

TOWN OF RIB MOUNTAIN
PLANNING COMMISSION MEETING
June 14, 2017

Chairperson Harlan Hebbe, called the meeting of the Plan Commission to order at 6:30 pm. Other Plan Commission members present included Jim Hampton, Ryan Burnett, and Laura McGucken. Tom Steele, Jay Wittman and Ann Lucas were excused. Also present were Community Development Director, Steve Kunst, and Building Inspector / Assistant Zoning Administrator, Paul Kufahl.

MINUTES:

Motion by Jim Hampton, second by Ryan Burnett to approve the minutes of the May 24, 2017 Plan Commission meeting as presented. Motion carried 4-0.

NEW BUSINESS:

- a. *TRs Development, applicant, requests a pre-application conference for a potential Unified Development District project at the property addressed 4703 Lilac Avenue. Parcel #34.142807.006.007.00.00. Docket #2017-15.*

Representatives for the redevelopment of the TRS properties at 4703 Lilac presented a conceptual development plan to Plan Commissioners. The site plan presented included a Culver's restaurant in the southwest corner of the property and two retail buildings situated to the east along Swan Ave. The plan included moving the sanitary lift station to the southwest corner of the property and the development of two stormwater management facilities. Representatives noted a vacation of Sunflower Lane is necessary to begin the redevelopment. They also noted it would be a phased redevelopment approach, starting with the Culvers location, a stormwater facility, moving of the sanitary lift station, and aligning access with the current Kwik Trip/Koletsky private road. Subsequent phases would depend on the acquisition of businesses and their needs.

Plan Commissioners main discussed the duration of demolition, bike and pedestrian safety, the overall condition of Lilac Avenue, Morning Glory Lane and Swan Avenue with the increased traffic and potential interaction with the residential buildings across Swan Ave.

There was a brief discussion about the zoning preference for these parcels. Kunst noted the entire proposed development area could be rezoned to a Unified Development District (UDD) or left as Urban Commercial (UC) with a conditional use for the restaurant. Commissioners generally felt leaving it UC for the Culvers parcel development was acceptable and they could go either way for the remaining development.

- b. *Tom Jamgochian, applicant, requests a pre-application conference for a potential conditional use application at the property addressed 2901 Rib Mountain Drive. Parcel #34.102807.001.008.00.00. Docket #2017-16.*

The applicant presented a redevelopment idea for the current Michael's Supper Club property, along with the adjacent vacant lot and residence which are all under the same ownership. Tom Jamgochian presented a 24-hour, high efficiency, high volume car wash which would also feature a number of free vacuum bays. He noted patrons would enter the site from Robin Lane, approach a kiosk where they would select their intended wash type and proceed to queue up for the wash bay. He noted the typical wash time is about 4.5 minutes, but instead of waiting for a car to be completely finished before the next car enters, the new car wash designs incorporate conveyor systems allowing for multiple cars in different stages of the wash cycle in the enclosed structure at the same time. He noted a 16-25 second load time for each new car. Upon exiting the car wash, customers would have the ability to use the free vacuum stations or exit back onto Rib Mountain Drive.

Plan Commissioners identified the following concerns related to the proposed redevelopment and asked the applicant to consider them as he continues his plan; noise levels related to the washing process and vacuums, compatibility with the residential zoning to the east, impact on traffic at the intersection and customer's ability to enter onto Rib Mountain Drive, impact on pedestrian and the school crossing route, and limiting the hours of operation. The Commission did note the proposal was an effective fit for the parcel layout.

- c. *Robert Alexejun, applicant, requests a pre-application conference for potential conditional use application for an off-premise direction sign within the I-39/USH-51 Corridor as part of a Home Occupation at the property addressed 510 E Lakeshore Drive. Parcel #34.238.000.006.00.00. Docket #2017-18.*

Robert Alexejun noted he is considering becoming a dealer/representative for Earth Blind products and would like to display a ground blind model along with his phone number in a natural setting amongst the trees somewhere along the highway corridor between County Roads N and NN to capture the attention of traffic heading north. He sought feedback from the Plan Commission as to whether this type of display and sign would be acceptable and where. Alexejun noted the blinds are meant to resemble rock outcroppings and would fit in with the surroundings.

Plan Commissioners asked how the sale transaction would take place, to which Alexejun noted the phone call would allow him to meet customers at the display and discuss sales and options. He noted there would be no use of his home for sale or business.

After some discussion whether the display is an off-premise directional sign or an outdoor display use, the Plan Commission recommended finding a commercial property owner willing to allow him to lease a section of land for his display and then apply for a conditional use for outdoor display.

OLD BUSINESS:

- a. *Christina Suarez, applicant, requests a pre-application conference for a potential modification of a Unified Development District project at the property addressed 2101 North Mountain Road. Parcel #34.032807.012.021.00.00. Docket #2017-17.*

Community Development Director Kunst noted this discussion is a follow up to a previous inquiry by staff to determine if the Plan Commission felt the addition of a Tesla charging station to the future Hilton Garden Inn development would constitute a formal amendment to the projects Precise Implementation or if it were a minor site plan amendment. The Plan Commission reviewed the following questions they presented to Telsa from the previous meeting.

1. Why was the proposed location chosen for the equipment and charging stations (the concern is based on the proximity to the residential housing units and the thought that a location on the north side of the property would allow easier access from the main site entrance and highway accessibility)?

Representatives from the Hilton Garden Inn and Telsa noted they wanted to keep the parking closest to the hotel entrance points specifically for the guests staying at the hotel. Also, the charging equipment will be enclosed with the same vinyl fencing used on the south end of the site and therefore not visible. They felt by setting the equipment enclosure along the previously approved fence line would aesthetically work the best. Further, the proposed area was chosen as it does not conflict with any other underground utilities.

2. Who is the intended customer (hotel guests or will it act as a fueling/charging station for any Tesla in the area)?

It was noted the Supercharger Station is available 24/7 for any Tesla customer/driver. Supercharger stations are located along well-traveled highways and each station contains multiple Superchargers to help drivers get back on the road and minimize stops during long distance travel. Supercharger Stations located at hotels, provide Tesla customers the option for an overnight stay, while providing proximity to restaurants and retail offerings.

3. What is the anticipated traffic impact to, from, and through the hotel site?

Anticipated traffic impact will be minimal and likely not noticed throughout a given day. Tesla will specifically direct incoming traffic to the North Mountain Road site entrance and through the parking lot via the in-car GPS system and will avoid Robin Lane.

4. Does the Equipment generate noise, EMF or other potential nuisances?

The location of the hotel, adjacent to Highway 51 and Hwy 29, makes any noise generated from cooling fans undistinguishable. The chart below identifies the equipment's generated noise in decibels. The equipment works much like a radiator in that it is cooled with water. The equipment does not produce any EMF, or produce any other type of nuisance. Cooling fan noise is generally confined to the system enclosure.

NOISE	Fan not running	55 dB(A) at 1 meter from rear (typical)
	Fan running full speed	75 dB(A) at 1 meter from rear (typical)

5. Why choose a Supercharging Station versus standard charging station?

Supercharger is Tesla’s branded name. Tesla has deployed a fast-charging solution called the Supercharger. Superchargers are connectors that charge a Tesla in minutes instead of hours and are strategically built to minimize stops during long distance travel. Tesla vehicles are 100% electric with range capability of up to 335 miles on a single charge. The average charge session is around 35 minutes, with cars fully charged in about 1 hour if the battery is near empty.

6. How is the charging station marketed?

Tesla customers are directed to recharge at a Supercharger via the in-car navigation (GPS). While the car charges, Tesla owners often patronize local businesses to show their support for hosting a Supercharger station. To maximize efficiency and minimize impact, the car alerts its owner through their cell phone once charging is complete.

7. Will there be sufficient parking on site with eight spaces designated for charging?

Chris Ghidorzi noted the site will maintain sufficient parking onsite. These parking stalls, while marketed to Tesla users are still available for the general public to park at and they will likely do so during peak times. Plan Commissioners noted concerns about the total site parking and the impact on the neighboring residents.

Additional concerns related to electrical safety and driver crime were addressed by Brian Craig, Tesla’s Installation Manager. Craig noted he could provide the Town’s Fire Department with additional literature on the charging stations in the unlikely event of a fire. Based on this information the Plan Commissioners indicated they felt the proposal constitutes a minor site plan amendment and no public hearing was required.

CORRESPONDENCE / QUESTIONS / TOWN BOARD UPDATE:

IGA / Peoples State Bank – Staff noted an upcoming Site Plan review for parking lot improvements for People’s State Bank and the IGA grocery store. In discussions with their landscapers it was noted they won’t likely be able to meet the landscape requirements for new development, so Plan Commission will need to consider the amount of improvements made when reviewing the request.

Kwik Trip – Staff noted Kwik Trip is adding a fuel type and are considering a request for an electronic fuel pricing board on an existing canopy.

Azura Memory Care – Staff asked whether the Plan Commission considers the placement of a garden shed on this property a minor site plan amendment or if they would like to see it as a Site Plan Review at a future meeting. Commission members indicated depending on its location they would like to review it.

Mobilitie – Staff noted representatives from Mobilitie met with the Town’s Public Works Committee to discuss their request for placement of a telecommunications pole in Town right-of-way.

PUBLIC COMMENT: None

ADJOURN:

Motion by Ryan Burnett, second by Jim Hampton to adjourn the Plan Commission Meeting. Motion carried 4-0. Meeting adjourned 8:57 pm.

Respectfully Submitted,

Paul Kufahl, Building Inspector / Assistant Zoning Administrator