

TOWN OF HULL
PLAN COMMISSION
MEETING

December 9, 2014

TIME: 5:30 p.m.

- 1. CALL THE MEETING TO ORDER:** The Town of Hull Plan Commission Meeting was called to order on Tuesday, December 9, 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, Jan Way, Bob Bowen, Shelley Binder, Bob Enright, Dennis Ferriter, Jocelyn Reid and Secretary Patty Amman.

Also present: Steve Kunst, Portage County Associate Planner, Surveyor- Tom Trzinski

- 2. APPROVAL OF MINUTES OF THE OCTOBER 21, 2014 Hull Plan Commission meeting:** *Motion to approve the minutes of the meeting of Hull Plan Commission of Oct. 21, 2014 was made by Shelley Binder, seconded by Dennis Ferriter. 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 Bob Enright did a great job of chairing the last meeting. You talked about some important topics and I noted you talked about Hwy. 10 East. We've got these large maps with 3 in here and 2 out in the lobby. We advertised, the DOT wanted to come over to Hull. So we sent notices to people north and south of that area in those Hull neighborhoods. I was the only Board member here and Janet Wolle was here but we had a full house, this place was packed, people were standing out in the lobby. The DOT, Jeff Stewart brought his consulting engineer who happened to be from Stevens Point, graduated from SPASH. They went through these various plans one by one. The citizens were really critical and really concerned about the notion that they're not going to run Hwy. 10 East south to HH. When the DOT fellow was confronted with that, he said it's department policy. People said, "What do you mean? You're going to keep Hwy. 10 East that way for however long with all that traffic coming in?" Because the plan in most people's minds on the table and in the short to long term was the notion of coming in from Appleton, cutting south and eventually coming into I-39 somewhere around HH.

Binder They call it the 2020 plan.

Holdridge That really got under people's skin. They (DOT) heard some strong comments from them. But generally it was a good discussion. Probably what we'll do is put together a little group and come up with a position on one of the plans. That was suggested by several at the meeting and I think that makes sense. Let the Board go on record taking a position. I talked with Jeff Stewart and I asked him about the time-line and he said they're probably going to get down to a couple of the alternatives in later December or first part of January. But I was pleased because it's very seldom the DOT comes to the Town of Hull. That's the second time they came. Bob, were you here the first time they came?

Enright Yes but the maps weren't as developed at that one.

Holdridge So they've actually come to us and we had a lively discussion.

Binder I have a comment; in my observations, I went to the one at Bannach School, then I came to the one at the Town of Hull and I found the slide shows to be different in that at the Bannach School one, when they put up the interchange ones, those maps had also pictures off to the right showing the backage, frontage and alternate routes. They didn't show any of that at this meeting here even though they had about 15 maps to hand out to about 100 people. So they weren't forthcoming with that on their map this time around and the other thing is that street they want to put through, Sandy Lane, I noticed a fair amount of discussion about that at the first one. They just kind of poo-pooed it I think because they said it's not going to happen. The other thing is somebody told me he heard the City gave Kwik Trip the old Copp's area for a truck stop. That's a rumor I heard. The old Copp's on the East Side. So anyhow, that was the difference between the two meetings that I found. They didn't really go into the specifics like they did at the Bannach one. The time-line, this one didn't go any shorter or longer than the one at Bannach. They got through it in 20-25 minutes at Bannach and at this one too. Of course a lot of people were more argumentative and ready to say something during their presentation this time whereas at the Bannach School one, they just listened.

Holdridge Was there a bigger crowd at Bannach?

Binder No. There was probably 25-30 people at that one. Like they said, their mailing list was inaccurate and a lot of people never even knew about it.

Holdridge That's why we sent out the notice. We didn't rely on them.

Binder It was in the Milwaukee Sentinel recently where it had listed some of the upcoming road projects the DOT wanted to do. Not the big Milwaukee one but some of the other ones in the State. There were three of them where the DOT said they were dropping them because of lack of community support. So the DOT had plans to do a by-pass or something down in the southwest corner of the State and they probably had so much feedback on it. They said they were dropping it because of lack of community support. That's my take on the issue so far.

Holdridge We had no maps. Janet requested maps several times. What they gave out that night was the first time we saw it.

Binder We got maps at the Bannach School.

Holdridge When they came, yes, but we were trying to get them ahead of time and they weren't forthcoming. I do think there's something going on with that bypass business to the south. I'm a little suspicious. I'm wondering why they took that off the table.

Enright When they were considering that, was that before Crossroad Commons went in?

Binder No.

Enright It was after then, okay.

Holdridge The best route, we fought the closing of XX. We fought that route straight from J to I-39. We opposed that because it went through some of our neighborhoods and subdivisions. They guy mentioned that, "The best route would have been if J went straight over to X." I wasn't saying anything because we didn't want it, and he's right. That was a straight shot from J there where they built that pretty good size intersection and it would have gone right over to where Hwy. 10 angles and goes over to Marshfield. I thought it was a good meeting. I was pleased they came out. I talked with Steward afterwards. I think right now, you start looking at these things, we've got a lot more questions. I've gotten 3 or 4 letters from people. Janet made out a 1-pager where they could write out their comments and the DOT had a form to get the comments back. We've got to digest all that stuff.

Tomorrow night in this room, we are inviting the 32 households that lost water. Jerry O'Brien and Brent Jacobson will be here from Anderson/O'Brien Law Firm. It'll be an executive session and Barb will take role. We're going to talk about the legal issues and the path forward. What the lawyers are going to do is seek an injunction that stops that pumping at about 2.5 million gallons (per day). That's what they're pumping now and pretty much what they were pumping when the shallow wells dried up. They can pump up to 5 million gallons per day because their treatment plant can handle that but they can't pump 13 million gallons per day now because of the treatment plant limitations. So that's going to be the approach. Right now, I've been talking to Gary Wescott and he thinks something ought to be resolved. I tried to talk with mayor Halvorson and he wouldn't even return my phone calls. So hopefully we can work something out. If we can't, the lawyers feel they've got strong legal evidence. They hydrologist, Steve Gaffield has done a lot of modeling. You get your hydrologist, the City gets their hydrologist. We had a scheduled meeting out here which was set up by O'Brien. I thought the mayor was going to be there, I thought Joel Lemke was going to be there who is the water guy. Their hydrologist, who actually showed up, plus the City attorney, Logan. Only Beveridge showed up. Then they had hired this hydrologist from somewhere in Milwaukee, he came up but didn't know where the meeting was so he came half way through. The mayor never showed up and Joel Lemke didn't show up. We wanted to have these hydrologists talk about it and see if they could work something out which is probably what will happen anyway because they're all model based. So it'll be an interesting meeting tomorrow.

One of the aspects of this is we, as the town, can only carry the ball so far. We can go for the injunction against the City. The individual householders who were harmed and had to pay

out \$6,000 to \$7,000 for new wells and in some cases a new pump, they would have to institute a class action suit and hire an attorney to take it further. The evidence will be pretty much there.

We created a Hull Water Committee last night and got really solid people with 9 members. We'll probably have our first meeting in January 2015 and we'll be looking at all kinds of water data, things that have been done. I've got one member on the committee from the Stroik Subdivision and another member from Emerald Forest and those are right adjacent to that Somer's property. The Somer's got permission from the DNR to put in a high capacity well.

Enright So are Somer's going to put that high capacity well in?

Holdridge They got permission to, yes. It's a piece of cake to get permission for these high capacity wells, the DNR just gives it. Of course that is a concern. I was out in Tuscan and they've got a desert museum that's really a nifty place. We went to it and this is about my third time. But when we were leaving it, you're really in a national forest, I looked off in the distance and I could see water. It looked almost like the Horicon Marsh. I thought what is that? So we stopped at the office of the national forest and the ranger there started talking about it. That is a holding tank for the Tuscan water works. Tuscan, in the beginning, the early part of the last century had a big aquifer. As that community started to fill up and more people moved there and began to go there, they realized that thing wasn't going to be big enough. So they ran a channel up to Lake Havasu and the Colorado River and water comes down that channel and ends up in this basin almost like a marsh area. Then it seeps into the groundwater and that's one of the ways they replenish their water supply. When you talk to those people, and everyone conserves, the poor Colorado River-and I was up at Steamboat Springs for a month one time. We went down and took the Colorado River where it was wider than the Plover River, but not much wider. It winds through the Grand Canyon and separates Arizona from California and by the time it gets to the Gulf of Mexico, it's a little stream because it's just run out of water. The glaciers aren't producing anymore. I noticed from reading the minutes, the problems in the Dakota's with the oil. I get the New York Times Large Print and there's an article about that but there was also an article about the glaciers out west where the snow pack is gradually melting. They're not replenishing the water supply.

Ferriter My sister lives in Libby, Montana which is right at the bottom of Glacier National Park. She's lived there 30 years and she's taken pictures over the years of the highest peak by St. Mary's Lake and every summer you can see more and more is exposed. It's unbelievable to see from 30 years ago to today.

Holdridge So the west has big problems with the water supply.

5. Certified Survey Map for Peter & Kerry Klismith by Thomas Trzinski Surveyor for Lampert-Lee & Associates for part of the SE ¼ of the Fractional SW ¼ Section 7, T24N, R8E, Town of Hull, Portage County, Wisconsin abutting Infinity Lane, north off of Casimir Road.

Holdridge Are you the surveyor?

Trzinski Yes, I am Tom Trzinski from Lampert-Lee and Associates.

Holdridge You're representing Pete Klismith.

Trzinski That is correct.

Holdridge Our assessor, Jeremy Kurtzweil, looked at it and didn't have any problem. What is Pete trying to do there?

Trzinski Pete is listening to what his realtor is telling him to do. My understanding is the realtor is saying that by making this residential lot a little bit bigger, it's more desirable for somebody, not knowing what might happen next to the highway. So they kind of took 2 big lots and put them together. There was also some concern about access to his outlot which is now going to be lot 2 on the CSM so they would now have some access out to Infinity Lane. The way the Casimir Interchange road got built, the only place there's access is 31 feet wide and kind of on a steep embankment. So a couple of different things he was concerned about.

Holdridge You may not be aware of this but we've had at least one public hearing on this intersection when the mayor of Stevens Point proposed running sewer out along that I-39 to the interchange and then they would annex the interchange area. We were pretty much convinced there would be a gas station going out there. The citizens west of the Interstate, what we call I-39 West, they were totally opposed to it. Citizens that lived out there, Tom Eagan and John Butkas who live on North Second, they were really opposed to this thing. The Board came out and opposed it. Ultimately the Dept. of Administration turned it down because it was a shoe-string annexation. Really because of that thing, there was a bill in the legislature in which they were going to outlaw these shoe-string things. There was one up in Medford. Julie Lassa was going to make some kind of amendment to try and change that and she backed off. So as I understand it, and I've talked with Rick Stadelman of the Town's Association, there was a fight in Stevens Point about it and she better not get involved in it. So right now, if you're going to annex, you've got to be pretty much contiguous. You can't go out along the highway or something like that. That's kind of the background. What was the zoning on that part Patty?

Amman A-4 Agricultural.

Holdridge Which pretty much limits commercial districts. One of the things these residents didn't want was a commercial district there. They saw a big sign going up and that's an area people want to be a slow-growth area.

Ferriter Looking at this description here, if I'm coming south on I-39, I'm going to take a west off of Casimir Road, then Old Wausau Road would come down roughly here somewhere. St. Casimir Church would be over here somewhere.

Trzinski Yes, that's correct.

Ferriter So I'm familiar with this. I drive down this road a lot. There's the shed and that garage.

Binder He's submitted a CSM a couple of times hasn't he?

Trzinski Nothing that's been done in that subdivision since the subdivision has been done. But the subdivision is less than 20 years old.

Holdridge Isn't there a house in there? He sold a couple of lots and I thought somebody built a house.

Trzinski Lot 6, I believe, may have been recently sold like in the last 6 months maybe somebody started construction.

Holdridge But there isn't anything else that you know of?

Trzinski I'm trying to think here, there's a house on Lot 11 that is not part of this Certified Survey Map. It's right on the corner of Infinity and Casimir. Then I believe there's another house next to Lot 5 but that's not part of the subdivision, to the west of here.

Enright So this map indicates what it's going to be. So there were 3 lots that are being made into 2 lots.

Trzinski That is correct.

Enright What's that one in the lower left? If that going to be part of this one here?

Trzinski That's an existing lot and it's not part of what we're reconfiguring. Pete doesn't own this lot anymore.

Enright Where were the 3 lots?

Trzinski The original lot was in this Lot 2. It was not included. It was part of Lot 10. Lot 10 was this. This was Lot 9. It's 100 feet wide and nothing can be built within that strip until you get to the back part of the lot because you have to have a 200 foot width.

Enright So that's intended as an access.

Trzinski You need 200 feet in width to be able to build. The County had requested that we put a note on there to that effect so that anybody looking at this map in the future would know that they would not be able to build in that first 280 feet coming off of Infinity. They also asked us to, the original plat for Timber Creek Estate had no access shown along the whole north and easterly and along Casimir except for that 31.67 feet so we added that also just to show that on this Certified Survey Map. It's not on the copy you have (*but on the new copy given to Patty to give to Janet*).

Enright So what is now Lot 2 was not accessible before?

Trzinski The only place it had access previously was this 31.67 foot strip right there.

Enright Is that going to be closed off?

Ferriter Aren't there old cars parked along here? I've seen some old vehicles in there, junkers.

Trzinski There weren't any out there when we were doing the survey work back in July.

Holdridge Whoever owns that parcel (to the west), Shuda or whoever, I don't know if they've taken all of them out.

Bowen You wouldn't even notice if they've taken any. I'm talking about the north side of Casimir Road right at the end of Old Wausau Road where it ends into Ralph Shuda's driveway.

Holdridge I've been told he lives there. I guess there's some dispute about that. Bob, did you have more questions?

Enright I was going to ask if that entrance off of Casimir was going to be closed off?

Trzinski We're not planning on it. It's not really physically accessible because of the physical conditions out there right now but if there's no reason to remove the access, the preference would be not to remove the access.

Enright So the use of this, it's zoned agricultural but this is intended for residential development?

Trzinski I don't know what his realtor has in mind.

Holdridge A-4, did we hand that out Patty?

Amman Yes, everybody has that.

Holdridge Under A-4, there's lots of different uses. There are some special exemptions for A-4. I didn't see anything in A-4 that said you could put a commercial business there. I think you could put a junk-yard or a car storage area, but I don't think you could put a gas station there in A-4. You could put single family residential houses or mobile homes there also. My concern is that we don't get down the road here, we approve this and the next thing is Pete Klismith or a realtor comes in and wants to convert that to commercial and all of a sudden we have a real shoot-out on our hands because it's our intent not to have commercial property in there. Is that part of the original Timber Creek subdivision?

Trzinski Yes.

Holdridge Timber Creek is supposed to be all residential.

Trzinski Our office didn't do the survey work when the subdivision plat was created so I don't know what the purpose of the outlot that is sitting next to the highway was at that time.

Holdridge I think most people looking at it would say, gosh, it is kind of a natural commercial area and wouldn't it be nice to have Schierl stick up a sign there coming south and it be the first big gas station on your way through, or a restaurant or something else. But the reality is the citizens from that area don't want that. That's why we've vigorously opposed it.

Ferriter If you go through this, though John, you have special exemption uses. You could have everything---I see slaughter houses, dams, schools, churches, campgrounds, automobile wrecking yards, anything you want.

Holdridge You could have some obnoxious things there.

Ferriter Yes.

Bowen But isn't that the ace in the hole to prevent those kinds of things because they have to come to us for approval.

Holdridge I think it would go the Board of Adjustment. The Board of Adjustment would certainly ask Hull's opinion. If you didn't want commercial and people viewed it as big signs, lots of lights, traffic and so forth, if you had one of those other uses, some of those are pretty obnoxious.

Trzinski All we're looking at here is taking 3 existing lots and creating 2. He's not requesting any zoning change. It's A-4 now, it's going to be A-4. All we're looking at is reconfiguring 3 lots and actually eliminating 1 lot and having 2 when we're done.

Holdridge The Future Land Use shows it as Rural Residential. We want to keep it in residential.

Trzinski Sure. We're not doing anything to change that. We're actually just taking 3 lots and making 2.

Holdridge I think what was pointed out was the zoning on it means that particular lot, reconfigured, could be used for a lot of different uses that are probably not desirable.

Trzinski That's the current zoning on the property though.

Holdridge That's right.

Trzinski So what can be built there now and what could be built there after this CSM is approved, if it's approved, doesn't change.

Enright It's just the design change makes it more attractive with an access road.

Trzinski A better access road. There is one.

Holdridge Any recommendation we make goes to the Town Board.

Trzinski Sure, yes. I just want you to know that this map was submitted to the County for their review but it's actually not reviewable by the County because we're not creating any new lots.

Binder We can't prevent it from what we think might go there. There's nothing wrong having it in a certified survey map. All our speculation is what they may do with it down the road but otherwise the specifications...

Holdridge Once this happens, we might put something on the map referring to specific commercial development. I talked with Tracy today making very clear that certain commercial development would be outside of A-4 because the kind we don't want there is probably not covered by A-4. Some of those are obnoxious that are in A-4.

A motion was made by Shelley Binder to approve the Certified Survey Map to go on to the Board for approval. Motion was seconded by Jocelyn Reid. Motion passed.

Holdridge The next Board meeting is in January I think on the 5th. We'll put this on the agenda. Thanks for coming.

6. Continued Review Process of Hull Comprehensive Plan revision.

- a. **Final Version of Chapter 3 – Transportation**
- b. **Continued review of Chapter 4, updated sections from previous meeting – Utilities & Community Facilities Element**
- c. **Preliminary groundwater discussion points - Steve Kunst, Associate Planner of Portage County Planning & Zoning Department.**

Holdridge I went through the minutes and I agree with the comments about the definitions of some of these roads. It's on page 30. It says Weight Limits. Let me just read this: "Class B roadways require a permit from the town which must be in the truck before traveling on the following roads..." The roads don't matter. All our roads are Class B roads.

Kunst Okay.

Holdridge Every one. The reason why, in order to enforce a Class B road which is basically 60% of the Class A limit, which amounts to 12,000 per axle. Half of Barb's job in the summer is writing permits and she wrote about 1,300 permits for those using our roads. We've been written

up in the engineering publication/UW Madison as having probably the solidest weight limit ordinance for a town. What you need to be effective is you've got to have a permit, you've got to have good signage and you've got to have an ordinance. When you enter any Hull road it will say Class B road. All the truckers know that. They know that lingo. There was some reference about getting off at Casimir, when you get off there, you are immediately on a Class B road. We've worked out things with Eddie Rusin to get things delivered and if they're over the Class B limit, they have to get a permit. Now what does the permit do? They can call in here, fax it, e-mail it, we've made it easy for them. It tells precisely where they're going to go, when they're going to go there and what that does is it tells us where these heavy trucks are going to go. If they're lumbering or putting in a septic system, Pete Kaminski goes out and films the road before hand. These truckers come in and these heavy trucks can tear up your roads. We've filmed it and we film it afterwards and if the road is damaged, they pay. We can go up to triple damages.

Let me give you one instance: There was one of the haulers going up into Dewey, getting off at X, going across the bridge then going down into north Dewey to do some septic work. He got a permit but he never followed the route Barb had prescribed. He went into the ditch, he had a trailer and he tore up the road. Well there was a fireman from the City of Stevens Point who lives up there who came along and saw it and he reported it. We called the owner in and he denied it saying, "My guy told me he was not on that road and I believe my guy." We talked and I said to him, "Look, if we've got to go through the legal route to enforce this, we will. If we have to do that, we're going to charge you triple damages." Well, he went home and he paid up. It was about \$380 or so.

The first time we had our weight limit ordinance, a guy from Laddick Trucking came up on Wilshire, marked Class B, he came in and missed the sign. We had just redone that road. Almost a half million bucks we put into that. Well he backs a caterpillar off right into the middle of the road. The tracks were right on that new blacktop. One of the things you find out is the neighbors watch this stuff. If you put a good road in, they will watch it. Well we got all these calls. All of a sudden we had it filmed and I called up Laddick and he went out there and he said, "Can we employ somebody to fix it or do you want to do it?" I said, "You can do it but we'll inspect it." One we collected about \$25,000 for road damages. So this is a complete system. You could never do this system if you didn't have a full-time person at that desk out there because these truckers come at all times. In the winter it backs off but in the summer people come in and we have all kinds of road permits.

So that's the point. They're all Class B. If you're going to operate in Hull you've got to have a permit and the sheriff's department will enforce it and the state patrol will enforce it as long as you've got an ordinance and there's a permit. It's big-time stuff once you start looking at damages. Towns have put weight limits on roads and these truckers will just go around it. That's the deal, they're all Class B roads.

There's no weight limit on Country Club Drive which is in the Town of Hull. That is our road but the City has reconstructed that so there's no weight limit so we don't deal with it. But it's our road. We collect state-aid on it but the City controls the road because it goes to their industrial park.

Then year-round 7 ½ ton weight limit; we generally don't have any year-round 7 ½ ton weight limit. That next paragraph is says, "Temporary 7 ton weight..." And it should say "Temporary 7 ½ ton..." The 7 ½ ton weight limit goes on every road about the time of spring break up. We follow the County's schedule on that. If we have a 7 ½ ton road and they want to

go in, they need to get a Hull permit. We might have them go in early, we might have them drive in the middle of the road, we put those kinds of restrictions on it.

Kunst So remove the paragraph about the year-round 7 ½ ton?

Holdridge Yes, leave that out. What you really have is all our roads are Class B and if you think of weight as 12,000 pounds per axle and then we put the 7 ½ ton weight limit on in the spring and follow the County. When the County puts theirs on, when the moisture is coming out of the ground, that's when we put ours on. Sometimes Pete will keep it on longer west of the Interstate because that's a different soil. But those roads are all marked. There's got to be due process. We can't sting somebody. We've got to tell them what the weight limit is.

Bowen If 7 ½ tons is 15,000 pounds, why is the limit 12,000?

Holdridge The limit is 12,000 per axle. The 7 ½ ton is for the whole vehicle. But that's only in the spring, generally. Now there's a new wrinkle to this. We've got to develop a new ordinance by January 15th (2015) and that's regarding the husbandry. But that won't have a big impact in Hull because we don't have a lot of farming and potato farming. But we've got to have an ordinance for that and we'll do that. Ours is going to be relatively simple because we've got the whole system set up. Towns that are really struggling don't have any weight limit and they've got to come up with a whole new system and they're trying to go across town and all kinds of stuff.

Enright If they routinely get the permits, how does it protect the roads?

Holdridge If they're over the weight limit and we give them a permit, Barb can instruct them to come up I-39 and get off at Casimir, not get off at Jordan. Our roads aren't built like the county roads are built. Certainly not like the state roads. So by having a permit, knowing where they're going, you can direct them how to get there. You put them on county, state or federal highways if you can.

Enright But even the part they drive on in Hull roads, doesn't it do damage because they're so heavy?

Holdridge There is some damage but where the damage often is, it's when they pull off and they're doing something. Putting in a septic system or logging or something like that. Whenever that happens, Pete goes out and films the road before. Then when they come in and say here's the picture before and here's the picture after, we've got them and they don't want to fight it because we can charge them 3 times the cost. They generally want to resolve it. They've been cooperative. We had 2 meetings out here with all these truckers and those got emotional. We didn't have any deputies here but then they went outside and were talking about suing us because their fear was that if Hull does it, the next thing you know you'll have Stockton doing it and the Town of Plover. But cooler heads prevailed and they went with us. Dave Laddick was a big help to us. Dave Glodowski is our engineer and we got a lot of the technical stuff from him and he helped us too. We work with them and they've gotten used to us and we've gotten used to them.

Enright How does a trucker know to get a permit if they're a cross-country trucking firm?

Bowen The signage.

Enright The signage tells them?

Holdridge Oh yes, it's Class B and they know that. But if somebody like Rusin, who might get some products from out of town, he knows and he would notify and tell them they need to get a permit. But in the industry, these truckers know about Class B roads.

Bowen Laddick is gun-shy. He was hauling a piece of big equipment for me this morning. He went on DB and came down Dewey Road.

Holdridge Dewey doesn't have much.

Bowen I told him to call Barb and he had 6 axles with only 5 of them on the road.

Holdridge Grezenski's been great, Jim Grezenski. It's a hardship for them. Okay, Steve do you want to take over.

Kunst Sure. I'll make those so the section talks a little bit about the permit system and how it works in the town. I'll make the changes and get it back to you guys.

Holdridge If anybody wants to see them, there are a couple of good reports written by the School of Engineering. They did one then they came back about a year later to talk with Kontos and some of the sheriff's department. Most towns can't do this because they don't have the staff. They'd probably like to do it.

Kunst Yes, that's going to be the issue when the husbandry issue comes up.

Holdridge A lot of the clerks are part-time. If you're going to do this, you've got to be there for the truckers. There's no fee, we don't charge anything.

Kunst I think once you get the system in, it wouldn't be too bad. I think what they're trying to do is to encourage a working relationship between towns and farmers very similar to the way they call into Hull for a permit and you tell them these are the roads you need to use. Then the towns can dedicate their money to roads that they know....

Holdridge We had once incident with Nick Somers who has some potato land up here where he had hired somebody from Hancock. He came in and tore up a shoulder. Nick came in right away and said, "I didn't do that." When you get that kind of reporting, that's great. That guy from Hancock paid to repair that road. That's the only one I can remember that is ag-related.

Kunst Are there any other questions with Chapter 3?

Holdridge As you go to the last page I think 2 and 3 could be combined (on page 34). We still want to have a public safety plan that takes in all the modes of transportation, bikers, walkers, truckers, vehicles. If you go to page 32, you've got a whole list of Hull roads from that comprehensive plan. They're talking about bike lanes or shoulders. This stuff is not realistic, we don't have the money.

Kunst Right. I think part of the reason they identify that is because of eligibility for grant funds and things like that. I know Sarah is working on it and talked to me briefly, that they found a grant but I'm not sure what it's all about.

Holdridge This is useful but I've got to tell you the issues are safety and they're there on roads, 12 foot lanes and people are using those and you've got to get a culture out there where people have to ride correctly, walk correctly and vehicles have to be aware. I see them on Old Wausau Road, people riding at night with no lights and that kind of stuff. There's just got to be more education.

Enright I thought we were going to have a section in here having to do with Hwy. 10.

Kunst We made a little bit of a reference, page 30 at the very bottom of the page. We don't know what will be recommended. They are looking at alternatives based on their forecast for 2020. So I left it kind of vague in there only because a decision hasn't been made yet.

Holdridge Would there be a possibility of a section on Hull's public safety because we had a task force that came up with recommendations. Dave Wilz and I were both involved with it and we've got some ideas. I always wanted to find a community about the size of Hull that had sort of a canned one, what did they do with promoting as far as vehicles and interaction with bikers and pedestrians. Take some of those ideas. We have some. We had John Jury and a number of people on that committee so we've got that lined up but we haven't finalized it. But I'm thinking, Steve, if there's a community in Wisconsin or elsewhere where they've got the kind of urban/rural like what we've got for a mix, that we could take it and get ideas that might enhance what we'd like to do. If you know of something like that. If this goes long enough, this group will probably come up with something that could go in there and be a part of our plan.

Kunst Just because we move forward from here doesn't mean we can't go back before the final adoption and add new information to make sure it's in here, so absolutely.

Holdridge Dan Kontos was at one of our meetings and he mentioned that apparently some of the sheriff's department used to ride bikes. Boy that would be helpful. I think of coming out of that one by the river, Bukolt. Al Stemen used to be on our committee. Al used to complain about that all the time. Get some biker out with authority and start getting these bikers. My wife is a biker and I bike occasionally but she's a die-hard biker and defends them all. She was bringing me back from a Solid Waste meeting and we were stopped right by the light at Target. The light turned green and she pulls out and I said, "Stop!" Two bikers went across there, never stopped and they had no helmets on. If they would have hit the hood of that car, they would

have probably been damaged for life. All of a sudden she said, “You know, they shouldn’t have done that.” All of a sudden she became a believer. You know I hear that stuff and you probably see it. But I think you’ve got to get to the education with some enforcement. Kontos told us there’s no reason we couldn’t go back to something like that. Mike Lukas, I think we could talk to Mike about that.

Kunst I think it’s a possibility to work within schools and with Eagle Scouts to develop some sort of signage. I know one of the communities I was in down in southeast Milwaukee, the most beneficial signage they came up with for people in school zones to slow down were signs that were created by students in the school, their own drawings and things. They studied it and said drivers saw those signs and paid attention to them more and slowed down because of the kids writing. They had drawing competitions at the school level that said “Slow Down – School Crossings” and that sort of thing. There may be some sort of ability to team up with your school in problem areas.

Holdridge The reason why we have strong recycling is because it started in the schools. I remember my kids telling me you can’t throw that away, you can’t put that in the garbage.

Kunst It’s part of the bike/ped plan and the state school plan as well so there is some sort of ability to be a part of the grant. A big part of the grant Sarah is working on is a grant-funded position to work with schools and other groups.

Holdridge Our problem in Hull is that we surround Stevens Point. People from SPASH, Pacelli, the University love to come up into Hull to bike. They love to come up and run. I remember a man who lives over on North Reserve told me he came out, this was dark, with one of his trucks and he almost hit the ROTC people from the University who were running down the middle of the road with no lights. I mean we’ve got some real horror stories.

Ferriter When I go home tonight, I bet you, just going down North Point I’ll see 2 or 3 walkers or bikers with no lights or no neon-glow in the dark jackets or anything.

Holdridge Or walking against traffic.

Ferriter Oh, walking any which way. You just have to slow down. It’s not the deer so much anymore you have to watch out for, it’s those folks.

Kunst Okay. How about Chapter 4.

Way I have to leave but I did look at the schools part and I do have some new schools like the one opening up in 2015/2016. It’s 6th and 7th grades adding 8th in 2016/2017. I think there’s supposed to be 50 6th graders and then they found out they need to open up 7th grade next year. So I’m not sure if they’re going to have just 50 kids.

Holdridge Is that the one they’re going to build by SPASH?

Way No. This is called the Stevens Point Expeditionary Learning School. They've come up with a name. It's called Point of Discovery School. They do not know where it's going to be yet. They thought about Jackson but they haven't determined.

Holdridge Is that a public school?

Way It's a public school, public charter school. And then also currently is the Tomorrow River Community Charter School, there are 80 students from Stevens Point that attend that from 4K through 6th grade and that's out in Amherst.

Kunst I do have some information on that school so I can refer to that. I wasn't sure if there was a community based here that utilized that. So we'll definitely include that.

Way Jan Sock is the chairperson of the new school board.

Kunst So at the beginning of the last meeting we talked about removing some of the level of specificity when referencing contracts or services provided. So solid waste for example, instead of trying to put a name to it, just referencing that it's a private hauler, reference that there are some salvage operations. Again, it doesn't pay to call them specific ones as they may change or go away, but it is a use that does occur.

Bowen Where are the salvage operations?

Kunst I think there is one but I talked with Chris, one of the zoning guys, and he said they don't have any way of really tracking it if it's been there a long time, grandfathered in. He mentioned a company name. Some sort of salvage yard.

Reid That guy by Casimir Road, would that be considered salvage?

Ferriter I know some of that junk is being cleared out.

Holdridge What about the Firkus one?

Bowen I don't think they're in-taking stuff anymore.

Reid I think you can still drop off appliances and things like that, maybe not cars. That was my understanding.

Ferriter I go up and down there a couple times a week and I see stuff disappearing. Where it's going I don't know.

Kunst Then on page 34.

Amman On the top there, AT&T is stuttering in there.

Binder That and you can get Charter telephone too so I don't know that you, again, want to mention specific names.

Kunst That was from last time, we came up with AT&T which replaced Ameritech so we could say several private sector options.

Enright A typo with sheriff's department (*missing the apostrophe in first sentence of Section 4.3 B. 1.*). So there are more officers patrolling at night?

Kunst That's what it says in here. That's what they did when they reviewed this back in 2006. It does actually make sense to have more coverage at night.

Holdridge They might have a deputy in Junction City that has to go to Stockton if they're needed.

Enright On page 33, in that second paragraph under Storm Water Management, in the end of that paragraph you say that a drainage study was completed in April of 1994. Are there any sort of summary findings? It just makes reference to that report.

Kunst I don't know, I don't think I personally have a copy of it. Does anybody here know if that's on file?

Enright On page 33, near the end of that paragraph it says, "A drainage study was completed in April of 1994. So I was asking if there was a summary of that. I know that was a long time ago.

Holdridge In 1993 we had a tremendous amount of rain. The Emerald Forest subdivision had water up to the basements. I remember walking in there and the water was just ice cold. Don Butkowski lives over there and called me up on a Saturday night and said, "You've got to come over and see this." He had a stream running right by his driveway and it had fish in it. That was a heavy rain and it happened all over. I was going over to Carlson College and I had to take different routes to get there because Hwy. 10 was closed in parts. It was a June, heavy spring rain, continuous. Eventually some people couldn't drink the water so the National Guard had a tanker out here where people could get some. Out of that came, I think, this drainage thing. It largely involved Jordan Road, trying to get water to Moses Creek so it would flow down to Moses Creek. It wasn't a big deal. They put in some culverts. We can probably check that Patty. I think that's back in one of those notebooks. That's what that was. It wasn't a town-wide effort, it was pretty much localized.

Kunst There's a couple of maps, 4.1 (Community Utilities) and 4.2 (Community Facilities) included. This is just to give you an idea of the updated versions we have.

Enright It makes reference to a substation for the transmission lines. Is that on there? Oh, I see, the blue dot.

Kunst There are a couple of them, only 1 or 2 in Hull. I know you're looking at these now but if you look at these anytime after this and you notice any issues, let us know because we can make any updates to these. In a lot of towns we work with, a lot of these maps don't change from 2005 until now. Hull may be a bit more active. Take a look at it and let me know if anything jumps out at you that seems weird.

Enright So what happens when that pipeline ends? It just ends?

Kunst You mean from the substation?

Bowen That's probably an access point for the City of Stevens Point for distribution, that would be my guess. The main one is the lateral one.

Ferriter Steve I don't know if you know this but this past summer or the summer before they did a major review and major upgrade of all this power line. They extended the poles on our property and for 100 feet. The osprey nests would no longer go up there because it was too high. I called the power company on it. I enjoy seeing those ospreys and they didn't damage the nests but it's now above the tree line and the birds won't go up there now. But they did all that Bukolt Park area, they restored it. Does this show that now? That blue line?

Kunst I believe that's as up-to-date as possible but I made a note of it.

Ferriter They didn't change it, they just put bigger poles.

Holdridge Steve, did you see the map the University made recently regarding the Wisconsin River and marshes in our area?

Amman I gave Steve a copy of that map.

Kunst I got a copy of that a few meetings back. That was part of Chapter 3 on the boat landing stuff.

Ferriter I enjoyed the ospreys for several years and I'm going to see if they'll come back. Drop that nest back down some if they can because I just enjoy seeing them. They had 2 hatches last year. When they have their little fledglings it's interesting because maybe 15 or 20 adults will come and fly around just guarding them and it's neat to watch.

Reid Is that the pole on Old Wausau Road?

Ferriter No, they didn't damage that one.

Reid I was going to say, I thought I saw a nest up there.

Ferriter Right at the end of North Point, that's where I live, North Point and Old Wausau is where the power line is, 2 big towers they put up there. They said one of the reasons

they had to put those big towers up is because of sail boats. How sailboats could go up and down that river.

Kunst You can't go very far.

Ferriter You could have the U.S.S. Constitution go through there and never hit that power line. That's one of the reasons they said they had to get up higher, because of sail boats. Did you ever see a sail boat that big going up and down that river?

Bowen The mast on mine is pretty high.

Holdridge You know one of the things, Steve, we might want to put in here is the Metro Fire system. We're a part of that.

Kunst I believe there is some reference to that in here.

Holdridge Is there? Where is that?

Kunst We talked about that.

Binder At the very end of page 34. Is that it?

Kunst I know I read it somewhere.

Bowen Mutual Aid, that's what it's called.

Binder The top of page 37.

Holdridge I'll talk with Mark and we'll get you something on that.

Kunst Yes.

Holdridge The Metro is distinct from the other.

Kunst Some of that was the result of 911. They helped form the same language.

Reid I think that's the Code Red.

Kunst Part of it, yes.

Holdridge I think it really started with Tim Kluck.

Bowen That's a point I wanted to make. I think Mark should review this. They are the experts and they know these things in and out rather than have us address this, I think Mark should bring it up to date.

Enright I know this is just a statement of fact on page 37 but the ISO classification didn't sound very good. And it dropped too.

Reid Yes, that's scary.

Kunst I think a lot of it has to do with the businesses that are in there. Cities like to see higher ones because their businesses have to have higher protection and a certain level of coordination with the City fire department whereas volunteer fire fighters I'm assuming don't do that. I don't know that should be much of a surprise. I don't know. You could ask Mark how that works for more rural areas.

Holdridge Some insurance companies don't even go over that. I don't think Sentry goes through it. Where I live, I got a high rating. That subdivision, I got a high rating. I don't know how it happened. We've got a hydrant down by the well fields and somebody like where Dave Wilz lives, not far from a fire station of the City's, they've got a poor rating. It's just crazy but to make a long story short, Mark and about 4 or 5 other firemen went through this whole process. They come out and inspect based on your capacity, they test your equipment and we're supposed to get a report on that that will hopefully help us get a better fire rating on our insurance. Some of you may have great fire ratings right now. It seems to be random in the industry.

Enright It's because of the fire hydrant.

Holdridge Well that's a factor but I've heard some wacky stories about it. It's who your insurance company is, etc.

Binder They measured from my house to out here where the Town of Hull fire station is whereas the one on the east side of town is a half mile, the city one, but they have to measure the 6.1 or whatever miles to come from the Town of Hull.

Holdridge That's one of the arguments for the Metro. Then they can use the City fire department with their status. But we should know within the next 6 months. This thing is really clouded in mystery as far as I'm concerned. It's a trade association for one thing, how they do this, so it's not a government and it just seems to be mysterious. But the guys worked hard on it, they completed all the forms and I think there was a fellow who came up from Chicago and went through it. I think the Rudolph fire department has done it recently and there have been about 4 around here that have done it.

Ferriter I think it's an excellent idea, it's great. It services the whole township, the whole community, the whole town much better.

Holdridge Our problem in Hull is that one of the schemes was to buy a brand new pumper, big money. The plan was then to locate it in Plover. You've got to watch that stuff. I'm all for joint purchases but you've got to be on your toes. Right now, the Village of Park Ridge lacks firemen but I think they've got a fire chief. They have hardly any fires but they need some protection so they've been talking to Hull trying to work out some kind of service arrangement. They don't want to sell their equipment because if the agreement breaks down and they don't

have equipment, they'll have to buy equipment. They even wanted to control traffic on the roads.

Binder They want better fire protection but they don't want to give anything up. They should probably merge because they're too small in this day of age.

Holdridge My wife grew up in Park Ridge. They've got low taxes, low operations. Her house was kitty-corner from the fire station. I remember being over there and hearing the fire siren go off and her brother running over there, a volunteer fireman. But if you wanted to live in a place where you've got low taxes and they've got city sewer but their own wells. That's a pretty desirable place to live. But this ISO, this will be coming within the next 6 months.

Enright So what happens when there's a fire in Hull? What's the result? Larry Fritch used to say, "Forget it." By the time the volunteer fire department appears....whether or not it going to happen, I'm just wondering, is that what happens?

Holdridge We get a monthly report from Mark Kluck and they have very few structure fires. They'll have an accident or crash.

Kunst That's always going to be your highest response for a fire department.

Holdridge Or somebody's alarm went off and they had to go out and check that. A lot of time they'll turn out in force. Charewicz has talked to me about it and when they go to a fire, they bring all their equipment and most of it they don't need. It's almost a traffic problem. But there's very little activity in Hull. Where there's really activity, and I can get you an activity log, is in EMS. That group is busy, heart attacks and other emergencies. Mark Fritche is head of that group. But actual fires, there isn't much going on.

Kunst I went over and got a tour of the fire department as part of Leadership in Portage County.

Holdridge Our fire department?

Kunst Yes, as part of that. It's a leadership group that goes around the county and it's a 9-month of meeting. I forgot who said it but the Hull fire department is highly regarded for grassland fire fighting. They really do well with that. They have a nice connection with the University and the students there.

Holdridge They get some of these natural resources people involved and then it gets on their resume. Trainer started that. When they go out and get a job, that's important.

Kunst As far as fires are concerned, what I was hearing was that's their primary strength.

Holdridge They take a lot of pride in their work. That's one of the problems. These people train and there's no activity. You see them on Wednesday nights and they're down here training and they are serious about it. But the numbers just aren't there either because of more prevention

or whatever in terms of basic structural fires. They're just not there. They have a gratuity system and it's really quite unique. It's all based on merit. If you go to a fire, you get so many points. If you have a fire at 1:00 at night, these guys will turn out. It's more difficult during the day because they work. They decide at the end of the year, the officers and the men, and they divide this up and they get a check. It's volunteer, but it's volunteer with some compensation but not much.

Kunst You volunteer to show up. You don't have to show up. A call goes out, you're not obligated to show up if you're doing something else. I was a volunteer fire fighter for a village before I came here.

Binder If you've had a drink, you better not go.

Kunst Right, that's about absolute sobriety which from my experience and what I've heard from other groups and their training, that's not always the case. In some areas, people show up no matter where they're coming from. Here's it's not.

Holdridge They had an instance in Junction City 25 years ago when a fireman showed up with a little bit too much under the belt.

Kunst But that's not a concern here because they have zero tolerance.

Bowen Steve, in the 3rd sentence on page 37 it should say, "In 2013 the Town has" and it should say "a" fire protection....

Holdridge I think the fire department is partly a social club. Those people go down there and they interact and it's like a club house and so forth. I think that's true all over the country. If you want a volunteer group, I would say the volunteer fire department stands out as a volunteer organization.

Kunst I forget the exact percentage but I think it's in the 90% that nationally, fire departments are run by volunteer fire fighters.

Ferriter Is that right, 90% are volunteer?

Kunst You think about all of the small ones that exist. You can't afford to pay full-time salaries for something like that.

Bowen Every little village or unincorporated area has volunteers.

Kunst The primary part for Chapter 4 that I wanted to look at starts on page 43 or 44 and a little bit of 45 is to review these to make sure these are still the primary ones that relate to community facilities and utilities. On page 43 towards the bottom starts with the Summary of Findings, then you have Issues Outstanding, Long-Term Goals, Short-Term Goals and then your Action Plan. I want to make sure what these are saying here are what you want.

Bowen On page 42 I couldn't find the Jordan Cemetery. The other 3 I know and I can find. Rogers is on the corner of Wilshire and Jordan. Maybe it's not on this map. Casimer, St. Peter's and Rogers, I can find those.

Binder Remember when we discussed those ladies that had that land out there and there's a cemetery out there but nobody really knew where the cemetery was.

Holdridge It's right next to a plat of land that is laid out. This goes way back to either before the town or when the town was in its infancy.

Binder When it was called the Town of Jordan.

Enright The corner of Brilowski Road and a private road? Does that mean you found the Roger's burial plot?

Bowen I think it's on their 40 acres that they donated but I don't know. The corner of Wilshire and Jordan.

Holdridge You mean George Rogers?

Bowen Yes.

Holdridge Oh, you're not talking about his park. The park is right at the end of my road.

Bowen They own that corner up there.

Kunst I could find 2 of them on the map.

Bowen I could find 3 of them on the map, Casimir, the River and where's the 3rd one, oh that was Rogers.

Holdridge Did you hear the story about Fritch?

Bowen No.

Holdridge After he would die, we wanted to be buried under an oak tree on his property. That went to the Board of Adjustments and they don't want any part of people buried on private property because they get into professional care, nobody takes care of them.

Bowen How can they prevent it?

Holdridge Well they prevented it.

Bowen As long as you follow all the proper burial rules.

Holdridge You know Ed Rutta who is chairman of Carson, he was chairman of the Board of Adjustments. He listened to all this and Jeff Fritch had a lawyer who went through all this stuff and poof, it was gone, they denied it.

Binder They might have put so many stipulations on it that it would cost a small fortune to bury him.

Holdridge They just denied it.

Binder They don't want to go down that slippery slope.

Holdridge No.

Kunst The end of Chapter 4, how do people feel about the issues mentioned and the associated goals that follow? Do those still hold true as far as issues related to community facilities that we talked about inside this chapter? Are these still issues, concerns going forward? Is there anything new? Anything that has been resolved?

Amman You can add a period at the end of #5, that's the red one under B.

Enright The issue outstanding, #5, "Residents throughout the town are often unable to obtain adequate telephone and internet services." We've talked about this a couple of times before in terms of maybe a clearer identification of what the problem is.

Kunst The way I had interpreted what we talked about last time was the opposite. The western part of it but really it's everywhere, you said everywhere, at least that's what I got out of it. If you want me to make it different, I can.

Enright I don't have a clear idea of what the issue was other than in some sections west of I-39.

Kunst That's what it was before.

Enright But it's all over?

Kunst As far as cell service.

Amman I think it's kind of hit and miss and it changes as services change.

Kunst It was brought up as the area west of I-39 then others said they had problems too.

Reid I think Jan Way mentioned she had issues.

Bowen You're referring to wireless telephone, right?

Kunst We can put that in there.

Bowen You should say that.

Kunst Cell service.

Holdridge But the other big problem is the internet service.

Kunst That's included.

Holdridge In parts of Hull I don't think you can get anything west of I-39.

Bowen But there are 2 towers over there. If they use hotspots.

Holdridge If you talk with Dave Pederson, I'm talking about the internet.

Bowen What does he want, DSL?

Holdridge I don't know but that's a problem. Also getting cable because the cable line only goes so far.

Kunst And there's really only one cable provider in the Stevens Point area.

Reid Well there's satellite.

Holdridge But that is a big issue, getting cable services. You need to have a certain population along a road to get those services. I think cell phone service is sporadic. We can't get it out here. We can't call inside the building with a cell phone.

Kunst Mine always said no service here.

Amman I think that is because of the nature of the building. It's a metal building. If you stand outside, you can get service.

Holdridge Jocelyn mentioned Jan Way. If I call her up, she has to go outside.

Kunst That's what she referenced at the last meeting. She has to stand by one window inside the house.

Holdridge So there are problems with that. The big one you're missing here is water.

Kunst That's where we're going to get into the next part.

Holdridge We've got a separate chapter on that.

Kunst That's what I want to talk about. As far as community facilities, towns don't offer, at least the Town of Hull doesn't offer infrastructure for water so we'll reference that in the next chapter.

Holdridge Where would we talk about the need to remodel the fire station?

Kunst This would be the chapter.

Holdridge Because that's on the horizon. You go through that building down there, it needs lots of improvements. Not to build a new one but to remodel what we have.

Ferriter An upgrade?

Holdridge Yes, to upgrade it. It's ideally suited, though, for the Metro system. The Chief of Plover and the City Chief and Mark all agree that's a great location, to keep it there for any kind of metropolitan-wide service.

Ferriter My daughter-in-law, she lives in the City of Stevens Point but she can walk out her back door and right into the back yard of the Hull fire station. I live way on the other end and I have my fire department way out here. Now, with the so-called Metro, the fire department is a lot closer.

Holdridge We just had our meeting last night and went through that, we had a couple of calls last month. Mark gives us that report. Two calls in Stevens Point, he had Metro on there. He also lists the calls outside of Hull in which he goes to as far as Metro. But for these 2, the Metro showed up for both of them. I don't know about the Village of Plover, but certainly the City of Stevens Point because that's the 3 in the group.

Enright So a different fire department might respond first. Not just that they would come to assist after Hull was there.

Holdridge They could, yes.

Ferriter Is it the nearest fire station?

Holdridge I don't know, they have a system for calling them out. I'm not sure how that works.

Enright Steve, of page 43, you have data on Child Care centers and it's from 2003. Just above where the Children and Family Services address is there. In the paragraph above that. I was wondering about that.

Kunst I can update that. I'll use the suggestion in the last sentence and contact the Regional Division.

Holdridge In your last minutes you had a lot of discussion about the letter from David Adamcyk. I wonder if it wouldn't be helpful to have him come out.

Bowen Dave, yes.

Holdridge I sense a lot of interest in making sure our residents have some adequate services. I think Bob (Bowen) mentioned the problem is that they need to use the service. I wonder if it would be helpful to have him come out? Wasn't he the guy that wrote the letter and I wrote back?

Bowen Yes, and I kept asking what the program was he was referencing.

Enright Also on the last part under Action Plan, 1 and 2, do you want to say, "we should evaluate" instead of "should have"?

Kunst Right, that's the way it's written and that's from the old plan too. First off, has it? Has there been a storm water management plan for the town created?

Holdridge The only time we get into that, the last one was a subdivision that was platted over off Hwy. 66 and it was all open land. Plaskie was the guy. He developed it and it had to have a storm water management. I forget if Plaskie hired Dave Glodowski or somehow Dave developed it and they had to have certain types of holding ponds. That's the only one. I've seen that several times.

Kunst That's part of the county's review of certain things.

Holdridge Yes, they have to review it.

Kunst So yes, it shouldn't be written that way. The Hull Plan Commission should continue to evaluate storm water runoff.

Enright The 2nd one too. On the 3rd one, is that actually being done by this Metro thing?

Kunst So we can remove that. That's what you like to see, that you already did it.

Holdridge I don't know about 2. We've had at least one subdivision that developed a neighborhood watch program. We haven't really done anything in terms of evaluating sheriff services and things like that.

Kunst Do you feel any need to do so?

Ferriter The way that's stated, #2, should have reviewed, it means did we or didn't we. Should have sounds like we didn't do it and we should have.

Holdridge We didn't and I don't think there was a need to.

Enright Okay, so you'd take that one out.

Kunst I thought in addition we could take these other 2 out but based on the issue, or not necessarily an issue, but coming up is the mention of the need to update the fire department. Should we make some sort of reference to that in the Action Plan?

Holdridge That's right.

Kunst Review some sort of alternatives for updating it? Because that is an action.

Holdridge Review the condition of that building and address some of the issues. That's well recognized by the firemen and our Board.

Enright So is the water supply going to be a separate chapter or a sub-part of this one?

Kunst That's what we're going to talk about next. I want to ask. I want to get a feel for it. It could be part of what it currently is or part of Chapter 4 or 5 in groundwater resources section. We could have a Natural Resources Chapter. We could have a stand-alone chapter. We could do any number of things. What's important is to identify the story we want to tell about Hull and groundwater. We can make it fit whatever chapter you want.

Enright And cross reference it.

Kunst Yes, we can do that. However, we can have a stand-alone chapter if you want or leave it in its current form or do any number of things. It's more important to get the information down that we want that tells the story of groundwater in the Town of Hull.

Holdridge I would almost think it ought to be a separate chapter. I think we're accumulating enough information. However this Well #11 turns out, if it goes to court and gets a court decision, it'll probably be the first in the state on those repercussions saying high capacity wells have to be accountable.

Bowen John, was there ever a final water quality report prepared by that committee?

Holdridge Yes.

Bowen Well then that should become an appendix.

Kunst That's what I referenced in the last question.

Holdridge Kevin Mesarik invited the people to test their water and we had about 109 Hull citizens that participated in the testing. They shared the report with each one and then had an educational in-service to go through it. I thought it was well done.

Bowen I thought there was one.

Kunst Are you talking about this or something else?

Holdridge What is that one called?

Kunst Water Study Task Force Report on Groundwater Quality and Quantity of 2012.

Enright No, this was after that. One year after that.

Kunst This is the 2012 report.

Holdridge Isn't there a report on the results because we had 109 people that tested their water.

Enright That was the task force that was done before the educational program that Kevin Masarik did.

Kunst I haven't seen that one then. I would like to get a copy of that.

Holdridge Kevin prepared a final report on that but they got their sample bottles from over here and people would take them home, return them here and Bill DeVita who lives up the road here, he runs the water lab and he picked them up and took them to the lab.

Kunst He's referenced in here as an advisory member in this one.

Holdridge Well there's a report.

Kunst I'd like to see that.

Holdridge The big problem was nitrates. There were very few that had real toxic situations and those people would get re-tested. Does anybody know Karen Hannon, Tim was a teacher at P.J.'s? They live right on the corner if you go up to Fleet Farm, they had some horror stories with their water and their nitrate was out of sight. They've been working real closely with the University getting it retested. But it just stood out so. There was an article in the paper about it.

Bowen Depending upon the subterranean groundwater flow, if it moves south and west, that would be directly from all those ag lands from Jordan Road to that curve.

Binder I think that they found there was no rhyme or reason to where some of the high nitrates were. I had high nitrates.

Holdridge Paul McGinley has got a DNR study going and they have some test wells, a couple over across from the Country Club, in that park, and they're trying to analyze where the nitrate is coming from.

Bowen And there are hydrology maps that tell you which way the groundwater is coming from.

Holdridge We have in the budget, \$3,000 to put some wells between the Somer's land and our 2 subdivisions. I think if you're going to take on potato growers, you've got to have hard data. One of the fellows on our water committee is a civil engineer and he's retired from the City of Shawno public works director. He said what you really need to do is have citizens who have wells, have them be the monitors. You could use those.

Bowen Exactly, right. That's the real world.

Holdridge We've got a lot of those in Hull, 2,025 of them.

Enright I'd like a statement since this came up as an issue as part of the storm water management, on page 33, it became real clear to us at the time of the gas station proposals that residents of the Town are dependent upon the County to watch out for storm water management practices being safe and protecting the Town of Hull residents water. We felt uncomfortable with that because of the nature of the stand the county took in that issue, in not standing up for the protection of groundwater that affects Hull residents that does not affect Stevens Point. So a statement in there that the Town residents are dependent upon the County to protect groundwater from storm water runoff. That's an issue because of the development adjacent to residents. I suppose it could be all development in Parkdale but especially the gas station. We had to dig for information on how those monitoring wells were maintained and actually monitored. Residents really thought that was important. I think we would be remiss to not have a statement on there that storm water management is an important issue to the protection of well water.

Holdridge I think there's a general theme that the county needs to be more forceful in some of these issues. They're an intermediate government with 17 towns. We have this issue over on Maple Bluff where it's really 2 tiers. We have a nuisance ordinance that's pretty strong and we are going after them based on the nuisance ordinance. They have another issue in that it looks like this guy is operating a business out of this property and that's a zoning issue so that's the county zoning. At one level you've got the county deal, at another level you've got the Town of Hull. Because the county doesn't have an active nuisance ordinance.

Kunst Correct. As long as it's...more a health related issue than zoning. I think that's where the difference is.

Holdridge This guy was having vehicles in his front yard. We developed a nuisance ordinance based on an actual court decision. That has gotten this guy to have the number of vehicles you can legally have in your front yard but now we've got the problem of putting up a fence around it and then the question of what's he going to have behind the fence. One thing leads to another. But that's a 2-tier approach, that's what you've got at the town level. Some of these things are only enforceable by the county. Others we can deal with as a town. If you get into zoning, that's the county.

Kunst Zoning can only address so much as you've obviously discovered.

Holdridge I go back to when Chuck Kell was Planning Director. Chuck would get involved and he would take stands. So you've got to have some enthusiasm and some gumption at the top. Bob and I went through this business of the development over here in Parkdale and all that stuff. I didn't see any defense of a plan. I wrote this letter to Halverson, he never responded at all and I think I'm going to re-send it to Gary Wescott because not only is Gary talking that but Mike Wiza is talking that. That there ought to be some cooperation and we ought to get along. See what kind of reaction there is.

Kunst The city is going through their comp. plan now, not going through the chapters yet, but they're holding their district meetings.

Holdridge These guys, Mike Ostrowski, they will march to the tune of the mayor. That's who pays them, that's who they report to and that's the guy or the gal.

Bowen I'd say the leadership style determines whether they vote with him or not.

Enright Maybe at this time we could do something at this junction.

Holdridge I think so, this is good timing. I agree with you. We've got the Well #11 that we're trying to resolve. He's not going to sit in there for 4 or 5 months and just sit on a log. He's got a world of experience.

Bowen If government fails to do something, then citizen activism kicks in.

Holdridge It's a trust thing. If local government, and you folks are part of local government, if we don't meet citizen demands and deal with these problems, look at what's happened in Washington and Madison. Can anybody say that's good representative democracy? They can't do anything. Everything is nitpicking. They don't deal with the big issues. The hope of American democracy is right in this building and all those buildings across this country where citizens are involved and talk with their local representative. It isn't in Madison and it isn't in Washington.

Bowen Vandemeer is elected but she hasn't assumed her post, that's in January.

Holdridge One of the first things we're going to do is invite her to a town board meeting. Because I suspect we may be the largest town in her district. If we're not, we're the second largest. We've got 5,500 people.

Binder But she's new and they've redistricted and she covers all my area right? That's where she got all the votes.

Holdridge The first rule of getting elected is getting re-elected. She'll know where the votes are and she's going to want to make inroads into the good old Town of Hull.

Binder I'm kind of surprised the other one got beat.

Holdridge It was close. She was surprised too.

Binder The way they re-district everything....

Holdridge Yes, it's all gerrymandered. If the democrats get in, they'll gerrymander it again. That'll be awhile. They can't do it for another 10 years. Anything else Steve?

Kunst I think it's a logical stopping point.

Enright On the bottom of page 38, public schools, could you update that too?

Kunst I tried to and I'll keep trying to. I called but couldn't get a hold of anybody there. I called because that stuff is really not available on-line.

Amman There's something going on with the page numbers of the 2 chapters because they don't follow each other with concurrent page numbers but I know that's going to change as you make changes in the chapters. You're adding and subtracting stuff.

Kunst I'll go through each chapter separately rather than one big document.

7. DATE OF NEXT MEETING: *The next Plan Commission meeting will be held on Tuesday, January 20, 2015.*

8. ADJOURNMENT: *John Holdridge adjourned meeting at 7:40 p.m.*

Respectfully submitted,

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