

Nine years ago when Tim was found in violation of several zoning laws, discussions at the land plan meeting and town board meeting, a compromise CUP with annual review to show compliance by Tim and any issues discussed at that yearly review was reached. At that meeting, Tim stated that he would not need to expand, and as a compromise would go west on Wilkinson to access HWY 78 that is designed for larger vehicles and trucks. That is .7 miles from his location with better sight lines. It is 3.5 miles on narrow rural roads with blind corners and hills going east on Wilkinson. He agreed and said he could live with that.

At the previous town land plan meeting this year, documentation of 82 vehicles violating this provision during a “slow period” of 3 months from late October to the first week in February was given. Now he comes to amend his CUP for additional space for stone and other landscape material. The neighbors compromised and he got his original CUP and now he wants change it yet again. At what point is it too much for a full scale landscape company with at least 20 employees (Larger than he told originally for a “family” business.) to operate on a rural road corner with blind corners? Landscape companies his size are located off Hwy 12, Hwy 14, Verona road, Mineral Point Rd, Hwy M., roads designed for truck traffic, not 16 ft rural roads with limited sight lines and blind corners.

Not only is his truck traffic heavy, with the additional landscape materials he plans to store (if approved), more semi traffic will occur. As it stands now, semi loads of mulch, soil and plant material travel down Wilkinson to deliver materials, blocking blind corners. Last week neighbors counted 6 loaded semi’s travelling down Wilkinson. At the 90 degree turn on Wilkinson and just off Dunlap a semi took the entire corner suddenly and blocked the intersection. Had the vehicle’s driver not been familiar with the road, and stayed far to the right an accident would have occurred. These roads were not built to handle large trucks with trailers. Hauling heavy equipment and materials would travel more efficiently AND SAFER on a road designed for truck traffic and no substantial hills. It is only a matter of time before something tragic occurs. His vehicles/equipment are getting larger. The bar for allowing his business is continuously being moved. At what point it is too much? Is an accident the trigger?