

Town of Scarborough

Planning Board

December 6, 2004

AGENDA

1. Call to Order (7:00 P. M.)
2. Roll Call
3. Approval of Minutes (November 15, 2004)
4. Marine Animal Lifeline requests site plan approval for conversion of existing house to marine animal rescue facility at 334 U. S. Route One
5. Econo-Lodge requests site plan approval for 32 unit motel at 329 U. S. Route One
6. Scarborough Village Center, Kerry Anderson requests sketch plan review for 10,200 square foot retail/office building at 264 U. S. Route One
7. James Messer requests sketch plan review for 12 single family lots off 266 Beech Ridge Road
8. Scarborough Crossing, Old Port Realty requests site plan approval for 8,000 square foot building at 91 County Road
9. Carter Brook Subdivision, the Grondins request subdivision plan amendment approval for conveyance of 7.24 acres to abutter
10. Fengler Woodlands, Wallace Fengler requests amended subdivision for site off Mitchell Hill Road
11. Mitchell Hill Heights Subdivision, Phase 2, Gamage Realty LLC requests final approval for 53 single family lots off Mitchell Hill Road
12. Sullivan Tire Corp. requests site plan amendment approval for signage at 391 U. S. Route One
13. Scottow Crossing, Donald Smith requests site plan approval for 30,125 square foot retail/warehouse facility at Royal Ridge Road and Route One
14. Town Planner's Report
15. Correspondence
16. Planning Board Comments
17. Adjournment

NO NEW ITEMS SHALL BE TAKEN UP AFTER 10:30 P. M.

Town of Scarborough

Planning Board

December 6, 2004

MINUTES

Members Present

Ms. Auglis
Mr. Callahan
Mr. Farnkoff
Mr. Hanson
Mr. Shanahan
Mr. Wood

Staff

Mr. Bacon, Assistant Town Planner
Ms. Logan, Recording Secretary
Mr. Wendel, Town Engineer
Mr. Ziepniewski, Town Planner

1. Call to Order

Mr. Wood called the meeting to order at 7:00 P. M.

2. Roll Call

The Recording Secretary called the roll; Mr. Porada was absent. Mr. Wood authorized Mr. Callahan to vote. Mr. Wood noted that Items 6 and 7 had been tabled at the applicants' request.

3. Approval of Minutes (November 15, 2004)

Mr. Hanson moved to approve the minutes of November 15, 2004 as written; Ms. Auglis seconded.

Voted 5-0

4. Marine Animal Lifeline requests site plan approval for conversion of existing house to marine animal rescue facility at 334 U. S. Route One

Mr. Ziepniewski stated that there was a staff report from Mr. Bacon and the suggested conditions were that there be a time limit on the Quonset huts, because they should not be permitted for long-term use or a change of use, that the Sanitary District approve the waste water, and that a stormwater permit be obtained from the DEP.

Ms. Leta Semrau, of Port City Architects, explained that this was a hospital for the rehabilitation and release of marine animals. She stated that the two phases of construction would be for the temporary buildings to be opened in April 2005 and the permanent facility to be started in the spring of 2007. Mr. Kevin McKee, engineer for the project, stated that the site sloped toward Mill Brook where there would be a 75 foot buffer to the brook for the coastal wetland area. He stated that the 6.8 acre site was grassed and wooded with an existing residence and there was a drainage swale along the western property line. He stated that the abutting Noble Avenue residential lots also drained into this swale and to Mill Brook; he stated that there was also a drainage swale behind the abutting Rodger's Ski and Sport.

Mr. McKee stated that they would use the existing house for an office and the 20 by 20 foot garage would be removed; he stated that the gravel parking would be temporary and a permanent driveway and parking lot would be installed later. Mr. McKee stated that with the erection of the Quonset huts, a new sewer service would be installed with a pump to the existing sewer in Route One; he stated that there would also be new water service. Mr. McKee stated that there was less than an acre of impervious area proposed and

there would be upgrades to the driveway which was 30 feet wide at Route One. He stated that there was drainage to the culvert and into a catch basin and the swales would be upgraded. Mr. McKee stated that the existing apple trees would remain and new buffer plants would be installed; he stated that they were trying to use the existing grade but would submit a new plan to fill only a small amount of area.

Ms. Semrau stated that there would be a façade on the Quonset huts that would look like the existing house from Route One and all structures would be behind the house so only a small portion of the huts would be visible. She stated that the outdoor pool would be in the rear; she stated that the two Quonset huts would be removed when the permanent structures were built.

Ms. Semrau stated that the permanent facility's rear entrance would be for staff and animals and the exterior pools would be covered and have a fence. She displayed the front, main entry of wood with some brick; she stated that the building sides would be wooden and CMU and piers with a fence at the rear of the site so the animals would be protected. Ms. Semrau displayed the brick and wood sign; she stated that the lighting plan showed four pole lights with cutoff fixtures and lights at the building entrance; she stated that this provided enough light for safety but was low enough for the animals. Ms. Semrau distributed copies of the new building elevation.

To a question from Mr. Wood, Mr. Ziepniewski replied that the 9 by 18 foot parking spaces were satisfactory because the site was not retail. Mr. Bacon stated that the parking lot landscaping was at nearly 10% but a few more trees could be added. Mr. Bacon noted that there should be a sign indicating the exit was right turn only, he stated that a sidewalk from the parking lot to the building would be helpful at final buildout. He suggested making a rounded curb to connect the west and north sides of the building. Mr. Wood stated that he was happy to see both temporary and permanent plans. To a question from Mr. Wood, Ms. Semrau replied that the best time to move seals was in March and April or November and December so they hoped to be able to move into the permanent facility in late 2007. Mr. Wood suggested a three year limit for the Quonset huts, at which time the applicant could return to the Board for an extension if necessary. Mr. Ziepniewski the site plan would expire within one year so the applicant would have to ask for an extension after one year, but phasing of the project would allow a longer time. Ms. Auglis noted that a lot could change in two years so the applicant may have changes. Mr. Ziepniewski stated that having Phase 2 approved may help fundraising.

To questions from Mr. Callahan, Ms. Semrau replied that the existing house was not connected to the sewer and they would design the new system for the permanent facility. To a question from Mr. Callahan, Mr. Bacon replied that the Fire Department indicated access was not necessary around the entire building. Mr. Farnkoff stated that the west of the parking lot needed buffering as did the area toward the residential area. Mr. McKee stated that the parking area was below grade so there would be no headlights showing to the neighbors. To a question from Mr. Farnkoff, Ms. Semrau replied that the entrance would have signage with low shrubs; she stated that they would not block out the view of Roger's Ski & Sport. Mr. Shanahan confirmed that electric service would be underground from the house to the other buildings. Mr. McKee stated that there would be a pole near the house. To a question from Mr. Hanson, Ms. Semrau replied that the sign would be lighted with goosenecks; she stated that the site would not be open to the public until the permanent facility was finished.

Mr. Burt Brown stated that he was a neighbor and did not know how the Route One area could be dressed up because it was all blacktop; he stated that he did not think any apple trees should be removed but, otherwise had no problems with the proposal.

To a question from Ms. Auglis, Ms. Semrau replied that the house would remain an office and may have a bed for someone who must stay overnight to tend a very sick animal. Ms. Auglis stated that the entrance, at full buildout, should have street trees and low under-plantings. To a question from Mr. Farnkoff, Ms.

Myrna Morrow, of Pine Point Road, stated that people should be aware of how beneficial this facility would be to the area through education and setting an example for coastal Maine towns.

Mr. Wood moved to approve Phase 1 and Phase 2 as illustrated, with the following conditions:

1. That if Phase 2 did not have substantial start three years from tonight, the applicant would resubmit to the Board (an extension would be required after one year);
2. That there be a wastewater discharge permit from the Sanitary District;
3. That there be a stormwater permit from the DEP;
4. That the landscaping at Route One be satisfactory to the staff;
5. That minor changes to the stormwater plan be submitted to the staff;
6. That Mr. Bacon's comments be incorporated;

Mr. Hanson seconded the motion.

Voted 5-0

5. Econo-Lodge requests site plan approval for 32 unit motel at 329 U. S. Route One

Mr. Ziepniewski noted the comments from the Conservation Commission and Mr. Porada, as well as Mr. Bacon. Mr. Bacon noted that the applicant had reached an agreement with the Fire Department.

Mr. James Mullen, of Alliance Construction, stated that they had added landscaping to the transformer area and would enclose the HVAC. He stated that they had changed the curb from granite to bituminous and had removed some curbing at the triangle to allow fire trucks to make the turn. He explained that they had reduced the parking spaces by one and would have a grass and stone dust paver for the fire lane. Mr. Mullen stated that they did not need a permit from the DEP; he stated that no parking signs had been added and the fire department was comfortable with the plan. Mr. Wood stated that it looked as if all the concerns had been answered. Mr. Mullen stated that there would be egress windows and they had added false windows, cupolas and more pitch to the roof. He stated that they showed gray or tan for the building color; he stated that signs would be lighted with a gooseneck and not backlit.

To a question from Ms. Auglis, Mr. Mullen replied that both sides of the building would be similar. Ms. Auglis stated that she liked the gray rendering. Mr. Mullen stated that the roof would be a black blend. Ms. Auglis thanked the applicant for working with the Board; she stated that the landscaping at the walkway needed to be more than one rhododendron. She stated that she would rather have any other plant than arbor vitae, such as hemlock, around the transformer. Mr. Hanson thanked the applicant for making the changes; he stated that he liked the tan color. Mr. Farnkoff stated that it was a major impact to go from one to three stories and he would be interested in the final landscaping; he stated that he liked earth tones. Mr. Callahan complimented the applicant on the façade of the building.

To a question from Mr. Wood, Mr. Mullen replied that the freestanding sign would be white with the Econo-Lodge logo and would be 15 feet high with a peaked roof and externally lit. Mr. Wood noted that there would be no-parking signs for the fire lane but maybe people should be stopped before they drove on the fire lane. Mr. Mullen stated that they could erect a sign saying "Authorized Access Only." To a question from Mr. Wood, Mr. Mullen replied that they would start construction in the fall of 2005. Mr. Bacon suggested that the stone dust path be reduced to sidewalk width so there would be no chance that a car would use it and no no-parking signs would be necessary.

Mr. Wood moved to approve the site plan with the following conditions:

1. That Mr. Bray's letter of November 7, 2004 regarding traffic control signs be addressed satisfactory to the staff;

2. That Mr. Wendel's November 2, 2004 letter be addressed satisfactory to the staff;
3. That additional elevations of the building sides be shown to and be satisfactory to the staff;
4. That additional landscaping be shown and that there be hemlock rather than arbor vitae;
5. That the fire lane be redesigned satisfactory to the Fire Department and the staff;

Mr. Hanson seconded.

Voted 5-0

6. Scarborough Village Center, Kerry Anderson requests sketch plan review for 10,200 square foot retail/office building at 264 U. S. Route One

This item was tabled at the request of the applicant.

7. James Messer requests sketch plan review for 12 single family lots off 266 Beech Ridge Road

This item was tabled at the request of the applicant.

8. Scarborough Crossing, Old Port Realty requests site plan approval for two buildings at 91 County Road

Mr. Ziepniewski stated that there was an issue regarding sprinklering of the building; he stated that there was a response from Gorrill-Palmer to Mr. Bray's memo of December 5, 2004. Mr. Shawn Frank, of Sebago Technics, displayed the location of the site and stated that they proposed a driveway at the west with two exit lanes and one entrance lane. Mr. Frank stated that they would renovate the existing farmhouse and there would be a fence along the property line with landscaping for the abutter. He stated that the buildings would be gray with white trim. Mr. Frank explained that if one of the uses changed the applicant would return to the Board to discuss parking; he stated that there would be a sidewalk and granite curbing and heavy landscaping. He stated that there would be a courtyard between the two new buildings which would be sprinklered and there would be individual wells and septic systems.

Mr. Peter Hedrick, of Gorrill-Palmer, stated that they considered extending the traffic improvements to Saco Street for a two way left turn lane to serve the existing businesses and residences along the way. He stated that the improvements would cost \$375,000 plus the Payne Road impact fee for a project that would not generate much new traffic. Mr. Hedrick read his memo addressing Mr. Bray's traffic comments; he noted that there would be only about 2.1% traffic impact at the Gorham Road/Payne Road intersection. Mr. Hedrick stated that they felt County Road would be better and would like the Town to waive some of the impact fee because of the cost of the traffic improvements. Mr. Hedrick stated that they were considering the traffic light and would submit the plan to the Town and DOT. Mr. Ziepniewski stated that it was up to the Town Manager, the Town Council, the Planning Department, Public Works Department and the DOT to resolve the fees in an appropriate manner.

Mr. Wood stated that he would like to see wide shoulders for pedestrians or bicycles. Mr. Shanahan stated that his concern was the heavy incremental impact on the infrastructure and if a fee were waived, the Town would lose the ability to make improvements to the infrastructure all over town. Mr. Farnkoff thanked the applicant for making the changes; he stated that the improvements needed to be made and it falls on the applicant. He stated that his concern was the impact of the island in the road on the residents. Mr. Hedrick stated that the island was not a raised island and could be driven over and there should be no maintenance issue because little traffic would drive over it and the paint would not wear off quickly. To a question from Mr. Shanahan, Mr. Ziepniewski replied that there should be notes on the site plan and the Certificate of Occupancy indicating that a new user of the site would have to return to the Board.

Ms. Auglis asked about the idea of requiring fewer parking spaces and leaving the land available; Mr. Frank replied that they were requesting all the parking so there would be no construction later when it would disturb the businesses. Ms. Auglis stated that she appreciated the effort to make the architectural changes but the cupolas should be larger; she asked that the wall between the buildings be somehow broken up, possibly with false windows. To a question from Ms. Auglis, Mr. Frank replied that the sign was 16 feet high with only the letters being lit internally; he stated that the sign would be gray and would meet the design standards. Mr. Danny Bouzianis, of Old Port Realty, stated that the individual letters on the building would be lit from within. To a question from Mr. Hanson, Mr. Bouzianis replied that his business, Dunkin' Donuts, would be open from 4:00 A. M. to 11:00 P. M. or midnight and Subway would be open from 10:30 A. M. to 11:00 P. M. Mr. Bouzianis stated that the lighting would be on timers and would shut off 15 minutes after the employees left. To a question from Ms. Auglis, Mr. Frank replied that the parking lot lights were shown on the plan.

Mr. Wood stated that this part of town was thirsty for this type of development and he hoped the town would get together on the impact fee. He stated that it was a nice looking building and thanked the applicant for his efforts in response to the Board's requests.

Mr. Wood moved to approve the site plan for a 4,360 square foot and a 3,250 square foot building with the following conditions:

1. That any change in use would require a return to the Board for evaluation of the parking and that this condition be reflected on the site plan and the Certificate of Occupancies;
2. That the applicant work with the staff and the Town to come to an agreement regarding the impact fees;
3. That effort be made to increase the size of the cupolas to the satisfaction of the staff;
4. That the right side elevation be dressed up and not look like a flat wall to the satisfaction of the staff;
5. That Mr. Bacon's comments of November 29, 2004 and Mr. Bray's comments of December 5, 2004 be incorporated;

Ms. Auglis seconded.

Voted 5-0

9. Carter Brook Subdivision, the Grondins request subdivision plan amendment approval for conveyance of 7.24 acres to abutter

Mr. Ziepniewski stated that the next two items were tied together and the staff had no problems with this proposal. Mr. Frank stated that this was a piece of inaccessible land across Carter Brook and this would allow the Gamage property to access this property from the other side of the brook. Mr. Wood confirmed that the land to be conveyed was not used in the net residential calculations.

Mr. Shawn Frank, of Sebago Technics, explained that the Grondins would still own some of the land on this side of the brook and would have that as buffer for the extraction of sand. He stated that this lot was part of the retained land but was not accessible.

Mr. Hanson moved to approve the amended site plan; Mr. Callahan seconded.

Voted 5-0

10. Fengler Woodland, Wallace Fengler requests amended subdivision for site off Mitchell Hill Road

Mr. Ziepniewski read a memo from Mr. Wendel dated December 6, 2004 and a letter from Mr. Vaniotis. Mr. Wood stated that it was clear that the town was not satisfied that this conveyance would work. Mr. Shawn Frank, of Sebago Technics, stated that they would probably have to rework the agreement with the Grondins and Mr. Fengler.

Mr. Frank explained that the point was that any further subdivision had to come back to the Board. He gave an overview of the site. Mr. Wood noted that by offering more buffer from the east there could be more excavation; he stated that the buffer area would then be turned over to the Scarborough Land Trust. Mr. Wood noted that this conflicted with the intent of the 200 foot buffers. Ms. Auglis asked whether this affected Lot 5; she stated that she thought item 4 of Mr. Frank's letter, regarding conveyance of land to the Land Trust needed a lot of work.

Mr. Frank stated that, regarding No. 5 of his letter, they had created nonconforming lots with no street frontage so he added the private rights of way to give access, but no construction was proposed. Mr. Wood asked whether a note on the plan would satisfy the concerns over the hammerheads; Mr. Wendel replied that the plan did not show who owned the rights of way and that should be shown. Mr. Wendel stated that the question was whether the rights of way should have street names and if they did not, the houses would have no addresses. Mr. Frank stated that he would put the rights of way on the plan and name them if necessary. Mr. Frank stated that he would identify the trail easement to the plan; he stated that the trail was a woods road that meandered to the river.

Mr. Frank stated that the applicant had conveyed land to his son, the Land Trust and then the town to bring this plan and that of Mitchell Hill Heights into conformity with each other. To a question from Ms. Auglis, Mr. Frank replied that Lot 56, which was conveyed to Mr. Fengler's son, would not be divided unless he returned to the Board. Mr. Frank showed the lots to be retained by Mr. Fengler. Mr. Ziepniewski suggested this request not be approved until all five items in Mr. Frank's letter were satisfied.

Mr. Fengler stated that it was the Planning Department and Planning Board that came up with the 200 foot buffer and he was led to believe that everything was fine and all he needed was the four acre buffer; he stated that he told his attorney that the buffer had to remain undisturbed and asked Steve Ross whether the Land Trust was willing to wait for that land. He stated that the Trust was willing to wait so he offered the land for sale to the Grondins but they wanted only a lease. Mr. Fengler stated that Item 4, regarding the conveyance of property to the Land Trust was the Grondins problem. He stated that he was willing to take care of his issues.

Mr. Wood called a recess at 9:40; the meeting resumed at 9:50 P. M. Mr. Farnkoff left the meeting at that time; Mr. Wood authorized Mr. Callahan to vote.

11. Mitchell Hill Heights Subdivision, Phase 2, Gamage Realty LLC requests final approval for 53 single family lots off Mitchell Hill Road

Mr. Ziepniewski stated that a site location permit had been issued and conditions would be for a recreation fee and an impact fee, as well as final review by Mr. Wendel after his vacation. Mr. Ziepniewski read comments from Mr. Porada, who felt that the traffic study at the Homes Road and Beech Ridge Road intersection was flawed.

Mr. Shawn Frank, of Sebago Technics, stated that they worked at length with the DEP and the wetland buffers had been identified on the plans and marked with pins on the lots. He stated that Freedom Road would be a loop that would provide for 53 lots for a total of 67 lots including Phase 1. Mr. Frank stated that they had used Section VII. for 50,000 square foot lots and an area in the middle of the loop, which included a small cemetery, would be owned by the homeowners' association. He stated that the town

would own the area where the wooly mammoth bones were found and some land would be deeded to the Scarborough Land Trust with a trail to the brook and three pieces of land would be retained by the Fenglers and one by Mr. Gamage. Mr. Frank stated that these were considered subcollector roads and there would be individual wells and septic systems. He stated that there would be tanks for emergencies and electrical and telephone service would be underground. Mr. Frank stated that the setbacks from the ravine, the wetlands and streams would be marked.

Mr. Wood confirmed that the area to the southwest to be retained by the Grondins was the action of Item 9. Regarding Mr. Porada's comments, Mr. Wood stated that he traveled Holmes Road, but during different time than Mr. Porada, who felt that summer was not the time to analyze the Beech Ridge Road intersection. Mr. Frank stated that the traffic engineers took factor into consideration and Mr. Eaton, the traffic engineer sent his analysis to the Town's traffic engineer, Mr. Bray, who was comfortable with the calculated impact.

Mr. Callahan asked whether part of the property was still leased to Blue Rock Industries; Mr. Frank replied that the rear lots in the future phase were leased to Blue Rock and the lease would be dissolved in 2006; he stated that there was a letter from their attorney to the Town Attorney and there was sufficient right, title and interest. Mr. Callahan noted that no sidewalks were provided though there was plenty of opportunity for them, and if anyone wanted to use the trails, he would want to use a sidewalk to get to them. Mr. Frank stated that the Ordinance did not require a sidewalk for rural roads with large lots. To a question from Mr. Callahan, Mr. Frank replied that the Community Services Director was interested in the town owning the ponds. Mr. Callahan asked whether the long-term lease had any bearing on an approval from the Board; Mr. Gamage replied that that was resolved between the attorneys when the preliminary plan was approved. He stated that the lease expired in June 2006 and affected only two lots in the last phase.

Mr. Shanahan stated that the Town needed to come to terms with the level of service at the intersection. He stated that he wanted to be sure there would never be more than 100 homes with these combined subdivisions. Mr. Frank stated that the total calculation was 102 lots. Mr. Shanahan stated that the buyers in this subdivision should know the capacity, which he would like to be no more than 100. To a question from Mr. Shanahan, Mr. Gamage replied that the land was suitable for limited parking adjacent to the pond where the wooly mammoth was found. Mr. Wood stated that the deeds should indicate the total units and the expected future traffic. Mr. Gamage stated that he had put provisions in sales contracts to put buyers on notice that there was additional future development and he would do that in the future and would also note it in the deeds. Mr. Shanahan stated that it would be a mistake to increase the density in the future. Mr. Wood stated that the notification should indicate that this development was to be done under the zoning in effect at this time.

Mr. Callahan suggested that Fengler Road be designed to accommodate traffic from the other large lots. Mr. Frank stated that the roads would be subcollector roads to accommodate those lots. Mr. Ziepniewski noted that the Town was doing a town-wide transportation plan which was due in January; he stated that 40 intersections in town were counted and there would be a series of recommendations. To a question from Mr. Wood, Mr. Ziepniewski replied that the Payne Road Impact Fee did not reach the Beech Ridge Road intersection; however, that area could be covered by other plans. Mr. Wendel noted that the intersection did not warrant a signal.

Mr. Bacon stated that the staff had concerns about the carrying capacity of Lot 51 for the building envelope where the test pits were all in the non-disturbed area; he stated that there was a question as to whether there was room for a house, well and septic system. Mr. Frank stated that the lot was high so he believed it would work; he stated that there was a test pit within the building envelope. Mr. Bacon stated that the Code Enforcement Officer would like a second test pit in the buildable area.

Mr. Wood moved to approve Phases 2 through 5 of Mitchell Hill Heights subdivision with the following conditions:

1. That the recreation fee and impact fee be paid;
2. That Mr. Wendel give his final approval, with any concerns going back to the Board;
3. That there be an engineering estimate;
4. That the subdivision plan be submitted in GIS digital form;
5. That there be an additional test pit in a suitable area for development on Lot 51;
6. That Mr. Eaton's traffic review and Mr. Porada's comments be submitted to Mr. Bray for his acceptance or recommendation regarding the Beech Ridge/Holmes Road intersection;
7. That language be submitted in deeds to lots that illustrates potential total buildout of the surrounding land for number of homes and potential traffic;

Mr. Hanson seconded.

Voted 5-0

Mr. Wood moved to extend the meeting past the 10:30 P. M. deadline to clean up the agenda before the end of the year; Ms. Auglis seconded. Voted 5-0

12. Sullivan Tire Corp. requests site plan amendment approval for signage at 391 U. S. Route One

Mr. Ziepniewski explained that only the wall sign had been approved but the applicant erected a 20 foot pole sign which did not meet the new sign ordinance, which allowed a height of only 16 feet. He stated that the Board could not waive that height allowance. Mr. Ziepniewski stated that the staff had no problems with the berm, but recommended that the sign be lowered to 16 feet and that the temporary erosion control measures be removed. Mr. Ziepniewski stated that their street number was only 7 inches high and should be 11 inches.

Mr. Jim Fisher, of North East Civil Solutions, stated that they would make those changes; he noted that the sign was internally lighted in green and yellow and they would put the street number on the sign. Ms. Auglis stated that this was a great warehouse building and the berm was working to camouflage the length of the building.

Mr. Hanson moved to approve the site plan amendment with the conditions that the sign be reduced to 16 feet in height, the street number be replaced with an 11 inch number and the erosion control be removed; Ms. Auglis seconded.

Mr. Wood noted that he had heard many compliments on the building but felt the sign did not fit with the amount of time and money on the rest of the site; he stated that this sign would not have been approved if it had come before the Board before it was erected. He stated that more of a monument sign would have been appropriate. Ms. Auglis stated that it was a blah sign.

Voted 5-0

13. Scottow Crossing, Donald Smith requests site plan approval for 30,125 square foot retail/warehouse facility at Royal Ridge Road and Route One

Mr. Bacon read his comments. Mr. Ziepniewski stated that the staff had no problem with amending the subdivision to combine the two lots. He stated that there was no photometrics plan for the site.

Mr. Shawn Frank, of Sebago Technics, showed the subdivision plan with the combined lots; he stated that the drainage would be piped to the detention basin and they had added a sidewalk easement along Route One for the Town. Mr. Bacon stated that the plan showed a front yard setback of 50 feet rather than the required 80 feet; he stated that the Board could approve the 50 feet as allowed by the Ordinance. Mr. Frank stated that they requested the 50 foot setback from Royal Ridge Road, but they would maintain the 80 feet from Route One.

Mr. Wood moved to approve the amended subdivision plan of Scottow Crossing with a 50 foot setback on this lot from Royal Ridge Road; Ms. Auglis seconded.

Voted 5-0 to amend the subdivision

Mr. Frank explained that the second floor shown on the building was actually only a façade; he stated that there was a berm with vegetation along Route One. He stated that a freestanding sign was shown 15 feet from the property lines. Mr. Greg Patterson, of Patco, stated that the loading docks would be recessed 40 feet within the building. He stated that the building would be of a clapboard and shake mix to break up the building.

Ms. Auglis noted that any building on Lot 3 would look at the back of this building; Mr. Frank stated a building on Lot 3 would be below this site. To a question from Mr. Hanson, Mr. Frank replied that the building was 200 feet long. Ms. Auglis stated that her concern was the small size of the cupola; Mr. Frank stated that the cupola was 7 by 7 feet. The Board agreed that the building looked good. Mr. Wood confirmed that there would be no roof mechanicals; he stated that the applicant would have to return to the Board for approval of the sign.

Mr. Wood moved to approve the site plan with the following conditions which must be completed prior to issuance of a building permit:

1. That a stormwater permit be submitted;
2. That Mr. Bacon's comments be addressed satisfactory to the staff;

Ms. Auglis seconded.

Voted 5-0

14. Town Planner's Report

Mr. Ziepniewski noted that the Board had been given copies of the schedule for 2005. Mr. Bacon asked that the Board members give him their e-mail addresses.

15. Correspondence

Ms. Auglis noted the letter from Carol Fleshman regarding the appropriateness of a Wal-Mart in town; she stated that the Board had to follow the Ordinance in the best way possible by being careful. Ms. Auglis stated that she did not want to downplay the importance of the question and it should be addressed to the Town Manager.

16. Planning Board Comments

Mr. Wood asked the Board to consider nominations for 2005 Planning Board officers.

17. Adjournment - The meeting was adjourned at 11:15 P. M.