



TOWN OF HULL
**PLAN COMMISSION
MEETING**

July 26, 2011

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

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

Also present: Chuck Lucht, Associate Planner of Portage County Planning and Zoning and Citizens: Dale Rosicky, Marvin & Janet Keen

- 2. APPROVAL OF MINUTES OF the June 28, 2011 meeting:** *Motion to approve the minutes of June 28, 2011 made by LaVerne Syens second by Al Stemen. Motion passed.*

- 3. ANNOUNCEMENTS; Chairperson and Plan Commission Members.**

Holdridge Tomorrow night here at 6:30 p.m. we'll have representatives of towns and villages to talk about the future of MRF, the material recovery facility in Plover, where all the recyclables go to. The operator of MRF is Viola, the environmental firm from France. They have the equipment, now they want to buy the building. There's a lot of discussion about selling them the building. That'll be held here with Patty Drier, Mike Wiza, John Gardner.

We've had 2 Public Safety Task Force meetings and one Water Study Task Force meeting. We had an engineer who made a presentation to the Water Study. He's the City's engineer for the new municipal Well #11.

The Public Safety Task Force will have their third meeting the third Thursday of the month and we'll be talking about things we can do in subdivisions. We have about 25 subdivisions. Figuring out ways to direct people where to walk, ride bikes, etc. For those of you who live in a subdivision, you know it can be a little like herding cattle. I live in one over by the well field and when I come over the overpass over I-39, I can see people walking right up the middle of the road. There's no discipline to this. We don't have any sidewalks in Hull. We'll also start looking at the long roads like Wilshire, North Second, North Reserve, Old Wausau, Jordan and Brilowski where speed is often a problem. You also have some problems with separating the walkers and the joggers and bikers from the automobiles.

Stemen Where that Green Circle is, there's lots of traffic.

Holdridge Yes, it's in Wilshire; it's in my subdivision, Old Wausau Road. That'll be looked at. We have a session coming up with Senator Lassa, Representative Vruwink, Representative Molepski in which we're going to talk about the Highway X on/off ramps getting from X onto I-

39 from the south and getting off. We've had some encouragement from an official in the governor's office. The only way we're going to overturn that from the DOT, which is against it, is to get the governor's office to come in. The only reason we got the Casimir interchange is because Governor Doyle directed that it be built, otherwise we wouldn't have it. The DOT's 2 top officials, Mike Berg and Dan Grasser were in Wisconsin Rapids and they both know the whole history of Hwy. X. Their position is no on/off ramps there. Yet we know that is being done around the state.

Appointments: LaVerne and I were both reappointed for 2 year terms. Congratulations!

Firkus Road: good news there. We held tough on that. What happened was the Joint Finance Committee changed its prevailing wage. It used to be if you spent \$25,000 on a building or a road, you had to go through a process to use the prevailing wage which was basically union wages. The Joint Finance Committee raised that to \$234,000 as their threshold. Anything less than that, you don't need to use prevailing wage. That Firkus Road is probably less than \$100,000 with the cul-de-sac. John Oberthaler who is the developer was really concerned about the cost being driven up by union wages. Bob Konkol, I, Pete Kaminski, Tiffany B, Dan H. and John O. met last week and we'll have something for the Board meeting on Monday. They've met all our demands in terms of who pays for the road and the cul-de-sac. We had 4 Plan Commission meetings, 2 meetings of the Portage County Planning and Zoning Committee and 2 meetings of the Hull Town Board. And then we had a stalemate.

Binder I think there were more meetings than that. I think it was like double that.

Holdridge So I'm pretty much convinced we're going to do the job. This storm we had last week was a big one and our guys, Pete and Nick Kaminski came in at 11:00 that night and worked that night and virtually all the next day. Then 2 more came in and those guys were busy. All this week and next week they'll be out picking up brush. Do you have brush at your place Bob (*Enright*)?

Enright We just had very little. Our neighbors had a lot.

Holdridge Anybody else have some?

Binder A big pile down at the end of Nick's Road.

Holdridge If you look on the east side, we drove around the next night after the storm, if you go through Park Ridge, it was all dark. The east side of Point was all dark. It's like being in a city that's hot and they are all sitting on their porches and out walking around. I'm sure there were neighbors who never knew another neighbor without this thing. It's pretty much universal. (*John also shared some personal information about his recent health issues.*)

4. CITIZENS WISHING TO ADDRESS THE COMMISSION ON NON-AGENDA ITEMS. AGENDA ITEMS ARE FOR DISCUSSION AND POSSIBLE ACTION:

None.

5. TOWN OF HULL GOALS TO 12-31-11.

Holdridge I sent you a copy of the various goals. These are for the next 6 months. We're committed to getting this done. The first one is Review of Town Ordinance to be completed by December 15th. Those are basic documents that govern our operation. We've got a good Fireworks Ordinance. One of the few where we actually permit fireworks under certain conditions. Most towns, villages and cities just ban those outright. Jim Ford has shot them off for years on the vacant land over there. There are a couple of people along Brilowski. We have a good ordinance; they need to have a million dollar umbrella policy. Then we have Phil D., the building inspector's contract which is up on June 30, 2012 so we need to review that situation. The Hull Management Plan, LaVerne and I are doing that. We want to make sure we have good management.

Bowen On this completion date, they say 2011 and the status report is earlier than that, but right here, the completion date under #2 Review assessment and building inspection service, the completion date should read March 1, 2012 instead of March 1, 2011. The rest are okay.

Holdridge So Hull Management Plan then Staff Handbook, we are rewriting that. The 30 months financial plan, we now know what the 2 year budget is like, what we'll get in state and road aid and shared revenue so we can make some pretty good decisions there. The 6th one is ours, Land division/subdivision ordinance. I put on there to be complete by December 15th. I do that because there's a lot of other things to talk about. Water Study Task Force, that's a 6 month effort. Public Safety Task Force, that's a 6 month. The 9th one is I-39/Hwy. X task force and we're going to be pursuing that. There was a meeting with the DOT on July 12th over in the DOT's office. I think the consensus was that they're not going to do anything in terms of southern on/off ramps. So if they're not going to do anything, then we move on to the governor's office, the only way to deal with that. That's an important one. I put this on there and the Board supported it. The last one, Develop Policy on Records, we have big problems with records around here, how to handle and manage them. That's our agenda and that's pretty ambitious. LaVerne has been a big help and Patty's done great on all the clerical stuff. Any questions about that?

Bowen Under #10, who is Marilynn?

Holdridge That's Marilynn Kranig, our previous Plan Commission secretary. She went through all those battles with us on the I-39 issues. The reason I share all that with you is because we have the Hull Town Board which is an elected, policy making board. The Hull Plan Commission is an official, state required body. If you are looking for where the leadership is in Hull, it comes basically from the Town Board and the Hull Plan Commission. So I wanted you to take a look at this and to have a copy of it.

A motion was made by LaVerne Syens to accept the report on the Town of Hull goals. Motion was seconded by Bob Bowen. Discussion: Bob Bowen thought it was a very good report. Motion passed without further discussion.

6. Certified Survey Map for Marvin & Janet Keen, Land in Section 5, Town 24N, Range 8 East, abutting Rocky Ridge Road, Town of Hull.

Holdridge There was a write up by Phil Deffenbaugh. (*John read the memo from Phil.*) We had this issue with Firkus Road where Jerry K. has 33' and for some reason, that never came to us, that went to the County. So we never got a chance to look at that certified survey and if we would have, we probably would have had a 66' road there. North of this road is Dewey isn't it?

Rosicky Yes.

Holdridge So our questions is, on the bottom there are some arrows, we've got 66', we've got 33' and then there's 16.5'. What we're looking for is the right of way of 66'. What can you tell us about this?

Rosicky The discrepancy is there because the section line or the 40 line isn't centered in the travelled roadway. So we looked to the CSM to the east and in that case, they used 1 rod – 16 ½' south of the 40 line as the edge of the right of way so we just matched that. Then from there, it would be offset 66' to get 66' of right of way.

Holdridge So you go directly east. If this were to continue, it would be 66'.

Rosicky Right. The 33' is the center line of the travelled road. That's what that represents. The heavy line represents the 40 line.

Holdridge So you are actually a rod south. Does Dewey have any control of this road? Do you know if this road is totally in the Town of Hull? Sometimes they're half here, sometimes some section is in another municipality.

Rosicky I never checked with Maurice (King, chairman of Dewey). What kind of taxes they receive, if they receive the full taxes. Would Janet (Wolle) know that?

Holdridge We could look that up, we'd have that with the report we have to submit every year.

Rosicky We're working for Maurice right now but I can run this by him.

Holdridge From a practical standpoint, he wants a 66' road and we want a 66' road, a right of way of 66'. If he owns half the road, it might make a difference, or if the Town of Dewey has half the road, then it might make some difference.

Rosicky The majority of the road that is being used is in the Town of Dewey.

Holdridge The road to the west?

Rosicky The travelled roadway north of Marvin and Janet's property or house is basically in the Town of Dewey.

Holdridge You don't know if the road is?

Rosicky No.

Holdridge The reason why this came back, we had a real problem on Firkus Road. That comes off of North Second and it was a source of some controversy.

Binder Regarding the question from Phil on not having the skills or qualifications to get into the right of way channel 10' south of the section line. Do you know what he's talking about there?

Rosicky We located a channel that is sometimes commonplace on town or county roads and if there's a bend in the road, they'll put a channel there. We're thinking it possibly might have had something to do with the additional road or the road that was purchased some time ago to the west that curved in there but it's not part of our survey. But we don't really know where that channel came from.

Holdridge But he's not talking about the 16 ½ feet, he's talking about something else.

Rosicky I think, Shelley, in my e-mail or notes to Janet (Wolle), I told her we had found a right of way channel 10' south of the section line but we didn't know what it was and it was up to Phil to determine if they only wanted the right of way to go 10' south of the section line or use the full rod. We based it on the survey to the east.

Holdridge So you are really using a full rod right?

Rosicky Yes.

Holdridge So if we approve this, that 66' is the right of way and some of it is probably cuts off these folks property, right, a little bit?

Rosicky Well 16 ½' of Marvin and Janet's property is going to be right of way. The remaining land is going to be the owner to the north in the Town of Dewey.

Holdridge So that section line really divides Hull and Dewey?

Rosicky Yes.

Holdridge I would think we'd want to approve this and move it to the Town Board subject to some coordination with you.

Rosicky I should just get a copy of this to Maurice.

Holdridge We can act on this Monday night if you can get that.

Rosicky If you want to sign it with a contingency so I don't have to make another trip here then we'd just wait for your word.

Holdridge It has to be approved by the Town Board so we'll sign it on Monday night but can you check with Maurice and make sure he understands. If he doesn't have a problem with their board, then we should approve it. I don't want to be approving things for the Town of Dewey.

Rosicky I've got his e-mail and I'll e-mail a copy of that.

Holdridge He may want to have his board authorize this. From a legal standpoint, if most of this is in Dewey, then Dewey needs to do something.

Rosicky All of the property the Keen's own is in Hull. So we're not dealing with any property in Dewey except for the remainder of the road.

Bowen **I move** that we approve the dedication of the 16.5' to make a full 66' right of way on Rocky Ridge Drive.

Enright Second.

Holdridge Any other discussion?

Motion passed.

Holdridge If you can get us something from Maurice.

Rosicky Okay.

Holdridge Then we'll put this on the agenda for Monday night, August 1st. Thank you folks for coming.

7. Land Division / Subdivision Ordinance for Town of Hull (continued from 6/28/11 Plan Commission meeting).

Holdridge I thought the minutes on the discussion were pretty thorough. I was going through these. On page 9 we got into this Public Safety Task Force which is dealing with the biking/pedestrian issue. Chuck's language in here is pretty strong on the role of pedestrians and bikers. I went to Appleton on Friday on the 4 lane road and there were 2 people riding encumbant bikes on the side of the 4 land road. I've never seen that before.

Binder That would have been illegal.

Lucht No. Not on Hwy. 10.

Binder A 4 lane divided?

Lucht That surprised me too when I saw the maps of Hwy. 10. You could ride a bike on Hwy. 10.

Bowen Today, I was at EAA and they have a bike path just outside the rumble strips on Hwy. 10 all the way through there.

Holdridge What strikes me is, do the bikers have the legal right to take up a lane of that 4 lane road? That's 65 mph.

Binder The only time they can take a full lane is when the speed limit is 25 mph; that is my understanding. If it's a 25 mph zone, a biker can have that lane. Anything faster than that, they're supposed to travel on the far right.

Holdridge That's one of the things that needs to be clarified. We had Dan Kontos and Sarah Wallace at the Public Safety Task Force meeting. When I got through with that, I thought it seemed a little extreme with the power of bikers and walkers using these roads. There's almost a formula for a real problem.

Lucht Agreed John. But one could look at that and say our entire society is built around cars. Cars themselves have taken so much power and the roads are access ways for everybody to get around. There's a real shift going on in how roads are thought of and to protect roads only for the use of cars isn't really....I know there's an attitude out there by some people that's the way it is. Their taxes go to pay for the roads and the rest should keep off. But bikers and walkers also pay those same taxes on the road to build them so why shouldn't they have the same rights to the road. There are some real attitude shifts going on.

Holdridge I understand what you're saying. I'm looking at it as a public policy about safety. I've gone down Green Avenue with 2 of them in one lane. I had to slow up. They have the right to do that and that's what I want to know before we start putting signs up and making ordinances. Some of the strongest people on this issue, in terms of biker responsibility, are the bikers. John Jury, he thinks these bikers have to stop at stop signs as they should and a number of these issues. We wrote a weight limit ordinance for truckers. We had 3 meetings here and this room was full. They said, "Those roads were built with truck funds and tax on truckers." They really weren't. They contributed some. They were really adamant that those roads belong to truckers and vehicles.

Stemen They pay more road tax because they buy more fuel. They get 5 mpg versus a car getting 15-20.

Holdridge We looked at that in terms of the revenue picture, what the property tax payer pays, and some of those were out of Hull. That was a stormy meeting. We're trying to figure out signage, ordinance, protocol and get people voluntarily to practice good practices whether they're walking or biking. Al, you have a 3' shoulder in your area don't you.

Stemen Yes. Nobody uses it to speak of.

Holdridge Not even the pedestrians walk on it?

Stemen Very few John. Most of them are on the road. Our 3' shoulder over there is starting to give way. It's becoming washboard. It's sunk down. Wherever the mailman goes in, that part is about 3-4" lower because he drives in that same path every day. That's pushing it down.

Holdridge Randy Kruzicki is on that committee too.

Stemen It's still better than not having any shoulder at all.

Holdridge When we construct these roads, we look at this and the cost of putting shoulders in and it's almost prohibitive.

Stemen But you can't legislate common sense John.

Holdridge But you can nudge them along. I think if you have an ordinance, you have the state law on this and I'm going to have Konkol tell us what the state law is. Then if there are any court cases that pertain to state law so we have a firm foundation on what is legal. Not what somebody says about all the rights they have. Just like your clarification, Shelley, on that 25 mph, that's an important clarification. We want to get that right and once we do, we can go ahead. I think it's pretty well accepted just like your subdivision, Chuck, we have to follow what the County has but we can go beyond that as a town with whatever we come up with. Kontos was here who is now the chief deputy and I asked him. We have some supplemental patrolling, some over on Old Wausau and other places during the summer. I asked him if he would be willing to enforce any laws pertaining to bikes and pedestrians? Friendly reminders is what we need. He said yes. Those patrols around Hull, they see pedestrians walking, bikers should go with traffic, you need some protocol; people aren't following that. That seems to be the first step, to get them to understand what's good protocol, based on the law.

Binder I don't understand. You've got the signs up with which way they're supposed to be going and the shoulders are comparable on both sides. One shoulder isn't any better than the other on Old Hwy. 18. You still have adults walking down the wrong side of the street past the signs. I'm wondering why they aren't walking on the correct side.

Holdridge That's where I think you need some reminders.

Syens I attended the first Public Safety Task Force meeting and missed the second because I was out of town, but the overwhelming theme that I heard from the group in the first meeting was education and enforcement.

Binder They all know it. They learned it in grade school.

Reid I don't know if people know it. I was going to comment that I like those signs.

Binder But they go right past the signs.

Reid The young people, they don't have a clue.

Binder They have biking safety classes in grade school. They have to attend all that stuff, they hear it, the bike helmets, they hear it.

Holdridge You know Holly Smith?

Binder Yes.

Holdridge She was here and on the committee.

Binder Oh good!

Holdridge She said the same thing you said, she even taught them.

Binder Yes, she's a teacher, she knows.

Syens At that point, enforcement becomes the thing. You get into their wallets.

Binder There's going to be some repercussions.

Syens You get into their wallets and they'll pay attention.

Stemen Now that we have the skateboard deal in Bukolt Park, I see more kids rollerblading and skateboarding right down the middle of the road and make the cars get off to the side. They don't care what the law is.

Binder Until they get caught.

Holdridge That's funny you mention that. Remember Dave Way? I got a call at 8:30 at night. He lives over on Wilshire. "John, I was just out rollerblading on Wilshire and this white sports car came out of this one address and almost took me down. Squealed around." He gave me all this stuff and I was thinking, I hope he (*Dave*) was on the right side of the road.

Stemen If you're going to get run over, at least be on the right side of the road. We were at Triggs the other afternoon and if you're coming from the west side right around in front of the store, there's people walking in and out like there always are, 2 guys came through there and floored it. They were going probably 30 right in front of the store and just about rolled it. They could have hit so many people but didn't care.

Holdridge It's education. Tina Peters is on our committee and she gave me a ride home and we were talking about this. She said maybe you ought to develop something that when people are doing the right thing, give them a letter thanking them for it. In other words, not just go after the violators, but keep encouraging those people who follow good protocol.

Stemen Going home from church one day, I noticed a cop following me. About 3 days later I got a letter in the mail with a check for \$10 from Sentry and it said you followed every regulation, you were driving very safely, everyone had their seatbelt on, you used your directional lights to change lanes, you did everything right. So here's a check for \$10 and we appreciate your driving.

Holdridge Who did that?

Stemen Sentry sent that but the City police was following me.

Binder Quite often law enforcement has a chip or coupon for someplace like Culvers or Dairy Queen and if they see a kid doing something right on the bike, they stop and give them that thing for Culvers or Dairy Queen. So something positive like that. Positive reinforcement for proper biking and wearing their helmet, stopping at the stop sign. It rarely happens.

Holdridge I'm glad to hear about Sentry and them giving those out. Giving a youngster riding a bike on our roads some positive encouragement, that would be great.

Amman Shelley, where you were mentioning you saw a lot of problems, is it more younger people, older people, is it a mixture?

Binder It's mixed. I get the most frustrated with the adults walking the wrong way on the road. They are role models. The kids are just going to do what they see the adults doing. They should know. There are people always walking in that area. They walk past the sign all the time. We've got a sign on each end of Old 18 down by me. If you make the turn off of R or Brilowski, you'll see the sign. If you come off Hwy. 10, there's a sign right there in the other direction.

Amman Is one side shaded more than the other?

Binder It used to be all heavily shaded. So no, you're not walking in the sun on one side and not the other.

Enright Is there a record kept of accidents in the Town of Hull?

Holdridge The sheriff's dept. keeps a record.

Enright Are there a lot of them?

Binder I don't think so.

Holdridge We don't get that unless we ask for it. We have a big problem on Hwy. 66 because we've got 4 major turn off's. There are only 2 that have turning lanes. Those people that travel that complain all the time. The speed limit turns 55 mph before you round the corner by Jordan Park.

Binder I can see where the sun can be an issue out on Hwy. 66 going east/west.

Holdridge Why don't you tell them your background Shelley.

Binder I'm retired.

Holdridge But how did you start with the Dept. of Transportation?

Binder A state patrol trooper. For a long time.

Holdridge Good experience. We should have you on the Public Safety Task Force.

Binder I think Holly Smith sounds like a good choice.

Holdridge She speaks up. Chuck, as I was reading that, you say, "Any time a road is going to be reconstructed, a brand new road will need to have....if they are expecting a high traffic flow, apparently 1,200 cars per day is a threshold" on the bottom of page 9. We just got a new counter that identifies trucks, cars, bikes and we need to get those out on Old Wausau, Brilowski, Wilshire and North Reserve and get a count on what the traffic is on those roads.

Stemen There's a lot.

Holdridge That's why we need to start counting these roads.

Syens On page 9, prior to the paragraph that John is referring to, you say there is somewhere between 750 and 1,200 vehicle trips or cars, trucks, that's a grey area where you may or may not has that been clarified?

Lucht I've not been to a DOT workshop on this in almost a year. They formulated and solidified the rules last summer. What that is in reference to is that you can use certain things or the state statute has that says, yes, you need to do something or no, you're alright not doing something. What they were trying to get across at the DOT workshop is that it doesn't matter if it's 20% more expensive to build the road because of bike paths. Yes, there are exceptions that say if you have less than 750 vehicles on a road, there's no call for putting in a shoulder. However, should you have 800 daily trips but you have a significant number of bikers, it may be required to be put in up to 20%. You can't say, it doesn't have that many cars, you have a lot more bikers. Say you have 40 or 50 bikers that ride by in a day, you have a significant number of bikers on that. It's below that 1,200 threshold that said it's a grey area. If you have that many bikes, then there's a need for it. It's in reference to the exception that says, if you don't have enough vehicle trips then you don't have to put it in. A lot of rural towns might say they don't have that many trips and so they think they don't have to put it in. Well, bicycle trips count too.

Syens But it's not limited to bicycle trips?

Lucht Right. It's sort of multi-model. When they talk about this up to 20% more, they're saying when you share the cost of the road with the state or the federal government and

the road needs to be reconstructed, whether it's land acquisition, or cost of pavement, cost of construction, that grey area or places where it's clearly called for above that vehicle threshold, you will be spending up to 20% more to put that in. It's not an option. If you have 8 miles of road to pave, but that 20% only takes you up to 5 miles, you're putting that 5 miles in. You may have to wait to do the next 3 miles but what you can put in you're putting in.

Syens Chuck, is it a pre-requisite that there is cost-sharing or state contribution to the construction or does that prerequisite include the mileage we get, the fee per mile on our road maintenance?

Lucht Don't have an answer on that.

Syens John, the reason I'm asking this question is because we're talking, we went out and did a survey on I-39 west looking at some of the roads over there and what comes to mind is a section of road that we had complaints about the high school kids running up and down with their cars during their lunch hour. I don't have a feel for how many trips per day those students would be making up and down those roads but that could have a significant effect on what we do on those roads, if we do anything. Just by that 750 count, would we have to go the additional 3' shoulder.

Holdridge It wouldn't be that, it's very few. Holly Smith lives right on the corner there. Right by where they live, it goes from a seal coat road to a granite road and a granite road slows down cars. When they see that, they slow down. So the kids go to Bukolt but they also go up to the Pipe area and she's noticed more of that. There's never much traffic there because it's basically fisherman going down the Pipe area to fish.

Stemen A lot of traffic John.

Holdridge Oh yes, parties.

Stemen Now Chuck you're saying joggers have every right. How much right do they have? When I see the track team running by and they take up the whole road, do they have that right? Taking up both lanes?

Lucht She might be the better one to answer that.

Binder No, they don't have the right to take up the whole road.

Stemen To take up one lane?

Binder No.

Stemen They're supposed to move over but they don't.

Binder Pedestrians are supposed to be on the shoulder, no matter what speed.

Bowen Wheels on that part of the road and bicycles get 36”.

Stemen That’s for the Safety Committee.

Holdridge No. That’s the law.

Binder You need to call the principal or coach.

Stemen We’ve talked to them. The coach is right with them.

Holdridge This came up at our Public Safety. We’ve got Pacelli, SPASH and the University.

Enright They’re not even warned when they go up on Old Wausau. My son has been on the teams and I asked him about it because we’ve brought it up here so many times. It’s not even mentioned.

Binder It’s unfortunate but it’s going to take a tragedy.

Holdridge We’re going to call these coaches in. Send them a letter and invite them to come in. I want an ordinance because law has a real force. If you show them an ordinance, here’s what you’ve got to do.

Amman But John, do we need an ordinance, if Shelley said there’s already a law?

Holdridge The law is there. Just like the weight limit in the Town of Hull or any other, we take that state law and that becomes referenced in the ordinance then we make it clear what our ordinance is based on. Then we can also go beyond the state law. We can’t have less than the state law. That’s why you need an ordinance. You sign it, the Board approves it.

Binder How much more restrictive would you make it than the law? The law says you’re supposed to...

Holdridge Maybe we wouldn’t.

Binder The law is there. You just don’t have anyone out there enforcing it.

Holdridge I found when you develop a local ordinance, the Board knows it, it’s well disseminated, in the process, you publish it in the newspaper, people come in and want to know what it is. The weight limit is a classic one. All these truckers got a copy of that and they all know what it is. It’s adopted by the Town Board and has some force.

Binder But you have some restrictions on that. I don’t know that you can add any restrictions.

Holdridge You may be right, I don’t know. Maybe it’s just mere state law. Bob B. is saying 36”. That’s what it is. I think that’s what you’ve got to do. Here’s the ordinance and here’s

what we expect of anyone who rides, walks, jogs on Town of Hull roads. This is what you have to follow. They have to stop at stop signs, they can't ignore them, I see bikers doing that all the time. You have to follow the rules. From my experience on these ordinances, that is important. Somebody has to track the court cases on this, I don't know if there's been many court cases on this. What is the interpretation of the law? We can put it in the newsletter, put some signs up, here's the Town of Hull ordinance on this. Then you start stopping people and ask why aren't they walking against traffic? Polite reminders. I was even thinking about using our road crew. They're all over this area. They could have some little notes. If they see somebody, they could say could you please follow the protocol here.

Stemen They wouldn't get anything done, John, but stopping people.

Holdridge That might be true. John Jury brought up in one of these committees, they have loudspeakers in their vehicles. If someone is doing something, they just stop and give them the loudspeaker.

Binder They'll fall off their bike!

Holdridge I think we could make some real impact on that but we've got to have education, an enforcement component.

Enright I seems the bigger part of that is the car drivers not respecting the bicyclists and pedestrians too. It's just hostile. Parking lots are made this way, sidewalks. The girl that was hit by Hardees last week...

Reid I ride a scooter back and forth to work every day and just about once a week I have a near miss. Somebody pulls out right in front of me or whatever.

Holdridge So it's not a small problem. I like your term over on page 11, Chuck where you say, "We are moving at the speed of government." What speed is that?

Lucht We've had to wait for issues to be clarified at the state level before we could move forward with hiring contractors and so I assume you understand that you just can't jump out in front of it. You have to wait until the grants come in which is the same issue with farmland preservation and hazard mitigation and shore land zoning issues. We have 4 grants up in the air right now. We've had to wait for state issues to be clarified before any of them come through.

Holdridge I don't think we're going to wait for the state grant on this thing.

Lucht Right now the state grant is a planning grant it covers the whole County including the municipal areas and *(end of side of tape)*.....that will go through the rural steering committee.

Holdridge Sarah Wallace was at our meeting and I think that's a thought and a plan but we've got real problems in the Town of Hull right now.

Lucht Part of the issue is where do you want to direct foot and bike traffic. When you say these are the priorities to be rebuilt, these are the roads we'll direct our assets at rather than doing it in a scattered way, where you'd try to do it for every road. This bike plan coming up is where the main lines people are actually using. Identify them so it helps you clarify what roads you do in the future. Those are issues that will come up with bike/pedestrian planning and they're going to be there so that whatever you've done in your town is also backed up in this plan. It allows you to get some extra resources to work on those issues.

Holdridge Here's a comment from Al (*from the minutes*) about the City can't even fix their roads let alone put in bike paths. The reality of it down at this level, roads are enormously expensive. We got cut back in state aids. The possibility that we're going to reconstruct a road in the foreseeable future is not great.

Lucht Sometimes it not about reconstructing the road.

Holdridge We tried to put 3' lanes on Wilshire, for example, and then they moved the Green Circle from right below the hill to up just south of Dave Way's and we looked at the cost of that. We wanted to do it but it was prohibitive. We don't have the money. Now if anybody from the state comes through and says here's the money to do this, we have the will to do it but we don't have the money. Old Hwy. 18 has 3' lanes and it's had it ever since we reconstructed it. Right now on all the major roads I know about, some have more of an issue. We've got this conflict between walkers, bikers, joggers and vehicles.

Lucht This part of the state is huge for bikers.

Holdridge We know we have these issues and we've got to do something about it. The first thing we need to do is to tell them to ride with traffic and maybe Bob's suggestion, if that's in the law, that they need to be over by the side. You can't jog down the one lane, and we see that, they've got to be over. Then walkers need to walk against traffic. This is real simple stuff. Some people do this very well but others don't. If you go in these subdivisions, mine in particular, they're like a bunch of cattle coming at you. That's all we're trying to do. We're not trying to form bike lanes here and there. We've looked at that when we rebuilt roads. Al's road over there, that was a real fiasco because they had some steel wires in the road and finally we got 3' shoulders on both sides, those were, I think, seal coated. So we got 3' shoulders. Why did we do that? Because we know they come out of Stevens Point and they go up Old Wausau Road and they go to the Green Circle and that's just a continual problem over there. What I'm saying to you, if somebody can come up with money for putting in 3' shoulders on a lot of these roads, all kinds of people would like to do that. It's not that we don't have the will, the problem is that we don't have the money. What you guys are doing in terms of going throughout Portage County and identifying that, that's great. All the bikers are enthusiastic about it. When you get down to the town and say we have to reconstruct this road this way, we're going to say, where's the money? It's more financial now than it's ever been.

Lucht I don't disagree with that.

Holdridge I wish there was money. Maybe there will be. Maybe they'll start saying we need to rebuild the infrastructure. Chuck, do you know who the person is in Wisconsin Rapids who is in charge of safety? The former director retired I think.

Lucht No, I do not.

Holdridge I'd like to invite him to one of our Public Safety Task Force meetings.

Lucht I had hoped that it would come up at the Task Force meeting because Sarah was there but it didn't.

Holdridge We found out Portland, Oregon is doing all kinds of things. Things are happening around the country but the problem we have, we have rural (areas) and urban (areas). It's not all city, like Stevens Point, all city. We've got this hybrid situation. We're what's called an urban town. There are a number of urban towns in Wisconsin and they're around Eau Claire, Green Bay, Grand Rapids is around Wisconsin Rapids. Those are unique situations. If we were in a city, Stevens Point is doing a lot I think. This functional classification system, that's throughout Portage County. I didn't get a chance to talk with Pete on that because he handles that. But I will to make sure our functional classifications on our roads is consistent with the County. Over on page 13 we talk about the certified survey map and we just had one here. I don't think in your subdivision ordinance you address that at all. That's a land division that's going on there, right?

Lucht Right.

Holdridge People often bring in certified surveys and you say under the process you're talking about, they'll be bringing them to you and we won't see them. So that's maybe why it's not in your...

Lucht No, we see them but then we also have to direct them back to you.

Holdridge Oh, okay.

Lucht We see them and Tracy helps them get straightened out saying this is what you can do, this is how the access point has to be formed. He does a lot of work with them and they make sure they have a proper certified survey map.

Holdridge On page 14 midway down I say, "I think we have to modify that, as I understand it Chuck, we can be stronger or more strict but we've got to be at least as strict as the County." And you say, "Correct". Maybe you could substitute instead of County, say state?

Lucht No, I don't know. That's a lawyer question.

Holdridge On page 15 at the top they talk about the Park Commission. I know when a subdivision is developed, I'm talking about a large one – 40 acres or so, the Park Commission wants some land reserved for parks as part of that land division. The part of the ordinance that pertains to Hull will have that in there.

Lucht You can do that 2 ways. You can set land aside or you can have a fee. They're not going to give you the good land, they'll usually give you the bad stuff even the animals don't want to use so that's the kind of land you'd be getting. You need to be very careful to make sure that you aren't getting taken on that deal because if they give you all swampland, there's nothing you can do with it.

Holdridge We haven't found that to be the case. We get a subdivision, they have lots and we say we want one or 2 of these lots reserved for parks. It hasn't been undesirable. They'd just as soon keep that and sell it.

Lucht That is why it's also good to put provisions for allowing a fee to be instituted in lieu of a land swap because that way if there is no desirable land to use, you can use the fee for the benefit of the community elsewhere, that option is open. That way you don't have a useless little pocket park that nobody uses or visits.

Holdridge I don't know how often our parks are used. I go by them and sometimes I see people and sometimes I don't. I know if you go to the one over on Kirshling with the ball diamond, in the summer the little league baseball plays there. Right across from the Country Club, in that subdivision. The Parks Commission has been a very conservative group but a very effective group. They take one park a year and I think they're almost through, they've been replacing equipment and new equipment is real expensive stuff, it's not cheap. When they put it in, the equipment maker comes and puts it in. If you looked at usage, maybe you wouldn't have the parks you have, I don't know. Think of where you have a park and see how often it's used. You have a park in your subdivision? Jocelyn, you live in Meadow Manor?

Reid Yes.

Holdridge Is that park used there?

Reid I live in the opposite end but when I go by walking my dog, it's not usually.

Amman What time are you going by, usually?

Reid Usually early evening.

Holdridge When you're talking about surveying, that would be an interesting thing to do. Set up some system and actually look at these parks and see how often they're used. We don't spend much on parks.

Lucht That's where you work with the University and get yourself an intern to do that project. Usually professors are more than happy to work with you, to get some sort of real data.

Stemen Jordan Park is our park isn't it?

Holdridge No, that's the County's.

Enright What happens with those? In our subdivision there was land dedicated.

Holdridge Isn't that down towards Copps?

Enright Yes. But I think the way the law was written was that the Town had to develop a park within 20 years and if it didn't...

Binder There's 2 back in my area. There's one about 3 blocks east of Copps and then there's one down by the end by Jim Krems that's close to the Interstate. I see kids playing in that one. The one over in the other area, I don't see kids too often. But you don't see kids out playing. They're all doing video.

Holdridge If there was a movement in that subdivision (Enright's) saying we want a park, we want some play equipment, we would respond to that. But nobody has come forward to petition for it. I think the guys use that to pile snow in the wintertime.

Enright No, actually in fact now, the owner has no-trespassing signs on the land.

Holdridge Really?

Enright Yes. ---- used to take their dog out for a walk out there, maybe they've gotten special permission to go on the land. They posted it about 4 or 5 years ago, maybe longer.

Holdridge Then on page 15 we've got that flag lot which is interesting. Explain that again Chuck.

Lucht If the green strip on the floor was a driveway and you had a big square green pad that would be over where the plug is, that would be a flag lot. It looks like a flag, the pole part is the driveway and the flag is the lot.

Holdridge So it might be set back in with other land ahead of it?

Lucht As far back in as a 40.

Holdridge We have a few of those flag lots, not many.

Lucht They're not really advisable because if you have an emergency, the emergency vehicles could miss the driveway, especially if the people are using vanity numbers on their driveway as opposed to what they're real address is. Sometimes people want to have nice even numbers and they'll put that up for their address number and use that. The mailman doesn't care as long as they can match the address with the mailbox. But if something like an ambulance needs to get there and they've got the actual number versus the vanity number, that's valuable time lost so flag lots could be an issue. But that could be an issue with anyone who numbers their lot wrong.

Holdridge Over on page 17, mid paragraph, if we're going to get a guarantee, it will be a line of credit. We've gone through enough of these bonds and fought that. That new contractual arrangement, there's a line of credit those people have to establish with the bank. If they do not complete that road, 2 years, or have 6 houses, whenever that threshold is reached, they've got to put in the blacktop. There's a line of credit backed up on that. One of the big sticking points was, when I had sent out this letter to them, that mid-road that goes up, I called it Oberthaler Road. The other 2 didn't want that name on it.

Enright Did they decide on a name?

Holdridge They don't, we do that. You have to make sure you don't have duplicate names. We'll come up with something and they can participate in that. Maybe they can come up with something that's relevant to them.

Binder Battle Creek Road! They could take the first letter of each of their names and come up with something.

Enright Did we have a statement in there that makes a reference to land locks?

Holdridge What we have in there, as you go up that cul-de-sac, I think it's 600'. It goes to the east 600' and goes to the west. What that does, that reaches out to Jerry K.'s land and if he wants to develop it, that's the road.

Enright I didn't mean that. I meant for our subdivision ordinance, reference to the issues about land locked lots.

Binder No, we haven't done that yet.

Enright I don't remember us talking about that.

Holdridge No, we haven't.

Enright Some of the citizens imply that the Town has some obligation. I would think some language addressing that issue so that it would be the subdivision developers responsibility as opposed to us saying, now you open up land for them, what happens...this actually came up, what are we going to do for the next one.

Holdridge You have to be consistent.

Lucht This is part of the issue. You said you didn't know why the County hadn't looked at this when Oberthaler did the survey, etc. It was previously in the County subdivision ordinance that we only looked at lot splits of 15 acres or less. That's the way it had been since the subdivision ordinance had been set up. So anyone doing more than 15 acres could do anything they want without lot splits and not have to go through and have it approved. So during the whole transition where Steven left and Jeff came on, a whole bunch of changes were made. One of the those changes being that all lot splits 20 acres or less would be reviewed. Part of that

is there are not many true 40's in Portage County. Most of them are slightly less than 40 acres. So anytime you have a CSM come across the desk, it faces review because the whole property gets looked at because you end up messing with the whole property. Right now, we don't allow lots that are landlocked at the County level, we said no. We turned those CSM's down and we tell people that you're not creating a land locked parcel. That is already a function of what the County does.

Holdridge What you're saying is when somebody comes in with a subdivision...do you ever review certified survey maps?

Lucht Tracy (*Pelky*) and Chris (*Mrdott*) do that.

Holdridge So if they look at that and somebody is breaking off a parcel and there's no access to it, that would get turned down?

Lucht Right. We wouldn't even point them to the Town. If you think you want to do this now because you're kids are always going to give you access, or your next door neighbor will give you access, but if you get in a fight, all of a sudden a light bulb clicks on because they know where there were people that that happened to and so they're happy you told them about it.

Holdridge It helps to prevent a problem

Lucht Right. There are a few types of lots in the County that could get by, someone who has combined large pieces of property. Like Jerry K. who has 80 acres of contiguous land, he could get away with something like that because he's doing it in 21 lot increments, he's got the land to do it. But there's really very few places in the County where you can get away with it. Only a handful of places.

Enright Do we have many lots that have no access by road?

Lucht Yes. A lot of places where people had 160, 200+ acres contiguous and never really had a road back there.

Enright So they have easement?

Lucht They've never had a road run back to them. They are original survey 40's.

Enright So if there are a lot of these things, it might not be a bad idea to have a paragraph about it in there.

Lucht The original 40 survey would already be included in the 20 acres or less. With the original 40, nobody has moved inwards towards them yet so it's land that's used mostly for hunting. The land usually isn't good for agriculture.

Holdridge I think the legal interpretation of that, if that was closed off, they have to petition the Town and if they do so, they would have to pay for it. But it isn't an automatic. Because a

lot of people think you can't have a land locked lot. Chuck is doing the right thing when they come in, making sure they have access because there could be problems down the road. The Town does not have to automatically resolve some land locked land for someone. I think Konkol has that written as a legal opinion. Because Jerry's argument was that he was being land locked. In one sense he's not because he has his own land that connects with other land. Then this spur that Planning & Zoning put off to come from each side of that cul-de-sac, 600', goes right to his other land. That was a big one with Bob Konkol in terms of a legal challenge. If Jerry comes in with his lawyer from Madison and says he's land locked and looks at what Planning & Zoning approved, which was to put those in there, he'd have a pretty weak position.

Binder The argument is who develops the road.

Holdridge The resolution of that from our standpoint is that Jerry would have to pay for the road just like the Firkus thing was. I think it was almost an article of faith that you have land locked land but in reality you do have and you can resolve it by petitioning the government, but the government doesn't have to pay for the access to it. When you start talking about building a road, that gets pretty expensive.

Enright The negotiations in all those discussions, their belief was that the Town should make some contribution. In the ordinance, we don't have to go through all that; put just a paragraph.

Holdridge Ours might be unconventional because when I think of land division ordinance, I think we ought to have it pretty well under one cover. Maybe 10 pages. People can go through it, boards can look at it and it covers the situation in Hull. Obviously you need to have the County's provisions in there. We should also have something in there on condominiums because that came up over on I-39. Those people were concerned about condominiums being built on the river over there. You explained the condominiums in your notes. Over on page 19 on the bottom, Chuck: "I would suggest you make private roads applicable to what you would get on a public road because sooner or later, they're going to turn that over to the Town." That's true. Whenever someone comes in and there's a private road, they want to make sure the public is going to take that over, plow it and keep it up. I think that is realistic because these roads get to be very expensive. On page 20, the question I keep wondering is how are we going to combine the 2 ordinances, the County's with the Town's.

Lucht We've talked about stuff from the Public Safety Task Force about bikers/pedestrians on the road. That stuff really belongs in the road ordinance section. You brought up a few things that belong...primarily the issues that should go in the road ordinance. I haven't heard a lot that contradicts what is already in the County subdivision ordinance. So my question is did I miss a meeting in which you actually brain stormed what you need that the County doesn't have?

Bowen How do you deal with condominiums?

Lucht The condominium was dealt with in our ordinance by saying you can't stop a condominium from coming in. However, you can limit them to the same density per acre as you

would any other household. In essence it doesn't matter if you build the house yourself or somebody else builds it and calls it a condominium. That single dwelling unit is only capable of going on whatever the underlying zoning area states.

Bowen How many units can a condominium have on a 5 acre parcel?

Lucht One.

Binder Over in my area where they are 2 acres, it would be on 2 acres, right?

Lucht It doesn't matter. You're looking at the underlying zoning. You are not discriminating against condominiums. You're saying they are limited to the same density as any other housing unit. If you have an area that allows duplexes, you can have on that zoning density 2 condominiums. If it's designed for single family homes, one home per 2 acres, you get 1 condominium per 2 acres.

Bowen When you say condominium, you mean one living unit?

Lucht You can't discriminate against the form of ownership of a condominium. However, you can limit it to the same density as everybody else in that zoned district.

Holdridge Is a condominium ever just one unit?

Bowen That's confusing.

Lucht Yes. That's what puts the limit on it. You can have a condominium if you want to but you get one living unit per 2 acres (or whatever the zoned area is for, 5 acres, etc.)

Holdridge Then it's probably not a condominium.

Lucht It doesn't make economic sense to do it, but you can do it if you want to. By state law, you cannot discriminate against condominium ownership.

Holdridge What is a condominium? It's an apartment, right?

Lucht It's when you own your apartment instead of renting it.

Amman So if someone had a 40 acre plot, could they build a 20 unit condominium on it? That would work out to 2 per acre. I'm talking about 1 building that might have 20 units but built on a 40 acre chunk.

Lucht It's more in depth than that because you'd have other restrictions in the subdivision because they have to deal with sanitary sewer. They'd have to allow density based development like what you have further out here on Hwy. 66, Patrician Pines. If you allowed in Patrician Pines a condominium company that would say they want the deal that Patrician Pines

have, there would be some negotiation over that but in essence, they couldn't get more than what Patrician Pines got.

Enright I think what Patty is asking is, say you have a 10 acre lot, so you could build 5 housing units by subdividing them. Could you put just 1 building with 5 units on the 10 acres but they'd be all together?

Lucht There would be some issues with waste removal as far as pot or mound system. They would have to come through some kind of conservation based subdivision, if it's in your ordinance.

Enright So you can effectively keep condominiums out just by these other things.

Lucht Yes. You're not discriminating against the ownership.

Enright But it's impossible to build one.

Stemen It's not practical.

Lucht Right. It's impractical but not impossible. That's the whole point. That's one thing we were working on when Steve left. They were afraid of that up by Lake DuBay too.

Holdridge They had an issue up there?

Lucht In the county north of us, they did. So we were afraid of the same thing happening, specifically on Lake DuBay in some of our lakes and you really don't want that kind of density on a lake. So we had to come up with a way to deal with it and we did that in our subdivision ordinance. My question to you is what are the specific things you identify that should be in your own subdivision ordinance that aren't in Portage County's?

Bowen Again, the definition of condominium nullifies any need for us to have any special condominium ordinance because of the limitation of units per 2 acre or 5 acre lots or whatever. Why would we need to have something special? It's already there.

Lucht That's what I'm asking you. Creating or updating your subdivision from the 1979 ordinance to now then puts you on the hook for administrating your own subdivision ordinance. I've heard some good additions that should be in your road ordinance. Really good stuff that works for you that way. But I'm struggling to see where at this point, the County subdivision ordinance doesn't work for the Town of Hull.

Syens That I-39 West area that is unique.

Lucht It's unique but you've dealt with that through a zoning ordinance.

Bowen I don't see any exceptions either.

Lucht We're meeting on this and it's a good thing and you have some great stuff for your road ordinance. But the question is does it make sense to do your own subdivision ordinance? I'm throwing that question out there.

Holdridge Let me give you a couple of exclusions that we would not be involved in. On page 20, about 3 paragraphs up from the bottom you say, "I think you need to be careful on the exceptions, making sure they are easily understandable as separate. As an example, the water calculations section..." We are not going to be involved in that. We are going to have the County do that. Why is that? It's money: 14% of what each property tax payer pays goes to the Town of Hull, 29% goes to Portage County. You get double what we get. Why would we want to go out and create something like this when we can tap into yours? You should be providing that service. The other one I think of is that lot averaging. I don't think we want any part of that.

Lucht To deal with both questions right away, yes, you make my argument for me when it comes to water quality issue and calculations for businesses now in place for storm water runoff. It makes more than perfect sense to leave that with the County which argues for the fact that you still don't need to do anything for your subdivision ordinance.

Holdridge Was there somewhere in here where you didn't know if it applied to residential?

Bowen He talked about 4,000 s.f. of roof, you need a holding pond. Commercial was identified.

Lucht I'd have to check with Tracy on that.

Holdridge That one subdivision up off North Star Drive which was wet to begin with. Somebody in your dept. analyzed that in terms of groundwater runoff.

Lucht I think there is a provision for residential but I'd have to check with Tracy on that. As far as lot averaging: the only way your town would be subject to that section of the subdivision ordinance, because that's the way we wrote it, was that you would have to authorize it. You'd have to pass a resolution through the Plan Commission and Town Board that says yes, we want to use lot averaging. If you don't do that, it's doesn't matter if it's in our subdivision ordinance because it specifically says in the subdivision ordinance unless you authorize it's use, it's not available to the Town or someone who lives in the Town. That also means that even if it's in the County subdivision ordinance, it doesn't apply to the Town of Hull.

Holdridge I would just say Amen. On page 21, right in the middle it says, "It does with commercial, I'm not sure how it works with residential." So that's still up in the air. On page 22 in the second paragraph, this is Chuck: "Our entire dept. will do it's best to support you as best we can. As we do now. So when you write it, if there are certain things you need to defer to the County on because the Town staff doesn't have the unique skills to do it, then..." you know who the Town staff is: LaVerne, I, Dave Wilz, Dave Pederson, Mel Bembenek. That's our staff and we get help from the road foreman and occasional help from Phil, Janet and Barb. But if you talk about who does this stuff, it's the Board, that's our staff, that's why we need the

County's help because you guys have got the staffing and expertise. You agree that you're part of the Town staff LaVerne?

Syens More so than I thought I would be.

Binder Going back to what I said before and Chuck brought up again about adopting or using the County ordinance, he's pointed out even the I-39 area is covered so we have an ordinance for I-39. Would that be an amendment we'd want to attach to the end of it? What you've talked about John is people wanting to know what they need to do. So like Chuck said, pretty much everything is covered except our I-39 and if you attach that to the end of the ordinance, is there anything else? He said the road ordinance, that doesn't fall under this, that's something you'd be updating.

Holdridge It really was crucial on the Firkus Road business.

Binder They brought up stuff we hadn't seen before.

Holdridge All we did was say, here's the road ordinance. Dave Glodowski must have come up with 6 examples where subdividers, and Oberthaler is a subdivider, paid for that. Finally Dan Hebbe realized that if they built a road there, they're going to pay for it, by our ordinance we're telling them that. I-39 should be referenced under Hull's section of any land division because right away we have it under ordinance.

Bowen The big thing across the highway was density and we dealt with that by the 0-20 acres, and 20 +.

Binder Which is an ordinance that we have.

Bowen Yes, right.

Holdridge And it's clear on what the land division is.

Binder If they come in with a CSM saying they want to build, we'll know the area and so the first red flag that's going to come up is if it's over there, we're going to say we have an ordinance that applies to the density in there.

Holdridge We had one person and I called Chuck and said here's what this person wants to do and then we just talked through the clarification of that ordinance. I don't know if he even followed through on that. That is the only example I know of since we adopted that where someone wanted to divide some land over there.

Lucht Surface water management which is what you get with storm water management control: surface water management for the prevention of erosion and flooding shall be provided by the subdivider at the determination of the Planning & Zoning Dept. So it takes care of both.

Holdridge That's what happened off of North Star. One of your guys developed that plan.

Lucht Most people have had really positive results with it because people find that 2 acres is really a lot of land and you have a lot of room to put a couple of berms and maybe a rain garden in and it's relatively inexpensive landscaping. Usually it improves the value of the property because it looks nicer.

Holdridge We have an upcoming issue with a person off Jordan, a cul-de-sac. About 15 years ago that was always flooded. The neighbors right before the cul-de-sac always had water. This person came in and bought the land, he builds a house and builds it up right where all the water was so now he wants us to pave the cul-de-sac. It's not paved. He wants to have 2 lots to come off of that. There's a water problem there. One of the ways we deal with it is to get the citizens along that road to get involved in it. One of the things to do, if you have an interest to come in here, he's got all the answers and argue that we created this problem when in fact he created the problem. Have another interest to offset that interest. If you get 2 interests and the interests offset each other, then you get a much better decision. So if he were developing that now, we'd have it all articulated, just like we have up at Hawk Haven. That's a cul-de-sac and that guy has a holding pond that takes all the water.

Enright If he's going to divide that lot, it's a subdivision and he would build the roads.

Holdridge He's going to be surprised, potentially. We have to go back and look at the old records for this. There's 2 houses right before the cul-de-sac where we put in French drains, they're culverts that run the water down. He want us to put in a cul-de-sac that's blacktop because you have snow plows and school buses that turn around and if it isn't blacktop, it tends to tear it up. Just like what we're requiring at Firkus to have a blacktop cul-de-sac. We went out and toured that the other day and had Dave Glodowski's partner with us, Scott Hintz.

Bowen Chuck, is that the County ordinance there in front of you?

Lucht Yes.

Bowen Does it have specific terminology that defines a condominium the way you explained it for us tonight? That's still a lingering thought in my mind that we were going to develop a subdivision ordinance that dealt with condominiums but what you said tonight completely eliminates the need for that.

Binder Also with the I-39, the big thing was those 40 acres, minimum split of 5 acres. What Chuck says, if we go with the Portage County one, we need to rescind our 1979 ordinance.

Bowen Or say this supersedes the other.

Holdridge Or we just update it. That's pretty old. Anything else? Anybody have their brush picked up yet?

Binder I paid to have someone do it. I heard some people got taken. I thought I got a reasonable deal.

Holdridge Some private people picked it up?

Binder I had 3 trees go down, 3 Colorado spruces, 30'. My whole yard has a whole different look now. I had one in front of the house that fell and missed the house by about 3'.

Bowen My place is surrounded by trees and I had one little twig.

Binder One of my neighbors lost all kinds of trees.

Holdridge So you paid somebody to take all your brush away?

Binder I thought it was reasonable.

Holdridge We'd have picked that up.

Binder No John, we're talking huge trees. They filled up 3 dump trucks. I made a trip down here with the little stuff.

Bowen What do they do with the brush?

Holdridge They're loading it into the dump trucks and taking it to Zblewski's. They take it for nothing.

Bowen Because he chips it.

Holdridge He makes money off it. So we go out with the dump trucks and use the front end loader, load that up and take it down to Zblewski's.

Binder Pete and the guys were out the night of the storm and I heard this beep, beep, beep and I thought WPS is coming down my road, because I had no power. I look out my window and see a front end loader going down Old Hwy. 18 clearing trees off the road at 11:30 at night.

Stemen Old Wausau Road was closed. You couldn't even get through it.

Bowen North Second Drive had big trees across it.

Holdridge Our road crew, are hard workers and they have some skills.

Bowen Before we close the meeting, I want to compliment Patty on this nice logo on the top of the minutes.

Holdridge What did you put on our Water Study one?

Amman Little water droplets.

8. Next meeting date.

Holdridge If we don't have something substantial in August, we won't meet, but we'll plan to have this moved along.

Bowen Where are we going with the subdivision ordinance?

Holdridge We're going to have the County's.

Binder Do we need to make a motion to the Town Board?

Holdridge No. Let's wait until we have something on what Hull's got then you folks will make a motion after any corrections and that will go to the Town Board and the Board will need to adopt it or modify it.

Stemen You said we wouldn't meet in August.

Holdridge No, I'm saying that if we don't have a substantial amount of stuff, then we won't meet. There may be other issues that come up. But write that down, August 23rd. Those Public Safety Task Force meetings are all open meetings as is the Water Study an open meeting.

Lucht I found the condominium section, "Every building hereafter erected, converted, enlarged or structurally altered shall be located on a lot and in no case shall there be more than one residence building on one lot, except during the construction or moving in of a replacement residence or as required by Section 703 of the Wisconsin Statutes regulating condominiums or any successive State Statutes." There's your one unit per one building. That's in the general provisions and exceptions of our zoning.

Bowen How many people can live in that building?

Lucht Just one family. If you're building a condominium and you have a trailer, you've got 6 months where you can live in one while building the other. That's it.

Bowen So there's really no difference between a condominium and a single family residence on a 2 acre lot.

9. Adjournment

Motion made by LaVerne Syens to adjourn meeting, seconded by Shelley Binder. Motion passed. Meeting closed at 8:35 p.m.

Respectfully submitted,

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