



**Town of Gorham**  
**PLANNING BOARD WORKSHOP NOTES**  
**JULY 12, 2010**

A workshop meeting of the Gorham Planning Board was held on Monday, July 12, 2010, at 6:00 p.m. in the Municipal Center Council Chambers, 75 South Street, Gorham, Maine.

The Clerk of the Board called the roll, noting that in attendance were Edward Zelmanow, Chairman, Thomas Hughes, Vice Chair, Thomas Fickett, George Fox, Christopher Hickey, and Andrew McCullough. Lauren Carrier was absent. Also present were Town Planner Thomas Poirier and Planning Board Clerk Barbara Skinner.

**REVIEW OF THE MAY 3, 2010 WORKSHOP NOTES**

There were no comments or corrections to the workshop notes of May 3, 2010.

---

Mr. Fickett and Mr. Poirier discussed the status of the Lance Keef application. Mr. Poirier advised the Board that the draft sewer study has been completed and will be presented to the Town Council, and the Chase Sawyer Estates project is still on hold pending that study. Mr. Poirier also told the Board that the “park and ride” lot on Route 114 is being constructed by DOT as part of the By-pass plan.

**ITEM 1      Proposed amendment to the Gorham Land Use and Development Code**  
Chapter II – General Standards of Performance – Section V – Minimum Standards for the  
Design and Construction of Streets and Ways

As Chair of the Streets and Ways Subcommittee, Mr. Hughes explained that the proposed changed language results from safety concerns expressed by Gorham’s Fire Chief, Robert Lefebvre. Sprinkling homes will be a requirement on dead end streets that are extended beyond the current 1500 feet to a new maximum of 2500 feet.

The Board discussed at length how to deal with existing dead end roads that have homes already built that have fire protection not including sprinklers and the new homes which would have to be sprinkled on an extension of that dead end road. If a developer chose to build homes that are not sprinkled on a dead end road, he is locked into 1500 feet as a dead end road. If there is a 1500 foot road with houses that are not sprinkled, it is possible that another 1000 feet could be extended from it provided that the houses built on that 1000 foot section are sprinkled, or the Board could require that the new section be looped to another entry point. Any extension that causes the existing road to have a maximum length of over 1500 feet will have sprinkled houses built on it. It was determined that the Planner will draft additional language to differentiate between existing and new dead end roads, with new construction requiring sprinkling, to be considered for discussion at a workshop prior to the Board’s next meeting of August 2, 2010. The proposed ordinance change will then also be scheduled for public hearing at that same meeting.

Additions agreed on by the Board to the revised draft language are shown underlined, with deletions struck through.

- b) A proposed dead end street, s, paved private ways and streets, whether public or private, except for those built to an industrial, commercial, or service street standard that serves as the sole vehicular access, shall not exceed in length a distance of fifteen hundred (1500) feet, as measured along the proposed street centerline, from the ROW line of the intersecting town way to the furthest centerline point of a turning circle or loop road or the terminus of the hammerhead.

The Planning Board may waive extend the 1,500’ maximum dead end length requirements to a maximum length of 2,500’ if it finds that the ~~proposal~~ proposed street

conforms to satisfies the following criteria listed below and is the best road design for the site:

- (1) All buildings served by the street shall be are sprinkled per the Town of Gorham's Sprinkler System Ordinance; and
- (2) Road connections are not required per Chapter II, Section V, C. Access to Adjoining Land, 1) - 4). And
- (3) To be drafted by the Town Planner

**Other Business – None**

**Adjournment**

The workshop adjourned at 6:45 p.m.

Respectfully submitted,

Barbara C. Skinner, Clerk of the Board  
, 2010