

TOWN OF HULL
PLAN COMMISSION
MEETING

Nov. 29, 2016
TIME: 5:30 p.m.

- 1. CALL THE MEETING TO ORDER:** The Town of Hull Plan Commission Meeting was called to order on Tuesday, Nov. 29, 2016 by Chairperson John Holdridge at 5:30 p.m. at the Town of Hull Municipal Building, 4550 Wojcik Memorial Dr., Stevens Point, WI 54482.

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

Also present: Jeff Schuler and Chris Mrdutt of Portage County Planning & Zoning, Dave Wilz.

- 2. APPROVAL OF MINUTES OF Sept. 20, 2016 Hull Plan Commission meeting:** *Motion to approve the minutes of the meeting of Sept. 20, 2016 was made by Bob Bowen, seconded by Jan Way. 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 We have a new State Senator, Patrick Testin. I talked with him. He lives right up here on Fairview in the Town of Hull. He wants to meet with us and I want David (*Wilz*) to be there because we want to go over the budget, road aids in particular, state-shared revenue. He's very accommodating and willing to meet with us and we'll have that discussion.

We have a Public Service grant (*broadband*) in which areas around Jordan Park will be serviced with fiber optic. It was written in conjunction with the Amherst Telephone Company. Rick Letto, president for ATC estimated the cost to be about \$550,000 to put in fiber optic for that area. Our grant was for \$150,000. So we've reduced it substantially. That grant is the only one Public Service has given out within Portage County. There's going to be more money coming down for broadband. We got \$25,000 from Portage County. Nathan Sandwick contracted with River Falls and they have already sent out a questionnaire on broadband. Some time ago it went out. Then they sent a second one that follows up and then they follow with a postcard. That's going to be the basis of our assessment of need. It should be pretty solid from a scientific standpoint. We know that west of I-39 we've got problems.

Bowen Is one of the intents to reduce the cost to the subscriber? Because right now, we've got good service but it's expensive.

Holdridge By reducing this, it gets it closer to the subscriber. I was surprised at the number of letters I got on broadband. One from a veteran service worker in Hull with UW-Oshkosh. We had another couple who have a home business. Educators, a lot of these kids are getting homework involving high-speed internet that they need. There's a lot of interest and we know Governor Walker is promoting it. The major companies, AT&T will be coming down with more money to expand it. It's a big issue. Once we get the results back on this survey and interpret it, UW River Falls will do that, we'll get that distributed. We need to know where the gaps are, the underserved or un-served areas.

Next Monday, those folks who live west of I-39 are going to be here with a request to do some analysis of speed and safety in that area. We had a petition that was circulated by Larry Koy. I think he went to every house over in that area; Casimir between the Interstate and the River. That's a real problem with the highest speeds that are 45 mph. We have a lot of walkers, joggers and bikers. You folks that live on North Second Drive know.

Bowen It's a problem everywhere. I don't care what street you're on. People are driving faster, pulling out in front of you.

Holdridge I had Jim Grubba in here, Dave Pederson and others sat around here and I was throwing this out to them. We'll have a proposal. Dave Glodowski, our engineer, will do it. We had a DOT guy here too. In some cases, you need to have an engineering study to lower that speed but there are circumstances like distances between houses, bikers, joggers, walkers, etc. This might be a good thing for the whole town because we know we've got speeding problems and sometimes the speed limits are too high. But to change it, you generally need to have some kind of engineering study.

Well #11, we'll be having our 8th meeting shortly. We just got some communication from Carl Sinderbrand. Some of you know Karen Hannon who lives over on Brilowski. At one of our last Water Committee meetings she said to me, when they put in a new well, is that going to be good water? In our discussions, the City had their group and we have our group, we talked about quantity issues. We hadn't really talked quality. I know Gary Dreier who is representing those 29 or so people who lost water, one of the complaints is, yes, you put in a new well but the quality of water isn't the same as when I had my sandpoint up at 20 or 30 feet. Now I think quality will be an issue besides quantity. We got the quantity issue, but now we've got lousy water, maybe with manganese and that kind of thing. So that has to be on the table. It'll probably be a little bit of a shock to the City although I think they understand quality needs to be there too.

North Second Drive in 2018, we'll do that road. That road will have 4' bike lanes on it and it runs from the City limits up to X.

The other thing I want to mention is the 527 Maple Bluff. We have a public nuisance ordinance and we're starting a process to hold those people over there accountable for the situation. Every neighbor who lives around there is just frustrated by it. Junk around. It's been an on-going situation with them.

Then Torun Road will be re-done next summer. We have a grant for that.

Anybody else have anything else you want to mention?

The other thing I want to refer to you is a letter from Mike Ostrowski that you should have a copy of in front of you. You had an extensive discussion at the last meeting about Hwy. 10 East. I received this letter from Mike. He's talking about an area that's in the City east of

Badger Ave. There's a map on the back page. Its east of The Store on Badger Avenue. Somebody wants to build an administrative-type operation out there. I sent him a cover letter which is also in your packet. My view was, I would like to participate in it. We cannot take action on it because it's not on the agenda. If the City wants us to participate, we've got to have some lead time. So then I received another letter/e-mail from Mike that said 'would it be possible to set up a call with John to discuss the Plan Commission items relating to the Town of Hull. Would tomorrow morning work? Thanks. Michael Ostrowski.' We just got that. So I will be calling him tomorrow. I know there was sentiment in the minutes that maybe we ought to be talking with the City about a host of issues that are mutually challenging and maybe this is the lead-in where we get started with it. I have been concerned, and we've been advised by our legal people to try to resolve this water issue first and not let that get way-laid. But we may not have an option. I think Dave Wilz would agree, we're pretty well on the road to resolution with the water issue. We're down to language and the hydrologists on each side seem to agree.

Enright When the City annexed the land for the gas station. I wasn't aware there was enough land in there for an additional construction but I see how they're proposing to kind of squeeze it in. I think a couple of things you might mention, and possibly Jeff (*Schuler*) may have some insight on too, are, and this is the first time I've looked at this, but 2 questions. Mostly leading to traffic patterns. One is where it shows here what looks like a driveway leading out onto Highway 10 East. That is about at the point where the speed limit changes to 40 mph. So having a driveway that's accessible only to westbound traffic on a highly traveled street, I don't know how good an idea that is. The other thing is that the whole planned area is surrounding the wetlands. It is on the north edge of it; that curved part, there is a roadway. I wasn't aware that the wetlands ended before the park. Is that putting the road over wetlands? Whether it is or not, the impact of having a road either right through wetlands or into it, is that a threat to wetlands?

Schuler I must have had it delineated because the area of future development extends to the north of that drive. I don't have any of the details of this development. This is the only thing I've seen. If you're going to impact a wetland, there are certain agencies you have to deal with and a permit granted to do that. Right now my assumption is that road is high and dry and out of the wetland area. That would definitely be one of the details, John, you would want to follow up on. Are the wetlands impacted by that driveway? The basic concept is they have found and delineated the wetlands and found enough area there for development.

Holdridge But I think the access onto Highway 10 is a challenge. If you come out of there and want to go back east.

Enright You'd have to go around to the other street. Obviously that's a safety hazard. I know there is a street similar to that just a little bit further to the west near the entrance to Aldi's.

Holdridge The other thing is how far down along Hwy. 10 are they going to go towards the east in terms of development?

Enright This would be a great opportunity to open up a discussion of the total land use plan. We talk about this and is it just one step. Then the City wants to annex land further east. It seems all of the land that is vacant in Parkdale Development, it would be a great idea to fill that in as well as all the vacant area that is in the abandoned Copp's and half of the old Walmart. All that land is just sitting there and actually deteriorating. We've got vacant land there.

Holdridge I thought it was interesting he wanted to talk to me about it.

Enright I was just trying to give you some ideas of what to talk about. The context of what the Parkdale Development made was, all this land goes in to the City for commercial development with the understanding the line there was Badger Avenue. The gas station was actually an anomaly that came about as a result of the last 10 minutes of maybe 6 to 8 months of meeting and planning. There was almost no discussion on it. The basis of that 10 minute discussion is what put that in.

Holdridge That will be a real education for Mike Ostrowski.

Enright On the surface of it, this is a possible plan. We can look at it.

Holdridge I look at it, Bob, as a possible entry way to having some real good discussions. As I read the minutes from last time, if there was anything that came out, it is why isn't Hull meeting with the City or why isn't the City meeting with Hull. We ought to be talking about these things within the intergovernmental area.

Way I did have a call from Mary Kneebone last night. This is her area. She is very satisfied with the company/business. It's an architectural landscaping firm. She said they have very few clients that actually come and visit. They usually go out. I think they're only looking for about 6 parking spaces. I could bring up the issue of that driveway off of Hwy. 10. Possibly there's another way. The area indicated for future development on this may be for some sort of housing. That part where is says 'Area for Future Development'.

Holdridge One of the issues here is annexation that hangs over lots of things. We had somebody that talked with Barb who wants to annex/come back into Hull that is now in the City. We've had a number of those people. Dave and I have talked about, maybe we ought to get a house that is the same dimension in Hull and in the City and look at what it costs with all the other City services and do an analysis on that. I would argue pretty strongly that people don't want to annex to the City. When the City does annexation, it's vacant land. That subdivision across from Kwik Trip on Hwy. 66, they did, but that just hasn't been an issue. There used to be a paragraph about looking at towns as sort of a transitional from unincorporated to incorporated with sewer and water. I don't view the Town of Hull as in that transition. I view the Town of Hull as being separate, independent and based on what the citizens and neighborhoods want. I think there is strong support out there to keep Hull as an independent community.

The other thing I wanted to mention was about a month ago I got in the mail from REI who did the water testing for The Store along Badger Avenue. I'll get that circulated to you. The water was great. I think it came from the efforts of Mike Wiza to start sharing this stuff.

That was a good report. I assume I'll be getting that quarterly. But they did have some water issues over there and some testing done.

Is there anything else people want to add?

5. REVIEW OF HULL COMPREHENSIVE PLAN REVISIONS MADE FROM SEPT. 20TH PLAN COMM. MEETING FOR CHAPTER 9 - INTERGOVERNMENTAL COOPERATION.

Schuler Based on last month's meeting, we went ahead and updated Chapters 9 and 10 based on the conversation. One thing we were discussing at the end for Chapter 9 is that the Goals and Action Plan had previously been suggested to be removed and it was our recommendation that those are the places where you make statements about what you're concluding about the chapter so those should come back in.

The changes were meant to reflect a lot of the conversation about Highway 10 and it continues to be an issue and how can you make something in the plan to form good discussion of the jurisdictions on it. Does this seem to represent what we talked about? People had pretty good opinions on what direction to go.

Holdridge I was glad you provided an identification of the acreage for surface water, the lakes and streams. We've got to start talking about the water issues.

There was a note in the minutes about the solid waste. We contract with Harter's. It goes to the transfer station in Plover then it's taken from there to Cranberry Creek in Wisconsin Rapids. It doesn't go to Marathon County. Are there any other questions people might have that I can try and answer?

Going to Jeff's point about Goals and Objectives, one concern is when we get through with updating this comprehensive plan, that this would be our operational document. We've spent a lot of time on it and analyzed it. It's important to share this with the Hull Town Board, not just for the Plan Commission. So as we go forward, really use this plan as a working document. Then you ask, how often should we review it? Maybe it's every 2 years or so. I think this has worked out and Jeff has some dates in March 2017 that he would like to see us be through by and I would like that too. We could not have done this without help from Jeff, Kristen and Chris.

Schuler With that in mind, what I just handed out is (*a binder with*) Chapters 1-10. To follow up on the memo, in order to make progress, we need to figure out where we are now. This is gone on for a long time. What you have here is chapter by chapter with orange paper dividing the chapters. This is what we have in our files so far, and what I've given you today. It's not to discuss tonight, but it has a Dec. 1st, 2016 date on the bottom. When you get together in January 2017, I think it would be great to say, are all these things tying together. Let's say, this looks good and move forward. There's been a lot of really great discussion and a lot of good stuff put in there. This is our way of saying, use this for prep.

One of the things I found when I was re-formatting the chapters is they were done by 4 different people over a number of years. So I went through and made sure the formatting was consistent, with page numbers in order. There are 109 pages in it now.

In Chapter 1 you established the format for Objectives and Policies calling them Long-Term Goals and Short-Term Goals and Action Plans. So that last section in each chapter was the conclusions.

You'll find for Chapters 9 and 10, I went in there and took those chapters and put them in the same format so it's consistent all the way through. One of the questions from last time was why do we call a certain section the Issues or the Problems. That now has been changed into Summary of Findings and Issues Outstanding and then the Long-Term, Short-Term and Action Plan that every chapter had. To be consistent, take a look at what you see in the binder and see if you don't like that better because that's the way all of the other chapters were.

When we're thinking about what it takes to get us to the end, especially with Chapter 10, we've got 3 different things going on at the same time. You've got the initial Chapter. You've got the mapping that is part of the Chapter. Then you've got the zoning you've been discussing with Christ Mrdutt.

In order to move ahead, tonight it would be great if you take a look at the basic conclusions in Chapter 10. You don't have to worry about the land-use/mapping tonight. You can have that as an on-going conversation. What you really want to say is this Chapter 10, making the conclusions we want to say at the end. Our summaries and goals and action items. That's what you want to get to so the plan can move ahead. This is the nuts and bolts of land use and zoning that Chris, when he gets a chance to talk later, I think it will show how, what has been discussed. Trying to make it more streamlined, understandable for the residents and for the administrative side as well.

Holdridge How do you deal with the question of a land use plan and then you have a zoning plan? I find those things difficult to interact with as someone who has limited planning experience. I understand the zoning. That's pretty specific. You can do certain things in that area. But when you get into the land use, I think it becomes confusing, certainly for the non-planner. What we need is a good map of the Town of Hull, in this room. A good, updated zoning map. I don't know about the land-use plan.

Schuler The State of Wisconsin says it's the land-use map that is the official legal basis for how you zone the property. When they passed that law in 1999 or 2000, it said that if you're going to have zoning, that is should be based on the land-use ideas of the town. The plan is what would be a great environment in the Town of Hull? What are the land uses? Where, generally, should people be living? Where should commercial stuff be? Where should ag be? People call it a guideline but these are really the ideas of what we think are good and compatible, side-by-side land uses. Then you choose the zoning districts which are the rules of what you can actually do on the land. That's why you have that table in the last chapter. The Implementation Chapter, a matrix which tells you these are all the land uses we have and the town would say, these are the zoning districts we think would be perfect for implementing that land use. You're right, it is a little confusing because it was done after the fact but conceptually, it makes sense. You think about how things should be then you say what rules are needed to make that happen.

Mrdutt How I usually explain it to people is; the future land use is designed to be the goal. Where do we want our town to be in 10 years? How do we want it? Where do we want commercial, our ag, our residential? Zoning is the tool that gets you to that point 10 years down

the road. The State says we should review and update our plan every 10 years. You re-examine your future land use and zoning to get to that next hurdle down the road.

Holdridge The ending part with the goals are very important if any public body is really going to take this seriously. Often what happens is people go through the process, the Plan Commission, and not a lot happens. My view on what we went through here is that we need to look at this and take some action over time. We sat in on the County groundwater plan the other night. There was a big crowd there. I was thinking of that document, as specific as it is and well done, who's going to read it other than technical hydrologists or people like that. Maybe as you get to the end of that thing, you've got a way to present it so it becomes a living document. Jen McNelly was going to give us an executive summary in time. Questions asked, some from the audience, but largely from your panel, were some pretty sophisticated questions.

Schuler It can be. The thing about planning, in the past, as a rule, it's gone on too long. People get so tired by the time it's through. Look at you guys, it's been 3 years and 4 planners and that's just a travesty. The way we're trying to think about it now is the planning process should be the shortest distance that you can cover to finally get to do something. If you look at your land-use chapter the way it is right now, we need to have better relationships with Stevens Point. We need to get more involved in the urban area in terms of what's going on economically so we can understand good things for our residents. It talks about the water resources. It talks about housing. Okay. Adopt that. Then the plan comes and a Plan Commission, when are we going to meet with the City? Our job is now to meet with the City on a somewhat regular basis to find out what's going on with them so you can not be surprised by any land proposal. It sets up a routine. You can say twice a year you'd like to have a joint Plan Commission meeting where you can talk about issues on both sides. So your plan will have said, make it a priority. Then your implementation is, you get with the mayor and say, we would like our planning groups to meet together twice a year to talk about issues, as a set item each year. Then you take that information and you can identify things that your plan commission can react to it. Things that are going on, how it affects Hull, talk about it. Get the plan out of the way so it gives you a general idea of what direction to take. From the last meeting, it came out, this is how we want to be involved, this is the type of information we need to protect the land values or quality of life in Hull. It tells you how to start those relationships and then it's the follow through of whether staff, plan commission, or town board starts meeting with people to stay up to date.

Holdridge One of the issues that came up in those Sept. minutes was the public safety and the integration of vehicular, walkers and bikers. Now the City has a group. I think it's been created by the council. I think they even got some money to mark some streets. We've got a group out here with Dave and I as co-chairpersons with a plan that's been vetted by our lawyers and we're ready to implement that. We'll be putting 4 foot accommodation lanes on North Second Drive. I'm not sure how the I-39 West area will work out because those people are very concerned about people that come across the interstate and go up in there. They're saying they have more young families. I think that is an issue ripe for intergovernmental cooperation. There needs to be some relevant signage. I saw that, which was mentioned, as a big issue. That isn't directly with the City Council but it's certainly with their sponsored biking group. John Gardner has a road over here that biking group has adopted in Hull. John comes in every spring and fall and picks up the materials and they go out and do it.

Enright To expand on Jeff's idea here, the biggest issues are really land use. Before we finalize our plan, Stevens Point should see it and we should see their plan. Otherwise, it'll wind up like last time where you can tell nobody read both plans. Maybe you folks did but you're not necessarily representing the town. They were quite inconsistent with each other. Those documents should be consistent with each other.

Holdridge How far is the City along on theirs?

Schuler Chapter 3, Transportation out of 9 so they're really just getting into it now. That's part of what we talked about last time. That we don't have to wait for them to get to their land use chapter before we talk to them about land use. The Town of Stockton met with the City before they really started their plan. They had their joint meeting with their plan commissions to talk about issues where they meet and in the extra-territorial areas. I think in the Stevens Point plan, they have extra-territorial land use all the way up to County Hwy. J along Hwy. 10. Whether or not they have plans for that, they'll identify what makes sense to them. That's a 10 year old perspective that they're looking for some input on.

Holdridge That extra-territorial jurisdiction, is there a way we can get a definition of what that means? Also the well-head protection ordinance. Don't they have a well-head protection ordinance too?

Schuler Within the limits of the City, yes. The County has it beyond the City limits.

Holdridge I think it would be useful to define what that is and where it is. Because it governs some of our growth, for sure, right?

Schuler Yes, there are restrictions within the different zones depending upon how close you are to the actual well. Restrictions on what you can do.

Holdridge And only cities can have those, right? We talked one time about having a private well protection plan for the Town of Hull.

Schuler Only municipal wells. It's not a city thing it's a municipal well thing. The County doesn't have an officially designated wellhead protection area extending into the Town of Amherst for the village well. So the Village is very interested in having that take place so we'll be working with them to extend it.

Enright To go back to John's point on what is extra-territorial jurisdiction. Is that the legal right to use that land as the City wishes or what does it mean?

Schuler State statutes would say, for a city the size of Stevens Point, they have a 3 mile sphere around them that is their area of interest.

Enright Is that from the center of the city?

Schuler From the boundary because every time there's an annexation, it bumps out 3 miles past that new area. When that 800 acres came in between HH and the railroad, East Park Commerce Center, that extended their 3 miles out from the very eastern edge of that.

The State Statutes say for a City like Stevens Point, within that extraterritorial area, they have to be a signatory on lot splits. So they have a say over how land is divided.

In the comprehensive planning statute, there are some grey areas. There's a statement that can be interpreted as the extra-territorial planning for someone like the City of Stevens Point can hold sway in the extra-territorial area. We've never really seen it used that way. I think in some very contentious places like Fox Valley, there's been a lot of emphasis placed on that. But we don't have a real solid determination that if the City establishes an extra-territorial land use map, that they can effectively negate anything a town would want to do in that area. We're not sure if that's the case. That's one of the things about extra-territorial land use mapping, that's why you really want to talk with them and try to have an agreement about that.

Holdridge I know Mayor Wescott never used that. I don't think Mayor Halvorson did either.

Schuler That interpretation of it, it's never been our experience.

Holdridge They may have some authority there but to my knowledge, they've never exercised it.

Mrdutt The CSM review.

Holdridge They review it but they've never kaputtet anything.

Schuler I think the Village of Plover has not allowed certain lot splits to go forward, certain developments.

Enright Could they contest Hull's land-use plan or zoning districts within that 3-mile extra-territorial district?

Mrdutt The only scenario would be based off of lot or subdivision if it was within their extra-territorial district. Let's say the City's extra-territorial area has it as larger lots where they have an industrial park sort of thought where they want larger lots of land like 5 or 10 acres and you had a subdivision proposed at 2 acre lots or smaller. They may be hesitant at signing off on the lot division knowing they want larger chunks of land for industrial.

Enright What about the other way around. They wanted it to be 2 or greater lots.

Mrdutt It's hard to justify that. They can always split smaller. Once a property is split, it can't go back up.

Schuler I think they did weigh in on Patrician Pines.

Mrdutt Where they used open space to get the smaller lot sizes. But that was based more on concerns with the wellhead protection zone.

Schuler But also in terms of if it's near enough in and they were to extend sewer and water at some point, that they would not want large lots that are very spread out and difficult to serve in a cost-efficient way.

Mrdutt That's where it's easier, too, where you don't have sweeping through roads because it's hard to put in utilities on roads like that. It's easier to put it in the typical block style roads.

Enright But the issue is always the same one and how does it fit with these laws? We have land that's in the Town of Hull that is natural, agricultural or residential and the City wants to use it for commercial. That's really what the issue is all along. That's where every one of the land-use conflicts with the City has been. So what do these laws do with respect to the Town of Hull having any say about land in the Town of Hull now but that could be annexed to the City?

Schuler The annexation makes the whole thing mute. Right? If annexation happens, it's a City property and subject to any City regulation.

Enright But we were talking about the whole idea is not to write these plans and have them sit on the shelf and then nobody looks at them. But that's exactly what happens because we spent a lot of time putting together the plan and then the plan is irrelevant because the City can annex and change it to whatever either is in their plan or it may not even be in their plan, but is within accordance with their wishes. This is where the conflicts start and that's why I'm asking, with all the work we're doing here, to eliminate conflict and have orderly development. Because those are the only issues. It's happened numerous times.

Schuler Cities, villages and towns, are, by their nature, in somewhat adversarial relationships because the only place a city and village can grow is out into a town. I think in Wisconsin, it's one of the few states that have town-level government. A lot of places it's unincorporated, it's county and the incorporated places can grow where they need to. Plans that sit on a shelf were not designed to be useful, so they end up on the shelf. It's all in how you make your plan. In this case, if you stress communication, the only thing you can do is communicate and come to some consensus about what the timing or type of development should be. It comes from working together.

From the County's perspective, we just passed a Farmland Preservation Plan and it's the strongest voice the County has ever had about advocating for the conservation of farmland. It allows us to have a more effective voice to say no, that development pattern is contrary to the County's Farmland Preservation Plan. In terms of preserving a resource that way, because you mentioned farming as a part of your example, we now have a tool on the County side where we can come in and say, this is stated County policy. We're trying to have our County documents be more assertive that way to try to be more pointed in how we're going to advocate for or advance a position. Some of the people that did the Farmland Preservation Plan, ag community, they know if you're close to an incorporated place, you're going to lose a farm. It's somewhat unrealistic to think you can maintain in a pristine, prime agricultural area in an area that's actively seeing expansion from an urban area.

In terms of timing and location of expansion or coming to some conclusion that we need to maintain land in a certain configuration for it to be viable for farm use, using agriculture as an example. Those are the conversations you need to have.

The key is you have Action Items that say, meet with the City, meet with the village, meet with whoever you have to in order to establish your rationale and your point of view on development and then be able to affect their decisions or understand if they don't take you into consideration. You have to be at the table. Right now, I don't think there's a formal mechanism for that. There has always been a desire to sit and meet but the strongest thing you could do about the plan right now is to say we want to be a part of your land-use consideration.

I don't think there are a lot of things you can do legally. If you look at the Wisconsin Towns Association and League of Municipalities, there's always been a battle going on between them with towns' rights versus incorporated rights. If you look at the legislation that comes out of Madison, it's pushed by either one of those groups. The League of Municipalities is trying to make sure that towns (*cities or villages*) are not boxed in or restricted in any unreasonable way. How can you have a plan or conversation that says, we don't want to lose land all the time in some erratic, random way that hurts us all the time.

Holdridge I would say, Bob, its power. The city and the incorporated have some power in this. But we're not powerless. No built up area of Hull wants to annex to the City. Where does the City annex? They annex vacant land. Some farmer has 80 acres and wants to ensure his retirement at some point. I remember when Halvorson wanted to run that string annexation up to the Casimir interchange. I think he had a buyer for the land up there, a gas station or something. We fought that and that was turned down by the State. I remember getting a letter and I guess Jeff took a position against it. I don't want to sit around and say we're defenseless.

Enright I'm not saying that. In fact that's not my position at all. I'm asking what would be the vehicles, you mentioned being in an adversarial relationship. I think we should feel we're done with that and that we're on to the next step, basically working in a cooperative way. If it is the case, and we all recognize it, that the City holds all the cards.

Holdridge Well I don't think they hold all the cards.

Enright They hold most of them.

Holdridge We had a great relationship with Wescott. Halvorson came in and he wouldn't return phone calls and that was a bad scene. He annexed a lot of stuff and he got shot down on some issues. I think Wiza wants to cooperate on some issues. But you do the best you can. You work within the system and have good plans and get good support. The County is a big player in this. The County takes a position that is supportive of Hull; that means something.

Enright That's exactly what my point is. What would be the vehicle by which we could do this? Because I don't think it's just when the Town of Hull says when they take our land. I think it's more like, let's have development that is responsible. So that it's consistent with both the needs of the City and of the Town and these are workable ways to do that. I hope we're past the old era now. But we can see examples of when it didn't happen and I hope we can create examples of where we can do it.

Holdridge I would say we push ahead with our plan. We certainly communicate with the City. We're happy to sit down with them. We've got a number of areas we ought to be talking about and we go that route. The biggest issue we've got is water. If we get an agreement with the City on that Well #11, that will be massive. Because they have the capacity to rev that up to 5 mgd without any changes to the treatment plant. If they go to 5 mgd, there will be all kinds of households in Hull that will be impacted. In fact, some of them might be in Stevens Point but that are on private well water. If they go to 13 mgd, that will be substantial again. They've got concentric circles (*of influence*). It seems to me on that issue, we've got a real handle on them because we've got 29 or 30 households that were damaged. Those are damage claims. That's going to cost somebody, and it's probably going to be the engineer who suggested that to Halvorson that they develop it there, without adequate testing, that's probably their insurance carrier. You do the best you can and who is to say what can all come out. But I know, having been here 25 years or so, the citizens of Hull do not want to annex to the City of Stevens Point. That's not to say that the individual land owner with 40 acres doesn't see some opportunities. But there's generally no interest in doing that (*annexation*). Maybe it's because we have good policies, they like the way it is, etc. Does that mean the City doesn't have a lot of power? Of course they have a lot of power. But they've got some real restraints. There's an article in the Portage County Gazette today about what's happening with the taxes within the City. I would say there's going to be some pressure coming up through the local citizens on the cost of their operation.

Jeff, do you have anything else you want to say about Chapter 9 Intergovernmental Cooperation Element so we can move this along?

Schuler If no comments are made, then this will be the text going forward. Look at what came out with your packet which is nicely highlighted. On page 67, we're talking about the Portage County Highway Dept.

Holdridge I agree. Nate Check has brought a very professional approach to that whole operation. He's got a civil engineering degree. He's been very helpful to Hull on Casimir bridge. I would see him as being a big player in this because the County does the State work on State highways so that's a good paragraph.

Schuler On the bottom of page 68, we found where we replaced GAB. Jan, does that make sense? Okay.

Enright On page 67 where it talks about 'the road is becoming increasingly congested as a result of many retail and service businesses being located along the corridor.' Could you add something there because the road is congested not just because of that. That is not a complete explanation because of why it is congested along there. There is the cross state traffic. The times when those businesses are closed, that road is still heavily congested like earlier, commute time in the morning.

Schuler Okay. So the road east of Stevens Point.

Enright We all know this but it's an incomplete explanation. Add it's also a result of the generally increased traffic volume from cross-state traffic and commuters to Stevens Point. It's not just congested because of the businesses. In some places it could be but that's not what's happening here.

Schuler So a comment on the end, in addition to the overall increased traffic volume, cross state traffic and commuter traffic.

Holdridge Dave Wilz is the chairperson of our Parks Commission, and at the bottom of page 66 it says, 'The Town has an agreement with the City of Stevens Point for a joint maintenance and management plan for Town of Hull parks near the City's boundary.' Do we have a formal agreement?

Wilz Yes.

Amman We found 2. One was signed and the other had never been signed.

Holdridge I assume once this water issue gets resolved, there will be a paragraph in there about that. Because that is probably the height of intergovernmental cooperation.

Schuler Yes, certainly. When do you think that's going to be done? Because you'll be getting back into this in January and it could be discussed at that point.

Holdridge We're getting close but this question of quality of water may throw a little wrinkle in it. Dave, we just got a communication from Carl Sinderbrand. I haven't read it but Dave read it. What are your thoughts, Dave?

Wilz I think we're near the end of it but that last 1% may take a month or six months. I don't know. We're down to negotiating so we'll see. There's some pushing going on. I think we'll get through it sooner rather than later.

Holdridge I think there's pressure on Gary Dreier to resolve the claims part of this so it gets wrapped up. Dreier is the attorney handling all those people who have been harmed and had to pay \$6,000 or \$7,000. These law issues just take forever.

Schuler Page 69 in the middle, Section 9.2 is now going to be called Intergovernmental Conclusions and this Summary of Findings will be #A underneath. Just like you see it here but as a sub-A in keeping with the rest of the chapters.

 The thought was to add something in there about Hwy. 10 East so that was the paragraph from the minutes and notes. Does that make sense as you recall it? Okay.

 There was tweak on the last one suggested and we added that. We're emphasizing as you meet with them, say, if you read our plan, you'll know this is a major concern of ours. When you meet with somebody, you can either walk in with the opinions you have on that day, or, if you have something recorded in your comprehensive plan, you can say, as a group we talked about this and our Board has adopted this as our official opinion. We need to be a part of this. So we're coming to you based on our planning, it's not just a whim. That's the whole point of the plan. You use it to substantiate the things you need to get done.

Section 9.3 is now going to be called Issues Outstanding. Some folks thought it was negative the way it was. Now it's just going to be Section B Issues Outstanding and written as you see it here. So we tweaked the police to law enforcement and trying to get more at the non-motorized issues. So that becomes your basic issues and how you want to get along with neighboring governments.

On the bottom of page 69 under #4 where it says, 'Land use decisions and development in neighboring municipalities will have an impact on the Town of Hull residents and neighborhoods. The Town of Hull will continue to work with surrounding units of government to help ensure efficient delivery of services and a desired quality of life.' That tells people, we're going to be active. We're going to be talking to you and expect us to talk to you. I think that's the whole point of putting that in there.

Holdridge That Public Service proposal accepted by the State also helps the Town of Dewey because that road, one side is Dewey and the other side is Hull. It also helps the Town of Sharon in terms of broadband expansion. I had letters in the grant application from the Town of Dewey chairperson and from the Town of Sharon chairperson. They were very supportive of it. That was an intergovernmental aspect.

Schuler You get into page 70 where you asked those things be more fine-tuned. This is more to the point that the Town and the City need to talk about future land-use development for town land that may be in the way of commercial and residential development. That is your basis right there for we need to meet.

#7 was added to say you really want to be involved to talk about the traffic situation.

In terms of making the points you want to make for how you want to talk with people, that's a pretty effective way to get after that.

Goals, again it's really part of an overall statement that you want to work with surrounding communities to increase how you can work together. Part of that, you wondered how other organizations, units or jurisdictions could understand what Hull is thinking or how it affects Hull. You want to work with as many people as you can to make connections.

Action Plan part says we want to meet jointly, we want to do it semi-regularly and not just with the City but other urban areas as well.

Can you think of anything that isn't called out that should be?

Holdridge We have 2 full-time clerical positions with Janet and Barb. We've got 4 full-time road crew members. That's all we've got. We've got a chairperson and 4 Board members. We've got an active Plan Commission and Water Committee. Sometimes it gets down to who is going to do it. I read this stuff and say this is great. But this is a question of where do you put your efforts. You have a department of full-time people. We don't have that. We've got a lot of things going on in Hull for a bunch of people that are pretty much part-timers. What you've given us is great stuff but we want to be able to get the door open and do the stuff. I like the notion of communication with the City and sitting down with the City and jointly discussing, as Bob has promoted in here, and get on with that stuff.

Schuler What I see, with this chapter in particular, this lays out how you want to relate to people. I see it as a function of the Plan Commission and the Town Board. You pick a meeting sometime in the spring and decide what do we need to accomplish, what do our priorities need to

be for the year and how do we tap into resources to get this done? Then you break it down into things like, this is something we can do, this is something we need to reach out to the County to ask for, this is something we need to reach out to the University to see if they can help us. You prioritize what you want to accomplish in the year and it gives your Plan Commission a to-do list for the year where you need to have a report on a certain thing. You've had sub-committees in the past but if it's when can we meet, have someone come out to our meeting and meet with us jointly, have it in the course of a regular meeting when you regularly do it. Try to have a conversation or make a connection to help solve some of your problems. It doesn't have to be all new stuff that you reach out and do, but figure out how to incorporate it into what you can do. Like you talked about how people are going to be upset with the cost of the City's doing business for example. That's any level of government if you've got any staff at all, is your funding for that. It's not a very happy trajectory for anybody in terms of the amount of money you can raise through taxes. That's been capped by the State. The amount of assistance you get from the State is declining. Everybody needs to think about what can we really do and how can we be smart about it because at some point, you can't do more with less, you just have to do less. So you really need to be smart about what you want to take on. This helps you identify what you really want to talk with the City about. It helps you figure out if you need a new ordinance or if you need to talk with the County about zoning issues.

Holdridge What would be the Planning & Zoning Department role in any inter-governmental discussion with the City? Here's the way our budget stacks up. We provide lots of basic services. The 2 basic services we do not provide to the Town of Hull are police services and planning and zoning services. We get that from you folks. Those are County services. As we discuss things and work out meetings, will you folks be involved with that?

Schuler Any way we can be helpful. We're going to have constraints as well. Part of our job is to provide you direct assistance and also help put you in a position where you can help yourself in certain areas. It's building a skill-set or giving you ways to achieve things where you work together. If it were up to us, we'd help you every day any way we could. But as you've seen in the newspapers, we're getting pinched along with everybody else. As long as we're open for business, we're here to be your advocates and help you achieve what you need.

Holdridge Kristen and Chris have been a big help and we appreciate that.

Schuler Our intent is not to walk away.

Holdridge Do you have anything else on Chapter 9?

Schuler I think Chapter 9 is great. Does anybody want to argue that? It's good enough for now.

Holdridge It's always subject to revision.

Schuler Yes, absolutely.

6. REVIEW OF HULL COMPREHENSIVE PLAN REVISIONS FROM SEPT. 20TH PLAN COMMISSION MEETING FOR CHAPTER 10 – LAND USE/URBAN.

Holdridge It looks like you've got good, up-to-date information in that Table 10.1, 2016.

Schuler Yes, working with you, and you worked with Kristen, we were able to get that calculation made. It's just little tweaks she found working through discussions with you and your notes. The first part is basic background information. All of the maps are in the binder for all of the chapters.

I think part of the discussion when you got to Conflicts and Methods of Conflict Resolution, there was the desire to have, 'Installation of high capacity wells for municipal or agricultural purposes may negatively impact and conflict with Hull residential areas.' So you wanted to go on record talking about that from the water-use standpoint.

There wasn't a lot of stuff that got done to the actual text. Most of it is pretty straight forward. Talking about what you'll need over a period of time. The bottom line of that is, you have all of the land you need to accommodate all the growth you think might be coming with the population stuff. These sections become much more relevant if you have a small amount of land and you know there's going to be a lot of people coming and you've got to split hairs over what you want to dedicate the different zones to. A residential community with a neighborhood you want to protect the quality of life and that people like a low level of businesses scattered in different areas a lot of which are home occupations. The first 50 pages you're talking along those lines.

So you've got a lot of land. Not a lot of folks are going to be moving here based on projections so it's not really a big issue. The big issue was in the previous chapter when you said it's along the fringe that it's important. It's the places we do want to have commercial, we want City commercial to be developed in a way that is advantages to Hull residents. If you're talking about coordinating plans, if the City is planning commercial, you want it in a way that Hull residents can access that in a logical, non-congestive way and take advantage of it. That's the whole point of it being there. That's the whole point of coordination. If the City is going to do something, you want it to be for the benefit of Hull residents as well. Correct?

Enright Correct.

Schuler So there are 2 sides to that. How you can utilize it and how you can have it not impact the area you live or where you want people to live in the Town of Hull. That's the coordination part.

Reid I have a question on Table 10.1 on page 70. I was surprised the undeveloped/vacant land was that high (53.2%).

Schuler On page 73, the definition is, 'This is the largest land use category within Hull, accounting for 10,538 acres (53.2%). Included in this category are subdivision lots that have yet to be developed, larger lots with homes on them, privately owned wooded and un-wooded areas, fallow fields, wetlands and scrub or shrub land.'

Mrdutt Those numbers come from assessment. When you have 10 acre lots with a 2 acre home, that's usually the way it's assessed, that residential portion of the lot.

Holdridge I'm glad you often refer to the Town Board and the Town Plan Commission because the Town Board has got to get involved in this stuff. It cannot just be the Plan Commission, which is working diligently on this, but the Town Board has to be involved.

Schuler One thing we did, we had a table in there with land use projections in 5 year or 10 year intervals and that didn't make a lot of sense because you have such small amounts of certain things so we pulled that out.

Holdridge What was the term, Bob, had a question on net-density, and that excludes the right-of-way.

Schuler Yes. Like we mentioned at the time, it's something we haven't used in 10 or 15 years but they had it the State statute.

The meat and potatoes are always in the mapping categories and your Issues Outstanding, Goals and Action Plans. There's 2 parts to this. It's trying to put colors on the map. Part of the previous conversation Chris and Kristen had was about certain land use categories you have that aren't necessarily wide-spread and do you still want to retain them. The other is how the zoning relates to it.

That's one part. The other part is what statements do you want to make about land use. That is closely related to the way you went about it in the inter-governmental cooperation chapter. What do you want to say to let people know what you're thinking about? That's on page 83. We can go back to the colors of the map part after that.

If you start on page 83, I see the term 'limited developable land' is circled.

Amman That was highlighted because there was some question as to whether or not to change that, keep it in or take it out. That's what that meant.

Schuler There is that introductory paragraph again where it says, 'As we look to the future of land use, Hull will consist of developed lands with single family homes, undeveloped lands (*wetlands, etc.*) public designated spaces, very few farms and limited developable land.' Considering you have some big chunks of wide open spaces, that's probably not a very accurate statement. I'm not sure why it was in the original one. So you might want to think about deleting that. 'There will be very few businesses. Residential will dominate.' That's the official land use declaration of the town. That must be what it was previously because it's not strike through or underlined. That's basically your first shot there. Does that still make sense?

Holdridge Somewhere in here is a statement about Hull cooperating on the extension of roads. I can remember when we talked about that area over by Fleet Farm. John Gardner was involved in that. He suggested we run a road up through our neighborhoods from a commercial area. We objected and didn't want that and so he didn't put it in. That was a clear effort to protect our neighborhood. You could have gone from Jung Seed up through the subdivision and catch a road and go over to Brilowski. We get some of that from the fire department about good

access in these areas but the neighborhood would not have appreciated heavy traffic so we didn't support that.

Schuler Most of these issues outstanding are just carried forward from your previous plan. We put as #1 because it's been a consistent theme throughout all of this, 'Establish consistent communication with the City of Stevens Point regarding future boundary/development issues.' Is that a good enough way to say that?

Ferriter You mention the City of Stevens Point but why wouldn't you mention other townships as well? Or other governmental agencies within the county?

Schuler I think that's a good point.

Enright I guess we could do that although the main ones have been with Stevens Point.

Bowen We've never had an issue with the towns. We've only had issues with the encroachment of Stevens Point. That's why it's not mentioned.

Holdridge I don't come to work every day saying we want to cooperate with the City. We've got lots of issues. We've got issues that are part of our operation and it doesn't necessarily involve the City of Stevens Point. But we are certainly amenable to work with them in development. That just makes sense.

Schuler The question is, should it read 'Stevens Point and other jurisdictions' or just leave it as is?

Bowen It may be a good idea to add, 'other jurisdictions' because there could occur situations where we need the support of townships because they have similar goals to us. Whereas the City of Stevens Point goals are vastly different than the Town of Hull.

Ferriter Keep it open-ended.

Holdridge I think of the Portage County Highway Department.

Binder In Chapter 9, page 70, paragraph B, they had taken out Plover so somewhere along the line it changed to 'Stevens Point and other urban communities'. You also took out Stevens Point and Plover below that for whatever reason. If you took Plover out and put other urban communities, that would catch everybody.

Schuler Be consistent?

Binder Yes, with what you have in Chapter 9.

Enright Should the Goals be things that directly relate to the ones that were listed in the Issues Outstanding?

Schuler That would be the goal.

Enright Again, land use changes as a result of annexation. The issue is that they not adversely affect planned neighborhoods in terms of impacting the environment and negative consequence on residential area. Maybe we need to agree on the point before we figure out how to state that. Changes in land use patterns as a result of annexation that affect/result in adverse affects on town/Hull neighborhoods in terms of traffic, safety, environment and neighborhood quality of life.

Holdridge Will you be correcting this and sending it back to us?

Schuler Yes. Is that an issue outstanding?

Enright I think it is.

Schuler Group? Silence equals consensus. Okay.

7. STATUS OF R2-URBAN ZONING DISCUSSIONS – CHRIS MRDUTT.

Holdridge What I handed out here, this grew directly out of 527 Maple Bluff Road. The problem Chris and the rest of us have, we have a County R-2 Single Family Ordinance that permits 527 to do certain things the neighbors are upset about. Initially there was a concern about vehicles. In that County ordinance it says you can have one unlicensed inoperable vehicle in R-2 but it also permits you to have as many vehicles on your property as you want. That doesn't sound like an issue but we had a household over east of the Kwik Trip on Old Hwy. 18 where a lady had 3 automobiles parked right across her front yard. It looked like a used car lot. She had some sons who had these vehicles and they were all operable. I had some communication with neighbors over there and they weren't happy with that. So I talked with her and she was a wonderful lady. I said, as a resident of Hull and an official of Hull, I can't do anything about it because the ordinance permits you to do that. And this is a nice neighborhood, nice houses. That is currently in the R-2 Single Family. If you've got a lawn, you could put all kinds of cars right on your lawn. The ordinance would permit it. We know, in our public nuisance ordinance, we have a standard which Bohne has agreed to, limiting the number of automobiles to the number of licensed drivers plus one. So if you have a husband and wife and each have a car, you can each have a licensed vehicle plus one more. That grew out of a court case in Manitowish Waters. So in terms of our Nuisance Ordinance, that's our standard and that been accepted by the Bohne's. Then we go to the solid waste and the other stuff they've got there and we've tried to compare each one as we go down the list. If you look at the next sheet on the back, the last page, there is discussion on that last page that is all relevant to the urban district.

How this came about is, we met with the Planning & Zoning Committee and we said we need to have a different ordinance. We can't just have R-2 Single Family because that's not tough enough. So that's how we're developing the Urban District zoning.

There's a real challenge once you get this developed, it goes to the Plan Commission, Town Board, the County Planning & Zoning Committee and ultimately to the County Board to adopt the ordinance.

But how do you implement this? Do we say to everybody in that area over there behind Target, here's going to be the ordinance now? Will all of them agree that they can only have, say if you have a husband and wife, only 3 cars? All of a sudden you're changing things.

I've had a couple of ladies that have written almost every week to me and included pictures and they want a tough ordinance. But I'm not so it is going to be acceptable to all the households there. They know what they don't like. If you talk to Wally Check whose property backs up to it, Warner Halverson who is across the street, Dave Pringle who is across the street but has land right next to Bohne, they've just had it as this has gone on and on. That's where we're coming from.

Mrduitt One thing I want to stress to everyone here tonight is the role of the County, when it comes to designing a zoning district, is to make sure that it's going to be utilized. The most recent district we created is the Planned Development District and there's one on Lake DuBay.

The one thing I want to stress and John hit it too is will the residents be accepting of it. The language that has been proposed which has 4 concerns, the amount of vehicles, where they're parked, solid waste on properties and size of accessory buildings and the length of the zoning permit. You take those 4 elements, what I want to stress and make sure everyone is aware of, is our goal/task isn't to design a zoning ordinance specifically for one property. That is an incorrect way to utilize zoning districts. John hit it, when it comes down to a singular property or singular issue or concern, you're probably looking to utilize a nuisance ordinance more than a specific ordinance. The County is not going to write a zoning ordinance specific to target one individual property. In fact, they can't and our Corporate Counsel has stressed that numerous times.

When we broke down and talked about those 4 concerns, I looked at what district should this stem from and the one that made the most sense was the R-2 Single Family where most of your urban neighborhood area is currently zoned. If I take that district and weave in those 4 elements or concerns that you have, I thought Urban Neighborhood, roll with that as the title. Then I changed the R-2 district to express those 4 concerns.

I have to look at things through a lense of, how do I enforce something. When it comes to number of vehicles, there are a lot of problems that would come up with that because then you're trying to figure out how many people are living in a house. How many kids are at home. If they're home over winter break and there are 5 vehicles in the front yard now. That became problematic from the County's stance or the enforcement side of an ordinance. The route we took there was to ensure that they're not parked in the front yard and that they're parked on a hard surface. That's the angle we took on that.

So #1, compared to the R-2 District, the new district would have *'No outside storage of inoperable or unlicensed motor vehicles. Vehicles, trailers, lawn equipment, etc. shall be parked/stored on a hard surface.'*

Bowen That really raises a red flag for me because I see Hull as rural residential, not urban. So the rural/urban issue just doesn't go, in my opinion.

Mrduitt This is the first time this discussion has been brought to a larger group, a more spread out view of the town. Before, these ideas were run by a specific community that was a more urban neighborhood. Just because this discussion happened, it doesn't mean you are going to deploy this everywhere in your town. In fact, when you brought up the next steps for this, it's

not just the Town of Hull that's going to take a look at this. This is a proposed County ordinance so other towns will have the opportunity to weigh in on this.

Holdridge This is optional to a town. Where you live, what are you zoned Bob?

Bowen Agricultural.

Holdridge It wouldn't affect you.

Bowen I know but I'm talking about people living in subdivisions.

Reid Like me.

Ferriter This item #1 here under Single Family Residence, I'm having a tough time unless I'm reading this incorrectly. You can have only 1 inoperable or unlicensed vehicle stored in the open. Then you say there's no limitation of the number of vehicles or where they have to be parked. You go up above and you can only have one. But then, no limitation.

Mrdutt Right. That's what I'm saying. There's no limitation. If it's properly licensed, operable and you can get in it, turn the key and drive down the road, you can park it wherever you want on your property.

Ferriter So that has to be 'operable' then.

Mrdutt Correct.

Ferriter Okay, that didn't say that so that's why I was confused.

Mrdutt That's a good point.

Enright Is that the current law?

Mrdutt Yes. That's regardless of zoning district. That's the general provision in the zoning ordinance. You can have only 1 inoperable and 1 unlicensed stored out in the open. If you exceed that and it's not agricultural related like in an ag district where you could have a wood hauling truck that may not have a license but you use it to run to the back 40.

Ferriter So in #1 Chris, no limitations, you could have a half dozen operable vehicles parked there.

Mrdutt Yes, you could have 40 vehicles parked on your property.

Holdridge That's the dilemma.

Ferriter I just found that confusing. Maybe say 'operable'.

Mrdutt Yes.

Enright In that other one under UN (Urban Neighborhood), so does this include off season boats, motor homes, travel trailers? You could have none?

Mrdutt Right, they'd have to be parked on a hard surface or stored inside of the garage.

Reid You're going from one extreme to the other. Vehicles, trailers, boats. I'm thinking of my subdivision, myself. My husband would be the first one you're complaining about. Half the people in our subdivision have a boat. We have a camper. It's parked alongside our driveway but not on pavement per-se. To me, it should be our decision if we want to ruin the grass in that particular spot because we put our camper there. I think you'd get a lot of push-back on that.

Mrdutt This is the first step in getting feedback. That's where we are in this process.

Enright Is gravel a hard surface? Because I see some people do that. Put gravel down to store their vehicle.

Reid That's not cheap either. Our camper is on a hard surface because the grass is dead.

Enright Other than the case on 527, do we have a lot of problems with this in Hull?

Holdridge It's all a question of what do you enforce. When you leave here during the daylight and go up towards Torun, look to the left. Now nobody complains about that. But it's possible somebody would complain. In your neighborhood Bob, you probably don't have any of these extremes. The one that really became an issue was this parking across the lawn with automobiles. As long as they're operable, people can do that. But 527 is a huge problem.

Wilz Back to what Chris was saying, if you've only got 1 or 2 problems, maybe you should have your nuisance ordinance to handle those. But on the other hand, the towns are under Portage County and we look to them for enforcement. This is why, can we get something in their tool box that can help this in other places because I can tell you, putting the nuisance ordinance together here cost us, there's not a township around that's going to spend that kind of money legally to do that for one person. And we're one of 17.

Holdridge The other thing is the public nuisance ordinances have not been tested hardly ever in court but it's our only recourse at this point. The neighbors over there are crying out for some sort of solution.

Wilz The way I've looked at it over there, I understand where P&Z comes from and Chris and how they have to enforce. I just drive by and think, what I'm looking at, is there any neighborhood in Portage County, that if they had this, they wouldn't be complaining about it. Whether the house across the street is worth a half million or \$150,000 or \$100,000, people don't want to live in that environment.

Holdridge The person who owns it, she has a friend who lives there who has been to court and knows the legal system and is a tremendous challenge.

Wilz I'm concerned with what Jocelyn says too. Be careful what you ask for. My boat sits alongside of my house in the woods and I wouldn't want to have to do that. I like that.

Holdridge I'm not sure that's the answer.

Mrdutt Whenever we look to develop ordinances, we seek input first and foremost. That's ultimately where we are right now with this. The Town of Hull started with asking that the Planning & Zoning look at a new district. This is the building blocks for that. The next phase is, I need to get feedback from you and the Town Board, from other towns. The more, the more beneficial and the more gets us a better product. Ultimately it has to go back to the committee and again, if it's strictly for one property, honestly, it's going to be an issue getting the committee to approve it.

Holdridge It's not just for one property, it's for a neighborhood. The thing that has to be emphasized, whatever we come up with here, is useable by other towns and what I think we're talking about is an alternative to R-2 Single Family. But that's up to the town board, whether or not they want to implement it. What happens over there, the guy gets a building permit and he finishes half of something in the back yard. Then the building permit expires and he goes back and gets it renewed. So it's one continuing issue. If you drive by on Golla Road and look off in the distance, you'll see the back yard of this thing.

Mrdutt The other major difference, to go back to those 4 initial concerns, is it limits the outside storage of waste. Our current ordinance has it broken down. There is an allowance for solid waste and it's broken down by lot size. You see that on the left column. The proposed district would limit that to only allowing that if the property is under construction. Under #3 I talk about the accessory building square footage. I use words like, 'The accessory building shall compliment the residence.' For this new district, it would 'have to match color and material.' That's a substantial change if you think about what that means instead of compliment. Like John mentioned, a concern is that with residences right now, you have the ability to renew permits and there's no limitation expressed in the ordinance. There's discussion about changing that for accessory buildings for a 6 month period where you'd have 6 months to get that. I don't know after that. That needs more discussion.

Also in this packet, things that could be discussed at a future time, as we move forward with the development of this idea. Other things like bed and breakfasts, utilization of those. Should that be something that should be allowed in a new district? Also, egg laying chickens. Right now in all the residential neighborhoods, egg laying chickens and ducks are allowed. There are provisions that limit it. You can't have a bunch of roosters or 500 of the darn things running around.

Holdridge I think somebody over there does have chickens.

Mrdutt Yes. It's a popular thing. We were asked to change that a couple of years ago. I need feedback to move forward. So that's where we're at. I don't know if you want this group to come up with decisions.

Holdridge I think the big question is vehicles. How many operable automobiles can a person have? Can they still put them all over their yard? And that gets neighbors attention. It seems you've got to limit that in some fashion. The one that came out of a court case was 1 for each resident plus 1 and that stood the test of a court case. I think that's a big issue in Portage County with R-2 Single Family. Anybody who wants to, and hardly anybody would want to, but we get people who want to and it disrupts the neighborhood. Sooner or later we've got to start saying this neighborhood has got to have some authority over this stuff. You just can't have a renegade in there who buys this house, actually Ms. Bohne buys the house, he moves in and this has just been a disaster. The neighbors are all upset. You can talk with any number of them over there. I'll send Chris out and say, does this meet the R-2 and he invariably comes back and says it does meet R-2 so we don't have an issue. All Chris is doing is enforcing the R-2 ordinance that currently exists. He has no teeth at all to do anything unless it's really quite extreme in terms of R-2 Single Family.

Reid So what difference is that stricter ordinance going to have if you can't enforce the one you have now?

Holdridge Chris is enforcing the R-2 Single Family.

Wilz The current ordinance doesn't cover the problem.

Reid Aren't they in violation of having more than one inoperable vehicle?

Mrdutt No.

Reid They're not? They're operable?

Mrdutt Yes, licensed and operable.

Holdridge They've meet our R-2 Single Family ordinance. Chris has been diligent going out and taking pictures.

Enright So it's like he's running a repair operation, a resale operation.

Holdridge There's some speculation that he goes around and collects things and sells them. He's got a lot of other things going on there.

Enright They're operable vehicles but they're unsightly.

Holdridge Yes, they're operable and they're licensed.

Wilz I would suggest, drive by the place sometime. Everything you see is allowed.

Holdridge Turn by Target and go towards the Plover River. All the way down where it wraps around. You'd go north by Target. This has been going on for a long time.

Way Chris, can I ask, in #3, why we changed that accessory structures should match the residence in color and materials? If they complement each other, isn't that good?

Mrdutt That was a concern that was brought up with the community group out there. The concern was they wanted stronger language where it's not complimented, its actual match of color and material. So if you have a brick house, the accessory building needs to be brick.

Way I think that's way overboard.

Mrdutt Again, I'm just working off the 4 things that were brought up.

Wilz As subdivisions have developed in our area and in other areas, smaller subdivisions like this where they are only 1/2 acre and 1 acre, you'll see covenants attached and the covenants will say, you have to match the house.

Way This reminds me of a closed-gated community where my son-in-laws parents live where you have to go before a group of people. If your house is green, it has to stay green and if you want to change the shade of green, you have to get it approved. I don't think the Town of Hull residents want that.

Holdridge Jan, all I ask you to do is drive by there and take a look at it.

Way Oh, I've been by there many times.

Holdridge And what do you think of it?

Way I guess I'm not looking at that as even being related to this. But to have to have a building match?

Enright I think sometimes the problem with that is somebody says, I have this building, maybe a garage, and now I want to side my house and the building is in great shape so now I have to re-side and re-roof that building. Or you're building that external garage and you can't get the same siding you had before in order to build the garage, so you have to tear off the siding of your house in order to match.

Way I think something complimenting the home is legitimate.

Holdridge That's a draft and that could change. I encourage you to put yourself as a neighbor and look at that over there.

Reid But you're essentially still punishing everybody else to get back to this one situation. That's the way it's worded.

Enright Restricting everyone else.

Reid I mean this is America.

Holdridge You talk with those citizens that live over there and have endured this guy and you'll get a sense of a community/neighborhood that's kind of fed up. If you had this next to you, you'd be fed up.

Schuler First the ordinance would have to be passed and then the town, you, would have to select which properties in town you want to apply this to. It's not just a swap. It's saying, R-2 Single Family isn't sufficient. Let's create something new and then, if it gets passed, then you have to apply that. It's up to the town to apply it to the individual properties. So you would chose an area you thought was appropriate and you would re-zone to that.

Bowen This sounds like its targeting subdivisions primarily.

Schuler It's based on an experience within, for county purposes, a very densely developed area.

Bowen Well that's a subdivision.

Schuler Right. The thought is that because of the close proximity of people and the nature of things, that there should be restrictions placed on things you can do on those lots. The neighbors had a meeting and came up with these ideas and Chris is trying to take them and say, okay, what would an ordinance look like based on what the neighbors are saying their real concerns are? That's where this first draft comes from.

Holdridge If this was in my neighborhood, I could see why our people would be upset. I think any R-2 neighborhood in Hull would look at that situation and be pretty concerned.

Wilz I think the people out there have been pretty terrific in how they've held themselves back at this point. Because there was some innuendo from the owner that they're just complaining because they're all the rich people and we're not. Quite the opposite. I think they've been very tolerant and hoping this guy would improve some things there. But it's a tough deal. I've been struggling too with how far government gets involved with this. But on the other hand, when the room gets filled up out into the hallway 3, 4 times and they're banging about when are you guys going to do something.

Bowen But you are doing something, with the nuisance ordinance.

Wilz We're trying, sure. And part of me says, maybe that's up to them to get a law suit against those people.

Holdridge I would say those people are opposed to government but they've seen what's happened in their neighborhood by one landowner doing what he's doing.

Schuler One little context I'd like to give, the County used to have a lot fewer zoning districts. Zoning districts have been added over time when towns have come forward and said, the size district you have for agriculture doesn't work for us, we need a new zoning district, and that's generally been it. So the County has added zoning districts over time based on town and resident requests when we needed something. The actual act of what this represents is fairly common. It's the specifics of what it's trying to accomplish that's making it unique. It's not like we're trying to do this new thing. We're just applying a typical process to a unique issue.

Enright If we have this zoning district, if we were going to change an area to the new zoning, then we need to have a public hearing on it, right?

Mrdutt Correct. It would change the comprehensive plan.

Enright It's generally in neighborhoods where people think these things are issues, that are likely to tell us they do want to use it and other areas are going to say they don't.

Mrdutt We would hope that would come out of a public hearing.

Enright We're not going to go around applying these things.

Mrdutt Right.

Enright On some kind of logical basis, it's going to be this logic in context of what the neighbors are saying they want. So presumably this neighborhood would like some ordinance like this and maybe support doing it. So what do we then do? Do we go and pick another neighborhood that looks similar in character and propose this zoning change?

Holdridge I would say there, Bob, if you've got a neighborhood that's really agitated, and this one is really agitated, for a number of years now, then you've got to respond to it.

Enright So that's when you would use this?

Holdridge I would say, maybe they would show up and read it. One third would say, that's too extreme. So what do you do? That's the implementation problem. Now over there, they certainly know what they don't want and we're trying to put some language together that makes some sense in terms of their feelings and attitudes. And it's only that neighborhood. We had an issue in my neighborhood where a guy owned a house, he moved out, and his son and a couple of others moved in and all of a sudden they had cars all over. I was getting calls from the neighborhood and Chris went over and investigated and that got straightened out because the guy that owned the property said my son cannot do that and he took charge of it and straightened it out. We haven't had any more issues on it. So we get that stuff where the owner wants to cooperate and understands the neighbors are upset. This one, the owner is fine, I think, but Konopacky beat the County out in the Town of Alban on a zoning issue. Fleishauer supported him and there was an appeal by the County to the State and the State court came back and supported him. That's what you've got and he's not cooperative.

Bowen Putting the zoning issue aside, why isn't the nuisance ordinance working?

Holdridge Because it really hasn't been tested. We're testing it now. I just sent a certified letter to him.

Bowen It just seems these kinds of situations are very isolated and therefore, the nuisance ordinance should be able to take care of it just like that.

Wilz The nuisance ordinance, the history on it is we started putting it together, I think we had a small one when this started. Then we added some things. We changed that nuisance ordinance 6, 7, 8 times during all of this trying to get more meat into it. It wasn't originally written like that, no. It doesn't say anything about that so we had to keep adding to it.

Mrdutt The other thing you have to understand is a nuisance ordinance allows it to be implemented, I don't like to use the word 'grandfathered', but in a sense, zoning ordinances are grandfathered. So if a use is occurring on a property, you can't retroactively put something on there to change that use or affect it in any way. A nuisance ordinance can be applied that way.

Enright You mean a zoning ordinance can't.

Mrdutt It can't.

Schuler A nuisance ordinance says, this is an issue, you need to resolve it. Whereas with zoning, you can't say, that's illegal.

Holdridge It's usually a public health issue.

Enright It wouldn't solve this problem, is that what you're saying?

Wilz It would solve the next problem.

Way & Reid So this wouldn't even solve this problem.

Reid So why not just focus on solving the problem, the issue that's causing the problem, instead of spending how many hours changing the zoning district that doesn't help?

Enright We all can't do what he is doing, is what it basically boils down to.

Reid I mean, you can't zone against somebody being a jerk. And there's always going to be those kinds of people.

Holdridge Well not at this extreme. If you lived in that neighborhood, it's gone on for awhile.

Way But John, they're saying this changed zoning isn't going to help us with that property.

Holdridge No, but the nuisance ordinance is what we're pursuing. If we get an Urban Residential Ordinance developed, and we have a public hearing and bring people in, and they say, yes, we'd like that for our area.

Bowen Let's say this gets passed, think positive here. We put it on the shelf, right? And you don't apply it until a situation arises where it's applicable.

Holdridge It would be in the town's tool box.

Mrdutt No. The property would have to be zoned prior to that and you would have to pick where you want to utilize that zone. That it would be in effect. It can't just be an ordinance or district sitting out there and not utilize it. It actually has to be zoned on that property.

Bowen So we'd have to decide where our Urban Neighborhoods are, right?

Mrdutt Correct.

Bowen Then it wouldn't just be on the shelf. It would be applied to all.

Mrdutt That's the process you guys are doing here tonight. That's the larger thing of using a comp. plan to talk about the issues the Town of Hull has. Using your Future Land Use to say, this is where we want the Town in 5 to 7 years and use zoning districts which are the tools to get you there.

Bowen So essentially before we could implement this, pass it, accept it, whatever, we would have to have representation from all our urban neighborhoods to know what's going on, right?

Holdridge I would assume the way this would work is if you've got a subdivision or neighborhood where there's really big issues in terms of that R-2 Single Family, for example, people can park their cars all over their property. That would be one. That would be an area where you'd probably get those citizens together.

Bowen Jocelyn, isn't Meadowview, is that R-2?

Reid I would assume so.

Bowen Okay, so your subdivision would be automatically in this.

Enright No, we could apply this to Jocelyn's neighborhood, if we decided to.

Bowen It's didn't sound so optional the way Chris described it.

Enright But anybody who is out of compliance, at the time you pass the zoning change, would not be affected. So you can't use this as a tool to enforce somebody who is already violating it. It would only prohibit future people from doing it. Is that right?

Mrdutt Correct.

Holdridge Maybe that's the 'grandfathering'.

Wilz I want to speak to what Jan was saying. Why are we spending all this time if we can't use it on this? For the very reasons I talked about before. It'll be there as a tool. First of all, people asked us to do this and advocate it. Even though most of them knew it couldn't be used against this, but what about the other 16 towns in Portage County. They're not going to spend the money we did to write an ordinance. It would be a tool for us and for everybody in the future if these sorts of things rear their ugly heads.

Holdridge The reality is, the R-2 Single Family ordinance which you have now is too lax.

Ferriter So hypothetically we go ahead and put this ordinance in. We notify these folks, saying, folks, you've got until April 20th or whatever it is. They don't comply. Then what? Do we send people out there to clean it up?

Holdridge Let me give you an example. I wrote a letter, drafted by Bob Konkol, to Rebecca Bohne specifically, asking her, within 15 days, to call us because the Town of Hull wanted to inspect the property. Not to call Chris. This was part of our nuisance ordinance. So Bohne and Konopacky came in one day last week. I wasn't here. So we sent them another letter. I just got off the phone earlier this afternoon with Bill Konopacky. I didn't talk with Bohne. Remember, Bohne owns the property. I said we'd like to come over and look at your property and see what you've got there. Can't. We won't let you. We went through due process procedure trying to get access. Now what do we do next? I'm not sure. I've got to talk with Konkol. We may have an executive session.

Ferriter So we have all these procedures in place and they don't abide by the directive. They say they're not doing anything. Then where do we go? What do we do?

Holdridge Well they have a lawyer out of Madison.

Enright John, can I ask you, why do you need to get permission to look at something that's plainly visible to the neighbors?

Binder They want to go on their property. They could see it from the road or stand on the road and do it.

Enright But the problem is, if the neighbors see this as unsightly from the street, where people are going to be looking to buy a new home in the area, I don't understand why you need to go onto the property to see this. If you have to leave the street in order to see it, it's hardly something affecting everything. If it's not visible, what difference does it make?

Holdridge We don't know what all is in the back yard.

Ferriter That's the question I have. If they don't comply with our ordinance, that's been going on a long time. I haven't seen the place and I've got to get directions. But then what do we do? Do we send our maintenance people out there to clean that mess up and send a bill?

Holdridge They'd probably sue us over that one.

Ferriter I don't know. That's why I'm asking.

Holdridge It's private property and I've tried to go on it with Chris. Chris, I think you have to get permission to go on it don't you?

Mrdutt Yes.

Holdridge And he's the zoning administrator.

Ferriter What I'm saying is, if we have an ordinance that says you must keep your property in reasonably clean condition, and they're not abiding by that, then where are we at? We're nowhere then.

Holdridge That's the challenge. We started out, we met down at Konkol's office with Ms. Bohne and Mr. Konopacky. Very low key, we talked with them and asked them if we could come out and film and they let us on the property. Bob took pictures with his camera. Then all of a sudden they just went cold turkey. You people can't come on here.

Bowen Well they don't control the air space if you'd like pictures.

Enright People can photograph this property from the street. That's what Google does. They send the car down the street and they take pictures and put it on the internet. You can do that too.

Holdridge Let's move on. But you can see the sort of dilemma.

8. CLARIFICATION ON FUTURE LAND USE AND ZONING MAPPING QUESTIONS – CHRIS MRDUTT.

Holdridge There was a lot of discussion in the September 20th minutes and here's my thoughts about that. We pick out the obvious problems with the zoning and you've listed a whole bunch of those. I don't see us doing anything with I-39 West. That's a hot bed of contention and has been. But we take those areas that you have a list of and we deal with them almost on an individual basis. Communicate with the owner of the property. Tell them why we're changing the zoning and any implication of that so it's all straight out and they can get back to us. If we do that, we'll take care of a big slug of this stuff.

Besides I-39 West you had another area.

Mrdutt Yes, there were 3 or 4 main things. The first was the use of the R-4 Zoning District, that Multiple-Family. Where it's currently utilized in the trailer home parks here and here. But as you can tell, it's currently zoned for more land area than what we were told you want. We have had developers contact our office asking about quad-plexes or apartments. In that zoning district, they're allowed. But we had a strong understanding from the town that you don't want to see those out here. So the R-4 one was a big concern when we started this project. We talked with you and you do not want to utilize that district within the town.

You have some zoning districts that are utilized on only 1 or 2 properties. The A-1 down here and the A-2 up there (*pointing to map*). Changing that to A-4 doesn't change the uses at all. You're not changing anything but the lot size that they can subdivide down into 2 acres. That's the only change, use wise.

The other big thing we talked about was everything west of I-39. You're going to tackle that one when you choose to tackle it.

The other big change is if you look at your current zoning, the R-1 zoning district which is that rural and urban fringe, you have it marked in a couple of places. Your Current Future Land Use has a lot of the town earmarked for rural residential and the Town of Hull is the only one that has Rural Residential as a Future Land Use category. None of the other towns do and our Portage County comp. plan doesn't utilize it as well. That's unique to your town. The thing is, when you look at the utilization of it being R-1, that zoning district isn't utilized a lot throughout the town. So the thing was, make it more uniform and use A-4 which is the general agricultural zoning district, 2 acres, primarily used for residential areas. It does allow your accessory building space for storage, chickens, light farming. A lot of the farm uses in that district are going to be dictated by your lot size. If you have a 2-acre piece of property, you're probably not going to have a milk parlor. So we chose to use the A-4 district instead of the Rural Residential R-1.

Those are the big kind of things. When we talked previously, the town said this is going to be your biggest concern. My understanding tonight is that list Kristen had put together with the individual changes, you now want to contact the owners and get their feedback before proceeding forward.

Holdridge I think we identify the owners and tell them precisely what we're proposing and they come back with any questions. They'll want to know what's the impact on my property from the zoning change? Everybody would want to know that. We treat it on an individual basis.

Enright Could you say that again? What are you proposing with the zoning over there?

Mrdutt A-3 which is a 5 acre. I know in that area you had discussions where you wanted to preserve the 20 acre, the larger lots and then a lot of the current zoning is 2 acre. We said as a starting point for discussion purposes, 5 acres. That's half way. That's the I-39 West area.

Holdridge Bob, I think when we met with Brazalle, we came up with 5 acres and 2 acres and that resolved the issues out there. Let's just take that one off the table.

Mrdutt So we'll keep that as current on that side. The only thing that would change on that is we discussed at different times the use of R-1 on Fox Ridge Road, the proposal would just go to A-4.

Enright What I don't understand is that's all the same color (*on the map*). But there are really 2 different zoning districts there. So why is it the same color? That whole area has an intermixture. We took the areas that were smaller than 5 acres and we made them R-2. And the ones that were bigger, the minimum lot size would be 5 acres, I think. I don't understand why it's not reflected on the map there, that's what I'm asking.

Schuler No official action was taken to go through the County Board and rezone specific lots.

Enright So we only proposed it and talked about it, passed it, but it never went through the application?

Schuler Application to the Planning & Zoning Committee, with a recommendation from the County Board and a public hearing to officially change the zoning. What you see there is what our records reflect the zoning is.

Enright The zoning there for minimum lot size is what?

Schuler 2 acres.

Enright And it's been that way all along?

Mrdutt Since 1968. A lot of what you're looking at here in the Town of Hull is the original zoning ordinance from 1968. A lot of the growth has been intermittent but it has never been completely updated or revised.

Enright That means when they did that survey over there and came to us with issues, Dave Pederson and all those others, we resolved the issue, but in fact, on a legal basis, we did not.

Holdridge Pederson wanted a firm acreage over there.

Enright The point I'm making is they wanted larger lot sizes, minimum, and we thought we had given it to them, but we didn't.

Holdridge Or smaller lot sizes.

Enright They were opposed to it.

Binder No, some people who had 10 acres wanted to be able to split land for their families. It was a mess.

Enright But on the other side, there were people who were on the smaller lots, that were afraid if their house burned down, they couldn't rebuild the house because their lot was too small, so they couldn't build on that lot. That was the main opposition to our doing anything. That's how we came up with the compromise. But if I understand Chris correctly, even though we came up with the compromise, it never actually was implemented.

Holdridge I don't know who the staff person was from Planning & Zoning. Do you remember? Because you had a period there, Jeff, where virtually everyone left you.

Schuler It could have been Chuck Lucht.

Mrdutt Jeff, in your memo, you laid out that what you handed out today, they can review it, hit the ground running with Kristen in January. John, what timeframe do you think you need to identify those proposed changes with those individual land owners?

Holdridge I would say December, we could get on that. I think, Patty? When is Kristen coming back?

Schuler After the 1st of the year.

Mrdutt If that task could be completed, then these could be.

Holdridge Let me look at that Chris. I think that's the approach we want to use. We want to individualize it and communicate.

Mrdutt What we will give back to you is this (*map*) cleaned up with changing the I-39 West back to the starting point.

Holdridge We should research that I-39 West and see what we've got in the records for that. Largely, it was an internal fight among the residents over there. We need to go back and make sure that is straightened out.

 Let's look at January. We meet the 4th Tuesday of the month, is that our schedule? If it's the 3rd, we'd meet on the 17th of January. I think we need another meeting of this group here to resolve this. Jeff has given us until March to wrap this up. Kristen will be back in January. How does the 17th sound?

Binder Sounds like Florida for me, a couple of weeks. I hope you have a mild winter.

Holdridge So it would be Tuesday, January 17th.

9. PLANNING FOR CITIZENS/HOUSEHOLDERS LIVING IN HULL ECONOMIC/SOCIAL CONDITIONS.

Holdridge I had some health issues going on with my eyes and I could drive with the one eye I had but I don't drive anymore. So it means I've got to be dependent upon people. I don't know how many of you have been dependent upon people but I've never been dependent upon

people. Bob and Dave have given me rides home. I kept thinking, what about the people in the Town of Hull? What kind of crisis do they have? Where is the Town on some of these issues? We've got a beautiful Community Room here. I think one focus ought to be, and maybe it's part of the planning process, what are some of the needs of Hull citizens who may have problems with transportation. Because it really woke me up. These events happen and I really noticed that. I'm dependent. So I'd like to push the Town into a sort of social/economic analysis of our citizens and see what the Town can do, particularly from a facilities standpoint.

Bowen Would you like to have discussion on that John?

Holdridge Yes, I'd like to have discussion. You and Dennis are doing stuff in this area.

Bowen I'm talking about being dependent and being serviced. Just call Aging and Disability Resources Center and they'll have somebody out there, by the hour.

Ferriter I've done some things with the Vets and they have a program down at the Lincoln Center, this was 18 years ago when I did this, down at the Veterans Home down in Tomah. Let's say you've got an appointment on a Thursday, they'll drive folks down. That's what you're talking about. Like a service here. I see what you're saying; where we could provide some type of assistance to people within our township like hospital appointments or whatever.

Holdridge That's kind of a historic thing going back to the role of the towns. You know Bob, we've used the Means on Wheels and it's a great service.

Bowen Yes. I think the Aging and Disability Resource Center has just about every service you can imagine.

Ferriter There is a service where you dial 211. Has anybody ever used that before?

Way It's through United Way. They can refer you to resources.

Ferriter Through our program, we get referrals through 211 often.

Way That's out of Wausau, the call center is. They have information on transportation.

Holdridge I think some of it is knowing where to send people, the information.

Way Right. I agree with Bob. The Interfaith Caregivers are through the Lincoln Center and I was a volunteer driver for a number of years and they still provide rides for anybody who needs an appointment or grocery shopping, that kind of thing. I know some people use it in the Town of Hull but I'm not sure everybody is aware of it.

Bowen Yes. I pick up 3 or 4 people in the mobile home park taking them to Fleet Farm, Trigs, Walmart, wherever they want to go.

Holdridge They don't have automobiles?

Bowen No, they don't have cars and they're very appreciative and they plan accordingly.

Holdridge Do they pay you anything?

Bowen There's a donation box in the bus. A lot of people do put something in there. They also send in checks individually.

Ferriter My grandmother had a great saying; she died at 92, and she said, never complain about growing old, many are denied the privilege. You think about it. All of us sitting here today are growing old. Look at that situation just yesterday down at Ohio State University where the guy went bonkers. You can pick up the newspaper and even our little community here, some little child dies or a 16 year old gets run over. They never get a chance to grow old. It is a privilege. We're sitting here talking about issues and situations, but we're doing it.

Holdridge I'm not thinking about a big operation. All I want to do is some kind of assessment to see how we can help our citizens; even the fact that people use this room for community events. There are things that can be done and I think we ought to do some of that.

Enright Are you thinking about having an event here or a community needs assessment?

Holdridge I think the first thing to do would be some kind of assessment of our population. Come up with some kind of questionnaire.

Ferriter When you send out the end-of-year reports where you talk about fire permits and all the other odds and ends. Could some reference be made in that?

Holdridge We send out 2 newsletters; one in the spring and one in the fall. The one this fall really was sparked by the elections. I think it really contributed to a lot of people coming in and voting early. The other one which is the spring one tells you when the brush will be picked up, when the waste yard opens up and so forth. So there are ways to do that. But I think we ought to have some kind of assessment and see where the gaps are.

10. UPDATE ON PLANS FOR ELECTRONIC COMMUNICATION FOR COMMUNITY/MEETING ROOM IN HULL ADMINISTRATIVE CENTER.

Holdridge I don't get a lot of pressure from the Town Board to do anything with this room. I think we need to get it done. We know we've got a PEG fee that has been historical and it's basically used for electronics. In fact there's some opinion that we could even use that for some broadband expansion. But that money was set aside basically to communicate with the public through electronics. I think the Board has that analysis that LaVerne did and Konkol did. I think that's all there is to be said on that PEG fee. That has about \$100,000 in it. It can be used a number of ways so I think this room certainly ought to be advanced electronically. Then whatever else we want to do. We've talked with Warner Halverson and he's prepared to go out and take pictures of Hull at various seasons. I think Pete is going to meet with him this week. I

think we need a good map of Hull. A good zoning map and probably we need that difficult to understand Land Use map. Janet and I had set up to go see Joel Lemke down at the City. He has great wall stuff. But that got cancelled because we had something else. We have a conference room that we also have to do some things with. This will be on the agenda Monday night and hopefully we'll move it forward.

Anything else anybody has? Jeff, Chris? We appreciate your input. It's been well received. We try to implement that stuff. Have a nice Holiday.

11. ADJOURNMENT: *Meeting closed at 8:25 p.m.*

Respectfully submitted,

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