



Long Range Planning Advisory Committee (LPAC)

Thursday, July 28, 2016 Minutes

Attendance:

Name	Present	Name	Present	Name	Present
Paul Bergkamp	-	Kurt Klebe	√	Breana Gersen	√
Sam Rudman	-	Sandra Lipsey	√		
Tom McKeon	-	Ned Kitchel, Council Liaison	√	Theo Holtwijk, Staff	√

Others present: Councilor Farber, Fred Chase, Ariel Greenlaw, Andre Belluci, Don L’Heureux, Rachel Reed, Andy Berube

Theo started the meeting at 6:00 PM.

Everyone introduced themselves. Theo explained the purpose of the meeting: to get feedback from real estate professionals on what has worked well or not so well regarding planning or building streets and private ways in Falmouth.

The group brought up a range of topics:

- Increase the length of dead end streets.
- Transfer the ownership of paper streets to the Town at the time when they are laid out. If they stay in private ownership it could prevent a landlocked abutting property owner from developing their property.
- 50 feet perimeter buffer in Resource Conservation Zoning Overlay districts takes away too much buildable land.
- Private ways trigger RCZO review. That makes projects more costly, more time consuming, and more restrictive.
- RCZO works best for large lots, not so well with small properties. I like RCZO. It provides flexibility for a developer, such as not having to build sidewalks.
- Be careful with specifying narrower streets than provided by current standards.
- Discussion of benefits of cul-de-sacs versus hammerhead turnarounds, even if cul de sacs are more expensive. Creating of frontage for lots. Hammerheads often come with plowing and turnaround difficulties. Currently the choice is up to the developer.
- Leave shoreland zoning alone. Government keeps making amendments. Town (and it is not alone in doing so) needs to stop making new rules. There are too many layers of review. Throw the rules all out and start over.
- Provide options for dead end road lengths. Why is the dead end length 1500 lf and not, for example, 2500 lf? What determines that?

- Increase minimum radius of horizontal curves on private way. Current requirement takes up a lot of room. This should not be a concern as the road will stay private.
- What happens if people petition a private road to become public? If private way is petitioned to become public road, it must be built to Town standards.
- Suggest adding covenant that states that road will always be private.
- If my neighbor's lot is non-conforming I cannot grant him an easement. We need to fix that.
- How much does the Town hold back for performance guarantee? Cited experience with incomplete road and not enough guarantee money set aside to fix it. This is a big problem for the homeowners who bought into the project.
- It takes a long time for a builder to get performance guarantee money back when road is completed, inspected and approved. Can take 2-3 months. Reduce that time as builders do not have extra money.
- By whose standards are drainage systems designed? Are esthetics taken into account? Do homeowners care about drainage esthetics?
- Review by MaineDOT of driveways can be problematic.
- Eliminate the prohibition of creating back lots on a private way in a major subdivision.
- What traffic calming measures are taken to address cut through traffic in neighborhoods?
- Should Town encourage narrower roads in rural areas to help reduce traffic speeds and make them safer and retain rural feel?
- I like the roads in the Flats that do not have curbing. Look at curbing requirements.

Theo thanked everyone for coming and for their feedback. He will make a list of what was mentioned and LPAC will sort through that at its next meeting and decide on which issues it wants to weigh in. After some proposals have been developed, Theo will be back in touch.

Next committee meeting is scheduled for August 11, 2016.

The meeting was adjourned at 7:30 PM.

Draft minutes prepared by Theo Holtwijk, August 3, 2016