

**FALMOUTH PLANNING BOARD MEETING MINUTES
TUESDAY, MAY 1, 2012, 6:30 P.M.
FALMOUTH TOWN HALL, COUNCIL CHAMBERS**

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

MEMBERS ABSENT: Heddy Snyder, Walter Arsenault

STAFF PRESENT: Ethan Croce (Senior Planner)

The meeting started at 6:29 pm.

Kermit Stanley was appointed as a voting member.

1. Approval of minutes from the April 3, 2012 Planning Board meetings.

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

Bernie Pender left the meeting.

Administrative Action Items

2. (Item Withdrawn) David Hembre – 44 Allen Ave. Ext. – Request for an amendment to the Lower Falls Subdivision to amend a lot line. Tax Sheet 471; Map-Lot U69-004. Zoned RA and RCZO.

Public Hearings

3. Public Hearing on an amendment to the Zoning and Site Plan Review Ordinance relative to temporary advertising signage.

Ethan Croce explained the current ordinance and the new amendment, which would allow business owners to put up temporary signs for 7 days at a time, a maximum of 4 times a year. The ordinance language is also being moved from the Zoning and Site Plan Review Ordinance to the Code of Ordinances. The proposed amendment has a sunset provision that will expire on 12/31/13 without further Council action.

Public comment period opened; no public comment.

Bill Lunt mentioned that this was brought to the Council by the Falmouth Economic Improvement Committee in response to requests from business owners.

Becca Casey moved to recommend approval of the amendment as written; Kermit Stanley seconded. Motion carried 3-0.

Agenda Items

4. Church of St. Mary the Virgin – 43 Foreside Rd. – Request for site plan approval for a building expansion. Tax Sheet 320; Map-Lot U07-005. Zoned RC and RCZO.

Ethan Croce explained that the issue of “right, title and interest” has been addressed since his agenda notes went out. The Board of Zoning Appeals (BZA) issued the following conditions on their approval:

1. An attractive fence suitable for screening headlights on Waites Landing side of church building and that such fence remain in place for not less than 5 years and until such time that the landscape buffer performs an effective buffer for headlights;

2. Either Waites Landing entrance be converted to a one way entrance or effective measures are taken such as prominent signage, speed bumps, alterations to width of driveway or other measures to foster use of the entrance and exit at Route 88 and discourage use of the entrance and exit at Waites Landing;
3. That a suitable drainage plan be developed and approved by the Planning Board to avoid adding to the storm water burden for the existing culvert system on Waites Landing Road; and
4. No daycare use of the premises would be permitted.

Ethan Croce said there is a question regarding accuracy on the stormwater; the revised report showed the same amount of impervious surface as the earlier report, despite the removal of the lower parking lot. The applicant should clarify those figures, whether the report needs to be amended, and whether the detention pond could be resized. Approval from Cumberland County Soil and Water Conservation District (CCSWCD) could be a condition of approval. Three areas on site are showing reduced aisle width; he asked them to bring those into conformance. The applicant is requesting a waiver on off-street parking: the ordinance would require 47 spaces, but the applicant would like to build out 44 spaces and show where 3 additional spaces could be built. The currently proposed angled parking will need to be adjusted to perpendicular or the drive will need to be changed to a one-way. Underground utilities will be installed, but the applicant would like to keep the existing over-ground utilities that service the rectory. The ordinance requires lighting at driveway intersections; the existing Waites Landing driveway does not have a light, but the applicant says there is spillover light from a CMP fixture at the intersection of Foreside and Waites Landing. The driveway on Foreside Road has no illumination either. Jay Reynolds, Director of Parks and Public Works, had a comment about non-stormwater discharge in the ditch on Waites Landing. The applicant has dye-tested both the rectory and the parish hall and found that this discharge is not coming from either building; there is no plumbing in the church.

Nat Cram of Scott Simons Architects discussed the project. They are proposing an addition to the parish hall, removing a dilapidated portion of the building and modifying the parking and circulation on the site.

Austin Smith of Scott Simon Architects pointed out that the church has a burial yard that is integral to the church. It abuts Pine Grove Cemetery, which is separate.

Mr. Cram discussed the formerly proposed lower parking lot, which has been eliminated in response to the neighbors' concerns. They have modified the upper drive to meet Waites Landing at a 90 degree angle. They are maintaining the pastoral setting of the garden at the heart of the campus while locating parking interior to the site.

Mr. Smith said this is a true church yard; they are removing a portion of the parish hall and placing an addition to the interior of the lot. The proposed design maintains the processional paths to the burial yard. He showed the planting plan. There are some areas where they are reinforcing St. Mary's Woods, and have used evergreen screenings to screen both the detention pond and along Waites Landing. They kept the palette of indigenous Maine species. They used a 12 foot high full-cut off fixture and a house shield that throws the light to the interior of the site. The light at the property line falls to 0. The concern was that, due to the higher elevation, the light would shine on the neighbors. He presented an elevation that showed that this won't be the case.

Mr. Cram showed on the revised site plan where the fence mandated by the BZA would be placed. Mr. Smith said they would be using a white cedar fence, 3 feet high, to block the headlights.

Mr. Cram said the revised plan will remove the landscaping and replace it with the fence permanently. This meets the ordinance, which requires either landscaping or a fence. The church does not want to make the Waites Landing drive a one-way entrance; they feel the safety of the internal pedestrians would be compromised, as it would force all the traffic between the church and the parish house. They felt it was more effective to disperse the traffic to have two exits from the lot. They want to encourage everyone to use Foreside Rd. as a means to exit the campus; they proposed to announce that at church services and meetings, as well as publish a notice in pamphlets, in the church newsletter and on the website. They

propose pruning existing landscaping to make the Foreside Rd. entrance more prominent. They also proposed changes to the existing sign to make it clear that Foreside Rd. is the entrance to the site.

Bill Lunt thought it would cure the problem to make Waites Landing one-way in and Foreside the exit. He didn't think telling people would be effective.

Tom Gorrill, of Gorrill-Palmer, has been to the site three times during peak usages. He noticed parking along the Waites Landing entrance that he thought should be corrected. The proposed design changes the angle and brings traffic directly to Waites Landing. Ordinance section 9.14 talks about driveways, sight distance and the speed of the road. When you are at an intersection, one can only see the intersection and not beyond it. The neighbors were concerned that the location didn't meet the 250 feet of site distance at that location. The ordinance says (section 9.14.a.3): "*Where a site occupies a corner of two (2) intersecting roads, no driveway entrance or exit shall be located within fifty (50) feet of the point of tangency of the existing or proposed curb radius of that site.*" The current design is approximately 60 feet from the intersection. He felt this was the standard that applies. At the BZA meeting it was mentioned that the Rt. 88 driveway was not prominent, and people drive past it to use the Waites Landing entrance. The sign is actually past the driveway, and there are bushes that make it hard to see. He thought that was one of the things they are trying to address. He felt this plan was a balance, and his opinion was that it was good to have the ability for traffic to use the Waites Landing driveway. He felt having all the traffic exit in one place would lead to congestion. In the past 3 years there have been no collisions associated with that driveway. In the last 10 years there was one accident with a vehicle turning out of the intersection onto Rt. 88; there was also a bus related to the church that hit some parked cars that were on Waites Landing. He felt the design meets the ordinance and that it was a good plan.

Becca Casey asked about having more than one means in and out of the site for emergency vehicles.

Mr. Gorrill said that was part of his concern in having one entrance to the site. This way, if something happens at one of the driveways, they would have the option of using the other one.

Bill Lunt said his issue was that the BZA wanted to discourage the use of Waites Landing driveway. Making it a one-way in would cure the neighbors' issue of headlight flash. He wondered why they wouldn't want to take advantage of the better sight lines at the Foreside entrance.

Mr. Gorrill agreed with discouraging it, but not with eliminating the option of using it as an exit. He felt there would be periods of congestion if they did that. From a safety standpoint, having all one-way traffic would cause higher rates of speed. They felt it was not necessary or desirable to shut it down to exiting traffic altogether.

Bill Lunt was not comfortable with the way it was set up. The visibility on Foreside at that intersection toward Portland is not good. The sight distance at the Foreside entrance is better.

Mr. Gorrill said they meet the sight lines at the Waites Landing intersection. It is hard to beat the collision history that they have with this entrance.

Bill Lunt wondered why the BZA wanted to discourage the use of the Waites Landing drive.

Mr. Gorrill said there was a concern about the potential safety; they would have liked more distance. Right now they don't have as much distance as they are proposing. There is slightly more than 100 feet of sight distance from the driveway to the intersection as it is designed. There was also testimony regarding the headlights exiting. The BZA wanted to make the Foreside entrance more prominent.

Steven Blais of Blais Civil Engineers spoke about the drainage. They have updated their calculations; the updated report did not reflect the most recent changes but it has since been revised and is available. The March 6 submittal had 5630 sq. ft. of impervious surface. When they resubmitted on April 10, the report said the same number but the calculations were correct based on the revision. The impervious surface has not gone down, despite the removal of the lower parking lot. The gravel access where that lot was to be located remained, so that surface did not get removed. They moved the parking up to the interior of the

site. They are asking for a waiver on three parking spaces; they would show where those would be built if they needed to be constructed in the future. They took the maximum number of impervious surface at full build-out and calculated it at 7103 sq. feet. The pond didn't get smaller; it stayed the same, though they flattened out the grades a bit to make it more aesthetic. They have labeled a mislabeled catch basin.

Bill Lunt asked if they had approval of the drainage plan per the condition from the BZA. Ethan Croce explained the BZA condition. The stormwater plan is the drainage plan in this instance.

Mr. Blais said what is out there today are sea soils that don't drain well. They are adding less than .2 acre. They are routing the majority of the site to a dry detention basin. There is an 8 inch pipe that drains the pond. They understand that the culverts on Waites Landing are undersized. They are decreasing the peak flows coming from their site at the property line. At the 2 year storm they are decreasing the peak flow .2 cfs in total. The ordinance requires them to reduce flows up to the 25-year storm. They also looked at the 100-year storm; at that level they are decreasing the peak flows from 17 cfs to 13.5 cfs.

Bill Lunt asked if the Board was interested in a review from CCSWCD. Becca Casey was comfortable with the plan, as they are decreasing peak flows at all storm levels. Kermit Stanley felt a review would give everyone a higher comfort level; Bill Lunt agreed. Since there is a problem on Waites Landing anyway, he felt a peer review would be to everyone's benefit.

Mr. Blais said there is an overflow spillway in the plan; the 100 year storm would go through it, but nothing below that.

Mr. Cram spoke about the waiver request for the build out of the three required parking spaces. He showed the location set aside for building those spaces. They have accommodated as many spaces as they could internal to the site instead of using the lower parking lot.

Mr. Smith pointed out that the spaces that were added were located to maintain mature trees on the site. If they wanted to place those three with the other spaces they would have to remove some trees.

Becca Casey was comfortable with the waiver.

Bill Lunt wondered if the applicant would be able to build out those spaces without coming back to the Board for approval.

Ethan Croce said he would recommend that they come back. Bill Lunt said the Board would be able to review screening at that time. Mr. Cram said they could work out staff on extending the fence to screen those spaces but he understood that a return to the Board was a condition of that waiver.

Mr. Cram said they are proposing to widen the Waites Landing drive to 15 feet and then flare it to 55 feet as it meets Waites Landing. The ordinance requests a 60 degree angle at least; they are proposing a 90 degree angle to make it a safer intersection. The parking spaces along Waites Landing have been changed to all compact spacing to reduce impervious surface and limit the drive aisle width to 22 feet. They have changed the angled parking to be at a right angle; the spaces have been moved closer to the parish hall to increase the drive aisle to 25 feet. Regarding the overhead utilities, he said the proposal is to eliminate the one pole closest to the parish hall that runs the power into the existing building. They would run the utilities underground to that building. The overhead lines from the street to the pole run along a row of tall pine trees; the lines to the rectory do not impact any neighbors. They are not doing any major work to the rectory and they would like to keep the lines as they are.

The Board was comfortable with the proposal regarding overhead utilities. The remaining overhead lines were internal to the site and so are harmonious to the site and neighboring properties.

Mr. Blais spoke about the discharge and the dye test they did at both the rectory and the parish hall to look for leaks or poor connections. When they were done there was no dye in the ditch at Waites Landing after 2 hours. There is a ground water vein somewhere. There are no flushes in the church itself, so they did not test the church. Mr. Reynolds was satisfied that they proved that they are not the source of any

illicit discharge. There is a green pipe that drains a wet area in front of the church; that is being tied into their system. They don't know what the black pipe was for; he thought there might be a wet area somewhere that they wanted to drain, but it will be eliminated. There was an old leach bed on the site; the old septic system failed 20 years ago and that was when the pump station was installed. That septic system is also being eliminated as part of the construction. If there is anything else going on they will likely find it during construction.

Ethan Croce said Mr. Reynolds was satisfied with the effort put forth by the applicant.

Public comment period opened.

George Theborge of Geoplan Consulting, representing the neighbors, said they support the church expansion but have two concerns. Their first concern is the expansion of the Waites Landing entrance; they request that this drive be restricted to one-way. The applicant proposes narrowing the entrance, moving it to 90 degrees, putting in a small, mountable median island, but none of those address the fundamental issue that there is not the minimal 200 foot sight distance for left viewing for exiting cars; there is at most 75 feet. They do not agree that the 50 foot distance from an intersection applies. They suggest installing internal sidewalks and striping crosswalks to address the concerns regarding pedestrian safety resulting from a one-way circulation. They submitted a letter from Diane Moribito, a traffic engineer from Maine Traffic Resources, stating that the Waites Landing drive doesn't meet safe sight distances. Waites Landing is narrow and has no capacity for on-street parking. Neighbors contend that on-street parking happens regularly. Proposing only 19 dedicated spaces for a church that can seat 150 doesn't make sense. There is room internal to the campus for more spaces to be installed if more parking is needed; 10 spaces could be installed across from the Foreside access drive where the new parking is proposed. The proposed driveway modification will cause headlights to shine directly at the Cairns/Bazarin residence. He distributed plans showing the effect of those headlights under both the current and proposed driveway configuration. Since there is nothing to limit the church's use; headlights could impact the neighbors 7 days a week. Cars making a left turn out will be watching traffic coming up Waites Landing more than traffic turning from Foreside. All these issues could be fixed simply by making this drive a one-way, narrowing it to an appropriate size for one-way traffic, and signing it as one-way. Their second issue regards the drainage; they accept that the plan will improve the drainage through the 100 year storm, but the applicants admit that it will fail at larger storms. They want the Planning Board to look at what happens to the drainage on Waites Landing for those large storms. They request that the proposed 3 foot fence be raised to 4 feet in recognition of tall SUV's. He presented the Board with a copy of an email from Linda Banks with her testimony.

John Graustein of Waites Landing lives about 200 yards down from the church. He was concerned about the drainage. There is a gully along the side of his property; all the water on the church side of the road drains into that gully. From there it is supposed to drain under Waites Landing. It also drains all the water from the houses behind him. The problem is that the Town drains to that gully as well. 10-15 years ago the water overflowed over Waites Landing. He presented the Board with a picture taken of the gully on April 23 after what the applicant represented as a small storm. The water is backed up and you can't even see the culvert. He went out today, when there was very little water in the gully. It is hard to see the culvert. He said the addition of impervious surface at the church would increase the amount of water going to the gully. He thought the BZA imposed a condition that no more water would be sent to the gully. Long term, the water should drain over to the ocean side, and not reach the gully.

Bill Lunt said it is the Board's duty to look at the site plan and the amount of rate runoff. The report said the rate will decrease; that doesn't mean the church is liable for all the water that goes 200 yards down Waites Landing.

Ann Lafond of Waites Landing is also a member of the church. There is a golf course between the church and that culvert; right after the golf course there is no ditch at all. She didn't see how the water in that gully could be coming from the church. The golf course takes up a lot of space on the road. She felt it

was important to have two ways to get in and out of the church. If there is a wedding, memorial service or a large church service she didn't think it was safe to have only one way out. They do have to think about the pedestrians and she didn't think crosswalks were sufficient to address that concern. Everyone on the road knew there was a church across the street when they bought their homes and the use hasn't changed much. Activity at the site is over by 9pm at the latest.

Hugh Smith, senior warden of St. Mary's, spoke about the parking. He is there quite frequently and said it is counter-intuitive to have the driveway closest to the majority of the parking be one-way in. The pedestrian traffic that takes place is between the parish hall and the church. Having both entrances be two-way disperses the traffic. He encouraged the Board to vote tonight if possible; they want to move forward and they felt the plan proposed tonight meets both the neighbors' concerns and their needs.

Anne Cairns of Waites Landing lives directly across the street and is a member of the church. She spoke about the safety of the intersection at Rt. 88 and the Waites Landing driveway. She didn't think it was a safe intersection, nor that looking at the 3 year collision history was sufficient. She felt the near-miss accidents are also important. This is a very busy corner and a heavy pedestrian and cyclist route. People park their cars and walk in the Pine Grove Nature Preserve. In the past month she has had two near-miss incidents at the intersection and she described those in detail. People turning down Waites Landing cannot see people pulling out of the church's driveway. Her preference would be to close that entrance altogether, but a one-way entrance would be an improvement.

Richard Bazarin of Waites Landing lives directly across the street and has for 15 years. He is a member of the church. He welcomed the repairs that are planned to the buildings. He requested that the Waites Landing entrance be made one-way in. The Foreside entrance is obscure and the Waites Landing entrance has becoming the primary entrance. Without specific restrictions the use of the entrance will not change; he felt that announcements will not have an effect. The church has expanded its use in the last 5 years. He presented the Board with a copy of the church's newsletter from 2011 and other materials which outlined the increased uses of the church buildings in recent years. The church in England on which this church was based is likely a pastoral parish and not a program church, as this is becoming. The current drive is too wide, too close to the intersection, and at too sharp an angle. He didn't feel the church's effort to address these issues are sufficient. Traffic is constant, daily and many nights a week. Mr. Gorrill did not analyze the effect of traffic after the AA meeting adjourned on Tuesday night. Mr. Bazarin said headlights intrude into his second-floor bedroom; moving the drive to a 90 degree angle will only exacerbate the lights shining into that space. He asked that the drive be made entrance only, be narrowed, and that no parking be allowed between the drive and the intersection. The church has more than 5 acres of land and they are asking not to build all the required spaces. In response to Ms. Lafond's observation regarding events, he pointed out that there are only 47 spaces on the property. Not all the people attending those events will be parked on the site.

Andy Magnum of Waites Landing lives across the street from the church and was concerned with headlights shining from the upper parking lot onto his property. He was grateful for the condition for a fence but felt that a 3 foot fence would not be sufficient. He said the night meetings do not get over at 9pm, but will sometimes last until 10pm or later. People will linger to talk in the parking lot. It has changes a lot in the 35 years he has lived there; it is a now a busy meeting hall.

Mr. Gorrill addressed the letter from Ms. Moribito submitted by Mr. Thebarger. Ms. Moribito was more concerned with left turning traffic onto Waites Landing and indicated that they meet the 50 foot standard. Sight distances are based on travel speed; when taking the right turn around the corner from Rt. 88 to Waites Landing they need 100 feet. They have corrected for people going at a high rate of speed from Rt. 88 directly into the entrance. He argued that the ordinance allows them to be at 50 feet from the intersection; you cannot get 250 feet of sight distance around the corner. He didn't agree with her contention that the exit is not safe for exiting cars, based on the 10 year collision history.

Mr. Cram hoped the Board evaluates the application based on the ordinance and the conditions placed by the BZA. The cars parking along the 3 foot fence would be in the compact parking zone.

Jeff Lafond of Waites Landing said this is a safe road. It wouldn't be used by all the cyclists and pedestrians that use it if it weren't a safe place for people to walk. If there is one way traffic on the site it would move all the traffic through a bottle neck. A lot of the people at services are elderly. He felt making that driveway one-way would create an unsafe condition. He said people are more cautious where there is two-way traffic. He said that the neighbors concerned about the traffic, commotion and light recently built the bedroom that now faces the church.

Mr. Bazarin argued that the bedroom he referenced was built in 2006 before the expansion of church uses.

Public comment period closed.

Becca Casey spoke about the Waites Landing driveway. She was uncomfortable with having only one way out of the site; two ways out is the baseline for life safety planning. She supported the plans to improve the entrance on Foreside: trimming back the landscaping, moving the sign, adding to the signage, etc. She would like to see those on the plans. She liked that the exiting traffic has been shifted down from being directly across from the Cairns/Bazarin driveway and thought that might improve the situation.

Kermit Stanley agreed. He thought a lot of changes have been made to the plan to accommodate a lot of the issues raised. He felt there should be two exits from the campus.

Becca Casey said she would support a 4 foot fence.

Bill Lunt felt the 3 foot fence was marginal at best, though he didn't like tall stockade fencing. He suggested they raise the 3 foot fence off the ground; light leaking out the bottom of the fence wouldn't be an issue. He was concerned about where they would measure it from. He would like a condition for a fence to block the headlight level. He spoke about the Waites Landing driveway; he was concerned that the more they improve the intersection at Waites Landing, the more they will encourage people to use it. The condition from the BZA was for them to discourage people from using it; making it one-way would do that. Headlights coming out from the parking lot are obnoxious. He liked bringing it to a 90 degree angle; that would discourage people from zipping down from Rt. 88 across Waites Landing and directly into the driveway. The headlights coming out are an issue of the church. They have increased their use of the site.

Ethan Croce asked about lighting at the driveway intersections. Mr. Cram said there is spill over light from the CMP fixture that covers the entire Waites Landing intersection. There is also an existing light pole that spills over the 4 parking spaces closest to Foreside road.

Bill Lunt asked about the gravel area that was originally proposed to be the lower parking lot. There is an entrance from Waites Landing there.

Mr. Cram said they intend to continue its current use: it is used for maintenance of the church, oil deliveries and is required by the fire department for access to the parish hall.

Bill Lunt asked if it would be pinched down to discourage people from using it. Mr. Cram said there is no intention to change it; it has been used in the past for parking for 3-4 cars.

Bill Lunt said he liked the plan overall, just not all of it. He didn't think this plan discourages use of Waites Landing as stipulated by the BZA but instead encourages it.

Becca Casey wondered about the suggestions made by the BZA for potential alterations, such as speed bumps, signage and alterations to the width. She felt making the Foreside entrance more prominent would encourage use of that entrance. She thought combining that effort with the installation of the suggested alterations would help.

Bill Lunt wanted to see the changes to Foreside on the final plan. Becca Casey agreed.

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Bill Lunt asked if the Board had the authority to end parking on Waites Landing. Ethan Croce said they do not. Bill Lunt suggested that they could convince the Council to put a no parking zone there.

Becca Casey asked if they could place a condition that the Foreside entrance receives the same level of improvements as the Waites Landing entrance. She wasn't sure about widening it, or merely improving the pavement.

Bill Lunt asked about the width of that entrance. Mr. Cram scaled it off the plans. He said it is about 15 feet wide at the pinch point, and is two-way.

Bill Lunt felt that doesn't encourage people to use it. Becca Casey suggested that making improvements there to bring it up to the same standard as the Waites Landing entrance would encourage people to use it more.

Ethan Croce pointed out that the bulk of the Foreside entrance was wider than 15 feet; that distance was just at the choke point. The Waites Landing entrance is proposed to be 15 feet. The radius at the curb cut is fairly wide, it reduces to 15 feet at the choke point, and then it expands back out to 20-25 feet.

Bill Lunt asked why it chokes down to 15 feet.

Mr. Cram said there are stone pillars with lights on them that make up the formal entry. They may be able to get a little closer to the pillars, but to make it any wider they would have to remove a pillar and rebuild it significantly. The narrowest two-way entrance allowed by ordinance is a 15 foot two-way entrance for a multi-unit residential property.

Bill Lunt asked how much they could widen it. Mr. Hugh Smith said they would have to move the pillars.

Bill Lunt said he would push for a condition that they widen that entrance to at least 18 feet; 20 feet would be better. Kermit Stanley agreed with the widening of that entrance, and with raising the fence.

Mr. Cram said they were fine with having the top of the fence be 40 inches above top of pavement. They were willing to move the pillar to widen the driveway.

Bill Lunt asked about the width of the drive heading to Foreside from the closest parking spaces; Mr. Cram said it is 25 and then chokes down to 15.

Bill Lunt felt in that case he wanted it to be 20 feet wide. Kermit Stanley and Becca Casey agreed. Becca Casey wanted to see the sign shown on the final plan.

Becca Casey moved to grant the waiver to provide 44 spaces instead of the required 47, with the condition that the applicant come back to the Board prior to building those spaces and the spaces be located on the plan. Kermit Stanley seconded. Motion carried 3-0.

Ethan Croce read the proposed conditions. He asked if the Board was comfortable with the fence design; the BZA specified an "attractive fence".

Mr. Smith displayed details of the proposed fence. The Board was satisfied with the design.

Becca Casey moved to approve the application with conditions as read by staff; Kermit Stanley seconded.

Bill Lunt still didn't like the two-way use of Waites Landing and didn't support the application for that reason.

Motion carried 2-1 (Lunt).

The Board held a brief discussion with representatives of the church regarding the split vote and whether it constituted an approval. The Board felt that it did, but Ethan Croce will confirm that with the Town Attorney.

5. Falmouth Historical Society – 60 Woods Rd. – Request for a site plan amendment for expanded use of a storage barn. Tax Sheet 231; Map-Lot R03-039-001. Zoned Farm & Forest and RCZO.

Ethan Croce said that since museums are not called out in the parking table, the Board should make a determination on how many spaces should be required for this use. The applicant is currently planning to use the first floor for display area, but have indicated that they would like to use the second floor for display area in the future if they can meet code requirements. The ordinance calls for parking spaces to be clearly marked and delineated; the society has suggested staking signs at the front of each space, or hanging ropes with signs. The Board should determine how often the overflow parking will be used and whether those methods are acceptable. He has verified that the spaces are properly dimensioned on the plans. He had asked whether additional grading, filling or surface hardening techniques would be used; the applicants have said they are planning to use the lot in its current state, which is mainly grass. Three waivers will be required for the plans as submitted: a waiver from the requirements for a landscape architect, a photometric plan and screening the parking from Woods Rd. These are the same waivers that were required and granted last year.

Mr. Rod Duckworth represented the Historical Society. The Board granted a waiver on the landscape architect last year due to the lack of complexity of the project. There is no change; the building is already there. The waiver on the lighting plan is because they are only open from late June through late September and they are only open in the daytime. They have no plans to be open at night. They measured the plot plan to show the maximum number of parking spaces available by using the lawn in the front and back. They will be having tours by request only, Weds-Sat from 10-2. They don't expect too much activity; they only expect 2-3 people 1-2 times a week. They might have larger social groups 1-2 times a month. They don't think they need the buffering due to the limited use and the fact that there are no homes directly across the street.

Becca Casey felt the only parking that would warrant buffering is directly out front, which seems to be only used for overflow parking. She thought they could speak with someone in historic preservation to give them an opinion as to why buffering would not be appropriate for a house of that period, just to have proof in the file.

Mr. Duckworth said if they installed trees they would lose the nice look of the sign with the house behind.

Mr. Fred Hale said they have four apple trees out front that will buffer when they grow up.

Becca Casey moved to grant the waiver regarding hiring a landscape architect, due to the simplicity of the project and the fact that the conditions haven't changed. Kermit Stanley seconded. Motion carried 3-0.

Becca Casey moved to grant the waiver on exterior lighting, because the site is not used at night or during the winter months. Kermit Stanley seconded. Motion carried 3-0.

Becca Casey moved to grant the waiver on buffering or screening of parking, because the parking in the front yard would be last resort and not likely to be used. Kermit Stanley seconded. Motion carried 3-0.

Mr. Duckworth said they have showed the maximum spaces they could fit in there. They have no plans to do any grading of the lawn; they anticipate that this parking will only be used a couple hours a week. He has never seen any more than 6 cars at a time. Normally people come and go during the period of time they are open. They don't know how many spaces the Board will require.

Bill Lunt asked how to establish the amount of parking required when it isn't outlined in the ordinance.

Ethan Croce said typically applicants do research on the requirements of their use in other communities. He thinks the applicant didn't expect any increase in parking demand with this proposal over last year. He felt the 19 shown would be well in excess of what was needed.

Bill Lunt wondered if there was any way to trigger Board review if parking became a problem. Ethan Croce wasn't sure; any changes to the site plan would require a return to the Board.

Bill Lunt wondered about ADA compliance.

Mr. Duckworth said they do not have ADA access to the second floor and it isn't feasible to build it. They have two granite curbstones to the first floor; they can either grade that up to the floor level with soil or build a ramp. The ramp would have to be movable for when they want to move the fire truck out.

Becca Casey said it is 1:20 before they need a ramp. Mr. Duckworth said they could grade it.

Bill Lunt didn't want to require 18 delineated parking spaces out there, but he wanted to make sure it comes back to the Board if it becomes a problem.

Ethan Croce said the Board can waive the requirement to delineate them.

Becca Casey thought it might be better to have them delineated if they get more traffic. She suggested they sign that parking is along the side, with a rope showing the parking between the house and the barn.

Mr. Duckworth felt the 18 spaces would be triple what they have experienced in the past. This plan gives the Board an idea of what their capacity is. They were thinking of a mobile set of stakes with a chain so they can move it when they expect people.

Bill Lunt had no problem with them placing the signs out when they expect people, and them moving them into the barn when they close. They have allowed people in the past to locate spaces on the plan and not build them out. He asked if all the spaces marked out would be usable from June 1 to September 30 in terms of ground.

Mr. Duckworth said yes. Mr. Hale said the whole place is ledge; cars will not sink.

Kermit Stanley was comfortable with the plan; he would rather not see permanent markings.

Ethan Croce read the condition on allowing movable signs to delineate a minimum of 8 spaces when they are open.

Becca Casey moved to approve the application with the conditions as stated; Kermit Stanley seconded.

Public comment period opened.

Carol Iverson Coffman of Blueberry Lane is president of the Historical Society and was here to support the application. Their goals are to preserve the artifacts and provide a place to display them.

Public comment period closed.

Motion carried 3-0.

6. OceanView – Lunt Rd. – Request for sketch plan review of a conceptual master plan for expansion of the Retirement Community Overlay District to the Plummer/Motz and Lunt Schools site. Tax Sheet 310; Map-Lot U27-003. Zoned RB and RCZO.

Ethan Croce explained that this is the Oceanview redevelopment of the former elementary school site. This is a pre-application discussion since the rezoning required for this plan hasn't been passed yet. Jay Reynolds has commented on road connectivity and consolidation of curb cuts.

Matt Teare representing Oceanview stated that they are looking for feedback at this point. They can divide the plan into three pieces. The first is for standard Oceanview uses. There are 10 older cottages that are 30 years old. They are proposing taking those down and replacing them with townhouses, constituting 32 apartments. This is on the current campus, but is made possible by purchase of the school campus due to the setbacks. The second standard use would include 35 cottages similar to their Whipple Farm cottages. The last piece would be a potential expansion of the main lodge. At this time this would be part of the master plan only, and not part of the site plan. The accessory uses proposed might include an adult day care program for memory impaired at the Lunt building, along with occupational/physical

therapy and rental office space. Directly behind Lunt would be a unit for the memory impaired. The last piece would be what they are calling a public/private partnership and includes such possibilities as an auditorium in the Lunt building, the Falmouth Memorial Library moving to Plummer, a community center in the Motz building, and a public green. They have also looked at affordable senior housing in the Plummer school. They have located an affordable housing building on the site as a placeholder. He explained that affordable housing typically includes formal subsidies or tax credits, though they have looked at something without subsidies as well. It would be age restricted.

Bill Lunt thought it would be hard to weigh in on what they have, absent the actual changes to the master plan being approved, but he was grateful that they came to the Board for input. He thought that this might not be an increased use, but it is a change of use, and it is up to them to correct the issues that aren't good for the community. He was concerned about on-street parking and the traffic on Lunt Road. He thought they should discourage on-street parking on Lunt Rd.

Mr. Teare said they wanted to develop it so that the vast majority of days all the parking would be on-site. He thought if they were having big events at the town green there might still be on-street parking.

Becca Casey asked about additional units shown on the corner of Lunt Road and Falmouth Road. She thought this looked like a tight area to add buildings.

Mr. Teare said they are going to meet with residents to explore how they feel about that option; they have it as a placeholder. He thought they might get one unit there instead of three.

Becca Casey asked when they want to start with Lunt school. Mr. Teare said in the next year.

Bill Lunt asked if there would be a connection from Lunt Rd. to Blueberry Lane.

Rick Licht, representing OceanView, said that their goal is to reduce curb cuts. Lunt Rd. would still be a main access, with an access to Whipple and Blueberry. It would be a main thoroughfare for residents but public access would be discouraged. They agree with Ethan Croce's comment that if the Lunt School driveway loop remains it should be reduced in width since it was originally sized to accommodate school buses. He pointed out that this is at the master plan level only and somewhat conceptual in nature and that more specific details will be worked at during site plan/subdivision review. He said the master plan is the "10,000 foot view" and this allows them the flexibility to make adjustments during site plan review. He said that the two existing curb cuts on Middle Road are challenging and that these cuts will also be scrutinized moving forward.

Bill Lunt said that the Middle Road curb cuts are challenging and that it would be good to go to one curb cut.

Becca Casey asked if the old stone walls on the site will be protected.

Mr. Teare pointed out how they have tried to reconfigure the location of the units to preserve some of the walls and buffer between the new development and the existing development.

Becca Casey supports street and pedestrian connectivity and would like to also see these connections made internal to the site to provide access to the green and the public spaces.

Mr. Licht mentioned that they are also looking at an internal trail system.

Mr. Teare said they would encourage their residents to use Blueberry Lane.

Mr. Licht said the suggestion for on-street parking was made by Council members for event parking only. There are currently two 12 foot lanes with two 5-6 foot shoulders. They could fit a legitimate parking aisle on one side, shift the centerline over and have a bike lane.

Bill Lunt said that his issue is with on-street parking on both sides of Lunt Road. He supports on-street parking on the school side of Lunt Road. Shifting the centerline would eliminate parking on one side.

Mt. Teare said naturally they would eliminate parking on the residential side.

Mr. Licht said they have not done a traffic study on the master plan level, but Diane Moribito has done a quick trip generation comparison of the change of use from the schools to the proposed project. She showed a major drop in peak hour traffic. They did a quick assessment of parking and found it to be adequate conceptually in a general sense for what they are showing.

Becca Casey asked if they have looked at curb cuts and discussed where they might be going with that.

Mr. Licht said they have; the goal is to reduce curb cuts and combine curb cuts. Town staff suggested they reduce the width of the Lunt school cuts. They would like to reduce the three cuts at Plummer to two. They are looking at accessing the senior center from one of the Plummer cuts. The two entrances on Middle road are challenging with the slope and they haven't gotten to the level of detail required to redesign the circulation pattern there yet. They want the majority of residents to use Blueberry Lane.

Becca Casey would like to see the connectivity and sidewalks throughout the project.

Mr. Licht said the idea is to have internal pedestrian access throughout, with a new trail system for the village green. They are looking at clustering the little neighborhoods of cottages to create a pedestrian feel. They have agreed to extend the sidewalk from the Lunt building to Falmouth Rd. and from the corner of Lunt Road along Middle Road to Blueberry Lane. That sidewalk may have to be on the other side of the street due to the steep slope.

Becca Casey said she would like the curb cut closest to the corner of Lunt eliminated.

Mr. Licht spoke about the conceptual nature of the master plan and how they have placeholders on the plan to allow for flexibility. Everything thing they do has to be found to be consistent with this plan.

Bill Lunt asked about the connector between Plummer and Mason Gym. Mr. Teare said they have looked at it both ways.

Bill Lunt spoke about the Middle Rd. curb cuts; he wondered if there was any way they could snake the roadway behind the Plummer building and out to Middle Rd.

Mr. Licht said it is something that will have to be studied. The proposed zoning line encompasses the Plummer/Motz buildings, the Village Green and the Lunt building.

Mr. Teare said that David Haynes has done a bunch of studies on how to bring the road out. They are looking at three scenarios for Mason/Motz: using it as it is; keeping the Gym and knocking down Motz for a new addition; or knocking down the whole thing and starting over.

Mr. Licht said the zoning will provide for a 30-50 foot buffer for the residents between the project and abutting neighbors. The new ESRD would have, and needs, the greatest amount of flexibility due to the existing conditions of the property. The language is looking to recognize the limitations and grant the flexibility needed. There are standards, but they are not as tight as those in the current ordinance.

Bill Lunt thought the separate district was a good idea, and would make the Board's review a lot easier.

Mr. Licht credited Town staff for their work on the ordinance.

Meeting adjourned at 11:00 pm.

Respectfully submitted,

Melissa Tryon
Recording Secretary