into the document.

Johnson We can look at the spot that talks about the 6-year highway improvement plan and if that doesn't address it specifically, we could add it.

Holdridge I think the biggest issue is the increased traffic on Hwy. 10 East coming in from the east. I think they have some projections on that, without even changing anything. It'll be more and more traffic.

There's a handout on Goals & Objectives because I thought it would be useful for you folks to know what the Board is doing in terms of trying to accomplish some things. These are 18 months worth that the Board adopted back in October. The first one is the Public Safety Plan which involves pedestrians and bikers. That plan has been developed. It's down at Konkol's office to coordinate with the State law and our ordinance. If State law is involved, then it's enforceable by the Portage County Sheriff's Department. We just want to make sure of that.

#2 is Ordinance & Policies. One of the ordinances Dave Pederson is working on is the Right-of-Way Ordinance. We have 7 or 8 ordinances that are really important plus some policies that are internal working documents.

#3 Management Structure; Rick Stautz and I have met with Barb Brilowski and Jim Kruzicki about their job descriptions and we want to compare how we operate here with how other urban towns operate. Towns in the range of 4,000 to 7,000 and see how they are structured. We know we ought to be more efficient and effective but also budget issues.

Hull Water Management Plan is being handled by the Hull Water Committee.

Hull Comprehensive Plan is this group.

Fire Dept. Building, we'll be looking at that.

This building here we'll be looking at a few more things but it's pretty much complete. We've got to do something with the walls. Then we need to look at the Fire Department. Dave Wilz and I will probably be doing that.

Then Records Review & Disposal; Janet is really the one who is the records custodian and is in charge of the ordinances, contracts, etc. but we need to look at that because stuff keeps accumulating and you go out and buy more files. These are ad-hoc.

5. CERTIFIED SURVEY MAP REVIEW FOR EMILY MORRISON, PROPERTY IN SECTION 16, TOWNSHIP 24 NORTH, RANGE 8 EAST, TOWN OF HULL, PORTAGE COUNTY, ABUTTING WILSHIRE DRIVE. SURVEYOR: DALE ROSICKY.

This was pulled/tabled as the land owners decided not to go through with this for now.

6. PATTY DREIER LETTER DATED 9-14-15 RESPONDING TO HULL BOARD OF SUPERVISORS MEMO OF 8-3-15 ON PROTECTION OF GROUNDWATER IN PORTAGE COUNTY.

Holdridge We got Patty Dreier's response to the letter written or put together largely by Dave Wilz and Bob Enright about our water issues out here. Bob, do you want to make any comments on this since you were involved in it?

Enright I thought it was good she did respond in somewhat elaborate answers to the points we had raised, I think that's a positive thing. Since other people are included in seeing this document, the people that work with her are on notice this is an issue, so that's a positive. There were a few things in here that didn't seem to be completely answered. One was the direction of the water flow. Some of these things are taken as conjectures that there's no evidence this got into the water supply. I don't know how she would know that because there are no monitoring wells to test for the water there. Also that water near The Store flows from east to west. We know from the Water Specialist that the overall trend is from east to west but in order to get there it can flow in other ways as well. That question of our concern, I'm not convinced that we got a complete answer. I'm not sure that they know Town of Hull wells don't have benzene in them. I think one of the issues related to that east to west flow, and this came up when the gas station was being reviewed, was storm water runoff. She was saying because the wetlands are to the east of the gas station, it wouldn't be a problem but we know if something goes wrong, the water could flow off the surface of the gas station and would go that way so I'm not sure we got a complete answer to that. Another thing was sort of a logical flaw. If the water was tested at the gas station every 3 months and it (the benzene) didn't appear for 2 years, how could you then determine the source of the benzene was from the construction period? After the construction, it didn't show up in any of the quarterly testing for 2 years. That wasn't addressed. She lays out here the gas station is responsible for water safety so presumably the gas station would be 100% responsible for spills and leaks. I would think the expense for that would be pretty high even for a company the size of Schierl. On the positive side, she addressed every one of the issues and put this on the map of concern but some of the items of concern mentioned are not completely addressed.

Also related to that, it said in here on the third page, the contamination of the well is still being remediated. That problem was detected over a year ago in the summer of 2014. The whole historical sequence is not laid out in a way that makes sense.

Holdridge She refers to 'the groundwater management planning process'. It looks like that groundwater committee they have with Jen McNelly. It looks like their goal is to come out with some kind of groundwater monitoring plan. I assume that's for the whole county. That seems to be one of the purposes of that groundwater committee.

Johnson I've been able to sit in and attend the meetings. They have a technical advisory committee that is the first body involved when writing the plan. Doing the technical information. Staff, which would be Jen, drafts the plan language and then she takes it to that technical body for review. Then they add their 2 cents worth then it goes before the Citizen's Advisory Committee. It's a larger committee and they do the same thing, looking to see if they need to add any information. Then it goes before the Planning & Zoning Committee, the Land

Conservation Committee and then another Ag Committee, so 3 other committees will look at this so it's going before a lot of bodies. A lot of people will have a hand in it but ultimately it will be a document for the entire county to use.

Holdridge That's an on-going process.

Johnson There was a large amount of work that was done in 2013 and so there's not a lot of changes that need to be made yet.

Holdridge It says here 'groundwater monitoring methodologies will be considered'. We got some information from the Village of Richfield and this notion of setting up monitoring wells is a pretty involved task. It's not an easy call.

Enright So if you put a monitoring well in, it still wouldn't give you the answers?

Holdridge You've got to figure out where is the best place to put them. If you took the Somers property up here, there's a monitoring well in place north on Torun. There's another one we can use the University put in while doing an EPA study. We can tap those. There's another one we're trying to find off Willow Springs. We could use those wells that are already in place and start collecting data on those. Is that adequate, is the question. Who is knowledgeable in terms of sighting those? Maybe George Kraft. But that's really not his role. What I'd like to have is a hydrologist who works with a civil engineering firm that has some practical experience with that. Gremmer doesn't have that. We realize that's an up and coming need across Wisconsin. So if we could get these things sighted, it could make some real sense with some expertise. We've got Steve Gaffield who's done the work on Well #11 but he's pretty expensive. He's a hydrologist and he's a little bit vague on what you do. So it sounds great to have monitoring wells but how many do you need and where do you put them? How often do you test? Quarterly? Once a year? That's a debatable question too.

Enright When we drafted this document, the initial part of it was focusing concern on a gas station being built in a well-head protection area right next to wetlands. So a lot of these answers are addressed as to how we're going to take care of well water in general. But the city got the benefits in terms of tax breaks but the residents of the Town of Hull assumed risks to their water. So this idea of constructing this document was to rectify this to some degree by giving a sense of assurance that water could be protected and for the county to do that. They talk about putting all these wells all over the county. I don't think it's that hard to figure out you'd want a monitoring well in the subdivision that is the nearest point to the gas station. There's no monitoring of the water off of the site itself. There is no way of knowing, without them testing it, that there's benzene in their water. That's what we were asking. That the county would stick up for the town, which we had hoped they would have done when this was being reviewed during the construction of the 2 gas stations. That failed and now we were at this point. This is a reiteration of what we had heard before in the report about the gas station spill. The glaring obvious question there is, if it happened 2 years ago, why wasn't it detected? That suggests to me either the water was not tested all those times in that interim or that it didn't, in fact, come about during the construction. This is not really an answer to the question of what about the safety of the water now that there's been a spill. I guess one way you could do this is a have a

water specialist or Patty Dreier come out and meet with us and say this is what we're talking about specifically.

Holdridge The other thing is she refers things to the Emergency Government as being the first contact but she also says the city is responsible. I know there was discussion about Hull being notified. I think Mike Wiza said the Town of Hull should be notified. I don't know if that was ever formalized. I don't know how the City found out about this.

Enright They're required to report it to the DNR.

Holdridge There was quite a delay.

Enright There was, over a year.

Wilz I read her letter twice. When Bob and I worked on the letter, it was really two directions. One to the gas station because there were some unanswered questions, then the other was the challenge to Portage County to advocate with its water expertise for the citizens in towns as small municipalities don't have hydrologists and we felt like we weren't protected. We asked her to advocate for all the citizens. In lieu of the fact that water is the next big thing, in Patty's county address, it seemed a logical request. I agree with Bob, the fact that she thoroughly responded was a good thing. I think she kind of missed some of what our intent was. If it's water, let Portage County be the leader in this, not the reactor in this. I think she missed it on that. I appreciate the time she took and she was very serious in answering these questions and I think it would be a good step to invite her some night to get into it a bit more.

Holdridge Or Jen McNelly.

Enright Or both of them, yes.

Way Who is our town representative?

Johnson Tim Zimmerman from Hull. He was there last Thursday night.

Wilz Has the attendance been pretty low at those?

Johnson I don't think so. Probably 20 people in the audience. Ag was pretty well represented. We had a round table and they looked full.

Enright So has he seen this? Our letter and her response?

Holdridge No, I haven't sent it to him. It would be a good idea to send it.

Enright I think so.

Holdridge We could have Tim come and give us a report. We've got a Water Committee and I know Jen McNelly was at our last meeting. I think she goes to that.

Johnson When we get to the chapter on groundwater, invite her in on those discussions we have. I was mentioning it to her today.

Holdridge On the 3rd page on the bottom, 'Frequent testing at regular intervals of the aquifers fed by the wetlands adjacent to the Store on USH 10 and Badger Avenue'.

Enright That was the point that was in the letter.

Holdridge I think one of the things we ought to take seriously is the status of the aquifer. If you go back to the dust bowl, that big aquifer there, Ken Burns had a whole series on it on PBS and the concern there was that aquifer was going to dry up. That aquifer with irrigated land really saved that area. The projections, if he's accurate, and I suspect he is, are that aquifer is going to run out of water. That's the question. I'd like to know the status of the aquifer beneath central Wisconsin. Why doesn't the University have something on water in Central Wisconsin? Perform an academic service and get people in who know something, have the presentation, the questions, get them from all sides of the issue to really get this stuff out in the open.

Enright Well it's a great idea. Just 2 weeks ago, the Center for the Small City sponsored the one on civic engagement in Wausau. Every 2 years there have been workshops on things like the environment.

Bowen A year ago they did it on water protection, the Small Cities Conference and it was here in Stevens Point, I attended that. You suggested that we attend.

Enright Especially with the College of Natural Resources. I think it's a good topic.

Holdridge Getting the resources of the University out to serve the community. This doesn't have to be a big conflict. Through academic information.

Enright The Small Cities Conference has been doing this since 1977. Having another one on water would be a great one.

Holdridge I wrote a letter to the Chancellor encouraged by George Kraft. I think the University has to be an independent player on this really big issue. I don't know if I've ever been to a session of the Small Cities. Do they go every year Bob?

Enright The conferences are larger and are every 2 years. In the off years there is usually a workshop. This one was held in Wausau, the next one will be held in Winona. Most of the time it's been here but it's been in Pennsylvania, Madison, Louisville.

Holdridge I think we ought to be talking about the aquifer and the threat of running out of water.

Enright I would think you could follow up with another letter (*to Patty Dreier*) but I would be afraid that you might find you're talking past each other. That's why I suggest a face to face conversation where we can say this is what we mean. You can take on all the issues in the county, that's true, but we've got primary concerns with gas stations in well head protection areas.

Holdridge I agree with you on the gas station. But the Somer's land is not a gas station and also Well #11.

Enright I agree there are other issues. Patty (*Amman*) had collected all that data on gas station leaks/spills that had taken place but that wasn't very convincing.

Amman There were leaks/spills all over the place.

Enright They had experts there talking about how the tanks don't leak.

Holdridge The other thing is people fill up their car, put it on automatic, they leave and the next thing you know is gas is all over the pavement. That happened up at the Kwik Trip. By protocol, they have to notify the Wisconsin Rapids DNR office. If that would go on for any length of time, where does that gasoline go? I would think what we should do, as a result of that letter, is at least write to Mike Wiza and say, formally, we want to be notified of any leak/spill at gas stations or leaks that could potentially affect the Town of Hull citizens.

Enright Yes, at minimum. Then maybe can we get Jen McNelly and Patty Dreier. I understand there are other issues as well but you've got to start somewhere. Have a conversation about what we're talking about so we don't just keep passing each other.

Reid It almost sounds like that was addressed in statement #4, about notifying the city and how the town wishes to be kept in the loop.

Way We don't know if it's been a formal motion. Mike Wiza talked about it but so did Gary Wescott.

Enright That came up at a meeting about a year ago, remember that? That they said the town would be notified.

Way Like it would be a no brainer, like of course that would happen. But I don't know that anyone wrote it down.

Enright So maybe a letter to them saying how are we going to be notified? Are we going to get quarterly reports from them? Are we only going to get them when there is a problem? How soon after the problem are we going to know? What we were trying to communicate here is if something goes wrong, what happens? How soon are we going to know? If it's a long-term problem, who is going to fix it? Who is going to pay for it?

Holdridge I would just be happy if we got a notification of a spill. It puts us on the alert. If we could get them to notify Hull. I think we ought to try to get Jen McNelly out here as the Water Quality person.

A motion was made by Bob Enright and seconded by Jan Way to write to Mayor Wiza and to invite the Water Quality Specialist to discuss this further. Motion passed.

Holdridge Timeframe for this would probably be in June. I'll mention it to her. By that time, maybe they'll be further along on this groundwater management plan.

7. CONTINUATION OF HULL COMPREHENSIVE PLAN REVIEW PROCESS – CHAPTER 3 & 4 UPDATES – KRISTEN JOHNSON – PORTAGE COUNTY ASSOCIATE PLANNER.

Holdridge Kristen, Patty Amman and I have had 3 or more meetings plowing ahead on this comprehensive plan. I asked Kristen, what is the purpose of the plan? Why are we going through all this stuff? We do all this extensive work then it gets put on a shelf and it sits there. I'm not interested in that.

Johnson The comprehensive plan is a document where you have an inventory of all the town resources in one area, then from the resources you have, you come up with some goals and how you want to move forward in the future, working with other agencies like the City so the boundaries you are touching may be more consistently planned for. Taking in account both communities resources and what their hopes are for the future.

Holdridge I think the biggest thing is to know what resources are available. If you look at each element or chapter and look at what resources are available in the Town of Hull. I see it as a document that becomes much more active.

Johnson The hope is that you would look at it at least every 5 years, maybe even sooner. Some people choose to have an annual review where they look at it, not as invested as we are this time around, but just maybe put it on a few agenda items for a few meetings at the beginning of the year to see if everything is still accurate. If there are things that come up that you didn't anticipate and maybe didn't talk about this time around, then you can talk about them in an annual review or every 2 years. Whatever you would decide to do.

Holdridge That means there's a premium on accuracy and comprehensiveness on things that really affect Hull because we had stuff in there that really didn't impact Hull. The first time around it was based on Smart Growth and there were all those elements you had to touch upon so you had a lot of stuff in there that was boiler plate.

Johnson There are 9 elements and those are still a state statute requirement. John had asked me to send over that requirement and I did e-mail it to Patty today. It's the 9 elements that would be the 9 chapters but you have an additional chapter.

Holdridge I think we'll have 2 additional chapters.

Johnson But the 9 elements are the basic ones and you can choose to have above and beyond those 9 elements.

Holdridge At the end we have a summary of findings and those are general things, then you get into goals and then actions. I would say this ought to be a 2-year plan and those action plans ought to be things you want to accomplish. So you see this as a much more active document. It really tells the story of Hull as accurately as we can portray it.

Amman I put in all your packets the matrix showing what we've done so far for each Chapter of the comprehensive plan.

Johnson I can say too, just adding to whatever you decide and how often you'd like to look at reviewing the whole comp. plan once we finish, we'll revisit that in the implementation section which is the very last section. It's nice to think about it now but we'll definitely touch on that later and we can make firm decisions later. But I know John's been thinking about how we can make this more relevant to the Town of Hull and actually a document we can use so it doesn't sit on the shelf.

Holdridge The 3 of us are meeting if not weekly, every 2 weeks and we're just hammering through this stuff. What we would do is when we get it completed, we would either send it to you or we'd have a couple of chapters for you to look at. I think you'll find that will work better. Then if there are questions, Kristen or Patty can research it and we get the stuff straightened out. So we won't meet in November or December as a Commission.

Johnson We left off on Chapter 3 last time and like John mentioned earlier, myself, Patty and John have met almost weekly trying to get through Chapters 3 & 4 so we can bring them before the Plan Commission. So I summarized in a list the changes that were done. I put this in a memo. There were quite a few mark ups and getting a clean version would be the easiest to work and start with. We can go page by page and if there are any comments, we can do that as well.

Holdridge On page 26, right at the top, 'reported in 2014 for USH 10, east of Brilowski Road was 20,100 vehicles, an increase of 6,200 vehicles (45%) from 2002.' Look at that kind of increase. This says to me and for anybody who travels that road, where will that thing stop in terms of increasing?

Way A question came up, I thought by the Highway Department, even if we took out the travelers coming through, just the local people, there would still be significantly increased volume out there. So re-routing Highway 10 isn't going to solve the problem.

Bowen It won't have hardly any effect, minimal, you'd hardly notice it.

Enright A lot of that traffic is from adjacent to where Hwy. 10 is now and if you reroute 10, it's not going to affect that. That's a good point. We've been told that for 10 years.

What I was noticing in that document related to that in the conclusion section, it said there's no relief to that in sight. I was thinking what you were about Hwy. 10 on my way here. Bob has mentioned many times about the old proposal of building frontage roads and there was resistance to that and that was decades ago. There's that space in the middle for the left turn lane. I noticed cars make these whip-saw turns in there and you're not sure if they see you. The use of that as the turn lane and controlled intersections and access to multiple businesses at a time, it seems that it's inevitable that this would need to be done. It's just a question of when we get another 16,000 cars on the street or more accidents or whether we're going to plan ahead for doing it. There's just no way you can put more businesses out there and if Parkdale develops more, without having some solution along that stretch.

Bowen The solution is very obvious. That east-west, north south traffic conflict and the only way you can eliminate that is to have an overpass or underpass. Then you can allow traffic to flow in both directions.

Enright I wasn't thinking about the Brilowski intersection, which was rebuilt, but my thought was something more modest. On that section between Brilowski Road and Maple Bluff Road where it's really serious with cars making turns out of businesses, that's got to be redesigned. I know that the landowners around there are not going to want to give up any land. Essentially making the residents of the Stevens Point area pay a price for it in terms of just a horrible street to use. I thought you were going to say the obvious one is that you have to go back to that plan, as does every other community that is growing like this and make limited access points for multiple businesses and control traffic in and out of it. It's just a question of when it's going to be done rather than putting up with it. It's pretty obvious this doesn't work.

Holdridge If you go out on a Friday afternoon, particularly coming from the east, you will see cars peeling off to go up I-39, lots of them. The question is, the original plan was to take that traffic south to HH and connect to I-39. But I think the problem is, anybody who travels that a lot probably won't take that route because it takes them way south. They will continue to come right in and maybe they want to stop at Culver's or something, and take I-39 north. Maybe that's why the DOT...I don't think the DOT is going to build that south. I think the DOT wants to run that thing where they wanted to put it before which is take that bridge at J and go north and straight across with Highway 10 to Marshfield. The meeting we had out here, the DOT guy wouldn't make any commitment. People were really infuriated because they all assumed the solution was to have a 4 lane dipping south and connecting at HH. This fellow from the DOT said it's a decision from the higher ups. I think that thing isn't going to go south. We killed that, you know, going north, with the Plover River group and Hull.

Enright I think there are 2 problems here; the cross state traffic and the local traffic. Just taking the cross state traffic off is not going to solve the local problem and nobody is addressing that one at all. We talk about freeway on ramps and off ramps which we definitely need because the traffic backs up all the way onto I-39.

Bowen They started to solve some of the problem by Oshkosh developing 45 as 4 lanes. If they would take that 4 lane all the way to 29, that would greatly relieve the traffic to Stevens Point. That's what we suggested a long time ago too. Why don't you, instead of doing the Hwy.

10 thing over to Marshfield, do 45 first. But Marshfield Clinic thought they were going to get a lot of business from Appleton.

Enright I think that's the plan we're talking about that didn't take place because of the lack of funding. But I-39 was going to be widened by another lane, between HH and Business 51.

Holdridge No, I thought it was going to go further south.

Enright Maybe down to 54, it was going to be widened. Does the City have this on their agenda? Because the land is in the City. It seems they should have some concern.

Holdridge You probably need a metropolitan response to this. The Hull citizens use it heavily.

Enright Custer, Stockton and others.

Holdridge We know that is a huge issue and that will come up in our summary of findings.

Enright I'd suggest we have a statement that is more emphatic saying we have to put up with that and attention should be drawn to rectifying that situation and a similar thing with concerns about access points onto Highway 10 East. It's confusing as to what the DOT is telling us about that construction. One land owner on the edge of our subdivision was paid for the land by the DOT to shave off a little bit of his front property, then they sent him a letter saying no, they weren't going to do it. He didn't have to give the money back.

Holdridge What were they going to do?

Enright I think they were going to, where Algoma Street comes out to Hwy. 10, this is what's confusing. They were going to build a barricade along that median strip and then in order to make it possible to turn in and out of the subdivision, they had to widen it by taking some land on the south side of Hwy. 10. So they were taking some land from the 2 properties that were at Algoma and Hwy. 10. Depending upon how much they were going to take off, I don't think they even gave them very much money, but 2 property owners, I believe, were given money and then it was either cancelled or delayed. We don't know.

Holdridge I don't think we really know what the DOT is going to do and my guess is they don't.

Enright My suggestion is to just write that in.

Holdridge We can add that to the summary of findings. That's the big issue for the Town of Hull, that Highway 10 East issue.

Enright Also a lack of speed law reinforcement. Cars are not going anywhere near 40 mph.

Binder That's city out there and a lack of city enforcement out there. I will never pull out from the light by Old 18 and Hwy. 10 until all the people stop running the red light on Hwy. 10. The fact that someone hasn't gotten killed at that intersection yet is just amazing. That's the city, ultimately, out to about your place, right? The only time you see them is if there's an accident.

Johnson If I may touch upon the bigger points and changes. The rail inventory, we added a section in there to talk about the railroad crossing at Country Club Drive and Hoover Road near the Stevens Point Country Club. What they've got going is plans for an overpass and that's going to be through involvement with the DOT.

Holdridge The big mover in that is Stevens Point.

Johnson It affects Hull traffic, in fact it does now. I've heard it can get backed up there when the trains are passing through. That planning process is 60% complete. Moving down to 'E' the air transportation facilities, there's a state plan that has been updated to go up to 2030 now. There are no significant changes other than it's been updated.

Holdridge The other thing I want to point out is we added a statement that says 'airport operations are governed by an airport board consisting of elected representatives from both Marathon and Portage County'. So if someone wants to know who runs the airport, it's a joint body and one of the few in the state that does that.

Johnson We did a lot of updating with those numbers in terms of the number of engines that come in and go out of both CWA and also the Stevens Point Municipal Airport.

Holdridge That should be pretty much current data. Bob you might have something to say about that.

Bowen It's like what we originally put together but with the updating.

Johnson The weight limit which is 'F', that was rewritten to flow better now.

Holdridge That's a good, concise statement of what our weight limit ordinance is about. We've got Class A roads and Class B roads and Class B roads are what Hull roads are. Those are basically 60% of Class A roads in terms of weight limits. That weight means 12,000 pounds per axle. If you're over that, you've got to call our Town Secretary and she gives you a permit. We will have the weight limit ordinance as an addendum.

Johnson Yes, we were going to add it at the end after the appendixes. The Portage County Highway 5-Year Implementation Plan was updated to say there's no further maintenance projects that are planned from 2015 to 2018. We did add as brand new here, 'C' Hull 5-Year Road Improvement Projects. We worked with the road crew foreman on what we have laid out through 2020.

Holdridge That's on the bottom of page 30 and top of 31.

Johnson We tried to condense the Portage County Bike/Ped Plan, that was on page 31. We had a chart in there previously talking about recommendations for facilities that was confusing so we took that out and now recommend going straight to the County Bike and Pedestrian Plan for any recommendations.

Holdridge I think when that gets approved, will that be an addendum too?

Johnson I don't know as we want to do that since that is a really thick document. So it's best to just refer to it. It's always going to be available on Portage County's website and in our office.

On page 32 we added brand new, the Town of Hull Public Safety Plan in terms of bike and walking. That plan hasn't been officially adopted yet but it's anticipated that it will be in 2016. That's coming down the pipeline.

Holdridge Under Section 3.5, this is the conclusions and summary of findings. #6.

Johnson We summarized our findings and from those findings create issues that are still outstanding. The I-39, Hwy. 10 East interchange is mentioned in there, 'how can we remain aware of the DOT's plan for addressing the problems that have come up there'.

Holdridge Some outline of this might be that we have summary of findings and that's general stuff we all agree on in this particular element. Then we might go to 2-year goals and then finally have an action plan on how we're going to work those goals within the 2 years. That makes it much more relevant I think.

Enright Were there many issues outstanding?

Johnson Potentially. I feel we're restating things from the summary of findings, not always, but sometimes.

Holdridge Incorporate those action plans in our daily operations. That's Chapter 3.

Bowen Kristen did you take a look at the emergency alternate routes for I-39 which would impact Hull? For example, if something happened between Casimir and DB and the traffic was rerouted from Casimir over up North Second Drive, County X to DB and back to I-39, you'd have a huge road problem on North Second Drive if just one incident like that occurred.

Reid That happened a couple of years ago. Someone was killed in a car accident right near the Casimir Interchange and I think the traffic was backed up and they were coming into town by SPASH and going up 2nd. It took me a half hour just to get home because the traffic was unreal.

Holdridge Rerouted off I-39?

Reid Yes.

Holdridge Where did they reroute it?

Reid I don't think they would let them get on I-39 at Stevens Point so they routed by the high school and down North Second Street.

Binder The DOT probably has an emergency plan because they have those ramp closure bars set up so they can close them off so you can't get on I-39. The County has to have an emergency plan as to where they're going to route traffic when they close those ramps.

Holdridge Do they have some signs out on those routes?

Binder I know up by Mosinee they have signs up for alternate routes for I-39 but I haven't caught any in this area.

Holdridge Those details aren't in here are they?

Johnson It's not. I don't know how that information would affect the plan. Is there a need to think about alternative routes? I know the implications of what that would do for our planning purposes. What would that information tell us? How would we use that information? Is that something we need to think about and add in here?

Bowen The impact on Hull roads would be significant.

Holdridge But how often would something like that happen?

Bowen It's like a 100-year flood issue. But if it happens, it'll have consequences.

Enright In that instance, did they run the big trucks down by SPASH and North Second Drive?

Reid I wasn't paying attention to trucks.

Holdridge I would assume they'd run everybody down there.

Reid They had policemen directing traffic.

Enright I'm assuming it would damage the road.

Bowen Yes, right.

Holdridge But practically, how would you deal with that? How often does it happen? It could happen?

Johnson Is there anything we could do to avoid them using an alternative route?

Binder The only thing they wouldn't let down is overweight loads, they'd probably let them stay out on the highway.

Holdridge Or a hazardous load or something like that. Most of those people would probably be through traffic. They certainly wouldn't be Hull residents. They'd be coming from the north and going south. I don't even know if we have an emergency route map anywhere. I doubt if Pete's got one.

Bowen Emergency government would have it. When Sandy Curtis was in, she talked about that.

Holdridge I'm trying to get the most relevant things in here to try to get through this.

Enright The only thing I was going to add was, given we've identified Hwy. 10 East as an issue, we need to say it's part of our 2-year goals, that this would be something we should do with intergovernmental work. Do we have any say-so over Highway 10, is that in the Town of Hull?

Holdridge I think that's an intergovernmental thing. We had a big meeting out here in the old building and people were backed up into the lobby when we were talking about Highway 10. That's when the topic really came up by the citizens. There was a woman who said she was scared to death to pull out onto Highway 10 because these semi's come through there often speeding. There were all these stories that came up. I don't think you're going to deal with Highway 10 and the DOT just because Hull is into it. It's got to be an intergovernmental, politically heavy issue.

Enright We could have that as one of the goals.

Johnson As an action plan?

Enright Yes.

Holdridge That's in the findings.

Johnson It's in the findings as an issue.

Enright What I was recommending was that we have a less fatalistic statement in there. What I'm suggesting is we create a prospect and that is a goal to engage with the City of Stevens Point to rectify this problem. Get some traffic engineers out there and say.... Nobody is going to oppose this issue except for people who own land. Nobody likes this problem.

Holdridge Or the DOT. Portage County Highway Department. You have to get the political leaders involved.

Enright I suggest you get something in there saying we're going to do this then cross reference it with the intergovernmental issues. It isn't just land use and it isn't just water but also transportation and regional types of issues.

Holdridge Does anyone know of a bigger traffic issue other than Highway 10 East for Town of Hull citizens? I'm including the interchange, all the way out to past Badger Avenue, Algoma.

Way I would say the left hand turn onto Wilshire from Highway 66 or to get out by Honda to make a left hand turn to get into the right hand lane to get onto the highway.

Holdridge There ought to be a stop and go light there.

Way That's where the round-a-bout would be they're talking about.

Johnson That's part of the whole corridor study, isn't it? Right at the on-ramp where you're talking about. I think it is.

Holdridge The other day we were coming down Green Avenue and there was a biker on the right going with traffic. Perfectly legal, in the lane, with a helmet on, he had a vest on, very professional. We got up to the stop sign at Green Avenue and Hwy. 66, this guy just went straight through the stop sign. Now the law says he's supposed to stop. And he was a professional biker and he just shot right across that intersection. That's one of our problems.

Enright Yes, that's a dangerous intersection.

Johnson I just want to make sure I understand this correctly. You want to create a new goal for engaging with other agencies and the city to rectify the issue we have with Highway 10 East. Then did we want to add an action plan as well? Or does the goal speak for itself?

Enright I would say the action plan would be a redesign of that strip between Brilowski Road and Maple Bluff Road to eliminate the hazardous conditions by the conflicting use of that roadway. Change those left-turn median strips into something that is re-engineered access points.

Holdridge I think what you really need is a pretty strong consensus of a number of government political leaders and to get together and get their attention.

Johnson So how do you get their attention? Do you craft a letter?

Holdridge That's the thing we ought to put in the intergovernmental section. I would rate that as the biggest traffic problem we've got. It's not just Hull. It's other people from Stevens Point, the businesses in Stevens Point. But I don't know anybody who doesn't think that's a huge problem. It's got to be addressed intergovernmentally to get the DOT's attention.

Enright We could call a Highway 10 East Summit!

Holdridge A public hearing.

Enright Right, a public hearing on what to do about this and have the transportation and the city people there.

Holdridge We'll go to Chapter 4.

Johnson Chapter 4 is Utility and Community Facilities. On page 1 we talk about the inventory of our sanitary sewer service and our water supply. Within the water supply information, originally it talked about landfills but we know all landfills within the Town of Hull have been closed so we added that information in there. Then provided the locations on the map of 4.2 just in case anybody wanted to see those. There is a code that specifies there's to be 1,200 feet between private wells and the nearest edge of an existing or closed landfill. That's the point of having those maps. John wanted to know how far a well has to be from a septic system. It's 25' from the tank and 50' from the drain field.

Holdridge That isn't very far.

Binder And I think 30 years ago it was even closer.

Amman If you have a small lot, you start running out of space when you start getting out that far.

Johnson We don't need to put that information in here. In the groundwater section, we talk about lot size and that ties in with a well because like Patty just said, you run out of room when you have a small lot. I think they say a half acre is recommended, but even bigger like 2 acres is recommended if you're going to put a well on your property.

Holdridge That might be good to put in that groundwater section. One of the things we added under page 2, Solid Waste and Recycling Facilities, at the end of that first paragraph: "the cost of curbside pickup of solid waste and recycling is part of the Hull property tax payment." Most people probably don't know that. In some towns, the individual pays for it. We have it as part of our property tax system and I think that's a much better way to do it, it facilitates it. Then we were going to have a section in there on waste disposal site, Town of Hull. That's our disposal site right out here. That will give the details of when it's open. The third section will be on branch pick-up in the spring in Hull because branch pick-up is a big deal around here. That will be stuff that will be the latest information. On page 5, the power generating plant, 'Portage County owns the power generating plant and dam at Jordan Park in the Town of Hull on Brilowski Road. It is leased to Big Plover Mills Incorporated to manage the day-to-day operations.' Did everybody know that?

Enright Yes. I know somebody that lives by there.

Binder I saw someone down there the other day working on it.

Enright It's not very big.

Holdridge What do they do with the money, or the electricity?

Johnson The electricity gets sold back to WPS and then the money that this Big Plover Mills pays for leasing, that money goes to the owner to do updates and maintenance of the dam itself. It kind of goes back and pays for itself.

Holdridge The section below, we revised that for the municipal building to describe what happened. The sheriff patrols and policing, that's pretty much accurate. Then under fire protection, we're going to add the 2 issues which are the fact they have a tough time getting volunteers because over half the firefighters live outside of Hull. That's a continuing problem not only with Hull but with the rest of them. Then the second one is the lack of structural fires. The old notion of a house burning is very rare because of all sorts of preventative things that now go on. Let me share this, does everybody have this?

Amman Everybody has it (*EMS and Fire Calls monthly list for most recent month*).

Holdridge Look at this report for September 2015. Mark Kluck, our fire chief, gives this to our Board at every meeting for the previous month. They only had 1 structural fire, and that was cancelled.

Amman And that was in the city anyway.

Holdridge That's one of the problems. These firefighters are really dedicated people and they train hard but they don't have the old, traditional fire to go to. These structural fires are rare.

Johnson John, would you like to put these items under issues outstanding?

Holdridge Yes, I think we need to add that. Because getting volunteer firefighters is a tough thing to do and then the fact we don't have the notion of rescuing people and if you have a crash on the interstate and it's within the Town of Hull, our people will respond and they have equipment to get people out. Then they turn that in to the insurance company and get \$500 from the insurance company so that's an income source.

This one is the EMS incidents and look at the number of them. This is the busy group, 19 versus 8 of the other list. They will respond then the ambulance will come but it's very active.

Johnson It's good to see the time of the call and when they actually arrived.

Holdridge It's pretty detailed. Adult medical, etc. But it's really an active group. So those are some of the fire department details. Then there's the Stevens Point Fire and Rescue Service, that's outlined in here.

Johnson Not a whole lot of changes but when we get down to schools, we decided to keep it more relevant to Hull and where residents might go to school. There were some colleges we took out of there. We updated the enrollment numbers.

Holdridge On page 8 the Catholic School System is now called the Pacelli Catholic Schools.

Johnson I looked that up and the advanced placement options, they do have 9 courses they offer for advanced placement.

Holdridge We kept in the Community Charter School and UWSP on page 10. Mid-State Technical, did we get any updated enrollment figures on that?

Amman I am working on getting that.

Holdridge The county parks and Jordan Park, at least part of it is in Hull. The various town parks are mentioned. Then it refers to intergovernmental agreements and we have one but we need to check on that for 2 parks. One is Eastwood behind Fleet Farm where there's a city park and a town park that join together. The other one is Conifer Acres off Old Hwy. 18. There is an agreement on this and that's something we want to check on. Then we listed developed areas for parks, we'll have a map. Then cemeteries on the next page. Jordan Cemetery on Brilowski Road. I think this was initially an Indian cemetery about the time of the civil war. The other 2, St. Peter's Catholic and St. Casimir's, those are active. Rogers Burial, we don't know where that is, the one grave.

The childcare facilities are interesting because we don't have any group childcare facilities in Hull.

Johnson It just means 9 or more children.

Holdridge That's probably a tougher license.

Johnson I know a daycare, even if they're in home, they're still licensed through the state.

Holdridge Then we get to summary of findings. That has to be firmed up a little bit. Again, the goal is to make this accurate, provide information and resources where people can go to get services.

Johnson We were going to re-word B-#5 talking about updates to the Town of Hull Fire Department Building. We're going to try to tie #5 with #2 talking about reviewing equipment and tie those together.

Holdridge And mention those goals I handed out (the list), the last one is about the fire department because we've got to do something about the fire station.

Johnson Yes, we can tie that in. Then changing the short-term goals to say 2-year goals.

Enright What about the internet, 4B. That's in the issues.

Johnson It's good that you bring that up. We touched on it the other day. We were going to also add to #4, examine the placement of cell towers and internet service providers.

Holdridge That broadband is a big issue. I had a couple of calls today. People that live in northern Hull, they don't get good internet service. On November it'll be going to the County Board and they will take it up, voting to give \$25,000 to do a needs assessment of broadband, which is high-speed internet, in Portage County. That's the first step. That went through the Executive Operations and the Finance Committee last Monday. These are all County Board groups and they all supported it. Then with Nathan Sandwick of the UW Extension we'll design a survey to determine the underserved and unserved areas of Portage County in terms of high-speed internet. What drove this a lot was the Federal Communications Commission which gave something like over a half million dollars to Wisconsin and will give that each of the next 6 years to look at expanding the unserved and underserved areas in Wisconsin. We know we need to do a very sophisticated study and we expect to get a heads up on AT&T if they start giving this money out. Columbia County is doing it. Other counties are really advancing this. This came up, we organized and we've got a really solid group. I got into this because I was reading the North Central Regional Planning Commission Newsletter and they had a headline, Oneida County and the Town of Three Lakes up by Eagle River. The chairperson up there has organized the whole town and now 90% of the town has high-speed internet. If you read about broadband and UW Extension has a lot of stuff, that's the model for what ought to happen, Three-Lakes. They really went to town. Even put a tower behind his house. He didn't oppose that. But we've got cell phone service problems too. Right here in this building you can't get cell phone service.

Bowen What is the problem?

Amman It's a metal building and we have metal roofs and we've always had that problem.

Way I can't get it even outside.

Amman It's more than the building? Okay, it's the area. We might be a dead spot here.

Johnson Too many trees.

Holdridge They wanted to put a cell phone tower out here. They studied it and were working out the details and then something happened in upper management with a financial problem or something and they just dropped everything. U.S. Cellular wanted to put a tower up near the corner of Wilshire and Jordan on land that doesn't have a house yet. The owner would get about \$600 a month and they want to do it. We had a public hearing with a full house and the neighbors up there were opposed to it. So we voted it down. Now it goes to the Board of Adjustment and I don't know what is going to happen. We have a right-of-way ordinance which says if you cross our right-of-way, you have to get formal approval from us. That's going to be a stick in the mud for it. From what I'm told, it's customary to ask the locals about these kinds of things but the Board of Adjustment and the State don't have to follow our suggestions. What people are saying, they'd come out of their house and look up and there's the tower with a red light on it. They said it would have an impact on property values.

Amman That might be why the service around here is so bad, because we're in a dead spot and the cell tower companies are trying to rectify it by putting a cell tower up in this area.

Holdridge I told them why don't you put one right out here, you'd have no opposition. That wasn't what they wanted. We also suggested they go north of Jordan in a field out there with very little residential, why don't they put it there? Probably there's a role for planning in this whole thing but they come in and hire a consultant out of Milwaukee and he just comes in and looks at the best site and he had to talk with the local governmental officials.

So is there anything else (*for the comp. plan*)?

Bowen I just wanted to remind you the Town of Hull is the home of the most robust international non-profit in Wisconsin. That's a pretty big operation. We will have sent 10 containers to Nicaragua this year. It's a considerably large operation. We're celebrating 50 continuous years of humanitarian help.

Holdridge I knew about your program but I didn't know it was that long.

Bowen My family has been involved for 25 years. The office was in Madison but after my wife got involved, it transformed the organization. The Wisconsin chapter is the flagship for the whole United States chapters for Partners of the Americas. Whenever they come up with an issue that they want to use as an example, they point to Wisconsin.

Amman Do they have a small brochure explaining what they do?

Bowen They have a website. The annual report just came out and that's electronic and you can go through all the details with that. On the website you'd see all the information, like Firefighters United. We've sent 50 vehicles, fire trucks and ambulances. We've got 7 ambulances to go right now, 2 fire trucks, one in the warehouse here and two more in Whitehall. We're the biggest supplier of fire fighting and emergency service equipment to Nicaragua.

Holdridge On that end who handles it? The government?

Bowen No, our infrastructure. We have to deal with them through customs. Our last shipment was just released today I hear. The reason we don't get involved with the government is because governments change. We have 4 full-time employees in Nicaragua and that's what holds it together. That's what makes it possible. We could send all this stuff down there but if we didn't have a distribution system and a follow-up system, we can tell you what woman got a sewing machine, for example. That's very important as donors want to know these things. We have a warehouse and an office complex in Managua just like we do here.

Holdridge Does it all go by boat?

Bowen No. The dry goods or non-vehicle stuff leaves here by container and semi and it gets put on a train and goes to either Houston or Miami or Jacksonville, Florida and goes out from there.

Holdridge That's got to be expensive.

Bowen It is and if it wasn't for funded transportation, we probably couldn't do it. It costs approximately \$15,000 per container. So if we've sent 10 of them this year, you know how much money has been involved in moving that amount of goods. It's a big operation.

Holdridge You have a center down there and a home office up here at the University.

Bowen Right, it's at Nelson Hall.

Holdridge Where else do you have centers in Wisconsin?

Bowen We have partner cities, about 25-30 of them. Estelle and Stevens Point are partner cities. I don't know if you heard about this. The Cultural Commons is going to be between Estelle, Nicaragua and Stevens Point. Appleton, Madison, Clintonville, Ft. Atkinson, all have partner cities they work directly with those cities down there and find out their needs.

Holdridge How did you happen to pick and get involved with Nicaragua?

Bowen Back in 1964 when this all started, Governor Lucy had some connection with someone down there and this was done under Kennedy's administration called Alliance of Progress. Wisconsin got connected with Nicaragua because of that.

Amman That's what I was looking for on-line. What is this, how does it work, what is it for, how did it start? All those things you just talked about and explained. I was looking for an introduction to the program and I couldn't find it.

Bowen It started under Jack Kennedy in 1964 in the Alliance of Progress which managed everything and funded it for a few years. But that ended and in order to continue it, a corporation was formed which is called the Partners of the Americas and that's in Washington. All non-profit. It's the largest non-profit with volunteers for all 50 states in the western hemisphere. We're just one chapter out of 50. A lot of Peace Corps people like to work with us in Nicaragua because we've got connections. We've been doing this for 50 continuous years, through the civil war down there, hurricanes, etc. A lot of NGO's got washed out but we've continued to maintain a presence. That's pretty significant.

Enright There must be someplace in the comprehensive plan that we talk about businesses where we include non-profits in there, that exist in the Town of Hull.

Binder Under Economic Development.

Enright It should be included in the comprehensive plan.

Bowen The warehouse is on my farm (*in Hull*) and I live across the road so I'm there every day. We have people in there every day. Then we have a packing day every third Thursday of the month. About 20 people from all over the state come in and pack up stuff in big boxes following customs regulations which are stringent. You can't have anything that doesn't have a shelf life of at least 6 months so we don't send much medical stuff.

Amman Are the customs difficult because of the United States customs or because of Nicaragua's?

Bowen Because of Nicaragua's.

Holdridge That's quite a story.

Bowen Well it is. Just the transporting of the vehicles through the U.S. Airforce Reserve is a big thing. It helps with the training flights. When those aircraft are not being used to transport military goods, they can perform these humanitarian flights.

Holdridge Where do they fly out of?

Bowen Out of Volk Field. There will be a continuous video on this showing how we get a fire truck from Stevens Point to Managua. It's a big process. We have to make the ramps for the vehicles to get up into the C-5 or C-17's aircraft. We work with the grassroots people. It's fun and meaningful. So I just wanted to remind you that Hull houses their warehouse operations.

Holdridge I want to thank Kristen for all her work on this comprehensive plan work. She keeps us moving along.

Johnson I try. We're plugging away.

Bowen I think you and Kristen having these meetings is a good way to go about this. We go through this but we probably don't pick up the details that you are.

Holdridge When we get through, we want to have an accurate document that tells us something.

8. DATE OF NEXT MEETING:

Holdridge I'd like to recommend that we not have a meeting in November. If we have a CSM and it's not complicated, we can take it directly to the full Board.

The November Plan Commission meeting is cancelled and there is no meeting scheduled for December. The next Plan Commission meeting will be held on Tuesday, January 19, 2016.

9. ADJOURNMENT: *Motion made by Shelley Binder to adjourn meeting, seconded by Jocelyn Reid. Motion carried by voice vote. Meeting closed at 8:02 p.m.*

Respectfully submitted,

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