

FALMOUTH PLANNING BOARD MEETING MINUTES
TUESDAY, DECEMBER 7, 2010, 6:30 P.M.
FALMOUTH TOWN HALL, COUNCIL CHAMBERS

MEMBERS PRESENT: Bill Lunt (Chair), David Fenderson, Bernard Pender, Becca Casey, William Brogan, Heddy Snyder (alternate)

STAFF PRESENT: Ethan Croce (Senior Planner)

The meeting was called to order at 6:30 pm.

1. Approval of November Meeting minutes

Becca Casey moved to approve the minutes; Bernie Pender seconded. Motion carried 4-0 (Fenderson abstained).

Administrative Action Items

2. David MacEwen – 5 Woodward Lane – Request for a subdivision amendment to adjust lot lines. Tax Sheet 70; Map-Lot U54-017. Zoned RA & RCZO.

Becca Casey moved to approve the administrative item; David Fenderson seconded.

Bernie Pender disclosed that he is an abutter and asked if he should recuse himself. The Board didn't feel it was necessary.

Motion carried 5-0.

Agenda Items

3. Bangor Savings Plaza - 215 US Route 1 - Request for a site plan amendment to allow outside sales and storage of goods. Tax Sheet 320; Map-Lot U11-035-A. Zoned SB-1 & VCO.

Ethan Croce explained that this project was before the Board for site plan approval in July of this year; the applicant has started construction and is now applying for an amendment to accommodate an Ace Hardware store in the rear section of the building. This includes some architectural revisions along the rear façade, removing the garage doors and replacing them with windows, and changing the parking in the back from 90 degrees to parallel to accommodate the outdoor storage area. There will be another outdoor storage area along the Route 1 side of the building. They have received conditional use approval from the Board of Zoning Appeals (BZA) for the outdoor sales, with the requirement that the storage area along Route 1 be clearly delineated for the store employees. The BZA also recommended that the Planning Board consider the need for a spill prevention program, in the event that hazardous materials are stored outside. The wall packs shown on the elevations are shown at a different height as the photometric plan; that should be clarified. Staff were made aware earlier today that this application submission, made back in October, differs from what the applicant wants to have approved. Staff doesn't know what the differences are between what they want approved and what was submitted other than that the driveway configuration is intended to remain as it was approved in July rather than what was submitted in the packets.

Bill Lunt asked if there is a question as to what has already been done on the site.

Ethan Croce said the installation of the curbing triggered the question as to what was submitted for the packets. It appears that what has been installed is what the currently approved plans shows.

Bill Lunt said it seemed that the Board is being asked to okay something they haven't seen.

Ethan Croce thought the applicant could comment on differences between what was submitted and what was intended to be submitted.

Mark Senglemann of Alpha Architects presented the application. He said they've added some new windows and a new entry. The outdoor garden center is 14' x 125' and is enclosed by a 6' high black aluminum fence that looks like iron. He passed around a sketch of the front storage area to the Board, showing their plan to increase and rotate the scores in the pavement to delineate the outdoor storage area. They widened the buffer to 10 feet, and removed all the head-in parking to make room for the outdoor storage area; there are a few parallel parking spaces. This will accommodate tractor trailer delivery in that area.

Bernie Pender asked if this is work they have already done.

Mr. Senglemann explained that they haven't restriped the parking area. They have begun work on the site.

Bernie Pender asked if there was any work done on the site that wasn't in keeping with the final approval.

Mr. Senglemann handed diagrams to the Board showing the entrance to Clearwater Drive as it was approved, how MDOT changed it, and how it was changed for approval for tonight. On the old plan there was an 18 foot wide inbound lane and two 11 foot wide exit lanes; on the new plan the inbound lane is 14 feet wide and the exit lanes are 10 feet and 12 feet. The entry submitted in the packets was approximately the same width but didn't have the crescent shaped concrete area, which was required by MDOT to allow the WB-62 trailers. The differences between what was approved in July and what they are looking for tonight are minimal.

David Fenderson asked if the MDOT approval for the ingress was the reason for these changes.

Mr. Senglemann said yes, they tried to get the narrower throat approved, but it was not acceptable to MDOT. The tractor trailer needs that crescent shaped area for the back wheels.

Heddy Snyder asked if what they want approved tonight are the MDOT mandated revisions dated 10/22/10.

Mr. Senglemann said yes.

Bill Lunt asked if that is the only change from what was submitted to the Board.

Mr. Senglemann said that in working with MDOT for their approval they needed to make these revisions. They are asking the Board to approve something substantially similar to what was approved in July.

Bill Lunt asked if there are any other changes between what is in the packets and what they want.

Mr. Senglemann said there was one other small change in the entry doors. He handed out diagrams. It is a very modest revision. He spoke with Ethan Croce last week and he didn't think this was a significant revision.

David Fenderson asked why they made this revision to reduce the glass.

Mr. Senglemann said Ace National wanted more merchandise on the inside. This type of retailer doesn't need as much glazing. The bottom part of the glass is a reflective glass but you can't see through it. There will be clear glass above to let light in. As Ethan Croce mentioned, the wall pack lights were raised in a few areas around the trellis elements and also slightly in the dumpster area. The photometric plan has been revised and submitted to staff. It is substantially similar to what has been submitted previously.

Bill Lunt asked why the change from what they have in packet to what was submitted today.

Mr. Senglemann said it was because MDOT will not permit what is in the packet for a WB-62.

Bill Lunt asked if that is the only change submitted today. Mr. Senglemann said yes, that and the entry doors.

Bill Lunt thought they have been very stringent about information submitted without the staff having the opportunity to review it. This is not the first time they have had this issue. The Board has worked very diligently with this applicant, and he made it very clear to this applicant in the past that they had to have a fully complete application to bring to the Board the last time they were here. His first thought was to table this application and bring it back next month.

David Fenderson agreed with Bill Lunt; he asked Ethan Croce to review the other issues, beyond the two new items.

Ethan Croce said the only issues identified by staff during review are the issues with the photometric plan, to find out how the Board wants the outdoor storage area delineated, and the BZA's recommendations for a spill prevention program for hazardous materials.

Becca Casey was more concerned about the new information before she saw what the changes are. She was more willing to entertain looking at these. She wondered, if they were willing to consider making a motion to approve these things, could they put a condition on it that staff need to be comfortable after their review.

Ethan Croce didn't think there would need to be any reconciling, based on the applicant saying that those are the only two changes.

David Fenderson wondered if these are material changes in the plan. The windows are minor, but the access to the site isn't.

Ethan Croce said it is certainly a change from what is in the packets, but it is not a dramatic change from what was submitted in July.

David Fenderson asked if they typically defer to MDOT on these or a peer review.

Ethan Croce said that MDOT has their own standards under which they review projects. Typically, there is dialogue between MDOT, the Town and the applicant to work out the project to meet everyone's needs. He wasn't part of the negotiations with MDOT. There are some black and white standards from which they can't deviate

David Fenderson asked if these changes are for safety reasons. Mr. Senglemann said yes, a semi tractor trailer could not make it over the curb.

Bernie Pender asked if staff have had a chance to review the photometric plan. Ethan Croce said no.

Bernie Pender thought that, although it may be slight changes, the fact that staff has not had a chance to review these is an issue. The past practice has been that, no matter how slight a change, they would not allow applicants to bring in late changes. The Board has adhered to that rule. They are minor changes and they make sense, but he would have to stick to that rule. It wouldn't be fair to past applicants to do otherwise.

Bill Brogan said that, because that entrance was contentious the first time around and it hasn't been reviewed, he agreed with Bernie Pender. He felt this is something that should go through the review process.

Bill Lunt observed that in the initial approval the lanes were 11', 11' and 18'. It is now 10', 10' and 14' and the curbing is already in. He asked if the curbing has been put in against the original approval.

Mr. Senglemann believed that is the case.

David Fenderson asked if they built the requested changes. He asked when the DOT approval came through.

Mr. Senglemann said he thought it was the end of September.

David Fenderson observed that they submitted something totally different than what was approved. If the MDOT required a change, he would have thought they would have been back here requesting that change in October or November.

Tom Greer of Pinkham and Greer said they issued the plans in the packet to Mr. Senglemann on October 6. Mr. Senglemann then used those plans to submit to the Town and Diane Morabito. Ms. Morabito pointed out that those didn't meet the DOT required changes so they went back and changed the drawings and issued new ones to Mr. Senglemann on October 22. He then had two sets of plans and evidently the wrong one was submitted to the Town.

David Fenderson observed that they submitted one which was approved in July; they then built something that wasn't approved, and submitted something for approval that was wrong. His thinking was that the Board should table this and give the applicant a chance to come back with the correct plans.

Bill Lunt wanted the Board to address the issues raised by staff on the original submission to provide the applicant with feedback on those, namely the photometric plan, the treatment of the outdoor storage area on Route 1 and the spill prevention program. He asked what assurance the Board has that the outdoor area doesn't creep bigger and bigger than what is shown on the diagram. He wanted to see some language on the final submission for the mylar that this equipment display area won't start to creep around the building. He felt this could be a condition.

Becca Casey was comfortable with the display area. It will help liven up the site. It is limited already on three sides by landscaping and the door. Her only concern was to make sure it is kept back from the sidewalk. She agreed with some wording on the back storage area to keep it within the fencing.

The Board was fine with this.

Bill Lunt asked about the spill prevention program.

Catherine Debrowski and Andre Landry are the new owners of Falmouth Ace Hardware. They will have some equipment that may be gas powered or have engine oil in it in the outside storage area. There is a procedure to contain, isolate and clean up any spill with free-form absorbent material. In addition, they will have a propane cage with a tank exchange. Blue Rhino has a specific procedure where any spill would be cleaned up and either the fire marshal or Blue Rhino is called. They will have a fire extinguisher close to the tank area. They won't be storing any specific hazardous materials.

Bill Lunt asked if they would be providing K-1. Ms. Debrowski said no, just the tank exchange.

Mr. Landry said he might have a five gallon gasoline container which will be on a concrete pad that can hold 5 gallons.

Bill Lunt asked if the stored equipment will be rental units.

Mr. Landry said yes. Up front they will have grills, patio stuff, and bagged goods like mulch on pallets. As far as the back area, he explained that if he stepped one foot out of the fence it would be in the roadway. That is why they wanted the fence, to make sure everything stayed in it.

Bill Lunt asked if all the outdoor storage out back will be within the fence. Ms. Debrowski said yes, the sales in front will be brought inside overnight.

Mr. Landry described some equipment that might be in a spare parking space, but it won't spread out. They don't want sprawl.

Bill Lunt asked if all this information has been run by the fire department; he would like a sign off from them.

Mr. Landry said they do not have a sign off, but they can get one. He will pour a concrete pad, where they will store the gasoline.

Bill Lunt said this whole area is being redeveloped differently than other areas on Route 1. There has been a lot of latitude here and that is why the Board is being a bit more finicky. He would like to see something in writing from the fire department.

Bernie Pender asked about the hazmat containment, and how the procedures work if the spill occurs when the store is closed.

Mr. Landry said he will have curbing in the back area, so any spill would stay in that area and not flow into the paved area. They could then clean it up in the morning.

David Fenderson thought that was fine.

Bill Lunt felt all that was needed regarding the photometric issue was for that to come before staff.

David Fenderson moved to table the item; Bernie Pender seconded. Motion carried 4-1 (Becca Casey opposed).

4. Falmouth Realty Assoc. – 251 US Route 1 – Request for a site plan amendment to remove a restriction on times of waste removal. Tax Sheet 240; Map-Lot U12-002. Zoned SB-1 and Village Center Overlay.

Ethan Croce said the site was redeveloped in 2005; at that time the Board placed a condition based on abutter testimony that the hours of dumpster removal be restricted to between 7am to 7pm. A similar restriction was imposed on the Rite Aid site in 2007. The applicant is now asking that the Board consider lifting that restriction to allow them to have the dumpsters serviced at the same time that other sites on Route 1 are being serviced.

David Fenderson said it hasn't been a problem because it hasn't been followed in the first place. He asked if the only reason it has come up now is because an abutter raised a complaint.

Ethan Croce couldn't speak to any problems from abutters.

Tom Churchill, manager of the shopping center, said the condition was placed in 2005. It did start with a complaint from one abutter in October of 2010. Prior to that, the dumpsters had been emptied/changed at whatever time was convenient for the operators. The shopping center has no control over this as it is between the tenants and whoever they hire. He got an email from the Amanda Stearns, Community Development Director that an abutter had complained. Apparently, all four of the companies service the containers late at night. He submitted a letter to the companies that they have to comply with the condition. He received phone calls from the operators that if they had to comply with this, they would either have to pull out of the contract, or the tenants would have to pay more for them to do an extra run. They do their servicing on a run, and have to schedule their properties accordingly. It seems unfair that tenants in the shopping center would have to pay more than a business across the street.

David Fenderson thought that, in the leases with the tenants, the disposal issues would have been outlined.

Mr. Churchill said the lease says they are responsible for their own trash removal.

David Fenderson asked if the agreement with the Town was outlined in the lease.

Mr. Churchill said no, because it is up to them how they handle their trash. Some of the tenants have been there since the center opened in 1972.

David Fenderson felt the center made an agreement with the Town in order to get an approval, and the tenants should be following that. He felt the burden of the cost should be borne by the center.

Mr. Churchill said they would have to go back and renegotiate the leases. He thought all the tenants except Goodwill was there in 2005.

David Fenderson said the Board is responsible for protecting the right of the abutters, and this created the need to keep the truck arrangements between 7am and 7pm, in consideration of the noise.

Mr. Churchill said the center is an abutter as well to the residential neighbors. He felt the Town also has an obligation to protect his right to compete with other shopping centers in the area.

David Fenderson said it was an agreement in order to approve the project. He thought maybe there was a way they could extend the hours.

Mr. Churchill said this was the first complaint that he was aware of, and he has been there for 20 years. There is a new subdivision that is close to the center. The center hasn't changed or expanded their operations

Bernie Pender said it should have changed in 2005 when they got their approval. They should have adhered to the conditions of approval at that time, and notified the tenants. He was on the Board at the time, and the abutters were very supportive of the project. They were only concerned with the noise of the trash removal and all the abutters were happy with the agreement.

Mr. Churchill said Bernie Pender was right; they should have notified the tenants. It hasn't been a problem before, but it is a problem now, where the companies have said that they either can't service the site or will have to charge a lot more.

Becca Casey said it is difficult to impose something on one group of businesses that isn't imposed on another. She was sympathetic that it was creating a hardship.

Bill Lunt said this is not the only site that is restricted to dumpster removal times. It is common. The Shops at Falmouth Village site has a restriction on dumpsters, for both the dumpster behind Staples and the restaurant. This is part of the approval that was made. There were concessions on both sides. If this Board starts changing agreements after the fact, it is unfair to the people in the area that come to these meetings and agree that the business can operate as long as they abide by the agreements. The Board spends a lot of time on site plans.

David Fenderson said the Board also made a commitment to protect them.

Mr. Churchill said his problem with the restriction is that it singles out Rite Aid and the center. If everyone had the same restriction, it wouldn't be a problem. The waste companies could then have their route.

Becca Casey asked where else this may be a condition. She wondered if enforcement could look into this, whether it is a requirement in other places and is not being followed. That could force the companies into working within the restrictions.

Bill Lunt said this is an issue that the Board deals with on a number of instances; the ordinances change and they bring sites into compliance as they come forward. He understood where the center is coming from; the trash haulers may have to be told that they have to rearrange their route a little.

Becca Casey asked who needs to tell them that.

Bill Lunt felt it was up to the center to make that arrangement.

Bill Brogan said there is no screening on those trash areas like they would normally require. It seemed like the time restriction was in lieu of making those screening changes.

Bill Lunt confirmed that that was exactly what happened. He was on the Board at the time.

Bill Brogan wondered about changes that could be made, screening and sound prevention, to give the center an opportunity to mitigate the restriction. He didn't feel comfortable changing a condition of approval. He felt some stores could be treated differently in different circumstances; if they abutted a commercial property rather than a residential one, it would be different.

Bernie Pender thought there needed to be some entity that would review whether other sites on Route 1 are not adhering to restrictions imposed on them. That would make it more fair for the center.

Mr. Churchill asked if there was a restriction on the approval for the Bangor Savings Plaza.

Bill Lunt wasn't aware of a dumpster on that site. They might have one.

David Fenderson thought if there was a group of people that came in during that approval process and said they had a concern about trash being picked up, it would be the responsibility of the Board to protect their rights.

Mr. Churchill asked if they could modify the agreement, to give the haulers more latitude, maybe extend the hours to 5 or 6 am to 11 pm.

Heddy Snyder reviewed the design guidelines and the concept of fairness between the Route 1 businesses. The guidelines talk specifically about businesses that are oriented toward residential neighborhoods. Where in some instances there is a need to impose the restriction, in other instances there may not be a need.

Bill Lunt asked the Board for their thoughts on allowing the applicant to come back with a plan for berming, or a slight change in the hours.

The Board agreed that they would allow that.

Mr. Churchill said he could take a look at it; it is money out of the pocket of the shopping center, where this is an issue mainly between the tenants and whoever they choose for their haulers. But the condition of approval is on the center and so it becomes their issue.

Bill Brogan moved to table the item until they can come back with significant information to mitigate the problem. Bernie Pender seconded. Motion carried 5-0.

5. Falmouth School Department – 74 Woodville Rd. – Request for a site plan amendment to revise traffic circulation. Tax Sheet 300; Map-Lot R05-020. Zoned Farm and Forest & RCZO.

Ethan Croce said the Board granted site plan approval for this project last summer. Substantial changes to traffic circulation on Woodville Road and internal to the school campus were made as part of that approval. The most southerly driveway entrance was approved as a one way in, and the applicant is asking that that drive be allowed to revert to a two-way driveway. The Town Engineer was looking for confirmation that the drainage system can accommodate the new proposed impervious surface and whether an amendment to their DEP permit is required. Town staff discovered that the removal of one parking space for this change will leave the applicant one short of the required number of spaces. The traffic peer reviewer wanted and staff has confirmed that there is adequate site distance and that the traffic counts aren't high enough to require another turning lane into the site. Staff and the peer reviewer are requesting an auto turn analysis to confirm that the curb radii and driveway width are appropriate for the school busses, vehicular and pedestrian traffic.

Jacques Gagnon, of Oak Point Associates, presented the application. The original request was for the southerly drive to convert to a one-way in. They did that this summer, and the school department has requested that it be changed back to a two-way. The busses are stacking up behind the middle school during construction, and so that area gets blocked up. The cars parked in the back lot then can't get past the busses, and it isn't intuitive to go all the way around the building. It is an enforcement and convenience problem.

David Fenderson asked if the issue will go away when construction is completed.

Mr. Gagnon said no, when the bus lights are on during loading, cars still can't get past.

David Fenderson asked who is parking back there.

Mr. Gagnon said it is mainly teachers and staff.

Bernie Pender wondered why it doesn't have to be one way anymore.

Mr. Gagnon said the goal of the original design was to reduce the number of curb cuts and simplify maneuvers. They ran this by the MDOT. They did come up with a net reduction of curb cuts in the last approval, but it won't be as much with this change.

Becca Casey drove through the site, and that driveway was piled with cars in non-designated spaces on both sides. It made sense to her that it would be safest to accommodate what people are already doing.

David Fenderson asked where they would recommend that the two-way traffic change to one-way.

Mr. Gagnon identified that place on the plan. That is where it changed before.

Bill Brogan liked the two-way; people will try to take the easiest way out. He felt it was a good improvement. Bernie Pender agreed.

Bill Lunt disagreed. There was a great deal of discussion in setting up this site plan and the parent drop-off area was a bone of contention with him from the beginning. Just because it is difficult to enforce something doesn't mean you automatically change it. There are 4 exits onto Woodville and this would add one more.

Public comment period opened; no public comment.

David Fenderson asked about the issues that had to be resolved.

Mr. Gagnon said they can reduce the pavement width to 40 feet to comply with the ordinance. They have a plan to bring back that parking space. They can submit those plans. With these changes they still have a reduction in the stormwater rates, which he can submit.

Ethan Croce asked about a DEP permit amendment.

Mr. Gagnon said it would be a minor revision that wouldn't require a full amendment. They are going to the DEP for the sidewalks now.

David Fenderson asked about MDOT's input on this.

Ethan Croce said they have signed off on this.

David Fenderson asked what is driving this request, whether it was parents or teachers.

Mr. Gagnon said it was the school's transportation director, Topper West.

David Fenderson asked who was pressuring him.

Mr. Gagnon said there was an accident, where a bus backed into someone who was trying to get past the bus going the wrong way on the one-way drive.

David Fenderson said even if they allow this change that type of situation could happen again. He asked the width of the roadway.

Mr. Gagnon said it is 20 feet. If it were two-way it would be 24 feet, and 40 feet at the intersection.

David Fenderson said this is going to make traffic even worse during those heavy times, with people going in and out.

Mr. Gagnon couldn't say if that would make it worse. It has happened more than once with people going the wrong way, even with signs.

David Fenderson appreciated what they are trying to do, but this project took a long time and a lot of effort, and things were done for a reason, and he would like them to leave it alone for now. Once the whole thing is all done, a lot of issues with traffic flow might go away. If they are going to look at this again, they should look at it as a whole. Making a change here or there may not serve the good in the long term.

Bill Lunt agreed; the whole traffic issue is based upon the condition that this would be looked at for a year. The traffic light at Woodville Road was going to be reviewed after a year. If they take it piecemeal, he didn't think they are doing their job. He felt they should have the school enforce the one-way until the construction is done. He felt it was premature to address it now.

Heddy Snyder suggested someone take a look at this, since the applicant has said that traffic may not be able to pass the loading busses, even after construction is done.

Mr. Gagnon explained the traffic pattern during bus loading times in the back parking lot. They could put a sign in, but not everyone will read the sign.

Bernie Pender asked if the traffic trying to pass the busses is all faculty cars.

Mr. Gagnon said that is a staff lot, with a linked visitor lot. The intuitive way is to try to come out the one way road. There is a benefit to avoiding clogging the area by allowing two-way traffic.

Bernie Pender said they had testimony at the original approval that the plan presented was the most efficient way for traffic to flow. He felt that there was a learning curve.

Bill Lunt asked about the other parking lot.

Mr. Gagnon said they have to go out the way they do now. That is the way they have to be.

Bill Lunt thought a quick way to correct the problem would be to shut it down, and then once people learn the new route, they can reopen it.

Becca Casey could envision a staff person coming around to the back of the site to pick something up, and in that case they are asking them to come out to Woodville Road, come around the building and then reenter the site.

Bill Lunt didn't want to change things before everything was done.

David Fenderson said they couldn't foresee what would happen when the elementary school gets over there.

Mr. Gagnon said the middle school changes are done, and the problem is with the middle school circulation. They will get the best price on this while the construction company is still on site. Mr. West is strongly in favor of this change.

Bill Brogan said it isn't so much the faculty they have to worry about, but those people who come for sporting events who are not familiar with the site. People are already going against what is posted out there, and he felt if people are willing to go against the law now, they will go against the law in the future.

David Fenderson asked if there was any merit in widening the driveway and keeping it one way.

Becca Casey thought that would bring unintended consequences.

Bill Lunt would suggest narrowing it.

Becca Casey agreed, but they need to be able to get the busses in there. She understood the work that has been done on this, but MDOT has already agreed to this, and in recognition that this is an evolving site she was in support of this.

Bill Brogan said he was for it as well, but he also thought there were reasons to wait. Waiting for a complete review has merit, but they may be missing their window for construction, and he was concerned about further accidents.

Bill Lunt would not vote for this. He didn't think the Board was doing its job by allowing changes before they have had time to let the plan work. If he was going to vote to make this two-way, it wouldn't be until after the new school is opened.

Bernie Pender said other schools have volunteers standing out there directing traffic for sporting events. Until this has a chance to work, there are ways around the issue of people who are there for the first time.

David Fenderson asked what time of day the accident took place.

Mr. Gagnon said it was in the afternoon, but he didn't know specifics.

Bill Lunt said the bus shouldn't have been backing up in the first place.

Mr. Gagnon would like to go back to his client and discuss why the Board is not in favor of this change. He asked for the Board to clarify their position.

Bernie Pender said it seemed like a kneejerk reaction to a couple incidents. The Board was told by experts at approval that this was the best traffic flow they could come up with, and now they want to change it.

Bill Brogan asked if they would be saying that they want to wait until it was finished to review it if this were a non-municipal applicant.

Bernie Pender said it wasn't a fair question to answer.

Bill Lunt felt that if this was a private sector project it would be voted down immediately. He felt they have given this project more time and flexibility than they would to a private sector project.

Bill Brogan felt they should not treat this differently than other projects.

Mr. Gagnon clarified that they are not asking for a rush on this; they have missed the paving season already. They would like to address the Board's concerns.

David Fenderson asked if this was two-way before they changed it. Mr. Gagnon said yes.

David Fenderson asked if it was wide enough as a two-way. Mr. Gagnon said it was narrowed, both at the entryway, and along the drive.

David Fenderson asked if they are asking to remove the modifications.

Mr. Gagnon said it was more than that. He showed the Board a plan that illustrated the old configuration, the current configuration and the proposed configuration. It used to have two exit lanes.

David Fenderson thought they would come back for this change, and maybe others, once the project is completed. He felt they are going to get there anyway.

Mr. Gagnon requested a table for the application. He explained that tabling it will not address the question of what would happen when the elementary school is opened, as that won't open until 2011. This was identified as a problem in September.

Becca Casey moved to table the item; Bill Brogan seconded. Motion carried 5-0.

Meeting adjourned 8:37 pm.

Respectfully submitted,

Melissa Tryon
Recording Secretary