

**TOWN OF CUMBERLAND
PLANNING BOARD MEETING MINUTES
Tuesday, August 15, 2017 - 7:00 pm**

A. Call to Order: Chairman Moriarty opened the meeting at 7:00 pm.

B. Roll Call: Present: Steve Moriarty - Chair, Gerry Boivin - Vice Chair, Paul Auclair, Jeff Davis, Teri Maloney-Kelly, Joshua Saunders & Peter Sherr. **Staff:** Carla Nixon - Town Planner & Christina Silberman - Administrative Assistant.

C. Approval of Minutes of the July 18, 2017 Meeting: Two minor corrections to the minutes were noted. Mr. Auclair moved to accept the minutes of the July 18, 2017 meeting with the changes suggested, seconded by Mr. Davis and **VOTED, 4 yeas, 3 abstained (Boivin, Maloney-Kelly and Saunders) - motion carries.**

D. Staff Site Plan Approvals: None.

E. Minor Change Approvals - Yarmouth Boat Yard: Lighting and Plantings: Ms. Nixon explained that there is a provision in the Site Plan Ordinance that allows minor changes to occur after the Planning Board has approved a plan during construction or shortly thereafter if a problem is found that does not affect the approval that was granted by the Planning Board. Ms. Nixon reported that the Yarmouth Boat Yard storage facility located at 199 Middle Rd. was approved with a particular mix of trees and some of those trees were arborvitae. The owner has asked that these be changed to balsam fir trees because the deer keep eating the arborvitae. Another change was requested for building lighting. The approved plan shows six wall mounted exterior lights and the revised plan is for an increase to eight lights to be set on motion sensors instead of being on at all times and the net impact will be less to abutters. Ms. Nixon said she has approved these two changes.

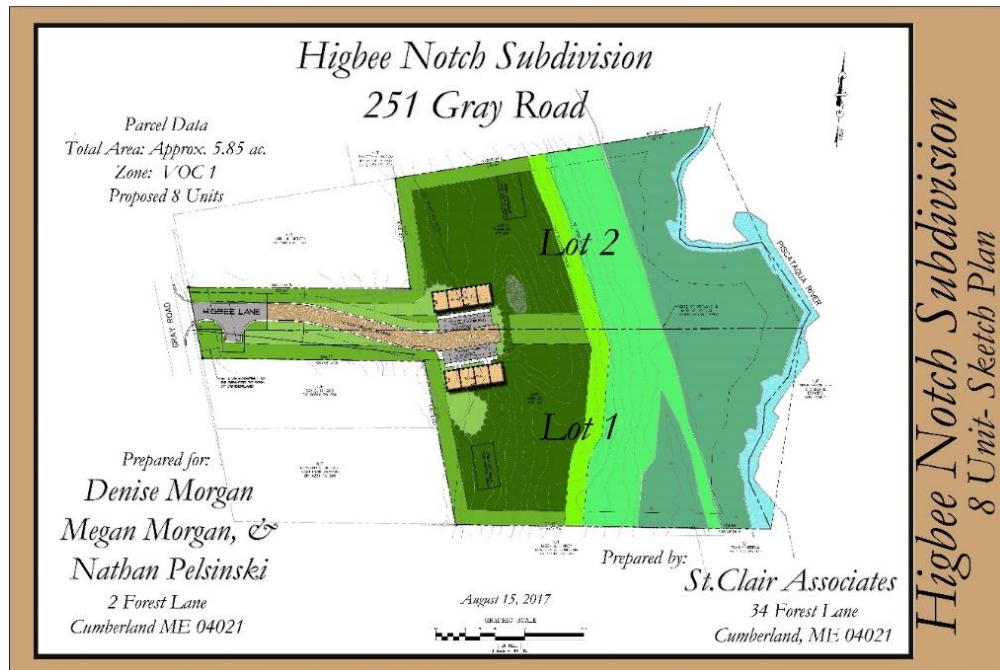
F. Hearings and Presentations: Chairman Moriarty explained that the two items on the agenda are for sketch plan review and he explained the process.

1. Public Hearing: Sketch Plan Review: Major Subdivision and Site Plan Review for Higbee Notch - 9 multiplex units at 251 Gray Road, Tax Map U 21, Lot 18 in the Village Office Commercial 1 zoning district. Owner: Denise Morgan; Applicants: Denise Morgan, Megan Morgan and Nathan Pelsinski. Representative: Nancy St. Clair, P.E., St. Clair Associates.

Chairman Moriarty introduced the item. Ms. Nixon noted that the plan has been revised and the applicant has gone from 9 units to 8 units.

Nancy St. Clair, St. Clair Associates, said that she is here on behalf of land owner Denise Morgan and co-applicants Megan Morgan and Nathan Pelsinski. Ms. St. Clair noted that several months ago the applicants came before the Planning Board for an advisory opinion to the Council for a rezone of the property. The property had been bisected by the VOC1 and the Rural Residential 2 districts and now the entire property is in the VOC1 zoning district. Multifamily uses are allowed in this district. Ms. St. Clair said this is a roughly 5.85 acre site. There is a little under 100' of frontage on Gray Rd.

Ms. St. Clair showed a diagram of the proposed project and noted that the project abuts the Piscataqua River.



Ms. St. Clair said they are here for a Major Subdivision and Site Plan Review. The major subdivision piece is for 2 four unit buildings. The applicants propose creating two lots, lot 1 on the southerly side and lot 2 on the northerly side, so that each building will stand alone on its own lot. The proposal is to construct Higbee Ln. that will be a short segment of road off Gray Rd. that will provide frontage for the two lots. Higbee Ln. will be paved with a hammerhead that will transition to a 22' wide shared driveway to provide 8 parking spaces for each 4 unit building.

Ms. St. Clair said that the density calculations have been done for the property and based on the zoning criteria the site would support 21 bedrooms. The proposal is for 2 bedrooms in each unit for a total of 16 bedrooms which is below the density requirements. Ms. St. Clair outlined how the proposal meets setback requirements.

Ms. St. Clair identified the location of wetlands that were mapped by Mark Hampton Associates earlier this year. Mr. Hampton did a vernal pool assessment on the site during the 2017 breeding season and no vernal pools were identified. Ms. St. Clair pointed out the location of the old interurban rail line that crosses the site. No impact to wetlands are proposed for this project.

Ms. St. Clair said that the prior owners of the site began some work on the property. There is a gravel access road coming in from Route 100. Ms. St. Clair noted that the applicants have done nothing on the site. There is quite a bit of grade change and fill was brought in as part of the earthwork that previously happened. The proposed project will be focused in the area that was previously cleared with a little bit more on the outer edges of the buildings for construction and grading.

Mr. Hampton also did soils investigation on the site and Ms. St. Clair identified the locations of two possible septic systems, one for each building. Each building would be supplied by an individual well.

Ms. St. Clair said that the proposal is for a gravel drive from Higbee Lane to a paved parking area. The project proposes residential scale lighting with typical door lights on each unit. No pole lighting is proposed. The applicants are seeking a waiver of the photometric study. Ms. St. Clair said the development of the site is in a clustered nature and there is quite a bit of open area on the site that will provide buffering and screening of the property.

Ms. St. Clair reviewed the elevation of the property and said that the buildings will be approximately 16' to 20' lower than Gray Rd. There is about a 42' grade change from the river elevation to Gray Rd. Ms. St. Clair said that given the limited nature of the project there would most likely be a stormwater permit by rule which is a two week review process with the DEP, which is the lowest level of review for stormwater. This requires basic erosion and sediment control measures with the site which the applicants plan to implement as part of the construction phase. This project will not require formal treatment for stormwater at the State level or any calculations or design aspects to provide for the flooding standard. Ms. St. Clair said that she would like the opinion of the Board regarding stormwater needs for the site.

Mr. Sherr referred to waiver requests listed in the Board's packet including lighting, stormwater, a landscape plan and a nitrate study. Ms. St. Clair said that in the Higbee Ln. area they propose to provide ditches along the sides in lieu of underdrains given the slope on the site. Ms. St. Clair said that there are two septic systems and two wells on this sizeable piece of property and she would like the Board's opinion on if the nitrate study could be waived.

Chairman Moriarty said that the proposal is to construct the building on lot 1 within 1-2 years following final approval and to build on lot 2 within 3-5 years. Ms. St. Clair agreed. Chairman Moriarty said if the start of the project goes beyond 1 year of receiving approval, the applicant will have to come back unless construction has substantially commenced. Ms. St. Clair asked if there is an opportunity to implement the phasing plan as part of the Board's approval and Chairman Moriarty said he does not think that there is. Chairman Moriarty said that the applicants would have to commence construction to a meaningful degree within 1 year from the date of final approval. Mr. Sherr noted that the applicants could get an extension.

Mr. Sherr referred to a waiver request on a landscape plan and asked Ms. St. Clair to point out where the nearest houses are to the parcel. Ms. St. Clair pointed to the locations of houses and said these sit nearer to Route 100 and this project will abut the back yards. Mr. Sherr asked if there will be any exterior lights on the ends or back of the buildings. Ms. St. Clair replied that they have not finalized the lighting plan and she envisions that each entry door will have a light and there may be something on the back for each deck.

Ms. Maloney-Kelly said that she has a concern with the amount of trash and recycling for 8 residences being put out for pickup and noted that this stretch of Route 100 is 50 mph. Ms. Maloney-Kelly noted that on a windy day, trash cans get blown around and

because of the nature of the road this is a bigger hazard. Ms. Maloney-Kelly suggested there be a central place where residents can leave their trash.

Mr. Sherr said that he thinks that because of the setback from Gray Road, the Route 100 design standards do not apply. Ms. Nixon said that in the past the Board has incorporated the provisions into their findings. Ms. Nixon said that the Route 100 corridor standards are vague in regard to if the project isn't visible. There is some discretion for the Board to ask for the information, consider it and then make a determination if the general intent of the standards have been met.

Ms. Nixon read from the Zoning Ordinance regarding time for commencement and completion of construction as follows; All improvements required by § 250-16 and all quasi-public improvements required by the Planning Board for approval of the plan shall be completed no later than two years after approval of the final plan (for phased plans, these time periods shall apply separately for each phase approved by the Planning Board). The Board discussed phasing options for the plan.

Mr. Boivin asked why there is a bend in the drive. Ms. St. Clair replied that it is to take advantage of the terrain on the site. Mr. Boivin expressed concern with visibility. Ms. St. Clair said they will look at this. Mr. Boivin asked what the setback is from the corner of the lot where the parcel widens nearest the parking area for lot 1. Ms. St. Clair indicated that this is a side setback of 20'. Mr. Boivin said that the building on lot 1 is pretty close to the setback and asked if this is to minimize the fill. Ms. St. Clair said that is correct and she identified areas where there are drop offs. Ms. St. Clair said that the construction is clustered where the highest level ground is.

Chairman Moriarty asked Ms. St. Clair when she anticipates being back for preliminary plan consideration. Ms. St. Clair said their goal is to come back at the next meeting.

Ms. Nixon asked what that the net residential acreage will allow for units and Ms. St. Clair replied 21 bedrooms. Ms. Nixon noted the plan is for 16 bedrooms and asked if the applicants would consider putting a note on the plan indicating that the lot would not be further subdivided or if they want to keep this as an option. Ms. St. Clair said she will speak to the applicants about this. Ms. Nixon suggested that the plan show where the designated open space will be.

Ms. Nixon asked if there are any trails on the property. Ms. St. Clair said that there are no defined trails other than the old interurban rail line. Ms. Nixon said that the Planning Board may want to have a site walk. Ms. Nixon asked where the flood zone is and Ms. St. Clair showed the area on the plan.

Chairman Moriarty opened the public hearing.

Mark Brainerd, 254 Gray Rd., said that he lives not quite across from where Higbee Lane will come out. Mr. Brainerd is concerned with the traffic on Gray Rd. Mr. Brainerd asked if there will be any buffering along Higbee Ln. so the abutting land owners are not looking at the townhouses. Mr. Brainerd said there is quite a bit of ledge on the property and he is concerned if they have to blast. Mr. Brainerd noted that he has issues with his well going dry. Trash is also an issue and Mr. Brainerd asked if they will have a dumpster. Chairman Moriarty said that the proposal now is that the trash will be brought out to the curb for pick up by the Town's contractor.

Chairman Moriarty closed the public hearing.

Ms. St. Clair noted that Bill Bray of Traffic Solutions has conducted a traffic assessment for the project and a traffic study letter will be part of the application package. Ms. St. Clair said that when the property was previously disturbed by the prior owner, a DOT Entrance Permit was obtained to access the site. The applicants propose access in the same location and will review this with the DOT.

Chairman Moriarty asked Ms. St. Clair if she is waiting for any other approvals. Ms. St. Clair said they have reached out to Inland Fisheries & Wildlife, the Natural Heritage Database and the Maine Historic Preservation Commission (MHPC). Ms. St. Clair noted that because the site is in a glacial outwash soils area there is potential for a prehistoric archaeological site. Ms. St. Clair said she is working with the Town Historian to look at how to address this. A phase 1 prehistoric archeological investigation is recommended by MHPC.

Chairman Moriarty noted that there are 8 requested waivers.

Mr. Auclair said one concern mentioned was for the neighbors and headlights. A tree line is shown on the north side and partly on the south side on a sketch the Board has. Mr. Auclair asked if the tree line is adequate to guard the neighbors from headlights and other lights. Ms. St. Clair said to keep in mind the elevation change and that the drive will come down into a lower section of the site. This coupled with the vegetation should do a lot to screen lights. Ms. St. Clair said that she will look at this and will provide more detailed information as part of the formal submittal. Mr. Auclair mentioned the site distance for the road and the safety of turning out and asked if the elevation near Route 100 is level. Ms. St. Clair said the elevation at the intersection with Route 100 is pretty level and that the sight distance is in excess of 100' looking towards Gray and 495' looking towards Falmouth.

Chairman Moriarty asked what the purpose of the hammerhead is. Ms. St. Clair said that it will allow a vehicle to turn around.

Mr. Boivin asked if the plan is to use the existing permit for the driveway or if there will be a revision. Ms. St. Clair said the road coming into the site will be 22' wide and flared on the side. Ms. St. Clair said they will work with DOT to review the plan. Mr. Boivin expressed concern with construction vehicles backing out onto Route 100. Ms. St. Clair said that during construction there will be a stabilized construction entrance and the turnaround will be constructed at the onset of the project. The majority of the earthwork will be done during phase 1. Mr. Boivin asked if the buildings will be on a slab and Ms. St. Clair said they will have basements.

Mr. Sherr suggested that the location of the old rail line be added to the site plan, assuming it extends to the north and south and runs along the river. Chairman Moriarty asked if the rail line has been converted to private property and Ms. St. Clair replied that it is private. Chairman Moriarty asked if there is a trail here or if it is just remnants of the rail line. David St. Clair said there are just remnants of a trail that was there 40-50 years ago and it is mostly grown in and is no longer a working trail.

Chairman Moriarty said that this completes the sketch plan review and the Board will await the formal application.

Chairman Moriarty introduced the item.

Jim Fisher, Northeast Civil Solutions, said he is working with Kermit and Suzie McCormack, owners of the property, who are here this evening. The applicants are looking to develop a portion of their property on Blanchard Road Extension. Mr. Fisher said that the McCormack's house has been legally separated from the property and about 44 acres remain as developable land. The applicants have had Northeast Civil Solutions do a survey of the property including topography. Wetlands have been delineated and vernal pools have been identified. There are a couple of streams on the site. DEP has been out to look at the site. The proposed 10 lots have been reviewed as far as test pits are concerned and the soils are excellent for septic systems. HHE 200 reports have been completed for all of the lots. The applicants do not propose to be the actual developers of the land and would like to market the lot for sale.

Mr. Fisher described a proposed 10 lot cluster plan that was displayed.



Mr. Fisher displayed an alternative 10 lot traditional plan and noted that this plan has greater road infrastructure.



Chairman Moriarty asked if there will be a homeowners association with the cluster plan that will own the open space. Mr. Fisher said a homeowners association would typically own the open space and maintain it in terms of dead or dying trees. The open space would be kept in its natural state.

Mr. Boivin noted that in the cluster plan lot 10 would have to be accessed by a driveway of considerable length. Mr. Fisher said this is correct. Mr. Boivin said it doesn't seem like there is much difference in the amount of disturbance. The road is shorter but you still have to get to the house. Mr. Fisher said that typically when a lot is created the individual that buys the property is responsible for the driveway. There is a great deal more engineering and area devoted to a roadway. Mr. Fisher noted that the public portion of Blanchard Road ends just past where the proposed entrance to the development is. A substantial amount of improvement would need to be done to the private portion of Blanchard Road to have the additional entrance to the development as shown in the traditional plan.

Br. Boivin asked if test pits have been done for the location of the septic and well for lot 10. Mr. Fisher said that a rudimentary concept plan was provided to the soils scientist. The soils were looked at and random passing test pits were done in the proposed area of each lot. HHE 200 forms for soils analysis have been completed. A minimum distance is required between septic systems and wells.

Mr. Sherr asked if there will be a private way or a public way and Mr. Fisher said it will be a private way. Mr. Sherr asked that on the formal site plan the building envelopes shown do not include any wetland areas. Mr. Sherr inquired about the Maine DEP permitting process and wetlands. Mr. Fisher explained that the DEP will look at the infrastructure of the project excluding buildings, sidewalks and driveways, unless one builder is planning to build the entire project. As individual lots are bought the DEP will treat each lot as an individual project. Mr. Sherr asked if the private homeowner will have to apply to DEP for a permit to cross any wetlands or streams and Mr. Fisher said this is correct.

Chairman Moriarty opened the public hearing.

Karen Hayden, 346 Blanchard Rd., said she is concerned about a fire pond near her property that is fed by the streams that are part of the proposed development and asked if this has been taken into consideration. Mr. Fisher replied that they are aware of the fire pond and his company designed the pond as part of the Westbranch Subdivision. Mr. Fisher said they looked at the overall property when designing the Westbranch Subdivision and the pond was designed so that enough water could be extracted to fight multiple fires. Mr. Fisher said that there is a State law that requires that anything, such as streamflow, going off a site naturally cannot be impacted by development.

Ms. Hayden said that it appears that Blanchard Rd. Ext. is a dead end road but the amount of traffic has increased significantly. This is a neighborhood with kids and they all walk their dogs. Ms. Hayden said she doesn't even think that there is a speed limit sign on the road and cars go flying by. Mr. Fisher said that Bill Bray of Traffic Solutions will do a traffic study and they can work with the Department of Public Works on signage needs. Chairman Moriarty asked Ms. Nixon to check on getting a speed limit sign and to find out if the Town can set the speed limit if this is a Town road.

Nicole Nevulis, 354 Blanchard Rd., said that she lives very close to the entrance of the proposed road. Ms. Nevulis thanked the current owners for coming up with a plan that doesn't maximize the amount of lot potential and limiting it to 10 houses. Ms. Nevulis said that Blanchard Rd. Ext. is a bit of a speedway and she is concerned for people that walk on the road. She would like to see some things put into place to force people to stop and start. Ms. Nevulis noted that there are no sidewalks on Blanchard Rd. Ext.

Ms. Nevulis is also concerned about the fire pond being able to service the homes in the area and said that last year there was a drought and the pond was scarily low. Chairman Moriarty asked Mr. Fisher if the pond is intended to serve this new development as well. Mr. Fisher replied yes and said that the Stonewall, Westbranch and this proposed subdivision, as well as some theoretical properties on Orchard Rd., can be served by this pond. Mr. Fisher noted that the pond is oversized, according to the State Fire Marshall's Office and municipal fire code, to be able to fight two house fires at the same time and still have water to spare. Mr. Fisher said if there is a drought

like in California for seven years there could be a problem which would still be a problem whether there was another pond there or not.

Ms. Nevulis said that her house is at the proposed entrance and her and her neighbors houses will be subjected to construction vehicles coming and going and she asked if there are any plans to minimize the impact. Ms. Nevulis said that she works from home and her dogs will alert her to the backing up noises from the trucks and this will impact her work and possibly others' work. Mr. Fisher said one of the reasons that the first house lot is pulled back is to be able to provide a substantial vegetated buffer. Mr. Fisher said the road will probably take the better part of two weeks to complete and construction vehicles are loud by nature. They will try to keep this to as short a time as possible.

Lisa Dixon, 27 Westbranch, said she has been here for 2 weeks and she loves the area and the community. Ms. Dixon thanked the McCormacks for their considerate plan. Ms. Dixon noted that this is the first time she has not had public water. She asked if there are adequate water resources for the proposed development and how this will impact the existing well capacity and water quality. Chairman Moriarty said that part of the preliminary review submission will be a hydrogeology study. Chairman Moriarty believes this parcel falls within a large sand and water aquifer. Mr. Fisher said most of Cumberland is over a gigantic water shed/aquifer and drilled wells of 150' - 400' would not have a water shortage, notwithstanding a drought. Chairman Moriarty said the capacity of the aquifer in West Cumberland is enormous, which is not a guarantee that things can't change in a drought situation, and there is a good supply of water there. Ms. Dixon said she has a background as a geologist. Ms. Dixon believes that most of the wells in her area are in bedrock and her well is 320'. Ms. Dixon said she is curious who has responsibility for the overall water resource and how it is decided in the planning phase.

Nancy Wildes, 379 Blanchard Rd., said she and her husband Bruce live a couple of lots up from the McCormacks and they moved here for the land. Ms. Wildes questioned how a driveway could be put in on lot 10 without going straight through wetlands and if this is permitted. Mr. Fisher replied that there is a State law that dictates that any lots that are otherwise buildable cannot be denied access to the buildable area because it happens to cross over wetlands. This would require a DEP permit.

Ms. Wildes said that Mr. Fisher mentioned that just under 50% of the 44 acres will be green space. Mr. Fisher said yes there is designated open space around the perimeter of the project and individual lots that have considerably smaller building envelopes so overall it will be a higher percentage of open space. Ms. Wildes asked what the width of the perimeter is and Mr. Fisher said it is 75'.

Ms. Wildes showed on the plan where Blanchard Rd. changes to a dirt road and she showed where her house is on the plan. She said that there is a road association there and they do their own plowing. Ms. Wildes understands that it is very costly to upgrade a dirt road so she doesn't think anyone wants to go in that direction.

Ms. Wildes said that she has heard that there is a proposed road coming into the back of this parcel from Orchard Road. The Board held a sketch plan review last month for a

proposed subdivision off Orchard Road and that parcel abuts this parcel. Ms. Wildes said that she hopes there is no interconnection between the two parcels.

Jeff Kalinich said he lives at 371 Blanchard Rd. which is on the dirt road portion. Mr. Kalinich said he is in favor of the cluster design. The dirt road portion is a private road. There is the Blanchard Rd. Ext. Road Association with a maintenance agreement to take care of things. Mr. Kalinich said that he is not sure what implications there would be to the road association to bring another private road in to connect to the private portion of Blanchard Rd. Mr. Kalinich asked for more information on the buffer and whether it is a no cut buffer. He also questioned what is allowed between the building envelope and the buffer. Chairman Moriarty said that this information will be part of the presentation when the Board gets to preliminary plan consideration.

Mr. Kalinich remarked that in West Cumberland in general, with all the development, it is nearly impossible to make a left turn from Skillin Rd. onto Rte. 100 or to get across onto Blackstrap Rd. and he hopes that as the Board is reviewing all these different subdivision some thought is put into this. Chairman Moriarty replied that for years the Town has been lobbying for a stop light at this intersection without success because the DOT controls it. Ms. Maloney-Kelly asked if individual citizens contacting the State about this would be helpful and Chairman Moriarty said he thinks it would.

Ryan Stinneford, 24 Stonewall Dr., said he and his wife Patricia are friends with the McCormacks and are in favor of the clustered proposal. Mr. Stinneford is concerned about traffic and said that where this road will come in there will be almost a 3 way intersection. Mr. Stinneford said he is concerned with people being able to see the other cars and with the speed that people go. People go through the stop sign at the end of Stonewall Dr. without stopping and there is no stop sign at the end of the dirt road. Mr. Stinneford expressed concerns with people not stopping at the intersection of Blanchard Rd. and Orchard Rd. and with the aggregate impact of development in the area on the safety of the intersections.

Mr. Stinneford asked if there is any study on the runoff impact from lawns to the fire pond. Mr. Fisher said that all the water going to the pond now is in its own micro watershed area and creation of a development will not increase the overall stormwater. Mr. Fisher explained that by State law, the development will have to keep the stormwater runoff onsite. Mr. Stinneford inquired about the quality of the water runoff and cited people treating their lawns with chemicals and fertilizer. Mr. Fisher said that the purpose of a detention pond is for quality and quantity. Stormwater carries total suspended solids (TSS). Part of the reason for a detention pond is to allow the runoff that leaves it to be as clean or cleaner than the water that flowed into it. A State law requires that the quality of the stormwater that leaves a site be as clean or cleaner than when it enters the site. The TSS/dirt will dissolve and sink to the bottom of a detention pond. Mr. Fisher noted that if someone dumps a bunch of chemicals on their lawn, he can't say some of the chemicals will not get through but the purpose of the detention pond is to minimize the impact to the greatest extent feasible.

Mac Hayden, 346 Blanchard Rd., reiterated that the traffic issue is very real and noted that he is not against this development. 50 mph traffic is something Mr. Hayden sees

by his house all the time. Mr. Hayden recommended having speed bumps. This is a small neighborhood with a lot of kids, dogs and people walking.

Arlene Petzal, 15 Stonewall Dr., said she would not only like to see the Town post a speed limit sign but would like to see the speed limit reduced along this stretch to 25 mph.

Chairman Moriarty closed the public hearing.

Mr. Boivin said that on the traditional plan the driveway could be moved to the back with access to the dirt road portion of Blanchard Rd. and then there would be less impact to the wetlands but this would require some kind of easement to use the dirt road portion of Blanchard Rd. Mr. Boivin noted that on the traditional plan the access coming from the pavement portion of Blanchard Road goes right through wetlands and if the access was from the dirt road portion of Blanchard Rd. there would be less impacted areas. Mr. Fisher disagreed and said there is a fair amount of wetlands in that area as well and the impact would be considerably greater. Mr. Fisher noted that DEP has walked the site and indicated preference, unofficially because no application has been made, for the cluster design.

Mr. Sherr moved that the Planning Board make a recommendation to the applicant to pursue the clustered subdivision plan for a proposed 10 lot residential subdivision at 365 Blanchard Rd, Tax Map R08, Lot 68A in the Rural Residential 2 zoning district seconded by Mr. Boivin and **VOTED, 7 yeas, unanimous - motion carries.**

G. Administrative Matters/New Business: Mr. Boivin stated that sketch plan doesn't require a public hearing. Mr. Sherr said that Mr. Boivin may have missed the meeting when the Board discussed this. Mr. Sherr said that there was a meeting where Ms. Nixon asked if the Board would prefer to have public hearings for sketch plans and the Board thought it would be beneficial because it allows for public input at the beginning of the project. Mr. Boivin said this could put undue burden on the applicant. Mr. Sherr said that he thinks having the public input at sketch plan gives more direction to the applicant so the Board has better plans at preliminary and final reviews.

Mr. Saunders agreed with Mr. Sherr and said the Board needs to explain the purpose of a sketch plan a little better at the start so people aren't thinking that the Board is looking at nitty gritty details. Mr. Saunders suggested that there be some standard language as to the role the Board plays in regards to traffic issues.

Mr. Auclair said having a public hearing at sketch plan gives an opportunity early on to voice issues that can be considered by the developer and by the Board. Mr. Auclair agreed with Mr. Saunders that something has to be done about discussion of things that have nothing to do with the development.

Chairman Moriarty agreed that more public involvement is a win win and leads to a better process down the road when people can express their opinion at the earliest opportunity. Chairman Moriarty said the extended traffic impact is not a condition of subdivision approval but it is a byproduct as subdivisions proliferate. Chairman Moriarty asked Ms. Nixon for any thoughts from a planning perspective on what to do as a Town to anticipate and ameliorate this impact.

Mr. Boivin said he thinks the sketch plan procedure should be modified to say a public hearing is at the discretion of the Board. Ms. Nixon said an option is to codify the process and another option is to sit with this for a while and see if the Board likes it before the ordinance is changed.

Mr. Saunders asked if the Board can limit the length of a presenters comment. Ms. Nixon replied that it is within the Board's purview to set a time limit uniformly and to say that people can't repeat what other people have already said. Mr. Saunders said it is difficult now because the Board doesn't have any standards in place.

Mr. Davis said there are guidelines that the Board has to follow but speed control is not within the Board's purview and these kinds of questions should be limited.

Chairman Moriarty said the Town should look at the extended impacts of the increasing number of subdivision applications and what to do about intersections that are overburdened. Ms. Nixon said the cumulative impacts of subdivisions are really long range planning and comprehensive plan issues.

Mr. Boivin asked about the earlier workshop and if the Board will have another workshop. Ms. Nixon asked if the Board would like to have another workshop prior to the next regular meeting. Chairman Moriarty replied that it depends on the material to review and a half hour on each item at tonight's workshop really wasn't enough time. Chairman Moriarty suggested the Board consider meeting off cycle.

H. Adjournment: Mr. Auclair moved to adjourn the meeting at 9:30 pm, seconded by Mr. Boivin and **VOTED, 7 yeas - unanimous, motion carries.**

A TRUE COPY ATTEST:

Stephen Moriarty, Board Chair

Christina Silberman, Administrative Asst.