

FALMOUTH PLANNING BOARD MEETING MINUTES

TUESDAY, MAY 3, 2011, 6:30 P.M.

FALMOUTH TOWN HALL, COUNCIL CHAMBERS

MEMBERS PRESENT: Bill Lunt (Chair), Becca Casey, William Brogan, Bernard Pender, Kermit Stanley (Alternate), Walter Arsenault (Alternate)

MEMBERS ABSENT: Heddy Snyder

STAFF PRESENT: Ethan Croce (Senior Planner)

Called to order at 6:31 pm

Kermit Stanley was appointed as a voting member.

1. Approval of April meeting minutes

Bill Brogan moved to approve the minutes; Kermit Stanley seconded. Motion carried 5-0.

Agenda Items

2. (Tabled) Tidesmart Global – 380 US Route 1 - Request for approval of a property identification sign. Tax Sheet 83; Map-Lot U62-003-001 & U62-002. Zoned BP.

3. (Tabled) Fred Chase – Brookfield Rd. – Request for final approval of a 4 lot conservation subdivision. Tax Sheet 500; Map-Lot U56-002. Zoned Farm & Forest, RCZO, LR & RP (Shoreland).

4. Wal-Mart Stores, Inc. – 206 US Route 1 – Request for a site plan amendment for outdoor sales and storage. Tax Sheet 320; Map-Lot U52-002. Zoned SB1 and Village Center Overlay.

Ethan Croce said there were no threshold issues, only a few key issues.

The first issue dealt with the deferral of site improvements which would otherwise have been required by the board. Wal-Mart had been in front of the board numerous times for renewals of outdoor areas and landscaping, among others. Given they were there for a sketch plan review later that evening, Wal-Mart requested that site plan improvements be deferred to that second item. The second issue was a waiver the applicant requested, which the board had renewed in the past where existing parking lots were to be overbuilt or underutilized. 16 parking spaces would be displaced and the applicant was arguing that those spaces that would be lost weren't necessary. They planned that this would be a two-year gap situation until construction for expansion would theoretically begin. Staff asked for clarification on fences. Wal-Mart was granted a conditional use in front of the Zoning Board of Appeals. The last comment regarded truck turning movements with the applicant verifying that it will have enough room for turning maneuvers for delivery trucks.

Bill Lunt asked for Wal-Mart to weigh in first on the request for improvement deferral.

Phil Saucier, representing Wal-Mart, said that the parking issue was 16 spaces and was located outside the garden center and was shown on the site plan. That parking would be displaced, and explained that it was under used and not necessary. They felt comfortable with losing those spots.

Becca Casey said she was comfortable with that, especially since this would be temporary.

Bill Lunt thought they looked good on that issue.

Mr. Saucier said the area of outdoor sales would total about 14,000 square feet. They closed it off so there would be no through traffic, as well as closing off the pallet and storage area. He said they created some fencing and landscaping that would comply with village guidelines. They saw it as step one of the overall site improvements. Mr. Saucier argued that it was truly a temporary and seasonal installment because the plan will be to eventually move the garden center to the other side of the store. The proposed area would be from about May to August and in the off months the fencing would be taken down.

Steve Ribble, the landscape architect, told the board they were trying to exceed the ordinance.

Bill Lunt asked Mr. Ribble if he would be the landscape architect for the overall expansion plan, since the issue of Wal-Mart's expansion had been contentious for the past 6 years.

Mr. Ribble said that he would and showed the board details on the map. He said they proposed a black, vinyl-coated chain link fence along the paved areas. The fence in front went along the curb line so cars won't try and turn into that area thinking there would be space. Along the green space there would be a more decorative fence with a post every six feet with evergreens and shrubs on the Clearwater Drive side. At the ends they will turn the decorative picket fence to form an enclosure concept. The rest will be blocked with densely planted plants. On the back side there will be a black colored chain link fence and a gated area in case a customer needed assistance so they won't block traffic.

Bill Lunt asked if there will be public vehicles where the trucks were.

Mr. Ribble said only to the extent that a person needed help so there wouldn't be a lot of cars.

Bill Lunt said that he had historically seen quite a few cars back there for extended periods of time.

Mr. Ribble responded by saying that the gate will be locked so if a person needed help he/she would need to talk to an associate.

Bill Lunt said they were being led to believe that the gate will be primarily closed.

Mr. Ribble said that was their intention.

Bill Lunt wanted them to clarify the height of the plants and the fence.

Mr. Ribble said that the evergreens will be 6-8 feet high and around 4-5 feet wide. The fence would be about 5 feet high. A couple of deciduous trees were on the ends were around 10-15 feet high.

Bob Taylor, of Tidewater Farms, wanted to speak more on the long-term plan.

Bill Lunt said that would be difficult to roll the two agenda items together and there would be 2 more shots for public comment on later dates.

Mr. Taylor had some issues with the landscape. He wanted to make sure the aesthetics went with the landscape and the fence. He was also worried about traffic flow on Clearwater Drive.

Bill Lunt said that they are going to take that into consideration, and they are going to give them revisions they needed since it was just a sketch plan.

Bill Lunt asked if he had concerns about the plan.

Mr. Taylor asked how the fence was going to be put in and how the landscape was going to be done. He believed that it would be a tone setter for the future. He was wondering how much space was going to be used, and also where the truck turn was. He didn't want to have a bunch of trucks there for a long time unattended.

Becca Casey wanted to say the decorative fence was probably more popular. The only place she was looking at was that the chain link fence was coming out in front of the decorative fence, and she wondered if it could be pulled back so it would line up more and give a little more breathing room in that area.

Mr. Ribble said that extending the curb line to the sidewalk to the edge of the grass area would give the full use of the walk and be a separator between the pedestrians and the vehicles. He said that it was also a traffic calming thing because the driver would think it was a lot closer than it is. The intent was during the winter months, they wanted to remove the fence so the area could be used for parking, and so snow piles

wouldn't be there. He said they could look at making changes.

Becca Casey asked about the gate opening in the front.

Mr. Ribble said that there should not be a gate there, the plans had an error. It was left over from a previous design, and it should have been removed after meeting with staff.

Bill Lunt asked if there was a space in between the fence and the building for people to walk into.

Mr. Ribble confirmed that.

Becca Casey said that there might need to be emergency hardware for people to exit during the day.

Mr. Ribble said that was correct.

Bernard Pender asked where people would load their vehicles.

Mr. Ribble said they could load near the gate but they could not drive into the area.

Bernard Pender said that it would be problematic if people put their stuff by the front area, it will cause traffic there.

Mr. Ribble said that they don't want that and communicated it to the store. He likened it to people stopping in the fire lane.

Bernard Pender asked about where the propane exchange plant would be moved to.

Mr. Ribble said that he didn't know.

Bill Brogan said his biggest problem was if temporary became permanent.

Bill Lunt said that they could put conditions on it, and that was his intent.

Kermit Stanley wanted to know what the timing on the landscape versus the beginning of outside sales.

Mr. Ribble said they wanted to satisfy the Town ordinances and said they would like to start contacting contractors within the following couple of days and to get things started. Prior to any sales taking place, the fencing and landscape will be laid out.

Kermit Stanley asked when they would start stocking the outside.

Mr. Ribble said he didn't know because he wasn't privy to such knowledge.

Walter Arsenault said it was hard to see the chain linked fence at the bottom. He wanted to know if it went all the way across. He said it seemed like it could jog with the boundary.

Mr. Ribble said they also wanted to provide that way out for emergencies.

Walter Arsenault said he didn't see the point of putting in the decorative fence if the chain link was behind it.

Mr. Ribble said there was about 12 feet of space and landscape in between. He said it was more of a finishing type look. They would take out the chain link in the winter.

Walt Arsenault asked what the point of having a chain link fence in front of the decorative fence.

Bill Brogan asked Mr. Ripple to show where the two fences were on the diagram.

Mr. Ribble showed where the fences were and that they did that in order to comply with the village guidelines to be in context with surrounding structures. They responded with something more than a chain link fence.

Becca Casey said it didn't make sense for her to then not have the decorative fence in the front.

Mr. Ribble said they thought about that but said it didn't do well out there.

Bill Lunt said he was not quite sure why it would be such a difficult thing to do. It would be one of the first things caught by the eye coming up Clearwater Drive.

Mr. Ripple said he thought they could make it work.

Bill Lunt said that it would make the board and the people happy.

Bill Brogan asked what the dates were of putting the fencing in and out.

Mr. Ripple said the approximate dates would be April to September. The fence would come and go before and after sales. It depended on the weather for more precise dates.

Bill Lunt said part of the approval would be to keep the fence there as long as there was stuff there. He also wanted to weigh in on the timing. He was concerned with timing of the fences. He would want to see the fences up before there was stuff in the area. He was also concerned about where the trucks went.

Kermit Stanley wanted to echo Bill Lunt's request that no product went out there until the fencing was up.

Mr. Ribble wanted to double check on the decorative fence change that was previously discussed.

Becca Casey said just in the front.

Bill Lunt asked if the entire chainlink fence in the back would be taken down in the offseason.

Mr. Saucier confirmed that that was the plan.

Mr. Ribble asked if the asphalt could be added to that since the decorative fence would have to be in the front.

Bill Lunt agreed.

Becca Casey asked about the time frame.

Ethan Croce said he thought he put in a year for permitting and commencement for construction, but had it as a discussion point.

Bill Lunt said he wanted it to make a one year issue. He felt they would have to come back again if they wanted it for longer.

Mr. Ripple said he would like two seasons, this counted as the first, since they were not sure if they were going to build next summer. The construction would start on the cinema end.

Becca Casey said she did not think they would be granting time, which would be by the ZBA.

Ethan Croce said that would be the trigger for the applicant to come back if the construction does not happen.

Bernard Pender thought that a temporary issue needed a date. Three years might be too long. He noted that in the past it was always a temporary issue, but it was never resolved.

Mr. Saucier said that two years would be nice because of construction. If they received one year they would have to come back, based on the construction schedule.

Bill Lunt said they were granting on a temporary basis. They wanted the leverage. Then the applicant could come back to the board and ask for an extension and easily be granted. The Board and the people would be in a bad position if after 14 months there was no construction. It gave good faith on both sides and helped to deal with contentious issues. This would protect everyone.

Bill Brogan agreed with Bill Lunt's sentiments.

Bill Lunt asked Ethan Croce to read the conditions he had.

Ethan Croce read the conditions. The 1st condition was standard. The 2nd standard pertained to parking and the waiver was granted for Wal-Mart to lose the 16 previously discussed spaces. The 3rd was a standard condition. The 4th condition stated no outdoor sales or outdoor storage activity shall occur until the proposed fencing and landscaping had been installed to the satisfaction of the Town. The 5th condition stated the site plan approval will expire on May 3, 2012, unless the applicant had obtained site plan approval and had commenced construction on the proposed Wal-Mart building expansion as proposed on the applicant's cover letter by May 3, 2012.

Ethan Croce also said they were adding condition 6, the formerly proposed chain link fence along the easterly side of the proposed outdoor storage area be changed to match the decorative fence along the Clearwater Drive right of way. He said he did not hear a specific condition on the removal of the fence during the winter months.

Bill Lunt said that as far as he was concerned he didn't care about the fence staying up or down and nor did the public. As long as outdoor storage and sales were gone, then the fence could be gone. They didn't

want anything in there if the fence wasn't there.

Becca Casey added to condition number 4 the language, "nor shall the fence be demounted until everything is out of the area."

Bill Brogan asked if the parking waiver was permanent.

Bill Lunt said they will be able to look at everything when the site plan comes in. If they come back in for reapproval then they look at everything again. The waiver only has a one year life.

Becca Casey said that she was not comfortable with some of the wording. Not just obtaining approval but starting construction. That triggers the fact that construction will be going.

Mr. Saucier offered, "shall expire on May 3, 2012, with the opportunity to come back before the Planning Board for extension of one year."

Bill Lunt asked Ethan Croce if that was in there.

Ethan Croce said that it was somewhat implicit but could be added if the board and the applicant felt better about it.

Bill Lunt said he didn't have a problem with that as long as no one else did.

Bill Lunt said that Bernie Pender had brought up about the truck turning issues and wanted to address that.

John Tario, engineer for Sewall Planning, said they tested it and found they had the needed room for the vehicle to make the turn.

Bill Lunt said historically the property outside the chainlink fence area has been used for outside storage. If they were addressing that issue then, he thought it would be necessary to have the understanding that that the area where the trucks are turning would not become a storage area too. He would like that language as a condition as well.

Mr. Saucier said that sometimes there was the issue that it was being picked up.

Bill Lunt said no overnight storage. It was fine if they were loading/unloading trucks, but sometimes things get pushed back and items get stored there for numerous days. He asked if the applicants understood the conditions and were okay with them.

Mr. Saucier said that they were.

Mr. Taylor said that it was his understanding that it was only for the summer months. He said that it sounds like it was open ended. He said they could bring in Christmas trees or something else, so that it might be something they might change.

Bill Lunt and Bill Brogan said that they might want time constraints.

Mr. Saucier said they thought of the season as April-September. He didn't want to get into what the store can and can't sell, but that would be fine, it would be easier for snow removal.

Bill Brogan didn't like having a grey area. He said they may want specific dates. They could say the fencing can't stay up after September 15, for example, and can't put it up before March for example.

Bill Brogan would say the fence had to be removed by September 15 and the fence couldn't be erected before March 15 on the asphalt.

Bernard Pender asked if number 4 had been completely changed.

Becca Casey said that they could just add to it.

Bill Brogan argued that it said once proposed landscaping and fencing was installed they can use it for storage. So it would have been installed so then even though parts have been taken down, they could still store out there.

Becca Casey said they could give dates.

Bill Lunt said that they couldn't have anything installed until the fence was out there.

Becca Casey added after that it will be limited to these dates.

Bill Lunt argued that it did not matter; the entire fence had to be out there for storage.

Ethan Croce said that it was in there, and added the fence will be removed between September 15 and March 15.

Mr. Saucier asked if they could go to the end of September 30.

The board agreed.

Becca Casey moved to approve the Wal-Mart site plan amendment application with the conditions as read by staff and amended and added to as discussed; Kermit Stanley seconded. The motion carried 5-0.

5. Wal-Mart Stores, Inc. – 206 US Route 1 – Request for sketch plan review of a proposed expansion. Tax Sheet 320; Map-Lot U52-002. Zoned SB1 and Village Center Overlay.

Ethan Croce said staff had met with the applicant to make changes. The applicant decided it was time to check in with the board before they went on with further design details. Most comments were minor in nature and general, but reflected some of the conceptual discussion from that point.

Bill Lunt asked for Ethan Croce to address and then the other two parties could discuss.

Ethan Croce said that architecture had been a point of discussion. Village Center design guidelines and Route 1. There was more treatment necessary. Also the Clearwater Drive side of the building was important since it was also very public. One of the Village Center Design guidelines was to have a pedestrian friendly place. Bring the building out into the street; give the pedestrian some feeling of closure. The Bangor Savings Bank building helps to minimize stuff, traffic coming up, visual. In preapplication meetings the applicant was reticent. The architect said that he would. A lot of these developments were before the Village Center design guidelines. Similar to the last item, they will be requesting to not fully build out the number of parking spaces. It would be helpful if the board gave some direction if that was appropriate or if the board would expect full minimum of spaces. There was a 200 foot separation distance from Route 1 to consolidate curb cuts along Route 1 and along Clearwater Drive. Mr. Saucier gave a general overview. He explained that they had met several times with peer reviewers, abutters and others to discuss the expansion. They were proposing an 118,000 square foot store and with a 6,000 square foot garden center that would be by the cinema, totaling 124,000 square feet. They wanted to reduce the parking, because the amount of parking would be sufficient and they didn't want to increase impervious structures. Mr. Saucier said they could build it if it was necessary so they would ask for a waiver. They also requested a loading waiver saying they only needed three bays, but were required to have four. Again, they could build it but didn't want to if it wasn't necessary. Improvements to Hat Trick Drive were being looked at as well. Wal-Mart planned to have two-way traffic along the road and to have a sidewalk. They were looking to improve the whole backside and to integrate the sidewalk that would be going to Tidewater.

Ben Divine, representing the landowner of the property, said at the time of buying the piece of land from the K-mart, the building was really struggling. The cinema business has changed and Regal no longer wanted the theatre there anymore. They had photographs of the lot at the time of purchase and at that time they worked with the Town to improve the area. He felt they've had the benefit of working with the Town and were looking forward to bringing the land up to a better standard. They've had good fortune with the neighbors and have listened to them and tried to incorporate in the sketch plan. Mr. Divine stated that the more they talked to people, the better the project they'll have.

Bill Lunt wanted to echo the fact they were looking forward to the upgrades as well.

Mr. Ribble said they were proposing to reduce their parking ratio from 5 to 4.6 per thousand. It afforded them the opportunity to have more green space throughout the area, not just at the periphery. There were several mature trees near Route 1 that won't be moved, but other trees in the parking islands would. He said that where the 4th docking bay was shown, if that was waved, it could be used as a landscaped area. In the drawings they did have truck turning movement indicated in that area. The area above as the plan sat was a screen walled, enclosed area for the bale and pallet area. The former outdoor sales area turned into a larger green space with additional parking. Mr. Ribble explained they tried to maximize the space

in between Clearwater and the building for more of a vegetative buffer. He acknowledged there were visual concerns. They have heavily landscaped that end of the building and Route 1 which was included in the packet. Walkways were located in different areas of the lot to connect the entrances and the store. He felt that it was very pedestrian-friendly. The bus stop had been moved to the Clearwater area which was a possible location suggested by the peer reviewer. He also wanted to address the fact that people cut through and shortcut the property and also the problems at the exit of Wendy's. He said that it was not a straight shot, so a driver would have to make some turns and therefore it would be slower and safer. They added some islands in the middle so it would make it safer. There are 2 areas for snow dumping that they could make into parking if the parking was not sufficient.

Ethan Croce wanted to clarify that it wasn't the peer reviewer's suggestion, but wanted to say that it would be one place that it could be moved to at Wal-Mart's initiative.

Mr. Ribble said there were upwards of 1,000 of plantings on the site, not counting perennials and flowers.

Bill Lunt asked if the new Hat Trick Drive would be on the route that the access road to the back of Family was on.

Mr. Ribble said that on the back side the road goes up to Family Ice, but they would be connecting the roads.

Bill Lunt said it looked like a similar plan from the one that was approved 6.5 years ago.

Mr. Ribble said it was virtually the same plan that was approved but with some better additions.

Bill Lunt asked whose responsibility it would be to plow the road.

Holly Malloy said that each party would take care of its obligations on its own property, and that she could get more of a clarification.

Mr. Ribble said they will have clarification on that in future submittals.

Bill Lunt asked if it there were some bump outs that would get rid of some parking spaces.

Mr. Ribble said yes.

Bill Lunt asked how many spots they would be losing.

Mr. Ribble said approximately 20 spaces. There were places where spots had been added but also taken away. They have tried to make it as green as possible but with how much parking was needed.

Bill Lunt said they have historically looked at eliminating as much impervious land as possible.

Bill Lunt also said that in order to do the waiver on parking they needed to have the possibility of adding it. He said it was his understanding that the property had been in the thought process of being developed. He said that it would eliminate the ability to use it as something else.

Mr. Divine said there were other sites they had the possibility of using.

Walt Arsenault said he didn't see all the green space they added. He wanted to know what was additional, specifically.

Mr. Ribble said there were a few additional islands.

Walt Arsenault also asked if they lost green space.

Mr. Ribble said yes but it was just green, and since the board approved it 6 years ago, he thought it would be desired.

Bill Brogan said near the access road going out to Depot Road that there was a three way free-for-all on the side of the cinema. He said there was no signage, and wanted to point it out.

Mr. Ribble said he noticed and had some changes. He said they didn't show signage on the diagram, but if it needed signage they could put it there, but in the end he would have to defer to the civil engineers.

Becca Casey wanted to confirm that the bale and pallet was enclosed.

Mr. Ribble said there would be a wall and on the backside it would be landscaped.

Becca Casey also said the pedestrian circulation was greatly improved. She wanted to ask about two things. She said that it looked like from Hat Trick Drive coming from the north side the sidewalk kind of skipped a loop to the front.

Mr. Ribble said there were actually about three walks walkwaysthere. He explained that a pedestrian would have to go around that area a little bit because there was a ravine and some wetlands.

Bill Lunt said he was happy Becca Casey brought that up. He said that if they were losing some parking spaces, he couldn't believe there would be no walkway that could go in there.

Mr. Ribble said they would look at it and see what they could do.

Becca Casey also asked about the Kiwi LLC building in regards to pedestrians. She would love to see a sidewalk that would connect the properties. She also said the new garden center was smaller than the existing one. She said they were also talking then about a 14,000 square foot outdoor area, and then they were looking at a smaller one. She wanted to know how they would accommodate that.

Mr. Ribble said the architect would address it.

Bill Lunt said that one issue they needed to look at was in the bus stop area. There had been input from the neighborhood. He wondered if there were plans to cross the sidewalk, as well as maybe widening the road for the bus to stop so it didn't stop traffic.

Mr. Ribble said they would look at it, and also they are on a curve so a crosswalk was tricky.

The two agreed that perhaps it may not be practical to have the bus stop there.

Mr. Ribble said that in terms of the widened lane, it was safer for the bus to stop in traffic and stop traffic.

Bill Lunt said that was why he was leaning to having a traffic review.

Bill Boyden, an architect, gave his part of the presentation and said the expansion was also a remodel. He said the new store was divided roughly into three portions; the grocery area on left, general merchandise in the center; and a garden center on the right. The grocery area was a new addition and it will be a full service grocery store.

Bill Lunt asked about the pharmacy.

Mr. Boyden said there will be a full-service pharmacy in the front.

Bill Lunt said that it wasn't a super Wal-Mart compared to the size of the ones in Windham or Scarborough.

Mr. Boyden said that they called it one because it was a full store in a non new store.

Bill Lunt said when they say super they think of the ones in Windham and Scarborough. He wanted to say they were not working with one that was the same size.

Mr. Boyden said that it was a full sized one in a smaller store.

Mr. Divine said that the nomenclature had changed. He said Wal-Mart was phasing out the supercenter term.

Bill Lunt just wanted to make it clear for the record. They were not advocating for anything larger.

Mr. Boylan said that the garden center was mentioned earlier and when all of the space is put together, it was about the same size garden center, it was just being accommodated in the inside. They have one entrance in the front of the store. He said there was no opportunity to see into the dock area or the bale and pallet area. They were planning some planting device on the front left and also some planters on the front of the store. He explained they were making substantial improvements and outlined what each part of the new architecture would look like. Also, the carts all fit inside the store, but there would still be cart corals. He said the new building would be a very attractive structure. The premium stuff will be on people level and told the board they didn't use faux glazing.

Mr. Boylan showed a sketch of what the rear side of the building would look like and said he thought they addressed the architectural guidelines on all sides of the building.

Walt Arsenault said the moves made were nice. He noticed that the left elevation was the utilitarian side, which was the side that the people are concerned about. He thought it would be nice if they added something to that side like the back right, not "Disneylandesque," but some small changes possibly.

Mr. Boylan said there were some challenges when designing. He said that that one thing was that that part of the building existed so it could be difficult, expensive, and disruptive to that side of the store. The side would have to be torn down and rebuilt. Tall elements would be difficult to work in. There were other things to be done, but height was not one.

Walt Arsenault asked if the compression area was new.

Mr. Boylan said that the wall wasn't new but the pertinence on the side was new.

Mr. Ribble wanted to add that no one will see those views because the building and landscape were presented and viewed separately in the meeting. There will be landscaping and some articulation.

Walt Arsenault said he thought the bump out seemed like an opportunity to maybe do some trellis work or something of that nature.

Bill Brogan looked at the rear middle of the building and wanted to hear his thoughts.

Mr. Boylan said it was an architect variety thing. He didn't like it aesthetically to repeat the same look. He liked to reinvent forms. He said if they felt like they wanted some more repetition that could be worked in. His forms were purposeful and interpretative but people have their own thoughts.

Bill Brogan also asked if there would be another entrance at the garden center.

Mr. Boylan said there would be a part-time entrance only opened during the daytime. The garden entrance would be one-way when it wasn't opened so that people could get out in case of emergency but people couldn't always get in.

Becca Casey said her biggest concern was in the rear. She noticed that the existing areas were the fluted CMUs so it was somewhat rustic, and then by the loading dock there was some cheaper CMU paint. She suggested maybe carrying around the textures and/or quality of the finish.

Becca Casey said that she mentioned doing some arbor, but since it was such a tight space maybe they could do some green screening or something else.

Bernard Pender said there were marked improvements. He asked about emergency exits.

Mr. Boylan said there were doors all around the store and that they exceeded the number for the main building code.

Bernard Pender asked where the dumpsters would be located.

Mr. Boylan pointed on the map where the 4th loading dock was.

Bernard Pender asked if the greenery would be the screen.

Mr. Boylan said there was a 10 foot screen wall as well.

Kermit Stanley liked the design and said it was much improved, but had no additional questions.

Bill Lunt noticed that on the backside of the building facing the Family Ice that the building wall wasn't straight and asked if it was straight then.

Mr. Boylan said that was correct and there was a bump out that would be new.

Bill Lunt suggested under the new construction there that they could do something that will break up the long, black wall.

Becca Casey said that was the area she was talking about where the CMU changed finish.

Bill Lunt noticed that would be the first thing one would see on Wal-Mart on Hat Trick Drive and Clearwater Drive. He wanted to break up that corner a little bit. He also said that on the side in front of the compressor area, he didn't understand what they had in mind to put there.

Mr. Ribble said that on that façade they had some planters. It was narrow and long. They felt it would be most appropriate to put a structure similar to the structure of the sitting area/bust stop with some latticework or something. They could possibly have a green wall in the back.

Bill Lunt also said on the corner of the loading dock area, it would look really cool to break that up. He said the loading docks looked like the back of the building. He was wondering if perhaps they changed it so that it didn't look like the back of the building.

Mr. Ribble said there would be heavy landscaping there, and he had heard there were plans to develop those lots. He said there would be a small window of time that a driver may be able to look at that much.

Mr. Boylan said that when someone looked at the façade of a building, one needed to think about the building in its locale: the roadways, foundations, the building, landscapes, etc.

Mr. Ribble asked if it would be helpful to bring in some pictures.

Bill Lunt thought it would be helpful, especially with the public. They needed to push the issue that it was a four sided building.

Bill Lunt said that one of his questions was wondering why there was parking by the compressor area and two-way traffic with pedestrians. He said it looked a little unfriendly for pedestrians.

Mr. Ribble said that it was just parking for around the building.

Mr. Tario said it was a pretty small lot so it could be used for employee parking, or it would be rare for traffic.

Becca Casey asked if they would have cars driving out into the truck area.

Mr. Tario said they could have signage.

Bill Lunt said that cars would drive through it as a shortcut.

Mr. Ribble said they could make it employee parking or have it be a one-way.

Becca Casey asked if they had to go through that space.

Mr. Tario said they would look at it.

Bill Lunt said that if they restricted it to employee parking, they could close it off at the front. His other issue was they were requesting a waiver on the curbcuts and he was wondering if the curbcuts could be moved.

Mr. Tario said that would be difficult given the current use of the site. There would be almost a Wendy's entrance and then also one for the Kiwi property.

Bill Lunt said that the entrance by Kiwi was used by trucks constantly to go in there and they are not supposed to. He said that it was the four curb cuts he was having problems with. He wasn't sure why they needed so much area coming in and out of the building.

Mr. Ribble said there was a lease agreement to maintain access to Wendy's. They could still get into the area in other places.

Mr. Tario pointed to two one-way entrances. He said the Department of Transportation may look at it at one curb cut.

Bill Lunt asked if the two that were the ones existed or were they changing.

Mr. Tario said they were not changing that.

Bill Lunt said the curbcut issue was something they needed to look at for a waiver. He also said there was a fair curbcut up by the loading docks. He said he would hope they encourage the trucks to go out through Clearwater and not turn the other way. He thought they may want to think about making the road narrower because the board didn't want trucks going down Hat Trick Drive or Farm Gate Road.

Ethan Croce was asking if the curbcut was being widened.

Mr. Ribble thought they were widening from the existing condition.

Ethan Croce wondered why it would not work with what existed.

Mr. Tario and Mr. Ribble said they would look at that.

Becca Casey noticed that coming in from Depot Road on Hat Trick Drive people could sneak around the island. She wondered if there was anything to keep people from doing that, whether keeping the island that was there or maybe cut it off so people can go straight there against the building for parking.

Bill Lunt also had a problem with parking there. He was concerned with the parking on the right side by Depot Road. He had some concern near Family Ice. Right on the corner might be asking a bit much.

Mr. Tario did some traffic estimates for its existing use and also did theoretical traffic based on the expansion plans. He found that existing traffic was more than the traffic calculated for the future. DOT concurred and said they were not expecting a traffic permit. He asked what the board wanted for traffic analysis.

Ethan Croce clarified that it was black and white whether or not DOT would get involved.

Bill Lunt wanted peer review for interior traffic, and also if the peer review agreed then that was justification of the Planning Board.

Bill Lunt adjourned at 10:20 pm.

Respectfully submitted,

Jon Planer

Recording Secretary