

SUMMARY NOTES OF THE MAY 5, 2016 MEETING OF THE KENOSHA COUNTY HAZARD MITIGATION PLAN LOCAL PLANNING TEAM

INTRODUCTION

The May 5, 2016 meeting of the Kenosha County Hazard Mitigation Plan Local Planning Team was convened at the Kenosha County Center at 9:10 a.m. The meeting was called to order by Lieutenant Gil Benn, Director of the Kenosha County Division of Emergency Management. Attendance was taken by circulating a sign-in sheet.

In attendance at the meeting were the following individuals:

Local Planning Team Members

Lt. Gil S. Benn, Chair	Director, Kenosha County Division of Emergency Management
Joseph E. Boxhorn, Secretary	Senior Planner, Southeastern Wisconsin Regional Planning Commission
Ray Arbet	Director, Kenosha County Department of Public Works
Andy M. Buehler	Director, Kenosha County Department of Planning and Development
William Glembocki	Chairman, Town of Wheatland
Robert Grieshaber	Safety-Risk Manager, University of Wisconsin-Parkside
Randy Kerkman	Administrator, Village of Bristol
John Klabecek	Director of Safety, Carthage College
Laura Kletti	Chief Environmental Engineer, Southeastern Wisconsin Regional Planning Commission
Dennis Linn	Captain, Twin Lakes Police Department
Doug McElmury	Chief, Pleasant Prairie Fire and Rescue
John Meland	Principal Specialist, Southeastern Wisconsin Regional Planning Commission
Mark Melotik	Director of Environmental Health, Kenosha County Department of Health
Aaron Owens	Planner, Southeastern Wisconsin Regional Planning Commission
Nakeisha N. Payne	Public Involvement and Outreach Specialist, Southeastern Wisconsin Regional Planning Commission
Tom Shircel	Assistant Village Administrator, Village of Pleasant Prairie
Mike Slover	Chief, Salem Fire and Rescue
David Smetana	Chief of Police, Village of Pleasant Prairie
Dan Treloar	Conservationist, Kenosha County Department of Planning and Development
Capt. Ken Weyker	Commander of Field Operations, Kenosha County Sheriff's Department
Tedi Winnett	Director, Kenosha County University of Wisconsin-Extension

Lt. Benn welcomed all attendees to the meeting. He noted that the Kenosha County hazard mitigation plan is required to be updated every five years, and that this would be the second update to the original plan. At the request of Lt. Benn, the team members introduced themselves.

CONSIDERATION OF THE SUMMARY NOTES OF THE OCTOBER 23, 2015, LOCAL PLANNING TEAM MEETING

Lt. Benn introduced Joseph Boxhorn, Senior Planner, Southeastern Wisconsin Regional Planning Commission (SEWRPC). At Lt. Benn's request, Mr. Boxhorn reviewed the summary notes from the October 23, 2015, meeting of the Local Planning Team. No questions or comments were offered on the summary notes. Mr. Boxhorn indicated that the Local Planning team members could send him any comments or corrections to the summary notes by electronic mail or through the comments screen on the project webpage. He stated that if he

receives no comments by May 13, 2016, he will consider the summary notes to present an accurate reflection of what transpired at the October 23, 2015, meeting.

**CONSIDERATION OF CHAPTER III, “ANALYSIS OF HAZARD CONDITIONS,”
OF SEWRPC COMMUNITY ASSISTANCE PLANNING REPORT NO. 278 (3RD
EDITION), *KENOSHA COUNTY HAZARD MITIGATION PLAN UPDATE: 2016-2020***

At Lt. Benn’s request, Mr. Boxhorn reviewed the preliminary draft of Chapter III of the plan report. Mr. Boxhorn stated that material in the draft chapter that is either new or revised has been highlighted blue in the text. He noted that this was done to assist people reviewing the chapter. He indicated that the highlighting would be removed prior to publication of the final report.

Mr. Boxhorn stated that Chapter III does three things: 1) it documents how the hazards that the plan addresses were identified, 2) it briefly describes how the risks and vulnerabilities associated with these hazards were assessed, and 3) it presents a profile of each hazard addressed by the plan. He noted that, with some variation among hazards, the profiles follow a similar format which includes a definition and description of the hazard, a discussion of notable historical and recent instances of the hazard which affected Kenosha County, an assessment of the vulnerability of and potential impact to the County related to the hazard, a discussion of potential future changes in impacts from the hazard, and a discussion of any differences among communities in the risks they face from the hazard.

Mr. Boxhorn noted that he would display copies of the maps from Chapter III on the projection screen in the meeting room during discussion of the chapter.

[Secretary’s Note: Mr. Boxhorn’s presentation is attached herein as Exhibit A.]

Mr. Boxhorn reviewed the section of the draft chapter on hazard identification. He stated that this section incorporates the results and summary of the hazard and vulnerability assessment tool that the Local Planning Team completed at its April 22, 2015 meeting. He noted that this section also includes brief discussions of a number of hazards that the Local Planning Team considered for inclusion in the plan either during the initial development of the plan or the first update, but ultimately decided not to include.

Lt. Benn asked whether Chapter III makes any reference to the Kenosha County railway emergency response plan that his office is currently developing. Mr. Boxhorn replied that he was made aware of this planning effort after a draft of Chapter III was written. He added that when the railway emergency response plan is completed, he will review it and add references and text from the plan to the hazard mitigation plan as appropriate.

In reference to the section on nuclear power plants, Lt. Benn asked whether spent fuel and other radioactive wastes from the Point Beach Nuclear Power Plant in Two Rivers, Wisconsin were being stored onsite. Mr. Boxhorn answered that he believes it is.

[Secretary’s Note: Review of material at the website of the Federal Nuclear Regulatory Commission indicates spent fuel from the Point Beach plant is stored at an independent spent fuel storage installation at the plant.]

Mr. Boxhorn reviewed the vulnerability assessment analysis methods and procedure section of the plan. He stated that this section includes a new subsection describing changes in climate that are anticipated to occur between now and the middle of the 21st century. He indicated that this information will be used to address how climate change may affect the impacts of particular hazards. Mr. Boxhorn explained that the Federal Emergency Management Agency (FEMA) now requires that state hazard mitigation plans address climate change. He added that he expects that FEMA will require this of local plans at some time in the future.

Mr. Boxhorn reviewed the section on flooding and associated stormwater drainage problems. Lt. Benn asked whether most of the flooding in the County is riverine-related. Mr. Boxhorn replied that while most of the

flooding is riverine related, there have been stormwater-related instances of flooding. He noted that the draft chapter includes a new map, Map III-6, showing locations of reported roadway flooding during flood events and storms.

Lt. Benn noted that there has been repeated damage to infrastructure along the Lake Michigan coastline due to higher water levels in the Lake. He asked whether this is addressed in the flooding section. Mr. Boxhorn answered that coastal hazards such as this are addressed in a later section of the draft chapter.

Mr. Treloar noted that the Village of Somers has recently annexed parcels in the Town of Somers and asked that the maps in the report be updated to reflect this. Mr. Boxhorn indicated that this would be done.

[Secretary's Note: The maps in Chapters I through III have been updated to show civil division boundaries as of May 2016. To reflect these changes, the following changes have been made in text and tables:

Table II-1 in Chapter II has been revised to reflect the changes in civil division areal extents. The revised table is attached herein as Exhibit B.

In Table II-7 in Chapter II, the entry for location for mobile home park number 23 was revised to read: "Village of Somers."

In Table C-1 in Appendix C, the entry for municipality for the UW-Parkside Police and Public Safety was revised to read: "Village of Somers."

In Table C-2 in Appendix C, the entries for municipality for the Somers Fire and Rescue Stations 1 and 2 were revised to read: "Village of Somers."

In Table D-1 in Appendix D, the entries for community for schools number 67 and 74 were revised to read: "Village of Somers."

In Table D-2 in Appendix D, the entries for municipality for facilities number 11 and 43 were revised to read: "Village of Somers."

In Table D-5 in Appendix D, the entry for municipality for facility number 76 was revised to read: "Village of Somers."]

In reference to Maps III-2 and III-3, Mr. Buehler commented that his understanding is that there are more residential structures within the floodplain along Pike Creek in the Village of Somers than the three shown on the maps. He indicated that he would look into this and provide the information to SEWRPC staff.

[Secretary's Note: As of April 4, 2017 no additional data had been submitted. No changes were made to Maps III-2 and III-3.]

Mr. Boxhorn reviewed the section of thunderstorms, high winds, hail, and lightning. Ms. Winnett noted that Table III-13 indicates that a thunderstorm impacted Truesdell on July 12, 2014. She asked whether there is a community named Truesdell in Kenosha County. Mr. Boxhorn replied that Truesdell is the name of a historical unincorporated settlement in the County. He explained that the National Weather Service sometimes uses old settlement names when describing locations affected by storms.

Mr. Boxhorn reviewed the section on tornadoes. No questions or comments were offered on this section.

Mr. Boxhorn reviewed the section on extreme temperatures. He noted that the draft chapter gives a more complete discussion of extreme cold events than was present in previous versions of the plan. He added that the available

data on property damages and crop damages due to extreme temperatures were added to Table III-21. No questions or comments were offered on this section.

Mr. Boxhorn reviewed the section on Lake Michigan coastal hazards. He stated that he added descriptions of two historical events from the 1980s and an October 2014 event to this section. Lt. Benn noted that since 2010 there have been at least three storms that caused damage along the lakefront. Mr. McElmury noted that sandbagging along the lakefront prevented some damage in Pleasant Prairie. Mr. Arbet stated that changes in lake levels have been adding to the problems along the shoreline. He indicated that the County recently hired consultants to examine shoreline protection.

Mr. Boxhorn asked that the lakeshore communities provide him data regarding their experiences with coastal hazards and any plans that they may have for addressing it. He noted that he had requested information from Carthage College, but had not yet received it. Mr. Klabecek stated that he would try to obtain the information and forward it to the SEWRPC staff.

[Secretary's Note: As of April 4, 2017 no additional data had been submitted.]

Lt. Benn asked Mr. Boxhorn whether he had received a copy of the City of Kenosha's report on the damage to the City's lakefront that was caused by the October 2014 wave runup event. Mr. Boxhorn replied that he has not received a copy of that report. Lt. Benn indicated that he would provide a copy.

[Secretary's Note: Lt. Benn provided the SEWRPC staff with a copy of the City of Kenosha's report via electronic mail. The first full paragraph on page 58 of the draft chapter was revised to read as follows (text in bold is included here, and in similar subsequent Secretary's Notes, to indicate language changed or added onto the text. Text will not be bold in the report):

“Strengthening low pressure over the lower peninsula of Michigan in conjunction with a strong push of cold air over the relatively warm waters of Lake Michigan resulted in strong winds affecting the nearshore waters of Lake Michigan on October 31, 2014. Wind gusts were frequently between 39 and 49 miles per hour over nearshore waters with gusts of 54 miles per hour being reported at Kenosha. This wind produced 20-foot high waves which caused considerable damage along the lakefront in the City of Kenosha. The waves pushed rocks and debris onto Kennedy Drive. **While City crews were able to clean up the area, some sections of the revetment needed to have larger boulders restacked in order to obtain the required height. The cost of construction for doing this was estimated at \$50,000 to \$75,000 (2014 dollars).** At Southport Marina, waves undermined a boat storage facility causing its concrete floor to collapse. Waves also damaged **a concrete overlook at Harbor Park** and a cobblestone walkway along the harbor. **The costs of construction for repairing the overlook were estimated at \$150,000 (2014 dollars).** The greatest damage occurred at Southport Park, where waves impacted about 500 feet of shoreline. Damages included dislodging of riprap, severe erosion **and the failure of a stone revetment wall.** The estimated cost to rebuild about 450 feet of stone revetment wall and install additional protection against erosion at Southport Park was about **\$500,000 to \$550,000 (2014 dollars).**”]

Lt. Benn asked what solutions are available for addressing coastal hazards. Mr. Arbet replied that the shoreline can be armored. He indicated that this can also cause problems. He stated that Concordia University in Mequon built a seawall to address bluff erosion. Mr. Arbet noted that the effect of this wall has been to move the damage downshore. He added that this has resulted in several lawsuits.

Mr. Boxhorn reviewed the section on winter storms. No questions or comments were offered on this section.

Mr. Boxhorn reviewed the section on drought. He stated that Table III-26 is a new table which compares the records of crop losses resulting from drought in the National Climatic Data Center database to records of crop insurance indemnities paid in Kenosha County that listed drought as the cause of loss. He noted that there is little overlap between the data from the two sources. He indicated that when there was overlap between data from the two sources, he used the higher total to represent crop losses due to drought. No questions or comments were offered on this section.

Mr. Boxhorn reviewed the section on fires. No questions or comments were offered on this section.

Mr. Boxhorn reviewed the section on transportation accidents. He indicated that Map III-10, which shows crash rates on freeways and State Trunk Highways in the County has been updated. Lt. Benn stated that he expects to complete a County railway emergency response plan within the next few weeks. He indicated that he would provide a copy of this plan to the SEWRPC staff.

[Secretary's Note: Lt. Benn provided the SEWRPC staff with a draft copy of the County railway emergency response plan via electronic mail. The following paragraph was added after the second full paragraph on page 79:

“Trains can travel through Kenosha County at any hour of the day and on any day of the week. The cargo carried by freight trains passing through the County includes crude oil and other hazardous substances. Amtrak passenger trains run on the same tracks as the freight trains transporting commodities. The combined presence of dangerous commodities and passenger transport on the same tracks results in a substantial risk exposure for both suburban and rural areas of the County in the event of an accident or derailment. In addition, there are impediments to emergency response for rail emergencies. These include, but are not limited to, tracks passing through areas that are difficult-to-access or that have limited available water supply and seasonal impacts. These impediments can affect emergency response times and the availability of first responders for the initial response.”]

Mr. Boxhorn reviewed the section on fog. No questions or comments were offered on this section.

Mr. Boxhorn reviewed the section on contamination and loss of water supply. He stated that the draft contains new subsections which separate discussion of groundwater-related problems and surface water-related problems. He noted that this section also has new text that discusses molybdenum contamination in some areas of the shallow aquifer, problems with frazil ice at surface water intakes, and problems with water main breaks and frozen water laterals.

Lt. Benn asked what the source of the molybdenum contamination is. Mr. Boxhorn replied that the source is not certain. He added that it might be related to landfilled coal ash, it might be natural or it may be from some other source. Mr. Melotik noted that some areas in Racine and Waukesha Counties are also affected. Mr. Smetana asked whether the molybdenum contamination is the reason for the City of Waukesha's request to divert water from Lake Michigan for water supply purposes. Mr. Boxhorn replied that the diversion request is not related to the molybdenum contamination. He explained that the molybdenum contamination is found in the shallow sand and gravel and dolomite aquifers, while the problems leading to Waukesha's request are related to the deep sandstone aquifer.

Mr. Boxhorn reviewed the section on hazardous material incidents. He stated that this section now includes text on rail-based shipments of crude oil. Lt. Benn asked whether most of the pipeline incidents involved petroleum. Mr. Boxhorn replied that most of the pipeline incidents involved natural gas. Lt. Benn stated that he expects to complete a hazardous materials commodity flow and responder training assessment for the County within the next few weeks. He indicated that he would provide a copy of this plan to the SEWRPC staff.

[Secretary's Note: Lt. Benn provided the SEWRPC staff with a copy of the County hazardous materials commodity flow and responder training assessment via electronic mail. The following sentence was added to the end of the last paragraph on page 90:

"A recent examination of hazardous material commodity flow through Kenosha County found that fixed facilities in the County that are required to file Tier II Reporting forms reported using, storing, or producing 75 different hazardous chemicals.⁶⁹"

⁶⁹*Kenosha County Local Emergency Planning Committee, Hazardous Materials Commodity Flow and Responder Training Assessment for Kenosha County (WI), April 2016.*"

The footnotes following this footnote in the chapter were renumbered.

The following paragraphs were added after the second full paragraph on page 94:

"In 2016, Kenosha County examined the flow of hazardous materials through the County via several elements of the County's transportation network, including highways, railways, waterways, and airports.⁷³ As part of this study, random observations of traffic were conducted on highways at eight locations in the County. These observations noted the information displayed on the required hazardous material placards shown on vehicles carrying hazardous material cargo. The study found that the number of vehicles displaying placards that passed these sites ranged between 0 vehicles per hour and 5.43 vehicles per hour, with an average of 2.18 vehicles per hour. Vehicles transporting hazardous materials were observed more frequently on IH-94 than on State trunk highways. Average numbers of vehicles observed transporting hazardous materials on IH-94 and State trunk highways were 4.19 vehicles per hour and 0.92 vehicles per hour, respectively. The placards observed indicate that vehicles traveling on highways in the County carry a variety of hazardous substances. Specific placards for 32 different substances were observed, including placards for 18 substances reported as being used, stored or produced by fixed facilities in the County through their Tier II reports. Specific placards were also observed for 14 substances not reported on Tier II reports from any facilities in the County. Placards giving general descriptions of seven categories of hazardous substances were also observed on vehicles traveling along highways in the County.

The study made written requests to railroads providing freight service through the County for manifest information regarding hazardous materials carried along their lines. The railroads' responses indicated that hazardous materials from all classes within the U.S. Department of Transportation's hazard classification are transported through Kenosha County by rail. These classes include explosives, flammable and non-flammable gases, flammable and combustible liquids, flammable solids, spontaneously combustible materials, water-reactive substances, oxidizing agents, organic peroxides, toxic substances, radioactive materials, corrosive substances, and miscellaneous hazardous materials. In addition, the Canadian Pacific Railway indicated that they ship three to five train-loads of Bakken crude oil through the County per week. The Union Pacific Railway responded that their shipments of crude oil through the County are below the one million gallon per week threshold requiring specific reporting.

The study also found that there is minimal flow of hazardous materials through Kenosha County by water or air. The U.S. Coast Guard indicated that there are no bulk shipments of dangerous goods being transported by water on Lake Michigan that would come near the Kenosha County shoreline. Staff at the Kenosha Regional Airport reported that they have not had to deal administratively with any hazardous material cargo.

Kenosha County recently assessed the levels of training that first response personnel in the County have received relative to discovering and responding to releases of hazardous substances.⁷⁴ Federal regulations set forth in 29 CFR 1910.120(q)(6) of the *Code of Federal Regulations* require that emergency responders receive training on responding to releases of hazardous substances. These regulations specify that the level of training an emergency responder receives is to be based upon the responder's duties and functions within the response organization. The regulations also specify that emergency responders receive annual refresher training. Section SPS 332.50 of the *Wisconsin Administrative Code* adopts the regulations set forth in 29 CFR 1910 by reference.

The regulations specify five levels of training for first responders:

- Awareness level training for responders who are likely to witness or discover a hazardous material release and report it to the appropriate authorities;
- Operations level training for responders who are likely to respond to a hazardous material release as part of the initial response and who, from a safe distance, function to keep the hazard contained and prevent it from spreading;
- Technician level training for responders who approach the point of release and seek to stop the release;
- Specialist level training consisting of more directed or specific knowledge of the substances to be contained for responders who provide support for technician level responders and act as site liaisons with other governmental authorities regarding site activities; and
- Incident commander level training for responders who will assume control of the incident scene beyond the first responder awareness level.

Individuals who respond to a hazardous material incident are required to be trained to the minimum of an Operations level. Any sort of offensive operation relative to an incident, such as closing vessel valves, plugging leaks, or installing over pack drums, requires personnel trained to the Technician level.

The study surveyed fire, law enforcement, emergency medical service (EMS),⁷⁵ and public works agencies within Kenosha County to assess the level of initial training and status of refresher training received by their personnel. Most of the agencies in the County responded. Fire departments within the County that replied to the survey indicated that all of their responders had received Awareness level training. In addition, about 84 percent of these responders had received Operations level training and about 9 percent had received Technician level training. The fire departments that replied to the survey reported that about 68 percent of their responders had received refresher training within the past year. The law enforcement, EMS, and public works agencies that replied to the survey reported that all of their responders had received

Awareness level training. None of these agencies reported having personnel who were trained to the Operations or Technician levels. Law enforcement agencies reported that about 40 percent of their responders had received refresher training within the past year. EMS services reported that about 22 percent of their responders had received refresher training within the past year. Public works agencies reported that none of their employees had received refresher training within the past year.

⁷³*Kenosha County Local Emergency Planning Committee, April 2016, op. cit.*

⁷⁴*Ibid.*”

⁷⁵*Assessment of EMS personnel only addresses those EMS services that are not a part of a fire department or a combined fire and rescue department. EMS personnel who are part of a fire department or a combined fire and rescue department are included in the assessment of fire department.*

The footnotes following this footnote in the chapter were renumbered.]

Mr. Boxhorn reviewed the section on terrorism. He noted that descriptions of some historical and recent incidents of terrorism that occurred in the State of Wisconsin were added to the section. No questions or comments were offered on this section.

Mr. Boxhorn reviewed the section on power outages. He explained that the section is meant to address long-term power outages. He stated that text has been added to the section describing some recent outages in the County. He noted that these were taken mostly from media reports. He added that the section also contains brief descriptions of two major events that occurred outside Wisconsin. He noted that this was done to give a sense of the impacts of a large long-term outage.

Lt. Benn asked whether changes in climate will result in Kenosha County experiencing more ice storms. Mr. Boxhorn answered that this is hard to tell from the modeling results. He added that the models do project that freezing rain episodes may occur more frequently, so his guess is that ice storms may become more common.

Mr. Melotik noted that he recalls a power outage that affected Kenosha County for several days in the 1990s. He added that he does not know the date of the event. Mr. Boxhorn replied that he was unable to find any reference to or information on this particular outage.

Mr. Arbet asked whether We Energies was the primary source of the data on power outages. Mr. Boxhorn replied that the information came from the National Climatic Data Center storm events database and media reports. He noted that We Energies’ website gives good information about the locations and magnitudes of outages as they are occurring. He continued that We Energies does not keep this information up on their website after power is restored. He added that the We Energies website does not indicate the cause of an outage.

Mr. Arbet asked whether data were available documenting power outages that were not weather related. He noted that these data could give some insight as to the condition of the power grid. Mr. Boxhorn replied that he obtained what data were available.

[Secretary’s Note: While specific, event related data on the causes of power outages were not available, We Energies website provides a general breakdown on the causes of outages. The following sentences were added to the end of the third full paragraph on page 100:

“We Energies indicates that 29 percent of outages are caused by normal wear and tear on electricity generation, transmission, and distribution equipment; 27 percent are

caused by weather such as lightning, wind, rain, snow, heat, cold, and ice; 20 percent are caused by fallen trees and tree growth; 11 percent are caused by animal contact; 7 percent are caused by human actions, including accidents and vandalism; and 7 percent are caused by other events.”]

Mr. Boxhorn asked that Local Planning Team members provide him with any additional data their organizations have that would help refine the risk analyses on the hazards discussed in Chapter III.

CONSIDERATION OF CHAPTER IV, “HAZARD MITIGATION GOALS” OF SEWRPC COMMUNITY ASSISTANCE PLANNING REPORT NO. 278 (3RD EDITION), *KENOSHA COUNTY HAZARD MITIGATION PLAN UPDATE: 2016-2020*

At Lt. Benn’s request, Mr. Boxhorn reviewed the preliminary draft of Chapter IV of the plan report. Mr. Boxhorn stated that the goals, objectives, and standards set forth in this chapter are largely taken from other plans that are being implemented in the County. He explained that these goals serve to link the hazard mitigation plan to these other plans.

Mr. Boxhorn proposed making no changes to the plan’s existing goals, objectives, and standards set forth in Chapter IV. He noted that the only changes in the draft chapter are updating of some references and recognition of the incorporation of the Village of Somers. The consensus of the Local Planning Team was to accept the existing goals, objectives, and standards.

DISCUSSION OF MAY 23, 2016 PUBLIC MEETING

Mr. Boxhorn stated that the Kenosha County Division of Emergency Management and SEWRPC will be holding a public meeting on the update of the hazard mitigation plan at 6:00 p.m. on May 23, 2016, at the Kenosha County Center in Bristol. He indicated that the purpose of this meeting is to familiarize interested members of the public with the updating efforts and to answer questions and receive comments about the plan. He noted that members of the Local Planning team are welcome to attend this meeting, but their attendance is not required. He added that FEMA does require that at least two public meetings be held during the planning process to give the public an opportunity to comment on the plan during the drafting process.

OTHER BUSINESS

Lt. Benn commented that it would be useful to compile a list of mobile home parks that have and do not have safe rooms. Mr. Melotik noted that notations could be placed in Health Department files. Lt. Benn indicated that mitigation funding is available through FEMA and the Wisconsin Division of Emergency Management to assist in constructing safe rooms.

Mr. Boxhorn stated that he is beginning to update Chapters V and VI. He asked the members of the Local Planning Team to provide him with information about measures that their communities are considering for addressing the hazards profiled in Chapter IV. As examples of types of projects, he cited resizing of culverts to reduce local flooding, installation of safe rooms, and installation or upgrading of warning systems. He added that he would also appreciate if the communities would inform him of recently completed projects. Mr. Melotik asked whether this includes annual exercises that the Health Department conducts. Mr. Boxhorn answered that that it does include these.

Mr. Boxhorn reminded the Local Planning Team that materials related to updating the County hazard mitigation plan are posted on the SEWRPC website.

Lt. Benn and Mr. Boxhorn thanked the members of the Local Planning Team for their participation in the plan updating effort.

REVISIONS TO CHAPTER II SUBMITTED BY MIKE SLOVER, CHIEF, SALEM FIRE/RESCUE

Prior to the May 5, 2016, meeting of the Local Planning Team, Chief Slover provided information to the SEWRPC staff on changes in the service areas of Town of Salem Fire/Rescue, the Silver Lake Fire Department, the Silver Lake Rescue Squad, and Kansasville Fire and Rescue. Chief Slover provided maps showing the revised service areas for fire and emergency medical services (EMS). He stated that Town of Salem Fire and Rescue is now providing fire and EMS service for the Village of Silver Lake. He noted that Silver Lake fire station listed in Table C-2 in appendix C is now the Town of Salem Fire/Rescue Station 4.

[Secretary's Note: Maps II-16 and II-17 in Chapter II have been revised to show the changes submitted by Chief Slover. The revised maps are attached herein as Exhibit C. The entry for the Silver Lake Fire Department station in Table C-2 has been revised to indicate that it is Town of Salem Fire/Rescue-Station 4.]

Chief Slover indicated that the working status of Town of Salem Fire/Rescue has gone to Full Time and Paid On Call.

[Secretary's Note: Table II-11 in Chapter II has been revised to reflect the changes in service areas and working status reported by Chief Slover.]

REVISIONS TO CHAPTERS II AND III SUBMITTED BY DOUG MCELMURY, CHIEF, VILLAGE OF PLEASANT PRAIRIE FIRE AND RESCUE

Subsequent to the May 5, 2016, meeting of the Local Planning Team, Chief McElmury notified the SEWRPC staff through electronic mail that the location of one of the Village of Pleasant Prairie's fire stations has changed. A copy of Chief McElmury's email is attached herein as Exhibit D.

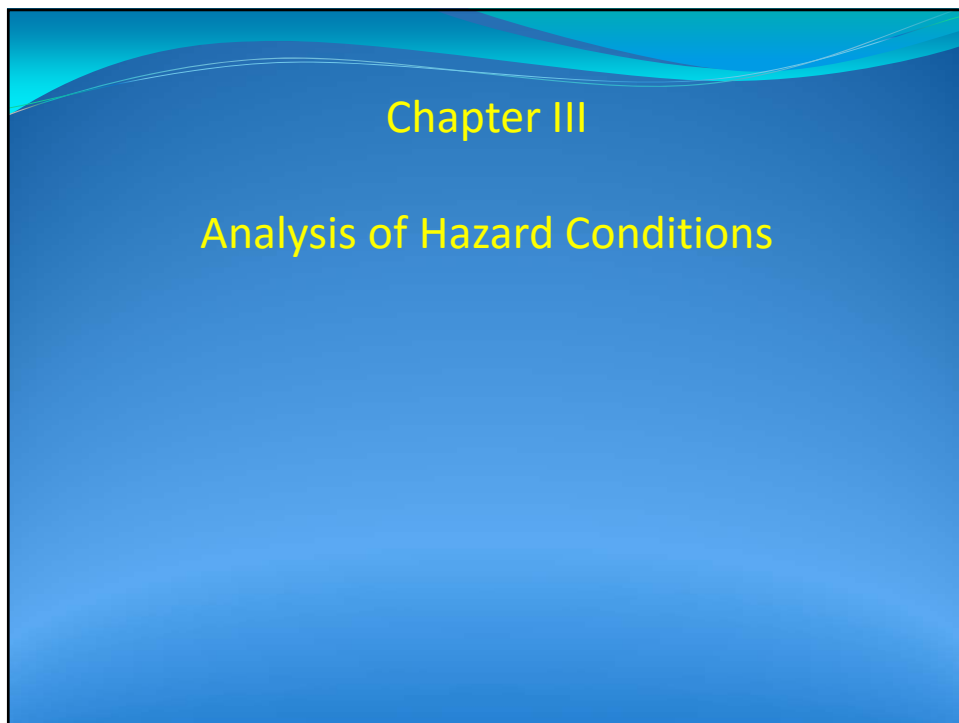
[Secretary's Note: Maps II-16 in Chapter II and III-5 in Chapter III have been revised to show the change submitted by Chief McElmury. The revised maps are attached herein as Exhibit C. The address for the Village of Pleasant Prairie Fire Station No. 1 in Table C-2 has been revised to 3801 Springbrook Road, Pleasant Prairie 53158.]

ADJOURNMENT

There being no further business, the meeting was adjourned by unanimous consent at 10:37 a.m.

CAPR-278-3 SUMMARY NOTES KENOSHA CTY HMP LPT MTG MAY 5 2016 (00231815).DOC
500-1112
MGH/LKH/JEB
4/12/17, 4/13/17, 4/14/17

Exhibit A: Boxhorn Presentation (#231607)
Exhibit B: Table II-1 from #224149
Exhibit C: Revised Maps II-16, II-17, and III-5 (Joe can provide)
Exhibit D: Email from Doug McElmury (#232007)



Chapter III Overview

- Documents the identification of the hazards that the plan addresses
 - This includes brief descriptions of hazards that are not addressed but were considered for inclusion during the initial plan or one of the updates
- Describes how risks and vulnerabilities were assessed
- Gives a profile of each hazard addressed by the plan

Hazard Profiles

- Most profiles follow a similar format
 - Definition and description of the hazard
 - Description of notable historical events that affected the County
 - Description of some notable recent events that affected the County
 - Assessment of vulnerabilities to the hazard and community impacts from the hazard
 - Description of potential future changes in impacts
 - Discussion of any differences among communities in risks

EXHIBIT A

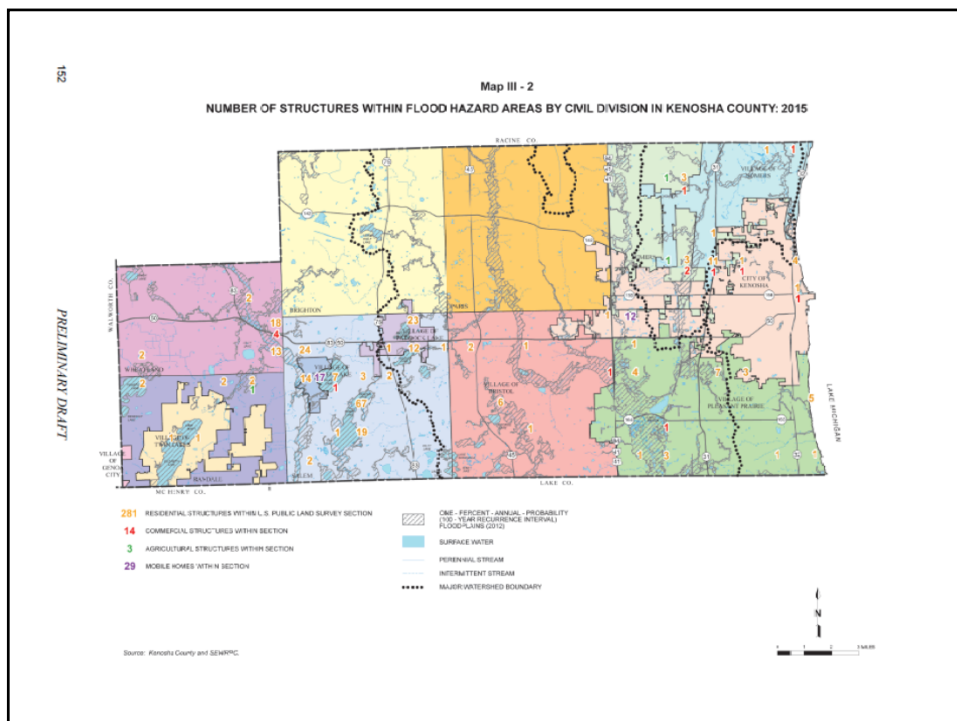
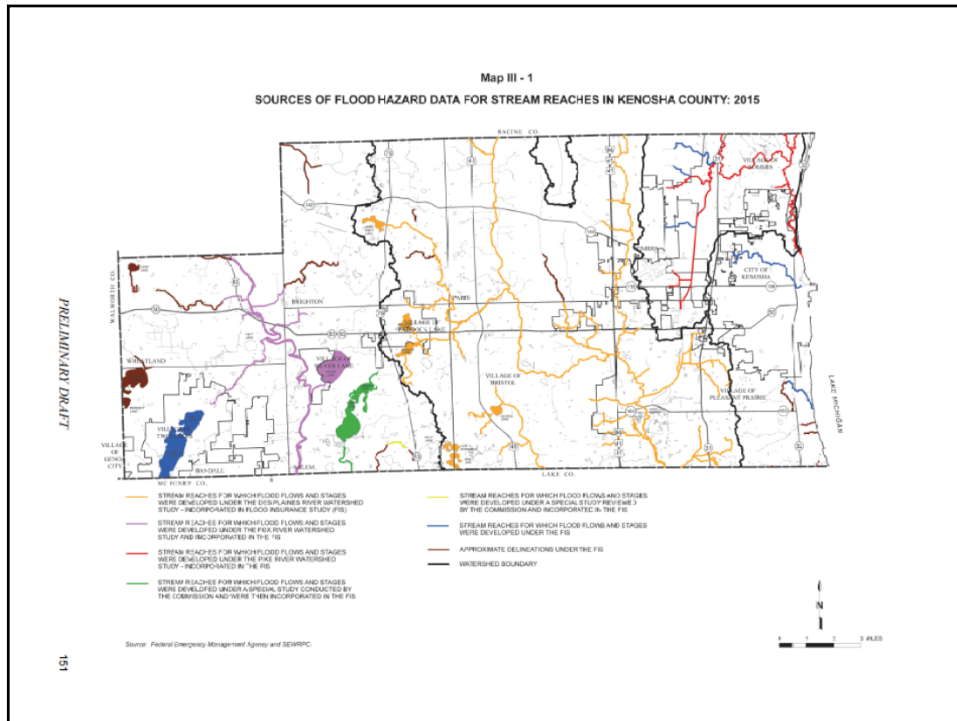


EXHIBIT A

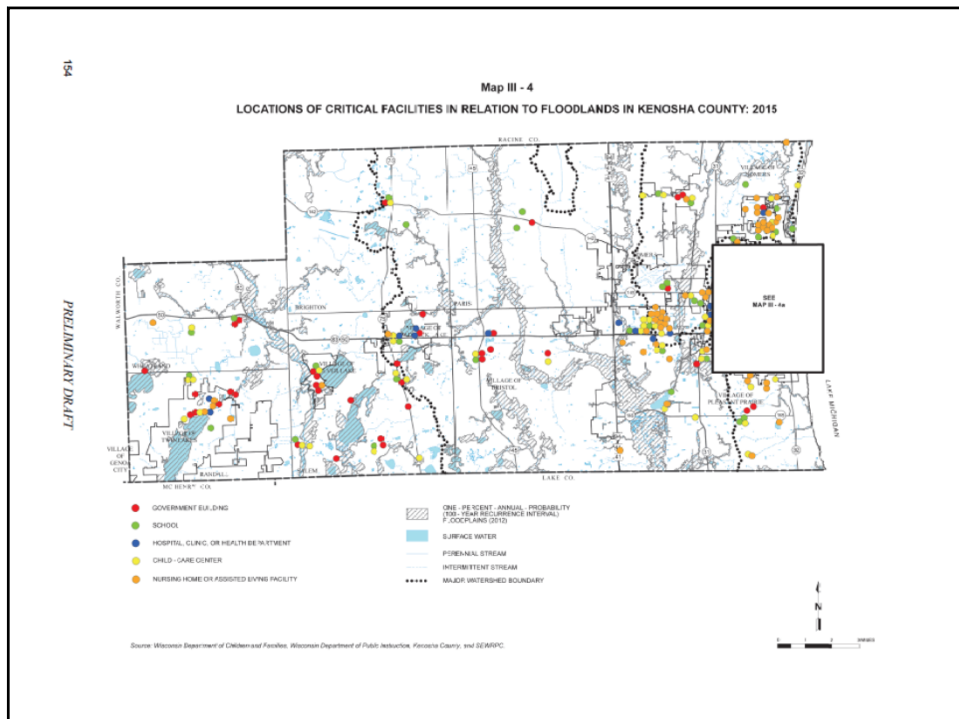
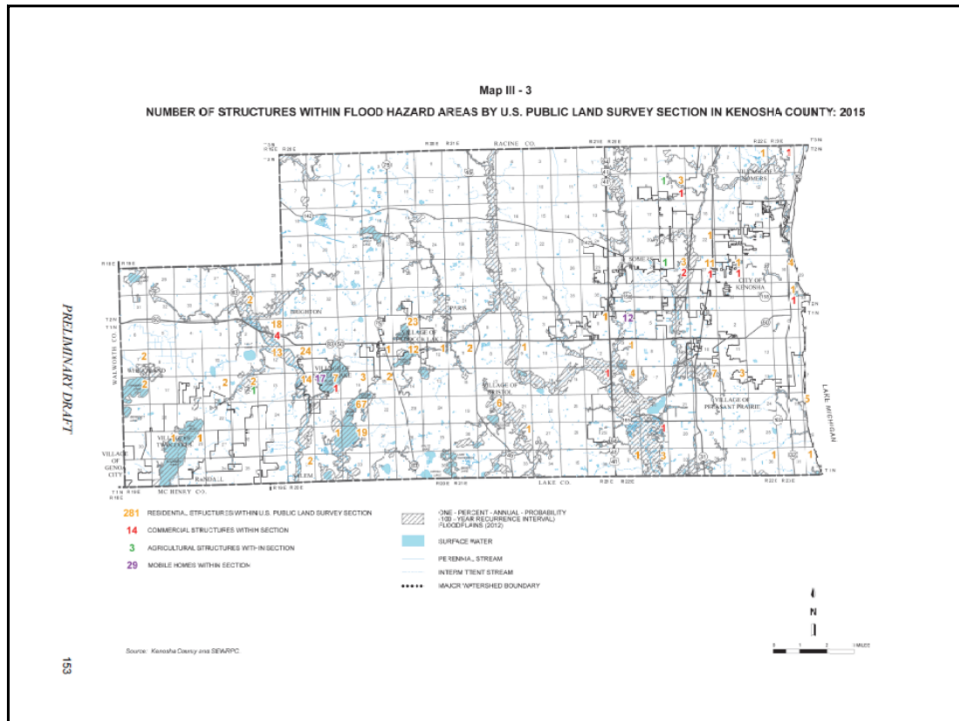


EXHIBIT A

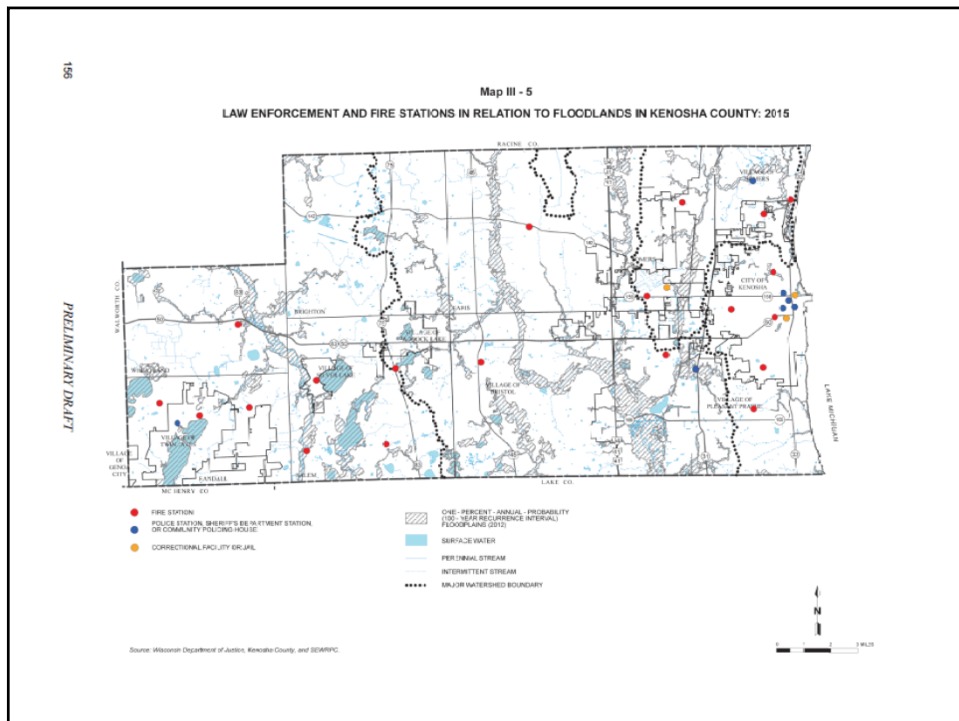
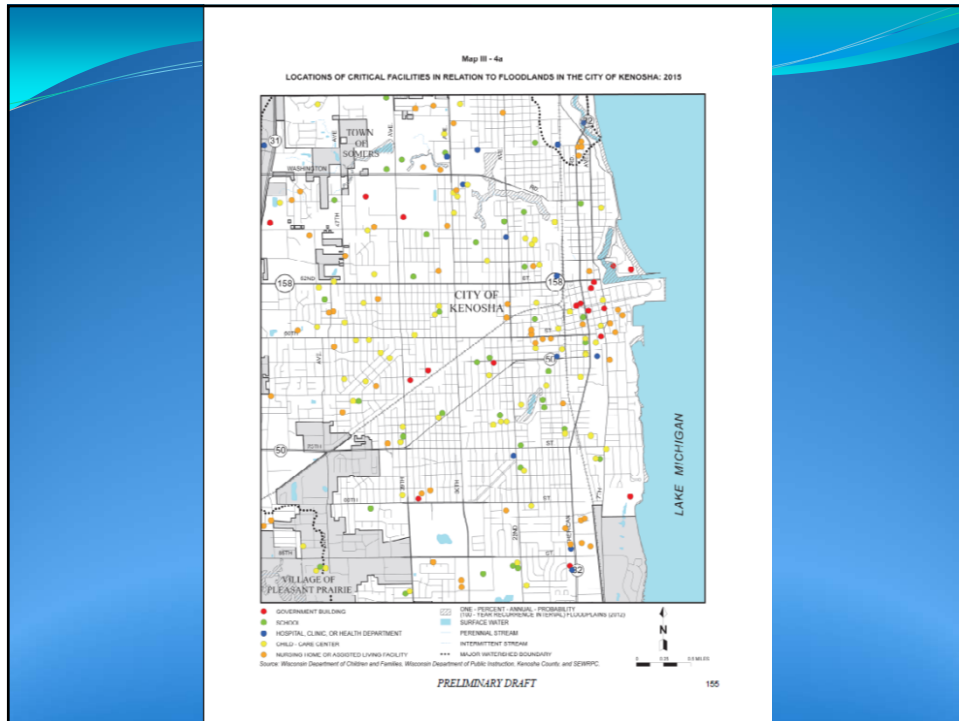


EXHIBIT A

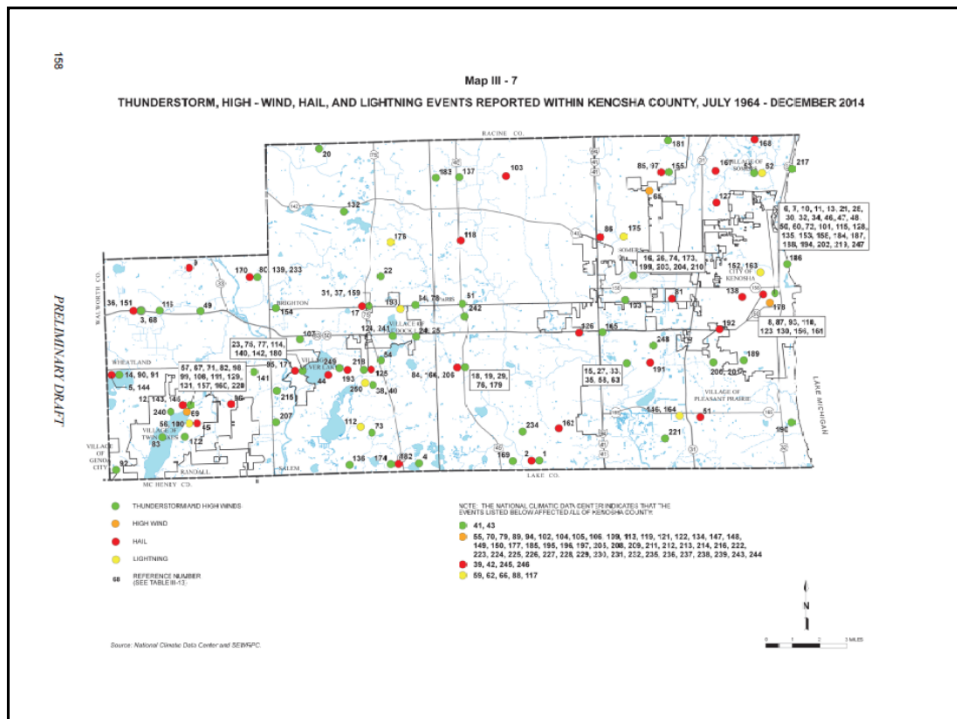
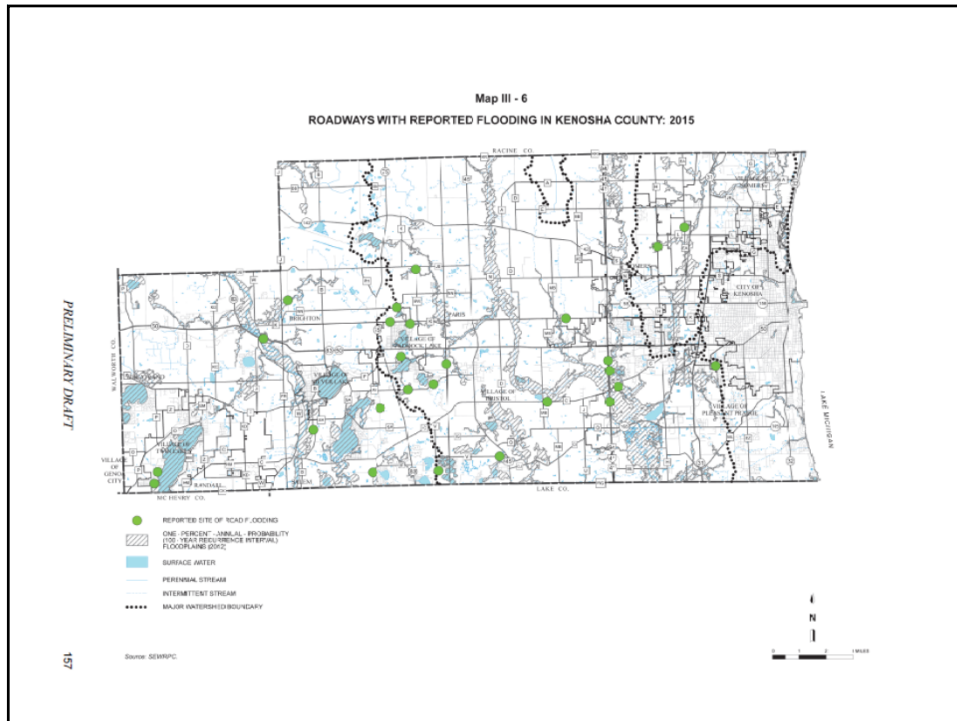


EXHIBIT A

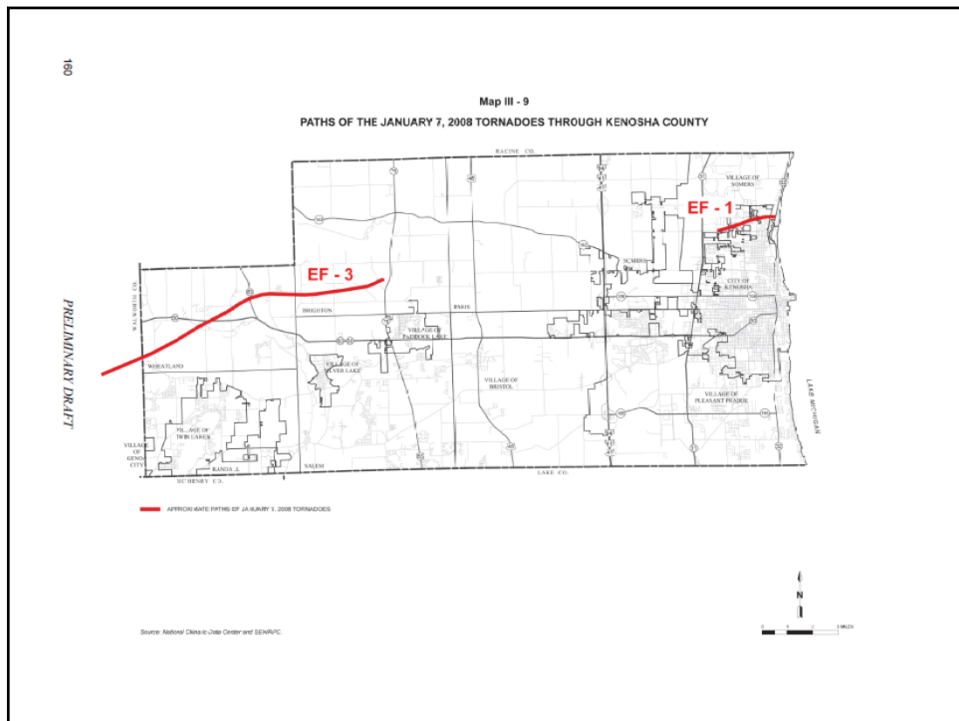
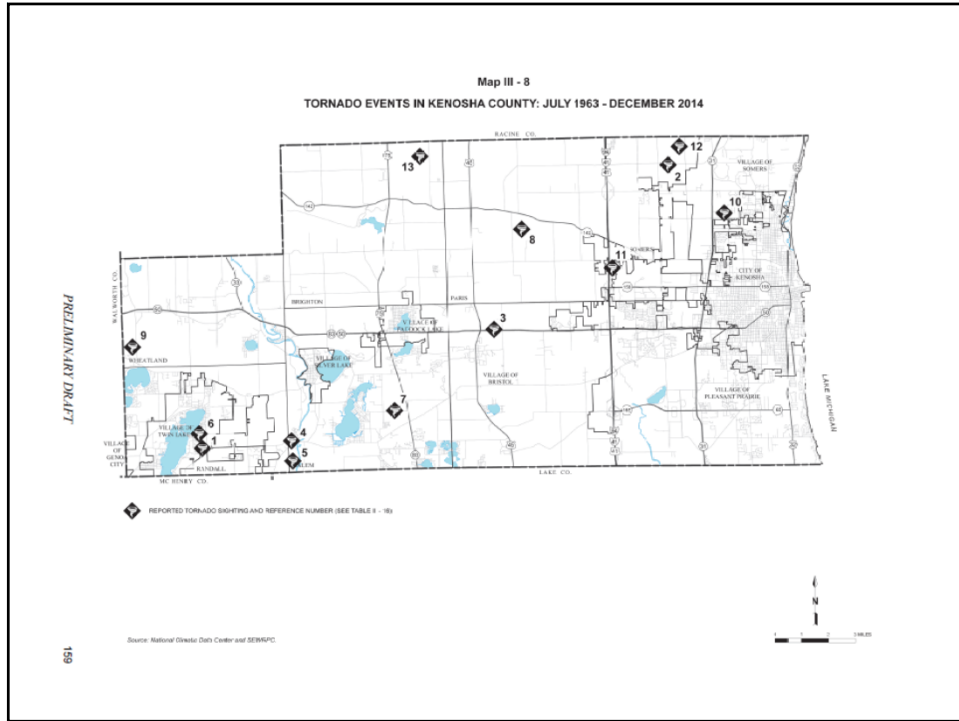


EXHIBIT A

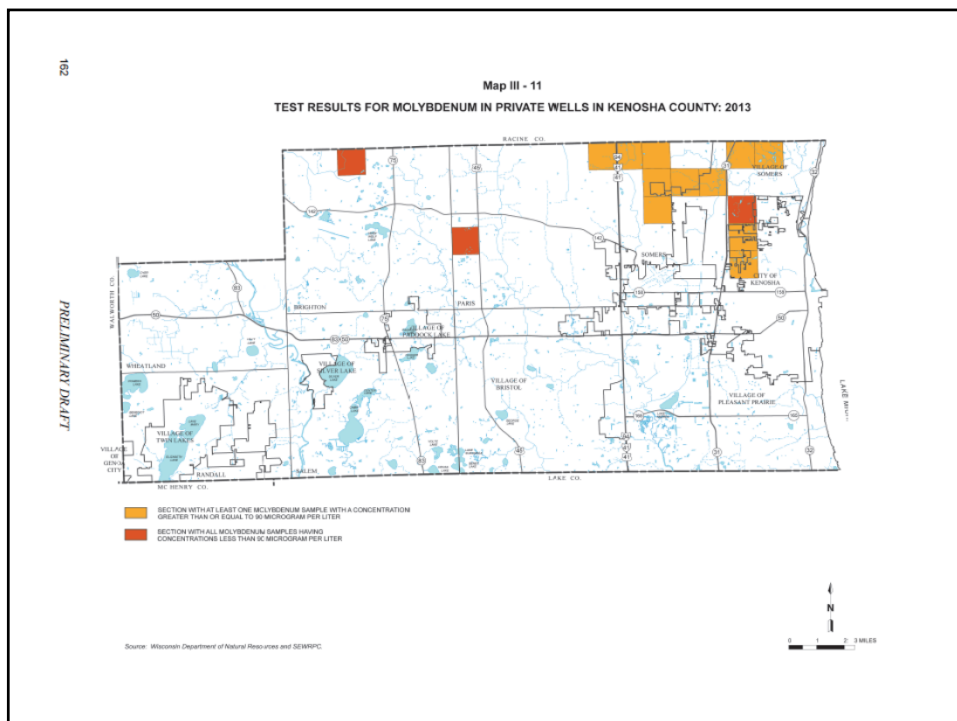
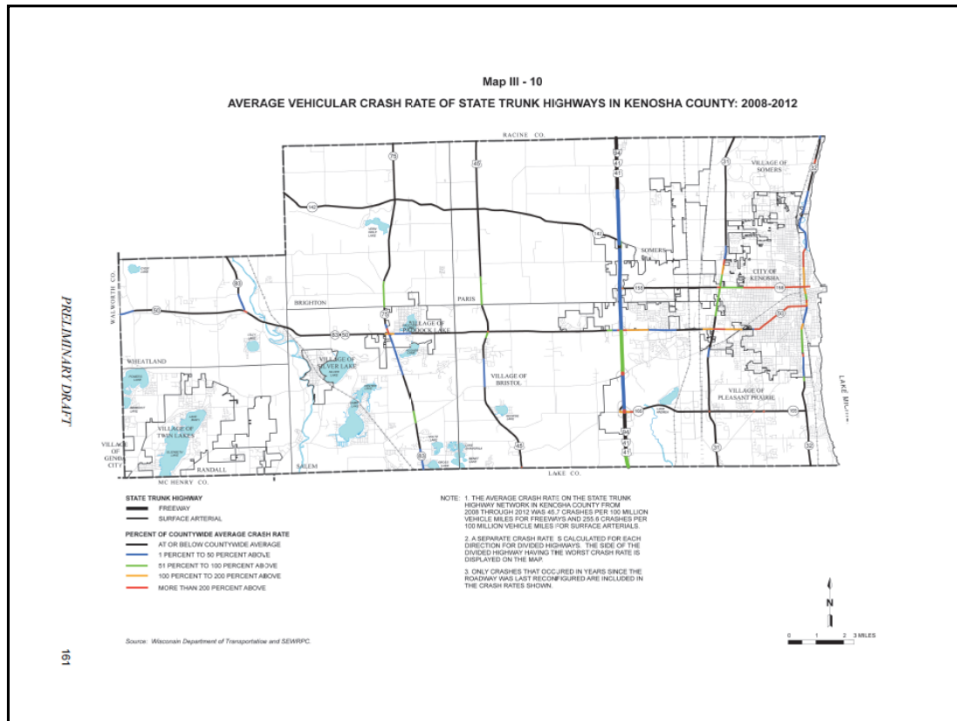
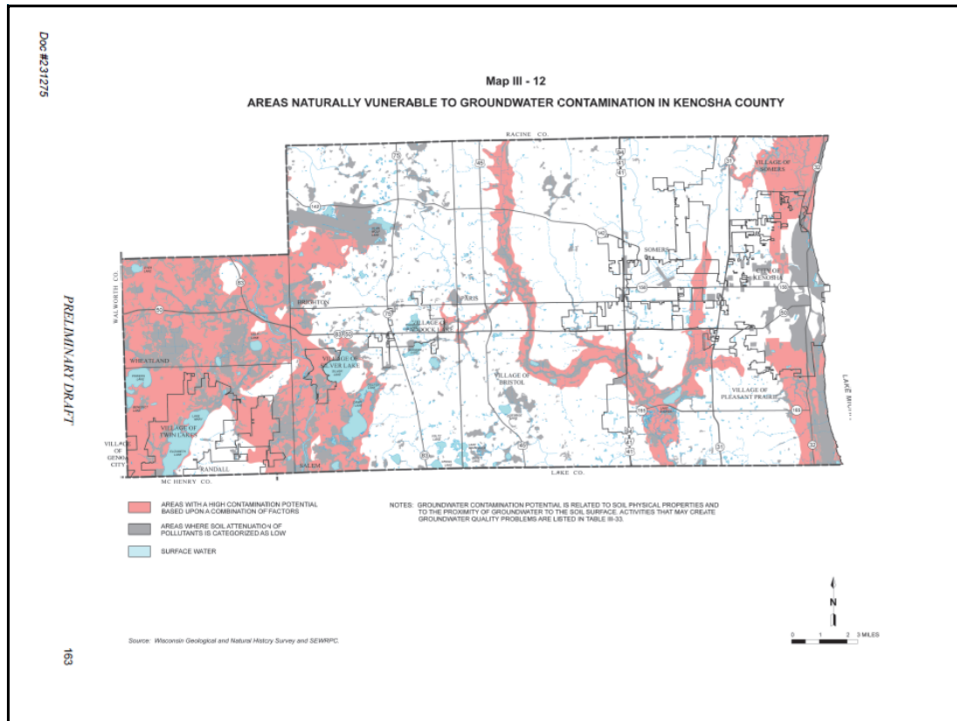


EXHIBIT A



Chapter IV

Hazard Mitigation Goals

Hazard Mitigation Goals

1. A spatial distribution of the various land uses that minimizes hazards and dangers to health, welfare, and safety as well as further enhancing the economic base of the County, and will result in a compatible arrangement of land uses properly related to the existing and proposed supporting transportation, utility, public safety, and public facility systems.
2. A spatial distribution of the various land uses that maintains biodiversity and will result in the protection and wise use of the natural resources of the County, including its soils, inland lakes and streams, groundwater, wetlands, woodlands, and natural areas and critical species habitats.

Hazard Mitigation Goals

3. An integrated transportation system that, through its location, capacity, and design, will safely, economically, and effectively serve the existing and proposed land use pattern and promote the implantation of the land use plan, meeting the current and anticipated travel demand and minimizing the potential for accidents and the associated toll on life and property damage.
4. The provision of facilities necessary to maintain a high quality of fire and police protection and emergency medical services throughout the County.

Hazard Mitigation Goals

5. The development of a stormwater and floodplain management system that reduces the exposure of people to drainage- and flooding-related inconvenience and to health and safety hazards and that reduces the exposure of real and personal property to damage through inundation resulting from flooding and inadequate stormwater drainage.
6. The identification of high erosion risk Lake Michigan shoreline areas and the development of a coastal erosion management program that reduces the exposure of people and real and personal property to shoreline erosion and bluff recession.

Hazard Mitigation Goals

7. The identification and development of programs that complement County and local emergency operations plans to mitigate the potential exposure to health and safety and the exposure of real and personal property resulting from a broad range of hazards that are unpredictable and not geographically specific in nature.
8. Communications interoperability throughout the County among all First Responders, so as to be able to quickly and effectively respond to any incident to prevent the loss of life and to save property.

Public Meeting on Hazard Mitigation Plan

- May 23, 2016
 - 6:00 pm
 - Kenosha County Center
- Review progress on the plan update to date
- Seek public input
 - Problem areas relative to hazards
 - Potential mitigation measures and projects
 - Comments on draft plan

Project Web Site

- <http://www.sewrpc.org/SEWRPC/communityassistance/Hazard-Mitigation-Planning.htm>
 - Agendas and other meeting materials
 - Summary notes from meetings
 - Presentations
 - Draft chapters as they are completed
 - Comment screen
 - Other ways to send a comment
- Email to jboxhorn@sewrpc.org

EXHIBIT B

Table II-1

**AREAL EXTENT OF CIVIL DIVISIONS
IN KENOSHA COUNTY: 2016**

Civil Division	Area (square miles)	Percentage of County Area
Cities		
Kenosha	27.9	10.0
Villages		
Bristol.....	33.1	11.9
Genoa City	0.2	<0.1
Paddock Lake.....	3.1	1.1
Pleasant Prairie	33.6	12.1
Silver Lake ^a	1.4	0.5
Somers ^b	25.3	9.1
Twin Lakes	10.0	3.6
Towns		
Brighton	35.8	12.8
Paris	35.2	12.7
Randall	13.9	5.0
Salem ^a	31.9	11.5
Somers ^b	2.9	1.0
Wheatland	24.1	8.7
Total	278.4	100.0

^aOn November 21, 2016 the Wisconsin Department of Administration approved a cooperative plan submitted by the Village of Silver Lake and the Town of Salem. Effective February 14, 2017 the two municipalities merged to become the Village of Salem Lakes.

^bOn April 24, 2015, a portion of the Town of Somers incorporated as the Village of Somers.

Source: U.S. Bureau of the Census and SEWRPC.

SEWRPC Community Assistance Planning Report No. 278-3ED

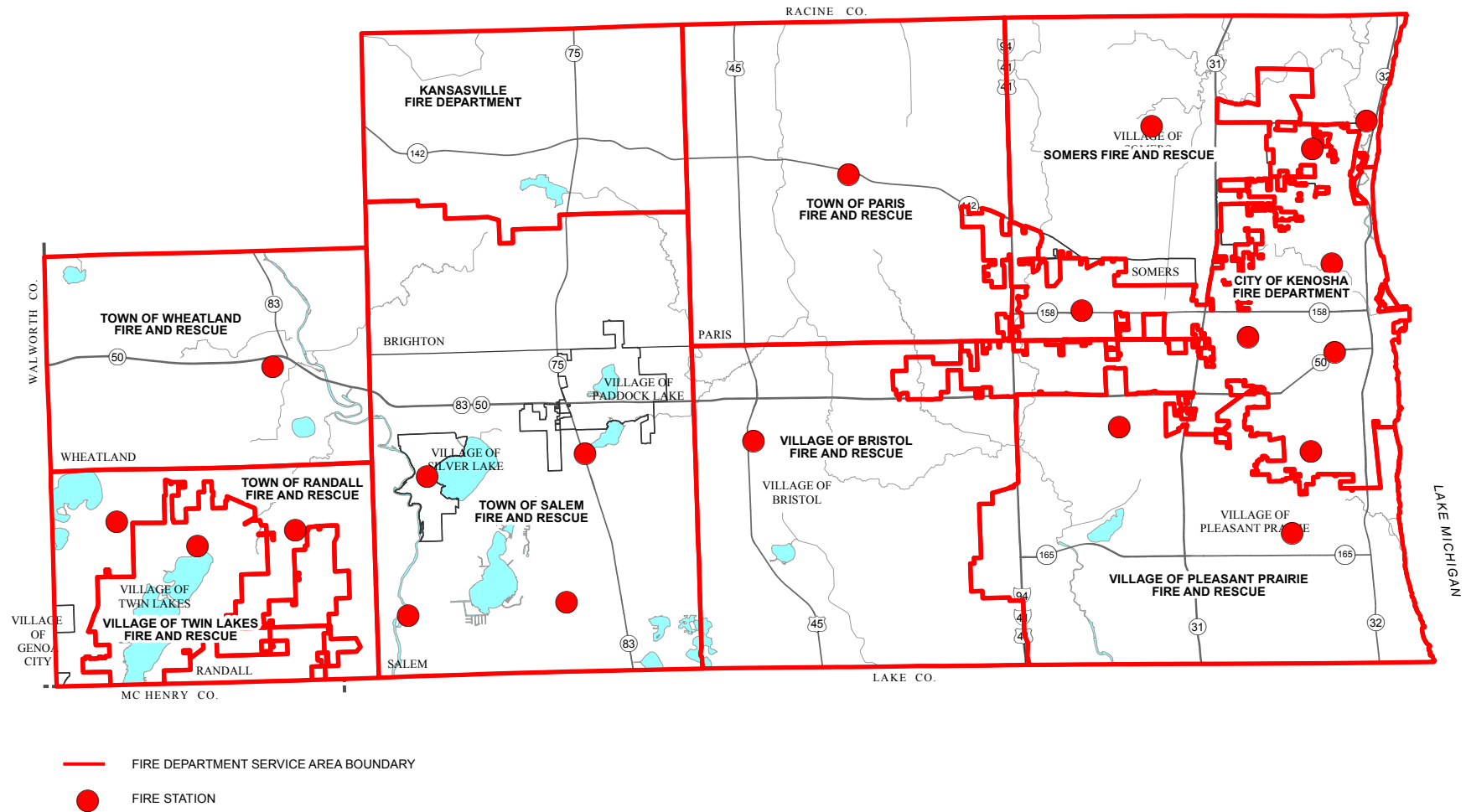
KENOSHA COUNTY HAZARD MITIGATION PLAN UPDATE: 2016-2020

EXHIBIT C

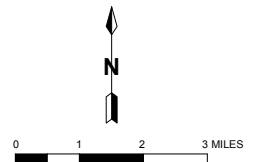
MAPS

Map II - 16

FIRE STATIONS AND FIRE DEPARTMENT SERVICE BOUNDARIES IN KENOSHA COUNTY: 2016



Source: Kenosha County and SEWRPC.

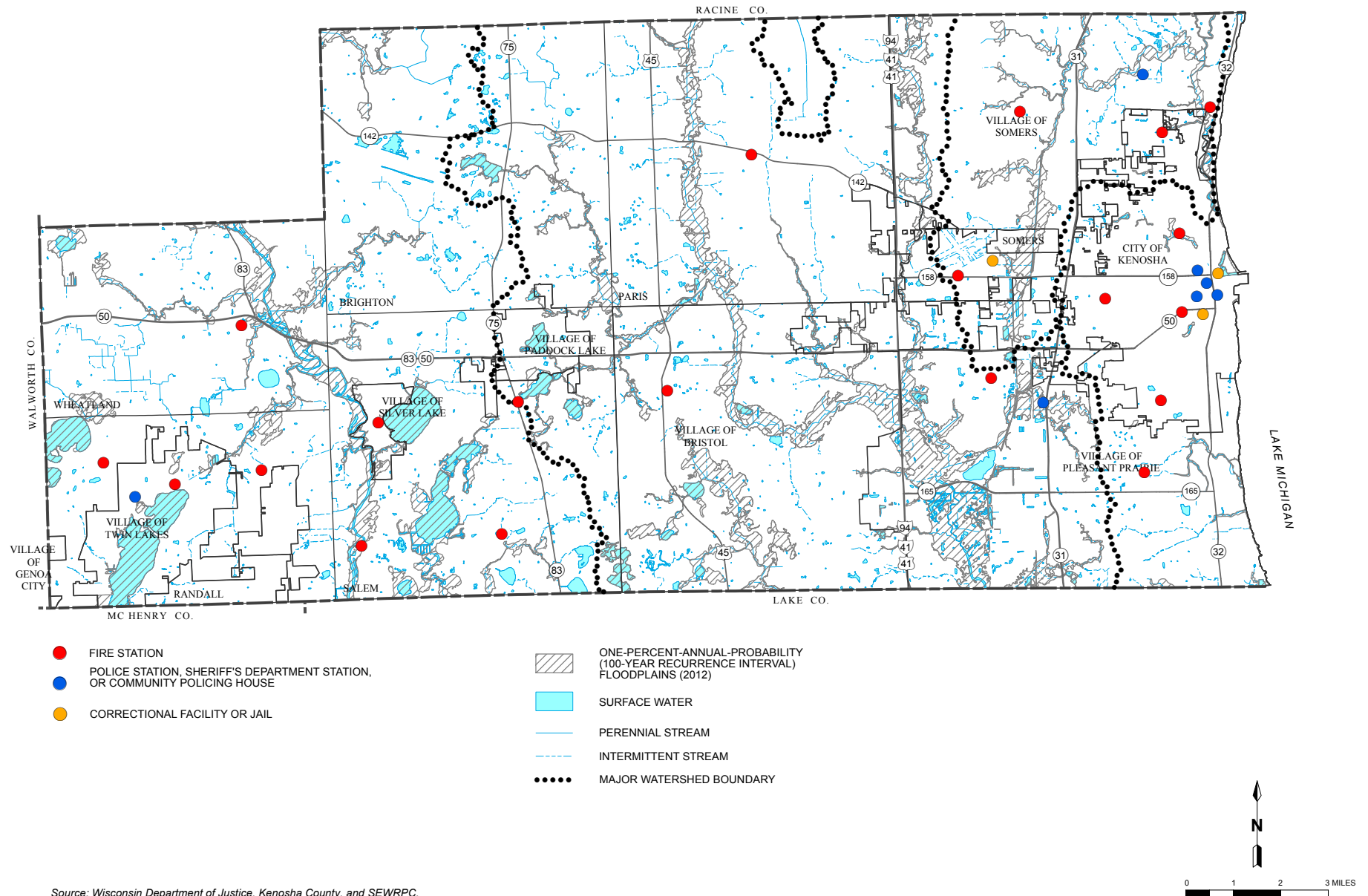


Map II - 17



Map III - 5

LAW ENFORCEMENT AND FIRE STATIONS IN RELATION TO FLOODLANDS IN KENOSHA COUNTY: 2015



Source: Wisconsin Department of Justice, Kenosha County, and SEWRPC.

Boxhorn, Joseph E.

From: Boxhorn, Joseph E.
Sent: Monday, May 16, 2016 9:34 AM
To: 'Doug McElmury'
Subject: RE: Hazard Mitigation Plan- Update Meeting

Thanks Doug. We'll update this on the map in Chapter II and in the table in Appendix C.

Joe

From: Doug McElmury [mailto:dmcelmury@plprairiewi.com]
Sent: Thursday, May 12, 2016 9:58 AM
To: 'Gil Benn' ; Boxhorn, Joseph E.
Subject: RE: Hazard Mitigation Plan- Update Meeting

I just had one update for the HMP in Pleasant Prairie and that is the address for Fire Station #1 has changed. The new address is 3801 Springbrook Rd., Pleasant Prairie, WI 53158 and the old address of 9915 39th Ave. is no longer a fire station but is still the Village Hall address.