



Joint Meeting Long Range Planning Advisory Committee + Route 100 Committee

**Thursday, April 13, 2017
Minutes**

LPAC Attendance:

Name	Present	Name	Present	Name	Present
Paul Bergkamp	√	Kurt Klebe		Breana Gersen	√
Sam Rudman	√	Sandra Lipsey	√	Becca Casey	√
Tom McKeon, PB representative		Ned Kitchel, Council Liaison to LPAC	√	Nathan Poore	√
Theo Holtwijk, Town Staff	-				

Route 100 Committee Attendance:

Name	Present	Name	Present	Name	Present
Sarah Boudreau	√	Eydie Pryzant	√	Joe McDonnell	√
Lori Legere	-	Rebecca Grover	√	Steve Melchiskey	√
Andrea Ferrante, Council Liaison	√	Nathan Poore, staff	√	Mark Debowski, Stantec	-
Theo Holtwijk, Staff	-				

Other attendees: Councilor Caleb Hemphill, Councilor Karen Farber, and the following residents: Matthew Ferrante, John Winslow, Miles Fenderson, Scott Munson, David Chase, Stephen Dyer, Izzy Dyer, Pete Wormell, Cynthia Wormell, Gerald Bell and Stephan Winslow.

The meeting was started at 6:00 PM.

1. Review of Minutes

The draft LPAC minutes of the March 23, 2017 meeting were approved as written (5-0).

The draft Route 100 minutes of the December 5, 2016 meeting were approved as written (5-0).

2. Review West Falmouth Neighborhood Sketch Plan Project

Nathan Poore offered a presentation (PowerPoint) that described the history of the project and how a conceptual sketch plan was developed. Nathan further explained the process and why the town staff met with property owners that may be interested in redeveloping or developing their property. In some cases, the general public is asked to offer input prior to sketches on paper but in this situation, it was determined that the property owners within the development area needed to be consulted first. Without their input or collaboration cooperation, there may not have been a need to take the next step. This meant, however that the general public was asked to offer input only after the concept was developed. Nathan explained that he was apologetic for the sacrifice of initial public input but in this situation, it seemed like the better process at the time. He expressed hope that the public would now be fully engaged and give input, whether it was in opposition, constructive or supportive.

The presentation was a PowerPoint, prepared by Stantec which include a high density residential and mixed use development of all properties or only those properties that chose to develop. The sketch identified a plan that could incorporate interconnectivity and green space along with active recreation.

Joe McDonnell commented on whether Route 100 had capacity to handle the traffic from the design scenario.

Steve Melchiskey commented on the timing of private development and whether it could be coordinated with any public construction within the right of way.

Sarah Boudreau suggested that the proximity to the Maine Turnpike could create noise issues for residential units that are located near the Maine Turnpike.

Rebecca Grover also thought that this could be a concern.

Becca Casey thought the growth area was intended to concentrate development like this and not be choppy or split up green areas.

Edie Pryzant didn't envision the density as high as what is being presented.

Steve Melchiskey said that this plan seemed like a specific proposal from the beginning but he now realizes it is not and it can be changed.

Sandra Lipsey stated that this is exactly how she imagined the difference between the growth and non-growth areas.

Steve Melchiskey said the Route 100 visioning process may also have envisioned this type of development.

Rebecca Grover said its certainly a change but it may be okay.

Becca Casey said she didn't think the process Nathan described was as flawed as he suggested. She stated that sometimes it's tough to move the ball forward to review alternatives.

Ned Kitchel said that Dave Chase's original development had lower density. He also stated that master planning is critical.

Karen Farber explained how the original proposal from Dave Chase would need a zoning amendment.

Dave Chase announced that he was submitting a contract zone application for his property and several others. He said the Stantec plan was great but not precisely workable for him. He explained how he is primarily a single family residential developer and not as experienced with multi units or commercial development.

He said that he would need density at one unit per 10,000 square feet and lot sizes averaging 5,000 square feet.

His development would include the Hothem, Ferrante, and portions of the Church properties. He stated that the development would include commercial on street and behind Harmons. Apartment buildings would be placed on street and on new interior streets. He will also build affordable housing units. In total, he is proposing to build 154 units with 28 units on the Ferrante property, 108 units on the Hothem property and 8 units on the Church property.

Mr. Bell asked how long it would take to complete construction. Dave Chase answered that it would take three years after permits are secured.

John Winslow said there are many talking points to consider including the impacts of higher density, traffic, storm water, economics, sewer capacity, school building capacity and planned public improvements to Route 100.

Becca Casey said that many of the answers to John Winslow's questions about impact were addressed when the Comprehensive Plan was developed.

Karen Farber said that growth cap changes were a by-product of the Comprehensive Plan. The cap is applied town wide with shifting caps to encourage growth in the growth areas and discourage growth in the non-growth areas. Growth caps can also be adjusted to address how fast or slow the town wants to grow in particular areas. This type of development should only be located when there is infrastructure.

Becca Casey said that the focus of the growth areas was based on public input during the development of the Comprehensive plan. The input was about desire for rural character while allowing growth in specific areas.

Stefan Winslow said it was good to shift development in this area. The requirement to have 150 feet of road frontage is ridiculous. This would be a good place for development. Cars are coming from the north and he likes the proposed road interconnectivity. The fewer curb cuts, the better. Route One interconnectivity is a great example. Sewer is important. He said the younger generation, which

he is a part of, doesn't want to mow a big lawn. Apartments and duplexes are appropriate in this location. He gets what Stantec is trying to do but the first pass may include too many units.

Steve Dyer said the Stantec plans was eye opening. He said he read both the Comprehensive Plan and the Route 100 plan. This area is listed as a commercial area in those plans. He said there are only 122 home currently located in the VMU zone. This density is not "West Falmouth" like. People hunt on this property. Noise from the Turnpike will get worst. We was disappointed that the plan was funded with town money. He is glad that Dave Chase is looking at alternatives but still disappointed with the number of units proposed by Dave Chase.

Mr. Bell said that if it's not this plan now, then what will it be? He said it need to be done right.

Stefan Winslow said this type of development prevents sprawl.

Andrea Ferrante said she has recused herself from her role as Council liaison to the Route 100 Committee because her property is part of the development plan. She said she is grateful that there is a developer from Falmouth that will work with us. She looked forward to this village setting with stores.

The Committees decided that they will hold separate meetings and then reconvene together with public input at the combined meeting in the future. There should be advance notice to the public through multiple venues to get public input at that final combined committee meeting.

3. Other Business

None

4. Next Meeting

LPAC decided to hold their next meeting on April 27.

Route 100 Committee decided to meet on May 3 at 6:30 (Note: This was later changed to May 1)

The meeting was adjourned at 7:55 PM.

Draft minutes prepared by Nathan Poore, April 19, 2017 Rev 1 May 20, 2017