

TOWN OF HULL
PLAN COMMISSION
MEETING
April 26, 2011

- 1. CALL THE MEETING TO ORDER:** The Town of Hull Plan Commission Meeting was called to order on Tuesday, April 26, 2011 by Chairperson John Holdridge at 6:30 p.m. at the Town of Hull Municipal Building, 4550 Wojcik Memorial Dr., Stevens Point, WI 54482.

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

Also present: Chuck Lucht, Associate Planner of Portage County Planning and Zoning and Citizens: Phil Janowski, Dave Pederson

Absent: LaVerne Syens

- 2. APPROVAL OF MINUTES of the February 22, 2011 meeting:** *Al Stemen noted corrections to be made to bottom of page 11; number of times trucks go by should be changed from 20 – 30 to 10 -15. Correction to bottom of page 12; Wilshire Road should be Old Wausau Road. Motion to approve the minutes of the February 22, 2011 meeting- with noted corrections, by Bob Enright, second by Jocelyn Reid. Motion carried by voice vote.*

3. ANNOUNCEMENTS; CHAIRPERSON AND PLAN COMMISSION MEMBERS.

Holdridge We've got a Public Safety Task Force that's going to have the first meeting in May. We set it up for the 3rd Thursday of the month and we'll run it for 6 months. We'll have a cross section of people including a couple of firemen. We're going to look at speed, stop signs, weight limits, and the situation with the SPASH kids running down Old Wausau Road. Also Hwy. 66, which was an issue about 6 years ago. They've got 4 major roads coming off there and only 2 have turning lanes. That went to the safety committee and Portage County and ultimately it went to the DOT. They did a study which said nothing was needed; there was no problem with it. So we'll revisit that again along with a number of other things.

The Water Study Task Force, I've got Ray Schmidt and Paul McGinley from the Natural Resources / University participating. We'll look at the quality and quantity. Quantity is not an issue right now. We have plenty of quantity. But the quality issue is a big one. What has happened over the years, samples have been collected in the Town of Hull largely through the University because I think they're the only ones with standing that still does that. But none of the information comes to the Town Board. We don't have the slightest idea what our water quality is like. Where does it go? A lot of it goes to the City, protecting their wells. So we're going to find out. It looks like we're going to divide Hull up into sections based on water flow. That's what the 2 experts are telling me. We'll have a good group on that one because there's a lot of interest. The City has the new well out here on Hwy. 66. They've done some testing and the results have not been reported to us.

Firkins Road development: the last time we meet, the Portage Co. P&Z, that's when the people went outside and worked out a deal. As soon as we met with them a few weeks later, the whole thing fell apart because Jerry K. didn't want any part of it. He's got a lawyer from Madison. Bob Konkol (*Hull attorney*) drafted a development agreement with the basic part being a contract and all of it worked out.

We were going to meet tomorrow but we had to change that. That will be Oberthaler, Broecker, Hebbe, Konkol, Pete Kaminski and myself. There is a flag because the state has a prevailing wage rate that needs to be met and that's high. The new governor and legislature wants to drop that down but I don't think anything has happened with that yet. That's a big deal with construction as it drives the cost up. Those 3 families are paying for the cost of that road so they're concerned about that aspect of it. I hope to have it before the Town Board on Monday night, our normal meeting, and have it acted upon. Once they act on it, then the developers are hiring Dave Glodowski, who has done a number of things for us and he knows our standards. The other issue is the potential law suit of Jerry. We'll meet, I think, in executive session with our attorney Monday night to discuss a potential law suit.

Bowen Potential? He hasn't submitted anything yet.

Holdridge No. I get threatened every other week that somebody is going to sue us but what stops them is when they start looking at the cost. Anybody that's been in a lawsuit, what they learn is: don't get in another one. We'll see how that goes. The last time the P&Z Committee meet on this, they really narrowed it. All they talked about was the cul-de-sac issue and the 2 spurs coming off of it. They never got into abandoning a road. They said it wasn't their role. That's a Town role. Because they put that in and it's on the map, Jerry's going to have a hard time arguing that he's landlocked because that goes right over there. That was an official action by the Portage County P&Z Committee.

Lucht That's all the further it goes. It doesn't go to the County Board.

Holdridge Right. One of the members of the committee that I talked to the next morning told me we (*Hull*) bent over backward for Jerry and anybody who doesn't think we (*Hull*) exercised public input is way off base. We had 6 meetings. We had 4, the Town Board had 2 and we're going to have another one Monday night plus there were 2 Portage County P&Z Committee meetings.

Weight limit ordinance. A very interesting ordinance. We have a situation today where the weight limits are off east of I-39. They're on, west of I-39. Why are they on over there? Because that's a wet soil and we always have problems over there because of the nature of the soil. We have a situation in which we have a person, Ron Gollon, with a business up there. He needs to get out of there to haul stuff. The roads are posted 7 1/2 tons, that's our spring weight limit. That means you can't have much of a load, it's pretty restrictive. He's got to get out to his customers. We know in one segment of the road, it could potentially be torn up. Who pays for that road? Each one of us and roads are very expensive to maintain. We're going to film it before he travels it and we'll film it after. He'll post a bond. It's a no-win situation. It keeps raining and the soil is more saturated and the underparts of the road are in tough shape. Phil, you know that as well as anybody.

Phil J. Yes, especially west of the Interstate. It's cracking up pretty bad.

Holdridge The budget situation with the state: we got a 26% decrease in our state shared revenue. Our road aid went from \$2,017 down to \$1,953 per mile so the thing the governor did, which nobody expected, was to cut the road aid. We knew he was going to cut the shared revenue. That means we have some real financial problems. The other thing he has eliminated in his new budget is recycling aid. Portage County gets \$300,000 in recycling aid. Half of that, \$150,000 goes to local governments; we get \$14,000. That's scheduled to end in the 2012 fiscal year. The state is on a fiscal year. That's getting some real flack and I don't think it's going to end, but it'll be reduced. The amount of money we already have in our budget is \$14,000. He's taken that \$300,000 and reduced it so that means that \$14,000 we've got is going to shrink. Remember that's all part of our budget, we planned on it. That's another hit. The budget situation, you've all read it, it's clearly going to hit local government.

We have invited the head of the Mid-State Technical College, Sue Budjac and she will be at the Board meeting Monday night. We've never had anybody from the Voc-Tech. System here. She wanted

to know what we are interested in. *(John read questions from memo he sent to Sue Budjac.)* How is Mid-State Technical College managed from a public policy perspective? Do you have a Board of Directors? Is it an elected Board or, if appointed, by whom and what are the interests represented? Why do I ask that; because they don't have an elected board. It's the only one that sets the tax levy that's about 8-9% of what you pay where the board isn't elected. You elect the school board, the county board, the town board. I wanted to get her reaction to that. How does the public give input into programs and financial operations including the setting of tax rates? How can specific programs at MidState enhance the skills of our staff, particularly our road crew in mechanical areas? What will be the impact on the Town of Hull tax rate of MidState's proposed relocation to the Stevens Point mall? What is the financial impact of Governor Walker's proposed budget in both the budget repair bill and the Wisconsin 2012-13 bi-annual budget? How will governor Walker's proposed budget for MidState impact the local property tax level? Obviously we're very interested in local property tax. What we've tried to do here is keep the rate for the Town of Hull somewhere in the \$2.50 per thousand range, keeping that as consistent as we can. We're 14% versus 86% of what you pay in taxes and we don't have any control over the 86%. But she's going to talk about it and we're pleased she is. We're asking questions that people have an interest in.

Binder John, have you sent her the list of questions?

Holdridge Yes. What I sent her was this one pager that tells about the Town of Hull, a map on how to get here, then our pie chart so she can see what the tax situation is here.

(Members requested a copy of the memo John was sending. Patty had a copy and made copies for the members at this point and handed it out at this meeting.)

Holdridge I also sent a letter to representative Duffy. Last week the phone rang and it said this is Representative Duffy calling. They have one of those things that call people but he's on line explaining this budget. He said if anybody has a question, I pushed the queue to ask a question and gave the question, but there were people from all over the 7th congressional district. One of the guys was from Plover, former president of the Village of Amherst who spent 35 years in the business and he went after him on Medicare. The questions were really good and were not softball questions, they were tough. Then my phone cut off and I was off the air, I don't know what happened. But when I wrote him a letter, I referred to that and invited him, per his schedule, to come to the Town of Hull. I said we would restrict it to 38 people (that's our fire code, that's all we can have here), and the ones I would invite would be people who are involved in civic affairs in the Town of Hull. This group *(Plan Commission)*, Parks Commission, adopt-a-highway and road people, anybody who've done some civic things would get invited. We'll see, he may very well take us up on it. We'd like to have Julie Lassa out here as kind of a Hull speaker's bureau. Amy Sue is committed. I haven't communicated with Julie. I'd like to get this Senator Johnson. We'll schedule some meetings for them.

Bowen When was the last time Julie Lassa showed up here?

Holdridge The only time I saw Julie Lassa was when we had that huge meeting up at SPASH and she came in. That's when we decided to sue the DOT over the Casimir interchange. She's not been out here. She hasn't volunteered and we haven't asked so we are going to ask.

Bowen She lives a block away.

Holdridge I bet she'll be here. This is the biggest or 2nd biggest Town in her district. That's the update that I have.

Enright Have you thought about what you'll do with the reduction in the road aid and the recycling? I believe that the Town cannot raise taxes. Is it too early to calculate what the Town Board is going to do?

Holdridge What we're doing is to look at the operational budget, the day-to-day things we need to do like picking up the garbage, plowing the streets, etc. Then we have capital expenditure items in the budget for equipment and we also have a reserve/contingency fund. What we did at the last meeting was to put on hold all those capital expenditures like buying a pickup truck; that included the Fire Dept. stuff. We froze all that, we're not going to spend that money. We asked our Treasurer, Jim Kruzicki, to give us the operational budget; we're through a quarter of the year at the end of March. We want to see the operational budget for the whole year. What is our expenditure going to be at the end of the year? Then we're going to look at the revenue side. Our budget is \$2.1 million. We have \$600,000 set aside that is not going to be used. We restricted it and said we're not going to use it. We had money in there like \$150,000 for the buildings, \$150,000 for the Fire Dept., \$100,000 for road reconstruction. That's all on hold because our first priority is basic operations. If we don't pick up your garbage or plow your road, we've got a problem and you're going to tell us. It would be pretty obvious. We'll look for some cuts in the operational budget. In the Parks Dept. budget there was \$20,000 for new equipment but that Parks Commission has been really outstanding. They have 10 parks and what we've done is systematically replaced or supplemented parks equipment. We're on our last one this year. If you look at our parks, we've got old equipment and some newer equipment. Parks equipment is expensive. We're on the last one this year; which one is it?

Amman Jordan Acres.

Holdridge We left that \$20,000 in capital expenditure because that will complete the network of updating parks.

Stemen Speaking of capital expenditures, when I came to the meeting tonight, they were towing the ambulance. Was that for our benefit or were they making a call?

Holdridge That's an old set-aside, I'm not sure.

Stemen I hope it wasn't going on a call!

Holdridge Oh no.

Enright No plans to cut snow removal?

Holdridge We're not going to panic but we'll know where our finances are and what we've got. We're the only Town in Portage County that has collective bargaining. Our 4 road crew guys are members of the Teamsters Union. In the newsletter I said, from my perspective, there's no question they get better benefits and higher salary by being Teamster members. The other side of that is we get better people. If one of these guys decides to leave us, we'll have 60-70 applicants for the job. Why? Because we have good equipment but also because there are good benefits. They have health insurance through the Teamsters which has a real good program. The collective bargaining agreement ends December 31st, 2011. After that date, if this doesn't get figured out in Madison, the road crew will have to pay 5% or whatever is in the governor's budget reconfiguration.

Enright Plus health insurance.

Holdridge That's the health insurance and part of the retirement. From my perspective, the collective bargaining clearly gives them better wages and benefits. The advantage of collective bargaining is that it's regulated. You know where you stand with your employees and they know where they stand. It's not a case that they're protected. We sent the (*former*) road foreman to jail you know. He was a member of the union. He was convicted of a felony. They don't have a free ride. We really can get better people. When the former road foreman was being sentenced, I had these guys take off work and come to the sentencing and they sat in the back and saw all this. Now there is a much higher expectation of those who work for the Town of Hull.

Phil J. You bet. That says a lot. These guys are second to none. They do a 110% job, Pete and his brother.

Holdridge Bill Omernick plows my neighborhood now and he also plows the Kirschling subdivision. On the corner, Hoffmeister has those stakes out, and Bill has never taken out a stake. You'd think that was minor but Wilz, LaVerne and I, we've seen the difference in plowing. Previously we had a part-time guy. We'd hire him during the winter just for plowing and those guys were tough on machines and it wasn't a good situation. If we get to the point that we need to raise the 14% tax, that will be communicated. We're going to look at the people who pay the tax. If you look at the County operation, and I was on there for 17 years, they give lip service to taxes and that's standard, but it's never down. What's the impact of the tax on individual households? That just isn't there. It's a regional government. Our perspective is looking up and saying how is this going to affect households in Hull, even though it's limited compared to these other big taxes.

Bowen I'd like to mention that the Sheriff has been out on North Second Drive a lot more in the past few weeks than I've ever seen him before. He picked up 3 people.

Holdridge My reaction to that is: good.

Enright On the Safety Committee, I'm told many parts of Hull have high radon levels. Is that going to be something they'll discuss?

Holdridge That would be the Water Committee. There was an article in the paper the other day saying these pesticides really do impact kids. The mayor was out here and they gave a presentation because they funded some well testing around their wells that were Hull people. He came out with his mother who is in charge of the Stevens Point Water Dept. along with the engineer and they talked about it. We have pesticides in our water. Now we're starting to get evidence that it really does have an impact particularly on young people. That question about what is in our water; I listen to Ray Schmidt and Paul McGinley and they have a lot of technical information. I tell them I don't understand it. Why don't they tell us what would be the ingredients of a good glass of water from a chemical standpoint? What should it have? Maybe that's the way we approach it. That investigation is long overdue.

Stemen What are they going to do, spot check wells in the Town of Hull?

Holdridge We're going to look at what we've got and there's a lot of testing that's been done. People have taken their water in. It'll be confidential. We'll see what we've got and if there are areas where we don't have data, then we'll figure out some way to do some testing, maybe subsidizing a test. Ray Schmidt, who is the County water specialist, said that they have all kinds of data but it's never been articulated. What does it mean? What are the trends? It's never been shared with the Town Board because we've never gotten involved in it. I forget how many wells the City has in the Plover River valley. That's the source of their drinking water. How many in here know the quality of their water? You do Al? Jocelyn; did you have it tested recently?

Reid No, not recently.

Holdridge I don't know mine. We're over by the City well field and it's really good cold water but it could be full of all kinds of things.

Enright Those specialists like Ray Schmidt might have information on a lot of things that you could test for but aren't in the standard homeowners package.

Holdridge This came up because Jim Kruzicki came in one day and said he had his water tested. He lives over in Conifer Acres off Old Hwy. 18. I asked him how it turned out. He said it was good. I asked if he would be willing to share that with us and he said yes. So we may have a lot of Jim Kruzicki's all over the Town that have had their water tested and all we want to do is collect the data. These water people say you can almost develop it by sections based on the water poll. So we'll break it down. I suggested that the first go around would identify a section, collect the data from that, then do some analysis of what you have.

Enright The radon is not in the water. It's in the soil.

Holdridge That would be a good one to mention. The last one that I put in as an objective is the Moses Creek watershed. We've got people who have told me they have water up in their back yard that's part of that Moses Creek watershed. We always deal with that as a crisis situation. People call saying they have water in their back yard, coming from Moses Creek, the beavers have dammed up the creek or something and so I'm suggesting that we take a look at that as a watershed and see what we can do before we have a crisis because we've had 2 big ones; one this past fall and this one now. The last big one we had was in 1993. If you watch the news, those tornados going across the south, all that moisture that's coming down, one place got a foot of rain.

Stemen Two feet they said today. That you know of John, do we have any radon in the Town of Hull? Anybody that has that problem?

Holdridge I think you might have some west of I-39.

Bowen Yes, for sure, where there are granite outcroppings.

4. Citizens wishing to address the Commission on non-agenda items. Agenda items are for discussion and possible action. (This opportunity for citizens to ask questions, express opinions is a 21st Century version of the opportunity citizens had in historic New England town meetings.) Modern Wisconsin law requires that no government action can be taken until a topic is placed on the Town Board agenda and published 24 hours in advance of the meeting.

Holdridge What we've done in the past on this, we had a person come in and he raised his hand and wanted to talk about the building project and what we were going to do about it. He made a few statements and we said to him we cannot get in depth on that because it's not on the agenda, so what we can do is put it on the next agenda, you can come back and we'll talk about it. That's what we did. He came back and we had a good discussion. We keep this on here because this goes back to the old New England town meeting when people could come and raise their hand, people would recognize them and talk about things. You can do that, bring issues up, but we cannot give opinions or make motions on them. But we can put it on the next agenda and hear it out then. So there's nobody here tonight.

5. Highway X on/off ramp and frontage road.

Holdridge Bob Bowen has provided us with information from Don Butkowski. Philip Janowski is here so Bob, why don't you talk about it. You know more about this than anybody.

Bowen Ten years, January 10, 2001 is when we started dealing with this whole thing. What this is about is that with the change of administration in Madison, we thought there might be some value in reviving the proposal that didn't go anywhere in 2008 largely because our elected representatives did not do anything for us in Madison while we had 100% support here in Portage County. This is in essence a beginning of a revival of that proposal. It's just the beginning because the last time we got snubbed by the DOT. I think that was because we didn't have someone carrying the ball and that would have been our elected representatives. Louis, he was very active and he's not representing this area so what it amounted to was a lot of correspondence from a lot of notable people but the DOT just did not do anything. What we would have liked to have seen happen is our elected representatives call a meeting of the principal parties here in Portage County and develop a strategy to present to the DOT. They said that was all discussed in the past and decided not to do that and weren't interested in having any kind of discussion with the citizens. This time around, we hope we can organize something that will bring together the decision makers with the principal representatives from the County and towns of Dewey and Hull and the ones up in Marathon County that are interested, to decide what the best strategy is to present to the DOT. Granted, the DOT is aware of this and the Urban Transportation Planning Committee has planned a frontage road on the west side by I-39. But that could be 2 decades from now. A lot of us won't be here if that ever happens. The idea of having the ramps restored, one is still there on the west side. All they need to do is put an acceleration lane there and the one on the other side could be easily connected with the off ramp, ramp A. But again, we need to have some kind of organized approach to this so what you have here is just preliminary to give Madeline Henry in the governor's office information. I think she's already talked to the DOT which I suggested to her was a little premature because we don't have our act together yet. I have a meeting with the mayor on Thursday. I haven't talked with the superintendent of schools yet. John Charewicz is on board and I think the County people are supportive again because Don Butkowski talked to somebody or he wouldn't have been able to send her a copy of the resolution of the more or less official standpoint. I feel we need to have an elected official take a leadership role in this and not 2 non-com citizens like Phil J. and Bob Bowen. They might disregard us completely. But if they hear something from elected officials, in spite of all the endorsements, they still need to have some kind of organized group or coalition of some type before they will come to a meeting and discuss this. Otherwise they're just going to say the same thing that they've said all along, which is, "The regulations say we don't want local traffic at that interchange therefore we're denying access. That's why we built Casimir Road." What they don't understand is the economic impact of not allowing heavy traffic on Town of Hull roads.

Enright Do you want exits and entrances?

Bowen It's not necessarily what "I" want. You're talking about the physical configuration.

Enright Yes, you wouldn't need the frontage road if you got the exits and entrances.

Bowen No.

Enright I was wondering if it's already been thought out.

Bowen I think there's a higher chance of getting that than a frontage road because you're talking a half million versus 6 million for a frontage road.

Enright Do you still have the graphic or diagram of Hwy. 10 that we used to have hanging on the wall there?

Holdridge We have large files with maps.

Enright Before you talk with the elected officials, it would be a good idea to be clear about what would be the solution to it. I saw in the letter that you wrote about the frontage road. Earlier, at various times you were talking about getting the closer 2 entrances and exits. At least you could get on if you couldn't get off.

Bowen The frontage road is an alternative if they would not consider the south ramps. *(end of side A of tape 1, some lost discussion)*

Holdridge ...a couple of proposals and one of the proposals they really wanted was to go north across Hull and go right to that Hwy. X to go west to Marshfield. That went through Jordan Park, it went through some farms. That was the first fight we fought. Mary Ann Lippert was the representative. I remember George Rogers, the Plover River people were greatly involved. They didn't want a highway over the Plover River. We had meetings and this thing went on and on. She called me one day and said they were going to have a news conference down at the library and we'll announce that we're taking that alternative off and drop that. That was great, because that would have gone right through the northern part of Hull. Of all the ones they had, they're talking about going south now on the new Hwy. 10 to get to the interstate. We didn't want it because it went through Hull and would have taken out a subdivision and the water people, George Rogers, Dan Trainer, they saw the Plover River being at risk. Then this thing went into the whole X interchange and the taking out of those ramps and ending that. We had a meeting out here in this garage with Chuck Rasmussen who is with the DOT in Wisconsin Rapids under Dan Grasser, he lives in Plover. Every time the DOT came to a meeting they brought 3 or 4 people. He told us we will re-evaluate that interchange. Each one of these DOT regions has a public relations person. I was standing there and the PR person came to him and said, you know, you came tonight on that. So they committed to re-look at it. Well, nothing really happened. As we progress down, Grasser was the head of the DOT in Wisconsin Rapids. He's regional. Now he is really high, in charge of all the regions in the state not just the north central region. They went ahead. Would not build, took out those exits and entrance, both north and south of Hwy. X. We did everything possible. Because those exits were going out, they had planned and got the federal highway administration approval to put in the Casimir interchange because they felt they needed some interchange there to get to the west side. They got federal highway administration approval because that was too close to Business 51 by SPASH to have another exit/entry. The DOT actually fought for that. Then when we got into this question of building that thing, the DOT wanted us, with the support of the highway commissioner, to turn North Second into a county trunk highway X. That was the plan. Dan Grasser wrote me a letter and said, "If you do not turn over North Second and make it a county trunk highway, we won't build a Casimir interchange". That's right in writing. We had a big meeting at the SPASH auditorium with our Board members. Stan Potocki stood up and said this is nothing but blackmail by the DOT and that's when we decided to sue the DOT. Hartzhein was on the Board and we meet with O'Brien and he said I think you've got a case. Because all the way along, they promised the Casimir interchange and now they were saying, if you don't turn over North Second, we're not going to build the Casimir interchange. Julie Lassa arranged for Maurice King and I to go down to the governor's office. We didn't meet with the governor but met with his staff. I had Dave Glodowski draw up a way we could keep those ramps in and still have it going west. These engineers can draw this stuff. I showed it to the governor's rep. and he said he'd never seen it before. There was a representative from the DOT there. They listened, the governor's office, this is Doyle. O'Brien's letter was to Bujalski and said, "We just wanted to put you on notice that we are considering going into court on this issue." This is when Gary Westcott got involved. The City all of sudden realized that if you don't have that Casimir interchange, those cars are going to come down North Second and go

right into the north side of Stevens Point. They'll just pour in there because there's no way to get on the interstate. Gary went back to his records and looked and we all found the same thing. They had promised to build the Casimir interchange. So I was in Madison. Marge Rutta was secretary and I get this call on my cell phone. She said, "John, the governor's office wants to talk to you". Well how often does that happen? I think the guy's name was Henderson, he picked it up and said, "Mr. Holdridge, this is Pat Henderson and I just wanted to let you know that tomorrow the governor is going to announce publicly that he's going to direct Secretary Bujalski to build the Casimir interchange". I said, "Are there any strings attached?" He said, "No, there's no requirement that you give up North Second at all." So that's how we got the Casimir interchange. That's a local road so we posted it Class B. That is probably the only intersection on the interstate highway system that gets off at a local road where you've got a weight restriction. Eddie Rusin and these people were all upset. We worked it out with Rusin. He gets a permit and he brings the trucks in and they go to his place and turn around and go out. That was resolved. That was a big deal but that seemed to go on forever. I don't know who Madeline Henry is.

Bowen She's Constituent Services Assistant Director for the Office of the governor.

Holdridge Now Grasser is sitting down there and knows all this. She's new with the governor right? She came in with the governor and she's got a lot of enthusiasm and probably thinks she's got more power than she's actually got. I ran into Dave Helbach over at St. Michael's when all of this was going on. Dave's dad was in the hospital and he said, "John, all the time I was in the legislature, I could never win against the DOT."

Bowen The state budget in 1989, he did beat the DOT because they could not defend against the legislature passing the budget with that in it.

Holdridge That's the advantage of his constituents and that's another road project of 4 lanes going to Marshfield, which made, from their standpoint, a lot of sense. Anyway, this thing has a history that goes back. Bob's question is a good one. We've got people in the I-39 west area that are going to need to be convinced that the frontage road makes sense there. We had a sort of a shoot out on the Casimir interchange. Remember Pete Klismith wanted to put a truck stop there. Some of those people are going to say, do we really want a frontage road coming down there. I think of that Biscayne Road where Herby Harrer lives in there off of Granite Ridge Drive; Weatherfield and Biscayne. In order to do that, it seems you will need some kind of public input or public hearing to get support for it. That would be important. When I talked about Ron Gollon, what's he got to do now? He can't go Granite Ridge because we posted that because it would be all torn up. He's got to come across, go down across X, go down North Second to the Casimir interchange. You know how we try to protect North Second with 12 bus stops, etc. That frontage road would really be important because that could take Jim Grezenski and the guy from Dewey down there and they could get on the Casimir interchange. Gollon could run it.

Bowen I talked with Dave Ladick last night, he has ConsTrucks and he won't do business in Dewey because he said the permit system is just too convoluted. He'll do a couple of jobs but he won't go to Fahrner's pit or the DB pit up there because it's just too complicated.

Phil J. If you look at the big picture, that frontage road would not be a bad idea because they could actually shoot that right in and come in on.....

Holdridge No, now listen, I'm not arguing against the frontage road. I'm saying our operation out here is to get people informed and be fully transparent on what's happening. If we suggest a frontage road, then we need to get to the people so they know what's going on and indicate their view on it. A frontage road would be a great one. The best one I think is the on/off ramp on the south side. That's not controversial. Has an engineer looked at that? Is that possible with the configuration they have on there?

Phil J. That was looked at by 2 civil engineers and retired DOT civil engineers and all 3 of them said it would work and function. Right now they're building the same thing on Mile 120 on the north end of Lake ---- on Hwy. 41 and 45 where they split. Hwy. 45 is going to have a flyover ramp going to New London and Stevens Point and if you keep to the right you'll come onto Algoma Street which is the city Hwy 45 through Oshkosh that goes round-a-bout. That's the identical concept we had drawn up with X and 10. It's functional.

Holdridge I just talked with a guy named Brent Matthews who lives in that subdivision north of Sentry off north Reserve. He's a safety guy and he's looking at trying to get some safety money for bikers and the conflict we have between vehicles and pedestrians. I asked him, who is heading north central? He said "Nobody, they haven't selected anybody."

Bowen There's a woman who is serving in an interim status.

Holdridge That might be one approach to take; get whoever is the head and try to convince them here's what we need. Plus you clearly need to get the republican legislators. The person who replaced Russ Decker in Wausau, Galloway, then you've got Jerry Petruski, those guys have got to be on board. This is a republican administration.

Bowen Jerry Petruski was the head of the assembly transportation committee and he didn't answer letters or phone calls last time around, Decker either. I sent formal letters asking....because Decker had a role too.

Holdridge He's a majority leader.

Bowen Right. Never got a response.

Holdridge Now you've got a republican in there.

Phil J. Pam Galloway looked at everything because I took it up to her house.

Holdridge She's brand new, a physician. Maybe that's the kind of person you can influence.

Bowen I think it is real important to decide tonight in this group if they think this is something that has sufficient substance to it; economically and from a safety standpoint, to continue moving forward with it. I'll be very honest, I've lost a little bit of my enthusiasm for it in the last couple of years since 2008. But I'm willing to give it another shot and do anything I can if there's sufficient sentiment in this group and the Town Board to do something with it. I think, position wise, it's worth trying because Walker said in his town meetings that he'd definitely do something with that and take a look at it. I suppose that's why Madeline Henry has been accommodating.

Phil J. I think she was unaware that a lot of this stuff transpired before. She just referred it to the DOT and a red flag came up and I said wait.

Bowen Anything with the DOT is premature. We need to get our act together here and have some kind of a strategy worked out before we go forward. If we duplicate the same thing from 2008, fine, the paperwork is all there. If there's another approach to it, we should look at that. The DOT is a secondary interest right now I would say. We know their feelings.

Holdridge Does everybody know what we're talking about at X? What Bob is talking about is just a southern on ramp and a southern off ramp. Nothing to the north.

Phil J. That is actually what the people in Knowlton, Bevent, and part of Kronenwetter, they all used to use that interchange. A lot of them are afraid to come down North Second Drive because it's a dangerous road with too much development. There's more development transpiring as we speak. I don't think the DOT took any of that into account, the residential area. Sure that used to be a US highway but it's not conducive to traffic nowadays.

Holdridge Everywhere the DOT goes to build a highway, they get static. They just assume the locals in large part are going to be opposed. George Rogers and Bruce Adamski, a lawyer with Sentry, and I, we went up and testified before their transportation committee in Wausau. I was saying that in the Town here, nobody supports getting rid of X and the guy said to me, "Every time we have a hearing, very few people ever support what we're doing." So the DOT's view is; the locals aren't going to like it. But what's our mission? Our mission is to get traffic from Appleton to Marshfield. That was in the 2020 plan.

Phil J. Right now they're making Hwy. 13 4 lanes and doing improvements from Marshfield on up. The veteran parkway comes through the City of Marshfield. Now the people wish they had a beltline around the City of Marshfield.

Holdridge I like the idea of a frontage road. You've got to have something there. That helps North Second because it gets traffic off North Second. That might be a 45 mph road. Going down to the Casimir interchange where people get on and go into town or go to Plover. I see that as something we've got to tell the public about. I'm not interested in springing it unexpectedly upon anybody. Maybe the alternative, fighting for that and fighting for the on/off ramps, that might look pretty good to them. You've already got that frontage road in their long-range plan.

Reid Could you clarify where the frontage road runs from where the X interchange was south...

Holdridge You come from the north, from Dewey, you go across the...west side of the interstate...

Bowen It would be like another lane on I-39 right along side of it.

Reid So it would be running parallel to the highway. What would be the advantage of ...why would somebody go across to go down a frontage road as opposed to going on North Second?

Holdridge Because there's a speed limit on North Second, there's 12 bus stops on it, it's an elongated neighborhood.

Reid I walk it frequently and it's scary.

Holdridge When I first got involved in this thing, Jim Grezenski with the lumber mill up there, he's had a running feud with the Portage County Highway Dept. He said to me that they do not want to run North Second because they cannot stop those big trucks. He's the one that said to me, we don't want to be on North Second. We have a weight limit on it and he can run an empty truck on it but he can't run a loaded truck because it's a Class B road. So Jim has to go up to DB. He has to go north to come south. He's the guy that's harmed the most.

Reid It's costing him thousands and thousands of dollars.

Bowen He's in for at least \$200,000 a year.

Holdridge We did that because of the neighborhood on North Second. Grasser and Weronke wanted us to turn that road over and make it an extension of County X. They were blunt about it, Weronki was behind the scenes.

Bowen From the Town's and Planning Commission's view point, this is neighborhood preservation and probably some economic benefit by keeping big equipment off that road with permits.

Holdridge Right now we've got Ron Gollon who goes across and he runs North Second. We would just assume have him off there.

Phil J. Or he goes north and ends up on DB, or construction that's up there at 34/153.

Enright The argument against the off ramps off there was that mixing that local traffic ...

Bowen The thought there wasn't sufficient amount of space to merge west/eastbound traffic on Hwy 10 with on traffic from X.

Enright So people going southbound on I-39? More so than the exit ramp going northbound?

Bowen The exit ramp going northbound would benefit the North Second Drive situation.

Enright I understand that but it seems to me as you really have 2 choices to go here. One way is with the new administration. Maybe they would rethink this on/off ramp thing given the other engineers said this is really possible. One approach would be to say would you reconsider this because it costs less and it solves the problem. That's why I was asking you which way you wanted to go on it because I remember when we talked about the frontage road. Unlike exit and on ramp, there was a lot of agreement on the exit and on ramp but we were talking about the area west of I-39 and talking about Casimir Road and building...there was less than full agreement in the residents about building that frontage road there so the reason I was asking you if you thought through which way you really want to go with it, because even if you've got the favor of the DOT or administration, if the Town citizens west of I-39 don't want that, you're back to the drawing board. I think if you have that frontage road, you also might get increased pressure to rethink the development of the Casimir Road because of the traffic it's going to put in there and it's going to be accessible without having to exit the freeways so you may have a new issue here. You've studied this a whole lot more than I have but it seems as if the on/off ramp argument is a cleaner, easier, cheaper argument. Very few people are against it except the DOT.

Bowen The only reason the DOT would be supportive of a frontage road is because they've done a traffic analysis projection and the average daily traffic in 2030 calls for a road there. Not because we want it.

Enright But it wouldn't even be a necessary road if you had the on ramp because that's where traffic would go right? That's my opinion on it.

Bowen The truckers need a way to get off and back on. It would solve that economic aspect.

Phil J. The only problem it might create is if there would be an emergency on I-39 and they close the interstate and it would back up. But then they could put them on Hwy. 10 off of HH and go that way.

Bowen That is the emergency route now, you know that; North Second Drive is the emergency route for evacuation.

Stemen North Second to X.

Bowen Yes.

Holdridge In 2008, that was just a tough sell. Here there putting in those roundabout roads. They made a commitment to take that out, the south ramp. Once this got out, they probably accelerated it and pulled out that southern ramp.

Bowen Before submitting the proposal, we talked to Mashuda, the contractor, and he said, "That is a piece of cake, I can do that in 2 days and it'll be \$400,000. But somebody's got to tell me to do it."

Enright You mean putting in a new one?

Bowen Putting in the 2 ramps; off and on ramp, and he had all the equipment there.

Holdridge That had such a history of them getting their back up. Then they started breaking ground for all this stuff and expected them to reverse their role.

Bowen When we were talking to these guys, David Smith, the federal highway administrator in Madison sat at the table and said, "Regardless of that regulation about free flow interchange, if there's sufficient community need, we can change that." But the DOT contents that a free flow interchange should not have local access. That's their stance.

Phil J. The same thing is built at Mile ---- where 90/94/30 now meets minus the 78, that's a left hand, but I'm saying the same type of ramps are built at that interchange.

Holdridge On that north off ramp, you could run a spur that runs out to X or to North Second. That's possible. So what are your thoughts? You've heard the options.

Reid What would be the next logical step to take?

Bowen I believe that we need an elected official taking a leadership role so that we can talk seriously with whatever agency or other elected officials. Unless we formed a committee and designated a chairman of it; I just feel that someone from the Town of Hull or Dewey.... Dewey has the most to gain from this.

Holdridge They really do, they have a lot to gain.

Bowen Whoever would do that has 100% support. The highway committee has passed a resolution. I haven't talked to the superintendent of schools. I'll show him Betty Lang's letter, I'm sure he'll say, "Yes, I'll support that." I know Halverson will support it. Butkowski is on the County Board. Maurice King, he's the chairman of the Town of Dewey, add his support.

Holdridge Why don't you get your 2 state representatives, Lassa and Amy Sue.

Bowen I think that's the way it should have gone in 2008.

Phil J. showed Enright some maps/drawings he had to clarify what was being discussed.

Bowen I'm certainly willing to contact them, John, if you're suggesting that I do that.

Multiple people talking at once, some lost discussion.

Bowen So what steps are you suggesting?

Holdridge If this Plan Commission sees the merit of the on/off ramp and secondly some sort of frontage road, that they go on record and recommend to the Town Board that they are supportive. As far as me leading the charge Bob, I have a lot on my plate right now.

Bowen I'll give it my best shot. I would like to see someone from the Town Board

Holdridge I'd be happy to meet with our representatives. You'll need to get Dewey, Maurice King, not only them but those towns in Wausau, Gunther, Knowlton, those republicans on board. Then work with the governor's office. We can pass a resolution. We can try to get Amy Sue and Lassa in here and go that way. What else would you want us to do?

Bowen That would be it.

Holdridge To go out and start rallying public citizens on this issue probably isn't going to work. They've been down this road for 10 years.

Bowen I don't want it to look like something that Bob Bowen put up. My only interest is to protect the neighborhood on North Second Drive. It doesn't have any personal affect on me at all.

Holdridge I think the other one you should talk to is Patty Drier.

Bowen Yes, I've already talked to her but it was when she had just gotten into office. I said when the dust settles, I'll be back.

Enright I think the Board might want to make some kind of resolution. I think you could do that pretty safely for the on ramp. If you were going to go with the frontage route, you'd want that to be an agenda item for citizens to come and talk about it because you wouldn't want I don't think there's much controversy in the Town about the on/off route. Some of those folks were concerned about noise from what I remember when we had these discussions before.

Bowen I'm sure there is a perceived feeling that noise would be added but compared to the noise that is there already, it drowns out anything a frontage road would add.

Phil J. Further, if a resolution is enacted by the Town, I think other towns will follow suit and enact resolutions.

Holdridge I see us doing what Bob suggests. We would go on record supporting the on and off ramp. If we go to a frontage road, we'll have to get a bunch of people. These people by I-39 west are very active.

Phil J. I think what he said, support the ½ interchange concept, I don't think there would be a problem with that.

Holdridge If you want to write to the governor's office or to Madeline and say we're promoting the on/off ramp at X and if that doesn't work, we want a frontage road. But for us to say that as a government body, we're going to need some citizens over there who are affected to tell us that.

Bowen If I were in the DOT and the governor's office and said do something about that situation up in Portage County with County X, I would say we're not going to mess with the interchange but we have already agreed that we're probably going to do a frontage road someday.

Holdridge The problem now is Grasser is probably next in line for secretary.

Bowen He is, Mark Gottlieb is the secretary.

Holdridge But whatever Walker tells to the secretary, he'll do, or he'll be gone.

Bowen We'll ask Madeline Henry just how much the governor knows about what we're talking about.

Phil J. I'd like to see us invite Walker and some of these people up here to physically see what's transpired up there.

Bowen I appreciate the discussion and I'll stay in touch with you.

A motion was made by Bob Enright recommending the Town Board go on record supporting the on/off ramps to the south on Hwy. X, seconded by Jocelyn Reid.

Discussion:

Holdridge Shelley what do you think?

Binder I'm just listening. I think you have an uphill battle.

Stemen I agree.

Holdridge All we're saying to the powers that be is we think you ought to put an off ramp going south and an on ramp going north.

Stemen I agree.

Holdridge That's very sensible. From our standpoint, it would get a lot of traffic off North Second. It would resolve the semi issue for those people to the north. They can get right on the interchange there. Ron Gollon could come out and actually get on the interstate. His problem would be resolved.

Phil J. Jim Grezenski talked about installing a dry kiln which would create jobs. Right now some of that stuff is in limbo and the economics of that sawmill is in limbo because of this situation that's going on right now.

Holdridge But you've got a down economy too; that doesn't help. Everybody understand the question? What we'll do is recommend that the Town Board go on record. Send a letter to the governor, our representatives, etc.

Bowen One thing we didn't say was that there were 26 out of 27 County Board members that supported this in 2008. There was strong support for it.

Holdridge Everybody heard the motion?

Motion passed.

6. Continuation of discussion from February meeting on Portage County and Hull Subdivision Ordinance proposal.

Holdridge I'm still struggling with how we integrate the Portage County subdivision ordinance with what the Town of Hull wants to do. If it's in any way different than Portage County. Developing an ordinance is as a first step in the outline: explain how the Town of Hull land division/subdivision ordinance....it really tells you how you divide up land.

Lucht In essence, yes.

Holdridge Explain how the Town of Hull land division ordinance supplements the Portage County ordinance. What I'd do is have some kind of opening statement because you have 2 government units. It's an intergovernmental issue; you've got the County and the Town. How do these 2 both interested in subdivisions or land divisions, how do they fit together as a unit. The next one, I would put in there the Portage County subdivision ordinance. We got one from Tracy Pelky today. Patty picked it up on the internet and it isn't complete so Tracy is supposed to have the appendix which we need for it. Chris Mrdutt is coming out tomorrow and he'll bring that along so we have the complete Portage County ordinance and the most recent one passed March of this year. #3 - Town of Hull land division ordinance modified. That's where we would look at what we have that's unique as opposed to Portage County. Changes to Portage County subdivision ordinance, that's changes that the Town of Hull would have and then special land divisions within the Town of Hull. One of the big ones we're familiar with is the I-39 plan. That's 5 acres, 20 acres. A subdivision or land division ordinance basically tells you how you divide the land, how you (*end of tape 1*).....basically how you divide the land up and it's almost exclusively residential. That's the big difference. One of those would be I-39. The other thing that should be planned in there should be our comprehensive plan. Things we have in the plan that relate to land division. There might be several other things as we look at it. #4 – Procedure or process for obtaining land splits. This is a big one from the citizen perspective. If a citizen wants to develop a subdivision or wants to split land through a certified survey, where does he or she start? Do they go to Portage County? Do they come to the Town of Hull? That should be all spelled out. That #4 maybe ought to be right up front. We need to inform the citizen of how all this stuff works. Then #5 is penalties or sanctions and #6 would be fees or costs of land splits. That would be the outline I would suggest using.

Bowen Does Portage County have penalties and fees?

Lucht Yes.

Bowen Then would these be in addition to that?

Holdridge Yes, we would have our own fee.

Bowen So they would have to pay 2 fees?

Holdridge Well, maybe not; one of the things I'm going to have Patty do is go back to when we started the plan and go back through the agenda's and see if there's anywhere in there where we developed a policy on fee structure for functions related to land. So we get that all out there. We charge

a fee for this but I need to go back and look at that. We don't have much of it in reality. Maybe what you've got is one fee and that's collected here or at Portage County and then it's split.

Stemen Chuck, what kind of fees are we talking about, roughly?

Lucht Are you talking about trying to bring a project in front?

Holdridge What if you wanted to put in a plat for a subdivision?

Lucht I don't deal with the fees all that often, that's Chris Mrdutt and Tracy Pelky. I know that there are fees for the building permit, there's fees for the Board of Adjustment and the P&Z Committee so I think the fees that you'd apply would be the appropriate amount you thought would be for what it was worth for your time for it. I wouldn't imagine your fee would be the same size as the County's. It's usually set for the amount of time that's covered. The amount of time and effort you put into researching what they're trying to do.

Holdridge For the lawyer time. I wish I had the money for that Firkus Road lawyer time.

Enright That's what I mean. If they're complex, it can cost the Town a lot of money.

Holdridge That right.

Enright That was expensive. That was thousands.

Holdridge That wasn't thousands but it was real money.

Lucht The fee you would apply would be usually a one-time fee. Firkus Road would have been the same amount as anyone else who would bring one in that would be an easy in and out of here in one night type.

Enright Is it in the neighborhood of a couple of hundred dollars?

Lucht Yes, but then again that's for Portage County.

Enright More expensive typically than what the Town would charge.

Lucht Typically, yes.

Bowen I would think that the only time a town would be justified in charging an additional fee to whatever the County charges is when the issue requires something outside of the Portage County ordinance, that we need to do special. Otherwise we're overlapping and it may be unjustified for 2 fees that do the same thing.

Holdridge Right, we should not be soaking the citizen. On the other hand, in terms of relationship to us, they ought to pay more than what they're paying now. In some cases, they're not paying anything. We have a situation like the Firkus Road where we have to pay for the attorney, they haven't paid a thing for the attorney. We needed an attorney and somebody has to pay for that. Typically it's the developer. If you establish a subdivision, the developer pays all those costs including the roads. Just like that that Firkus Road up there, those 3 parties are going to pay the cost of that road and the engineering that Dave Glodowski did. I would say the citizens of the Town of Hull who have these things right now aren't

paying what in reality the services are worth. The County may be far more....you're at a regional level, not nearly as close to the people and you're charging probably what they should be paying.

Bowen Do you have something in your budget for legal.....then the taxpayer will say, when I pay my taxes, I paid for part of that legal service.

Holdridge You'd paid for it and you never used it. These people used it. You're paying for all kinds of things you never even use. As is everybody in this room. You pay for parks, it's probably not a lot, but you probably don't go over and swing on the swings.

Bowen That's why I like living in the Town of Hull.

Holdridge That's crucial that it gets developed for the good of the citizens.

Bowen I'm just playing the devil's advocate here so we don't have duplicate fees.

Holdridge Citizens are confused by this process all the time. It confuses people who work in it. There is another handout with the subdivision, this is the one the Town of Hull actually has now. It says on top distributed to the Plan Commission on 4/26/11. That is the current subdivision ordinance in the Town of Hull.

Stemen That's 40 years old!

Holdridge That's what I'm saying.

Amman That's why we're doing this.

Holdridge It was 1979 but there are parts of this that are still relevant. The part that I like is the last page which we approved in 1994. Because along with this subdivision ordinance (look on the back of the last page) and there's a process there. This needs to be refined but this needs to be in any ordinance. Here's the way this works to get to the end. That was passed in 1994 but needs to be modified but it should be part of the ordinance. What's the procedure, what's the process? If I want to create a certified survey map or I want to create a 20 acre subdivision, how do I go about it? We ought to be right up front and say here's the steps.

Binder This must have been pre-Planning Commission time.

Holdridge Yes, it was. Things were much simpler then.

Binder And that was only in 1994.

Holdridge Here's a memo dated August 16, 2010 from Chuck Lucht on information regarding town subdivision ordinance. As we reviewed all of this stuff, this has relevant information we need to follow. Then there's a U.W. Extension presentation called Creation and Adoption of Subdivision and Land Division Ordinances and it takes you thought the process. Note that they call it Subdivision and Land Division. Planning and Implementation Tool, Land Division Ordinance. I would suggest that you read this over and we'll have a draft by the next meeting basically following this outline. If you can read this, this is an educational tool. With most people there's confusion with zoning and land splits and those need to get separated out. Zoning has a specific function and the land splits do too. One of the things in the land splits is roadway design. We've got a separate ordinance in which in the spring and fall, they guys go on the 80 miles of our roads regarding clearance, so we developed an ordinance and we challenge

people on this and what that says is you go back so far from the edge of the pavement and you go up so far. Those branches need to go. I've gotten some people in the Town of Hull that it's been a continual battle with. We didn't get into the legality of it because we developed the ordinance and the Board approved it. It affects every road in the Town of Hull. That will be part of our land division ordinance. The road crew will go out and trim these back. So when you walk down the road, you're not hitting it or it's not hitting the strobe light of a bus. That's a solid ordinance that's been tested and challenged.

Binder So my understanding is that the County recently finished their version in March of this year?

Holdridge Yes, we have the updated one.

Binder But we don't have it. You're waiting for the appendix. Just clarifying what we have.

Amman We have the basic chunk but the additions on the end we didn't have yet so we didn't want to give you part of it and not all of it, the attachments.

Holdridge That should include everything. Chuck, I think you had 2 or 3 additions to that subdivision ordinance I would say within the last 3 or 4 years.

Lucht Oh, at least.

Holdridge So if we're going to use that, it's got to be as complete as it can be.

Lucht Yes.

Holdridge That's the source document because we're under Portage County's zoning. It's clear we can supplement that with other provisions that impact the Town of Hull. Is there any other town in Portage County where you've integrated the town ordinance for subdivisions with the County's ordinance?

Lucht No.

Holdridge Do you know of any towns around here of similar size like us where they've done it?

Lucht No.

Binder So they just adopt the County's?

Lucht The County adopts the ordinance that best manages the greater land area of the County. Because this County is not special, there are differences in geography inside of this County as there are in other counties and to try to incorporate town specific subdivision uses directly butts head with other towns. For instance, the Town of Hull likes cul-de-sacs, the Town of Linwood definitely does not like cul-de-sacs. Therefore, that makes no sense to try to incorporate those 2 specifically into the County ordinance. We make our ordinance and if towns have a special need outside of the County ordinance, we will help them create their own if they want to, which is why I'm here. Primarily it's for you to decide what you need to do and we'll help you hammer that language out.

Holdridge You know of any town like the size of the Town of Hull in the state where they've worked out the relationship between them and a county subdivision ordinance?

Lucht Inside the county itself you have small villages, you have other towns that have subdivision ordinances.

Holdridge The key issue is the integration and relationship between the town and the county. Each has a role in this and it's intergovernmental. Around Sheboygan for example or around LaCrosse or any city of any size, those are urban towns and they're good size, maybe 5,000-7,000 and there's probably county zoning, subdivision land use, but they would want to develop their own subdivision and how those things interact is what I'm saying.

Lucht Specifically in the county subdivision ordinance to match the town subdivision ordinance, no, I don't know of any.

Holdridge That's the whole dilemma. We've got so many governments, regional and local. How do these things relate and how do you explain them to a citizen who is paying the bill? I think what we do is what Shelley suggested. We key off of the Portage County ordinance and we supplement it with things specific to Hull. Ultimately we're under the County anyway.

Bowen Is the Town authorized to have a more stringent ordinance document?

Binder Yes, you can have greater restrictions depending upon what your specific town needs. The County has the overruling authority but like for the I-39 area and it's specific needs we have, so we can do that, that's what Chuck's letter more or less said we can do. Right Chuck?

Lucht Right. It says anything extra you have, you need to be able to administer.

Enright How far do you expect to get?

Holdridge The next time we meet, we'll have a draft. We'll take the Portage County Ordinance, that will be a big part, and we'll look at what we plug in there for the Town of Hull.

Binder Chuck, is that on the Portage County website, a PDF?

Lucht The subdivision ordinance? Yes, it's a PDF. It probably won't have the appendices.

Holdridge Right, it doesn't have the appendix. Didn't we hand that out Patty?

Amman You got the Portage County one last meeting in February but it's not as up to date as the one that is currently on-line.

Holdridge It's not through March 2011.

Amman Yes, you can go on-line and look at that. No, I couldn't find the appendices either, not on-line. The one we handed out at the last meeting was from June 17, 2008.

Enright So what do we do? You're going to draft this and we're going to look at it before the meeting?

Holdridge We'll send it to you, one of these. But you should read this educational literature we gave you which I think is important. There's also one of these that's on zoning that I thought was really good. But we'll deal with the subdivision for now. Some of this stuff we'll need to talk with Chuck,

where we start throwing in fees and the procedure which is important to straighten out. I'm glad you're here tonight to carry the message.

A motion was made by Bowen to table the subdivision discussion until the next meeting. Seconded by Stemen. Motion passed.

Holdridge One other thing, remember that Mason Street over in that Jordan Plat with the Fox sisters, we don't know more than what we knew before. Jeff had his group go through it, the GPS and they haven't developed much more. My view is what we should do is to go back and abandon those roads if there's not a record of them being abandoned and they're not even roads anymore. I've talked with Konkol about that, formally abandon them and go from there. We've looked and searched the records, the land surveyor has looked at them (Darren K.), he's researched it and he's not getting anywhere. If you can't find the record and the road isn't there, you can't find the road...so I'm going to talk with Konkol and say let's just formally abandon it so it's in the record.

Bowen Have the contiguous land owners been notified that you're researching this to find out if the road exists? If they think they've got a road there...

Holdridge As part of the abandonment, you've got to let everyone know about it. There hasn't been neglect of it, people have looked at it. We were looking at the cemetery over there because that came up.

7. Future meeting: the next Plan Commission meeting is scheduled for Tuesday, May 24, 2011.

8. Adjournment

Motion made by Bob Enright to adjourn meeting, seconded by Bob Bowen.

Motion carried by voice vote. Meeting closed at 8:35 p.m.

Respectfully submitted,

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