

**TOWN OF YORK PLANNING BOARD  
THURSDAY, FEBRUARY 7, 2002—7:00  
YORK SENIOR CENTER**

Chairman Al Bibb began the meeting at 7:00 P.M., which was attended by Dave Marshall, Torbert Macdonald, Barrie Munro, Glenn Farrell, and alternate Dan Remick. Steve Burns represented staff and took Minutes until Patience Horton arrived, 20 minutes late. There was no back up recording of the meeting made.

***Review written legal opinion on Ordinance.***

**MINUTES**

**HICKORY MEADOWS SUBDIVISION. Map 90/Lots 14F and 17.** Public hearing for final review of a proposed 7-lot subdivision.

Torbert Macdonald motioned to table the application until February 28, 2002, which Barrie Munro seconded. The motion passed, 5-0.

**S & J COLLISION. Map 59/Lot 22G.** Public hearing and conceptual review of a new auto body shop. Route One Use Permit required.

Carl Beal provided an overview of the proposal, requesting direction regarding the deceleration lane, landscaping, and roof pitch. Bill Littlefield, the builder, showed the elevation for the project.

Barrie Munro motioned and Torbert Macdonald seconded opening the public hearing, without objection. There was no input, so Mr. Munro and Mr. Macdonald motioned and seconded the closing of the public hearing, without objection.

Barrie Munro brought up landscaping, how individual buildings and large buildings are tough to landscape. ***Regarding building design, he also said that metal buildings are difficult. He said that one needs to think outside the box, and that there couldn't be compromise on G.3.10 (Landscape Architect Plan).***

Glenn Farrell said that the 3:12 pitch is okay, that maybe the door could look better, and described landscaping on Rt. 1 and hotel sides. ***Decl. was proportional with W & J payment.***

Torbert Macdonald said that the deceleration lane was perhaps based on trips generated and other aspects of a formula.

Dave Marshall said that he would prefer the 4:12 pitch, that he didn't see requiring deceleration land for low volume trips generated, and brought up the landscaping and building design. (Ms. Horton began taking notes at about this point.)

The gentlemen discussed building standards, with Mr. Macdonald saying that a metal building for an auto body shop makes sense. Dave Marshall said that the building couldn't look like something in Kittery or Biddeford, that it needs to blend in with a small town look. Mr. Munro said that Dr. McGarry had "turned around" and made a very nice-looking building. Stop & Shop also improved its look with planning.

Mr. Munro asked the applicant to “take another look at it” keeping not only function and economics in mind, but also the intent of the ordinance. Torbert Macdonald stressed the need for a good landscaping plan, which Barrie Munro qualified as making things look attractive, rather than trying to hide things. Mr. Macdonald expressed concern over the effect of “flotsam and jetsam” coming out of vehicles and into the wetland, referring to the state of the art for collecting and storing storm water from an auto body facility.

Dave Marshall said that Stonewall Kitchen and Stop & Shop are both industrial/ commercial uses that look better because of the ordinance. Al Bibb said that the police and public works would most likely push for a turning lane, which Mr. Macdonald amended, saying, the police and public works judgment has to be accepted.

**VERIZON, NEW ENGLAND, MAP 94/LOT 70** Public hearing for a Route One Use Permit and Shoreland Permit application for construction of new switching.

Steve Burns introduced the matter, describing a small switching station/utility box on a proposed, little concrete bed. The applicant knows there is a neighbor with a concern.

Charles Brown of Sebago Technics came forward on behalf of Verizon. He described the project, which relates to telephone hookups and the access to local telephone numbers. The box is connected to underground cables from route one. There is an existing overhead easement along Payson Lane. He showed a necessary retaining wall, which will be landscaped. There would be visibility from the adjacent house. The driveway will be paved. It is positioned 100 feet from wetlands. This device is necessary because the boxes on the side of the poles that formerly served the same purpose have been outgrown.

The board asked technical questions and learned that the box will serve the main York trunk line interchange along Route One, will not make noise, will someday be serviced with fiberoptics, and that broadband is part of the potential upgrade.

Mr. Bibb motioned to open the public hearing, which Mr. Macdonald seconded. Abutter Robert Darrah described the excellent sound barrier leaves on trees on the Verizon property make for the Darrah property, asking that the trees be left as close to how they are as possible and suggesting that the box be placed as close to Route One as feasible. He said that there is too much clearing planned for such a little item, and that even a footpath to the box would be better.

Stan Moody of the Conservation Commission spoke of his concern about water quality, and supported Mr. Darrah’s call for minimization. Moving the box closer to the Payson Lane edge would protect more of the environment.

Questions from Torbert Macdonald led Charles Brown to answer that the pavement was necessary so the driveway won’t get “mucked up.” Additional screening would not be an issue. Evergreens, hemlocks, and pines can be added. An eventual building on the site would fit on the concrete pad. Questions from Glenn Farrell led Mr. Brown to say that the chain link fence along with retaining wall would keep people from falling from it, and that the turnaround can be reduced to a driveway into which the Verizon truck can back in.

Dave Marshall said that he wanted to see a plan showing a minimization to the environment. Al Bibb said that the front and side setbacks could be waived, but not the wetland setback. Mr. Munro said that this is an essential service. Steve Burns confirmed that sometimes, essential services don’t have to meet certain setbacks. Mr. Marshall suggested that the board is open to having the box moved closer to the road. Mr. Brown said that the lane is a private right-of-way, that there are different interests that Verizon is not a part of.

Mr. Munro made the motion to request of the applicant, before the board takes any further action with the application, to investigate whether or not Verizon and the people owning the right

of way can decide if the alternative site is acceptable. Mr. Marshall seconded the motion. After short discussion the motion was passed, 5-0.

Mr. Munro motioned to accept the application as presented for purposes of review, which Mr. Farrell seconded. All voted unanimously, 5-0.

Mr. Munro motioned to approve the waiver, which Mr. Farrell seconded. All voted unanimously, 5-0.

**ELDRIDGE LUMBER.** Map 91/Lots 8Z and 8S. Public hearing for a Route One Use Permits and Shoreland Permit application for site alterations and building expansions.

Planning board alternate Dan Remick stepped away from the table for this matter.

Jeff Aleva spoke for Eldredge lumber. He was hired "to look at" the storage building expansion and reworking of lot layout for deliveries traffic and homeowner/customer access. He showed the similar building type being added with expansion for storing lumber, as well as the current entrance and exit, which are planned for change. The delivery truck route will be changed. Parking spaces, handicapped parking, and employee parking will be changed, as well as the planting around areas of the property.

Mr. Farrell motioned to open the public hearing, which Mr. Macdonald seconded. Steve Burns said he had heard from two different abutters, both currently away. They expressed worry about noise with trucks behind Meadowbrook. They already can hear tollbooths in summer. One had stated she wants the planting of some softwood trees added to deaden some noise. One was concerned about trucks going on the new route. Mr. Munro and Mr. Farrell motioned and seconded the closing of the public hearing.

Scott Eldredge described the right of way behind the Meadowbrook. It would be used as an exit, one-way, when yard is transformed. The roadway would have to be improved.

Mr. Farrell made a motion to accept the plan for review, which Mr. Munro seconded. All voted in favor, 5-0.

Among the matters discussed were parking, the dangerousness of fast cars in the current parking lot, the possible widening of the front to make 2 exit lanes, a possible painted island for traffic control, present and future vegetation, the removal of the greenhouse, the location of fire lanes, handicapped spaces, and sound buffer.

Steve Burns said that the board could leave the site as it is, or pursue changes. Signoffs were required from the fire and police chiefs, as well as the town engineer. Jeff Aleva said he was planning to put planting in, including some to buffer sound and delineate certain areas.

Mr. Munro moved to approve the plan as submitted, which Mr. Macdonald seconded. The motion passed, 5-0.

### **OTHER BUSINESS**

Al Bibb reported a date change for the meeting between the town manager, lawyer, planning, and ordinance, with public hearing, to Wednesday, February 13.

As of November 6, 2001, the Maine Department of Environmental Protection has adopted the Shoreland Zoning Ordinance.

The York Historical Society had asked a planning board to attend the March 1, 2002 meeting from 3:00 to 5:00 P.M. for a discussion of how the Historical Society fits into the community. Dan Remick agreed to go.

Mr. Bibb will be missing the February 28 planning board meeting.

Steve Burns announced he had followed up on the crossing guard matter by turning it over to code enforcement.

Mr. Marshall motioned to adjourn the meeting, which Mr. Farrell seconded. All agreed unanimously. It was 9:00.