



WESTBROOK PLANNING BOARD
TUESDAY, JANUARY 5, 2021
WESTBROOK MIDDLE SCHOOL



**WESTBROOK PLANNING BOARD
TUESDAY, JANUARY 5, 2021
MINUTES**

Present: Rene Daniel (Chair) (At Large), Rebecca Dillon (Vice-Chair) (Ward 1), Joseph Marden (Ward 3), Robyn Tannenbaum (Ward 4), Ed Reidman, (Ward 5), Larry McWilliams (Alternate), Nancy Litrocapes (Alternate), John Turcotte (At Large)

Absent: Jason Frazier (Ward 2)

Staff: Jennie Franceschi, Planning & Code Director, Rebecca Spitella, Associate Planner; Linda Gain, Office Coordinator

MINUTES MAY NOT BE TRANSCRIBED VERBATIM. SECTIONS MAY BE PARAPHRASED FOR CLARITY. A COMPLETE RECORDING MAY BE OBTAINED BY CONTACTING PLANNING AND CODE ENFORCEMENT at 207-854-0638 ext. 1220 and lgain@westbrook.me.us.

1. **Call to Order**
2. **Approval of Minutes**

Rebecca Dillon move to approve December 1, 2020 minutes as presented.

2nd by Larry McWilliams

The vote is 7-0 in favor

NEW BUSINESS

Rebecca Spitella, Associate Planner, introduced item:

3. **2020.26 – Subdivision – Greenfield Place – Bramblewood, LLC: The applicant is proposing a 3-lot and 28-unit condominium development on a private driveway located on New Gorham Road. Tax Map: 027 Lots: 184 and 184C Zone: Residential Growth Area 1 Use: Dwelling, Single-Family, Dwelling, Two-Family – Public Hearing**

Project Description:

The applicant is proposing a 3-lot and 28-unit condominium development on a private driveway located on New Gorham Road. The developer Bramblewood, LLC is creating the Greenfield Place Homeowners Association that will own the property, with the houses being owned as Condos, and maintenance responsibilities associated with the project.

The project has opted to utilize the open space fee in lieu of providing for the required open space on the site.

Project History:

July 2020 – Neighborhood Meeting
August 4, 2020 – Planning Board Workshop
January 5, 2021 – Public Hearing

Dustin Roma, DM Roma Consulting Engineers, on behalf of Bramblewood, LLC. Provided aspects of the subdivision named Greenfield Place. The applicant is proposing a 3-lot, 28 unit subdivision comprising of a new 26-unit condominium development and an existing 2-unit building, created within the five-year subdivision regulation, on a private driveway located on New Gorham Road. Tax Map: 027 Lots: 184 and 184C Zone: Residential Growth Area 1. Presentation on file at the Westbrook Planning Department and on the Westbrook Website link shown below: <https://westbrooktv.viebit.com/player.php?hash=W8656Wd9WZNE>

Rene Daniel Staff comments?

Jennie Franceschi Dustin walked through the Staff comments well. We would also like feedback to the architectures for the varying the makeup, the color. We think that the sidewalk at the end of the road around the cul-de-sac is an element that should be included in the project.

The applicant is working with the various sewer and water areas to close out those items and will be providing revised condo docs.

Additional Staff Comments:

1. Noticing Fees Due: \$372.95
2. Suggest community elements in the area that is by the rear parking field as a gathering spot for residents – picnic tables, adult swings, etc. (Please look at cul-de-sac area, area near parking for ability to place picnic tables or benches, etc.)
3. Lighting internal to the project needs to be provided
 - a. Suggested at Cul-de-Sac, rear Parking Lot.
4. Site plan
 - a. Building footprints – state plan type on each unit and color
 - b. Landscaping as shown is what is anticipated, not a sample.
 - c. Show signage on plan
5. Boundaries for Limited Common Elements metes and bounded on subdivision plan – Is this no longer a part of the plan?
6. Architectural Elevations
 - a. Colors needed on architectural elevations. Colors should be differentiated from one another to provide variety within the development. Suggested colors do not appear to be very contrasting. Could discuss ability of a condition on colors to allow the entire palette for homeowners to choose from but cannot be same a next door or across driveway.
 - b. Colors and Elevations of each unit need to be finalized prior to approval; current application shows “sample”.
 - c. Areas shown as blank walls should include windows to break up massing.

- d. Front porch should be extended across structure (not just rain guard)
 - e. Board will ask to have units be more front engaging vs garage being the front feature. Pushing the front porches forward.
 - f. Unit 1 – Could pull towards New Gorham Rd & provide a similar set up to units 3 & 4 with flipping unit 2. New Gorham Rd façade should provide variety of fenestrations to reduce appearance of side wall façade along the right-of-way
 - g. For units with no garage, how will residents store items?
 - h. Verify units #1, 3 or 4 provide for a porch light by front door
7. Recommend additional sidewalks included:
- a. Around the outer edge of cul-de-sac for access to overflow parking areas
8. Sewer – (Sewer dept. is still reviewing but from Planning Staff’s review these items appear not addressed.)
- a. Ability to Serve needed for sewer
 - b. Cleanouts at all bend location
 - c. Sewer bend shown in middle of pavement - run will need to be modified so bend/cleanout provided is not in middle of drive (Units 17 & 18)
 - d. Profile not shown for S-9
 - e. Why is there a call out for these two laterals vs all the others? SL-1 SL-2?
 - f. SL-2 serves 2 units (#9 & #10) – how does this effect issues with other units? Need clarity in HOA documents.
9. Portland Water District
- a. Ability to Serve needed for water
 - b. Provide verification PWD has approved all utility crossings over 48” transmission main easement
 - c. Verification looped water main is preferred over longer services to units off the cul-de-sac.
10. Drainage – Provide detail along New Gorham Rd of existing culverts under Marden Driveway and under New Gorham Rd.
11. Verify truncated domes are cast iron
12. Revise Condo docs
- a. Throughout document – remove all references to “proposed” location/building/etc. The development design is finalized once recorded and can only be altered through a formal amendment to the site plan
 - b. Throughout document – remove all language that affords the Declarant the rights to amend or alter the design of the development without further review post approval/recording.
 - c. §1.4 – The approved, signed subdivision/condo plat is the governing document above Declaration/Floor Plans/etc.
 - d. Access and maintenance rights for utilities serving individual unit needs to be better defined, specifically in instances where the utility lines cross Limited Common Elements areas for units to which they do not serve.

- e. Remove references to municipal utility within the development – all internal utility is privately owned & maintained, unless otherwise determined with the utility company (PWD).
 - f. Verification on ownership – it is atypical for the Declarant to maintain primary ownership rights once more than 51% of the development has been sold, as each unit within the condo complex is typically afforded one vote within the association.
 - g. Board of Directors should be entirely comprised of entities with interest by ownership or another legal means in the development. Current language does not appear to require any affiliation during the Declarant Control Period, and only a majority interest thereafter.
 - h. Clarity needed on access & maintenance rights/responsibilities for utilities crossing areas of Limited Common Elements – Should be clearly defined in association docs. Current docs appear to place responsibility of conduit and piping on unit owner (Declaration pg. 5) however there are instances where utilities cross over lots that are not being served by that utility. Easements over units may be required for Sanitary Sewer, Drainage, Gas, Electrical and hydrant- water.
13. E/S control plan.
- a. Along New Gorham Rd – how will site prevent erosion into New Gorham Rd system? Protection of culverts and additional BMPs (check dams) may be necessary.
 - b. Based on construction conditions, additional measures along the easterly property line may be necessary.

Items to be included as Conditions of approval:

1. Final mailbox location to be reviewed/approved by USPS
2. 151 New Gorham Rd to be include in HOA (address change, trash removal included in association, etc.)
 - a. Upon occupancy of first house, trash collection for 151 New Gorham Rd will be included with the private collection associated with the HOA rather than public services. Trash collection to occur curbside on Greenfield Place.
3. Prior to the issuance of a c/o for any unit
 - a. Water and sewer lines fully tested and approved
 - b. Trash Contract provided
4. Police comments:
 - a. Require signing one side of driveway no parking.
 - b. For work in New Gorham Rd:
 - i. Any work that would require a lane closure must be done between 9 am and 3 pm.
 - ii. Any full closure of New Gorham Road required night work
5. Open Space fee is estimated at \$14,077.
6. Fire hydrant charged and tested prior to any combustible products being brought on site.
 - a. Required flow rate: 1,000 gal/minute

As of the printing of this Memo, the application has not provided sufficient information to demonstrate conformance with the requirements of the Ordinance. Based on the below Findings of Fact, Staff does not recommend the project for approval, and instead requests the Board provide feedback to the applicant on the outstanding items and continue the application to the February meeting.

Site Plan – Finding of Fact

| Standard | Finding |
|----------------------------------|--|
| Utilization of the site | The proposed development is positioned so as to work with the site topography and minimize impacts to existing wetlands. The development is within the allowable density afforded by the site. |
| Handicap Access | Plan provides for detectable warning at tip downs located at intersection of driveway and New Gorham Road ADA striping in mailbox lot? |
| Appearance Assessment | <ol style="list-style-type: none"> 1. This standard is not met. Unit 1 façade facing New Gorham Road should provide street presence. Consider wrapping deck around or switching unit design to a unit with architectural features on the New Gorham Roadside. 2. The project provides connection to New Gorham Road for abutting property 27/184C through deeded access over the Greenfield Drive Driveway. Structures are located so they do not impede with existing easements and natural resources. 3. This standard is not met. A final landscape plan has not been provided as part of the application. 4. Lighting is proposed at the intersection of Greenfield Drive and New Gorham Road as well as by the mailbox location. 5. This standard is not met. Signage not shown on plan 6. Property is not located within the Village Review Overlay District – standard is not applicable. |
| Landscape Plan | This standard is not met. A final landscape plan has not been provided as part of the application. |
| Odors | No odors known or anticipated |
| Noise | Noise levels will be consistent with the residential nature of the abutting properties. No adverse impact known or anticipated. |
| Technical and Financial Capacity | The applicant has provided a letter from Machias Savings Bank dated November 30, 2020 to demonstrate financial capacity. The applicant has retained the services of DM Roma Consulting Engineers, which demonstrates technical capability. |

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| Solid Waste | Trash removal to be privately hauled via curbside toter pickup along Greenfield Drive. |
| Historic, Archaeological and Botanical Resources or Unique Features | None known |
| Hazardous Matter | None known |
| Vibrations | No adverse impact known or anticipated |
| Parking & Loading Design and Site Circulation | The site meets for the Ordinance requirement of 2-parking spaces per unit via a driveway and/or an attached garage. 13-additional spaces have been provided via two parking pods on opposite ends of Greenfield Drive for overflow parking. |
| Adequacy of Road System | New Gorham Road has adequate capacity to accept the traffic generated by the proposed development. |
| Vehicular Access | Access to the site is via an existing curb cut. The access point is shared with the abutting property 27/184C by deeded right which reduces curb cuts on New Gorham Road. |
| Pedestrian and Other Modes of Transportation | This standard is not met. A sidewalk internal to the project is provided on the westerly side of Greenfield Drive from New Gorham Drive to the cul-de-sac. Staff recommends a sidewalk on both sides of Greenfield Drive and around the cul-de-sac to allow for pedestrian access to the cluster mailbox and existing sidewalk infrastructure on New Gorham Road. |
| Utility Capacity | This standard is not met. Item pending Staff Comments Ability to serve letters will be provided to the City upon receipt. |
| Stormwater Management, Groundwater Pollution | This standard is not met. Stormwater management is provided via tow underdrain filter beds located to the rear of the property. The approximate front 100-feet drains ward a swale located on New Gorham Road. More information on final water flow along New Gorham Road required. |
| Erosion and sedimentation Control | This standard is not met. More information required on drainage along front property line, as described in Staff Comments |

Subdivision – Finding of Fact

| Standard | Finding |
|------------------|--|
| Pollution | Disposal of sewage is via the public system accessible from within the New Gorham Road right-of-way. Sewer Design has not been approved by Public Services at the time of this memo. ABS letter will be provided to the City upon receipt. |
| Sufficient Water | Water services are accessible from within the New Gorham Road right-of-way and will serve the development via a public |

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| | main located within a 40-foot easement to PWD along Greenfield Drive, pending acceptance and approval by PWD. ABS letter will be provided to the City upon receipt. |
| Municipal Water Supply | Water services are accessible from within the New Gorham Road right-of-way and will serve the development via a public main located within a 40-foot easement to PWD along Greenfield Drive, pending acceptance and approval by PWD. ABS letter will be provided to the City upon receipt. |
| Erosion | This standard is not met. More information required on drainage along front property line, as described in Staff Comments |
| Traffic | New Gorham Road has adequate capacity to accept the traffic generated by the project. Access to the parcel is via an existing curb cut. |
| Sewage Disposal | Disposal of sewage is via the public system accessible from within the New Gorham Road right-of-way. Sewer Design has not been approved by Public Services at the time of this memo. ABS letter will be provided to the City upon receipt. |
| Municipal Solid Waste Disposal | Waste removal will be privately managed via curbside toter collection along Greenfield Drive |
| Aesthetic, Cultural and Natural Values | N/A |
| Conformity with City Ordinances and Plans | Pending Staff Comments, Plan conforms with City Ordinances |
| Financial and Technical Capacity | The applicant has provided a letter from Machias Savings Bank dated November 30, 2020 to demonstrate financial capacity. The applicant has retained the services of DM Roma Consulting Engineers, which demonstrates technical capability. |
| Surface Waters; Outstanding River Segments | No adverse impact known or anticipated to the wetlands located on site. |
| Ground Water | No adverse impact known or anticipated. |
| Flood Areas | The parcel is not located within a flood zone. |
| Freshwater Wetlands | All wetlands located on site are been identified on the plans. |
| Farmland | No farmlands have been identified on the site. |
| River, Stream or Brook | No rivers, streams or brooks have been identified within the boundaries of the site. |
| Stormwater | This standard is not met. Stormwater management is provided via tow underdrain filter beds located to the rear of the property. The approximate front 100-feet drains ward a swale located on New Gorham Road. More information on final water flow along New Gorham Road required. |
| Spaghetti Lots Prohibited | The subdivision does not have shore frontage. |
| Lake Phosphorus Concentration | The subdivision is not located dear a great pond. |
| Impact on Adjoining Municipality | The subdivision does not cross municipal lines. |

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| Lands subject to Liquidation Harvesting | Not applicable. |
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Board Action

1. Provide feedback to the applicant on the following elements
 - a. Building color/elevation
 - b. Architectural design of Unit #1 (along new Gorham Road)
 - c. Common elements for residents
 - d. Landscaping

Rene Daniel opened Public Hearing

No comments

Rene Daniel closed Public Hearing
Board comments and discussion?

Joe Marden requested to be recused from any discussion from the Board as he is the owner of this property.

Rene Daniel may I have a motion to recuse Joe Marden?

John Turcotte moves to recuse Joe Marden.

2nd by Nancy Litrocapes

The vote is 6-0 in favor (Joe Marden recused)

Rene Daniel Board comments?

Rebecca Dillon I think you said there are six (6) unit types, but I only have four in the packet.

Dustin Roma there should be six different units.

Rebecca Dillon I think I only have four (4) in my packet and that is why I am asking the question.

I like that you have a large unit type and I like that they are all single units. Three of the plans look nice from the front elevation. I am not a fan of having a garage so prominent on the front, it does not provide a nice street presence.

I am wondering on the main road with the nice shape to it and the driveways for a lot of the units seem awkward and how they intersect with the road. I was wondering if the connections could be looked at and softened a little. I noticed you have Regina Leonard as your landscape architect on the project and I think it would be worth having her look at that and have them connect a little better.

look at the connections better further in the project look odd. Relationship of driveways and the buildings as well maybe able to be spread apart a little more. I think Regina can look at the plan and make suggestions.

Dustin Roma those are things we can look at. What we were responding to from our original concept to have everything spread out from the feedback we got last time was to try and group the buildings together to create better green space between the building's verses having a lot of small green space. That is the reason for grouping the buildings together based on the feedback we received the last time. We can look at the grouping around the cul-de-sac.

I agree with what you are saying about the geometry and to some of the driveways where in the area we are looking at in the middle that is the area where we have the four (4) foot water main running through the property. Unfortunately, that was what was forcing our hand. In a lot of cases we have a fifty (50) foot right of way that runs at an angle through the middle so we did our best to orient the buildings to the road in the right direction resulting with some driveways not at the optimate angle but we also did not want to put curves in the driveway which can sometimes be a little difficult for people to back out while coming to a curve. Those are some of the reasons to put the plan in this form today, but we can certainly look at the plan if the Board wishes.

Rebecca Dillon I like the Staff comments about the next time we see the plans labelling which unit type is where. Seeing the variation in the plan will be helpful and to make sure that there is not have the same architecture type side by side. It will help us to understand that better. I think if the driveways and the houses get reorganized a little that might make it seem appropriate that the sidewalk continue through the cul-de-sac. If I lived in this area, I would like to have the sidewalk continue around the cul-de-sac so the people at the end are not walking in the street to get to a sidewalk.

Rene Daniel someone else?

Larry McWilliams I want to thank you for single family homes. Sidewalk is a big issue around the cul-de-sac. I echo what was said about the driveways. Maybe a dual driveway to cut down on the sidewalk cut outs. I think the concept design is a good mix for the neighborhood.

Rene Daniel someone else?

Robin Tannenbaum I echo a lot of the things that Rebecca said. I appreciate variety of units as well with garages facing out. It is not the dominant type so I am not bothered by it. We have variety, so that is great.

I understand what you are saying about the sidewalk at the cul-de-sac. I still think it is important. The driveways at the cul-de-sac, if you could put gentle radius space in between them to soften the abruptness and have it tie into the circle that they are coming off of.

The landscape plan, seeing it for the first time, I am a little confused as to why it is all buffer planting in the back as opposed to the front. I do not remember what our Ordinance is for street trees in subdivisions but if we meet it, I personally would much rather see robust plantings in the shallow area between the first parking notch and where the property line comes down. I

personally instead of the grass area in the cul-de-sac would like to see richly planted landscaping. If the cul-de-sac landscaping has layering of height and materials, it seems to me that it would be really lovely and a really nice element while providing some privacy for each of the homes. The unit that faces New Gorham Road, I am curious which way the front of the house is facing? Staff comment asked for a face on New Gorham?
Can you explain where we are with that?

Dustin Roma we are looking at some architectural options for unit one. We did want the primary face of the building to match the rest of the neighborhood and front on the new road while making sure we have windows and some type of element on that side so it is not a blank wall. We are looking at potential options to wrap something around the front to give a little more presence facing the main road.

Robin Tannenbaum landscaping, I am curious why it is all on the rear?

Dustin Roma street trees were a little difficult to site on the plan because of the amount of underground utilities. That was the primary difficulties trying to avoid the utility conflicts.

Robin Tanenbaum we have an expanse of pavement, can you consider planting the center of the cul-de-sac instead of leaving it a flat lawn that no one will care for.

Dustin Roma we can certainly look at options there. From a maintenance standpoint, grass is easier to maintain. The center of the cul-de-sac are susceptible to plow damage. Any landscaping we propose in the middle will have to be hardy tolerant plantings that can handle the snow piles. I will see if we can come up with a plan that creates visual appeal there and not getting destroyed by winter plowing.

Robin Tannenbaum on the cul-de-sac, the single family with no garages could you shorten the driveway to give more of a back yard? Even offsetting the buildings could help.

Dustin Roma as far as pulling the buildings forward, we have more water utilities through there. There are twelve inch water main drainpipes that run down through there. So it was like threading the needle with a lot of the buildings.

John Turcotte I like the idea of creating a neighborhood with the four styles of buildings. I am not a particular fan of style number one, you are just looking at a garage but with five other styles it will be part of the neighborhood.

I noticed units twelve and fifteen has the existing buffering has been pushed all the way to the property line and notices that a lot of the plantings were of the shrub variety. I no one from the abutting neighbors came tonight but I think it is something to look at. Units thirteen and fourteen are pretty close up there.

The cul-de-sac with the red maples will look good. I did have a thought about unit twelve, it seems when you come around the cul-de-sac it has a sharp turn into unit twelves driveway. That is the only one that struck me as odd.

I can see why we need the sidewalk in the cul-de-sac area, that is where the kids will play and people turning around to walk in the road to get to the sidewalk, so I can see that.

I agree with Robyn why unit twenty could be offset and you explained that.

Nancy Litrocapes living in a condo myself, looking at the landscaping, one of the things that will be useful is to establish the landscaping as much as possible before anyone moves in. Once everyone moves in, then you have to decide and it is almost like an act of congress to agree to the plantings. Whatever you can do in advance to make that appealing before they buy it, they will all be happy with the landscaping and that does not become part of the issue in the condo association.

That said, I like more landscaping around the front and closer to the buildings, it makes a nice natural look in the area that is like a meadow. I am a fan of filling the front area with landscaping.

In terms of the colors, it makes perfect sense to go with the basic natural colors but I wonder how much that fits in to the natural environment? When I looked at it bringing in some rich greens in ways to bring this whole development in with the natural environment more. I really like the variety of the architectures styles. I like the variation of having some garages in front and some don't, it does not bother me.

When I look at the cul-de-sac one of the pieces that I wonder is those do not have garages. Where do those people store things? They will be home owners, so they will have the thing like lawn mowers, snow blowers. The only place they will have to store things would be a shed that they may purchase would have to be placed in the front of their property, that it looks like to me. That will not go over well with the Condo Association. One of my thoughts is a communal storage space. I do not know if that could be added to the plan for those who do not have garages.

Clarification on plan 4 am I seeing shutters or windows?

Dustin Roma plan 4 is showing shutters.

Nancy Litocrapes I think it will be helpful to have sidewalks around cul-de-sac and I also like the idea of landscaping in the middle of the cul-de-sac.

Ed Reidman what I would like to know is, we are doing things differently now and the question is where is the authority to allow us to do this? We are dictating what the buildings look like and if you remember what we went through with Clarke Farm there was a big brouhaha on it. That is what I need to know. Thank you. I can wait until next time or send it in an e-mail.

Jennie Franceschi as it relates to the Board to review architectural because this particular project is not a land division of all the individual units which is a subdivision of land there would be no architectural review of the individual house lots because this is a complex then that is the reason we are looking at the site plan components as well as appearance under the Site Plan review.

Rene Daniel where do you plan on placing the mailboxes?

Dustin Roma right now they are shown just beyond Unit two near the parking area. We have dropped plans at the Post Masters office and are awaiting approvals.

Rene Daniel open space and it frightens me that I am seeing a lot of tarmac. Where are the areas that children can play?

Dustin Roma there will be flat areas in the back and we are working with the grades that are there, dropping them in the back yards to provide level green space in the back.

Rene Daniel for clarification on sidewalks, you have asked for sidewalks from New Gorham to the cul-de-sac circle?

Dustin Roma right now we have a sidewalk drawn all the way to the cul-de-sac. We were not showing it going around the cul-de-sac. Between Staff and Board review the desire is to have it go around the cul-de-sac. It is not a problem. We also have a sidewalk on both side of the road as you enter.

Rene Daniel are you going to paint or install a cross walk to go from one side to the next?

Dustin Roma what Public Works told us is we are going to be installing ADA truncated dome surfaces at the driveway entrance. They do want the ADA panels installed in the existing sidewalk but not to stripe the sidewalk.

Rene Daniel the colors, I like Nancy's suggestion to blend in with nature. Also I think the combination of homes, Single Family and Condominiums are extremely needed in this neighborhood at this point in time.

Anyone else?

No comments

Rene Daniel Can I entertain a motion of continuance?

Rebecca Dillon move to continue the application for Bramblewood, LLC to the February 2, 2021 Planning Board meeting.

2nd by John Turcotte

The vote is 6-0 in favor (Joe Marden recused)

Rene Daniel can I have a motion to go to workshop?

Rebecca Dillon move to go to Workshop

2nd by Nancy Litrocapes

The Vote is 7-0 in favor

WORKSHOP

Rebecca Spitella introduced item:

2021.01 – Zoning Map Amendment – Rocky Ledge Capital Westbrook Seavey Main, LLC: The applicant is proposing to include parcel 040/135 (Lot #4 of the approved subdivision located at 35 Seavey Street) and the portion of parcel 040/208 located between Main Street and the Pan Am rail line in the Village Review Overlay Zone. The area is proposed to be designated as Downtown District since the merged parcel has Main Street frontage. The proposed amendment does not change the underlying City Center District zoning of either parcel.

Project Description

The applicant is proposing to include the following CCD parcels in the Village Review Overlay Zone:

- *Parcel 040/135 (Lot #4 of the recently approved subdivision located at 35 Seavey Street) and*
- *452 Main Street which was part of the RR siding heading towards Warren Ave 040/208 located between Main Street and the Pan Am Mail rail line in the.*

The subject parcels are proposed to be designated as Downtown District since the newly merged parcels have Main Street frontage (452 Main St). The proposed amendment does not change the underlying City Center District zoning for either parcel.

Project History

January 5, 2021 – Planning Board Workshop

Adam Cope presented request that the zoning be extended on railway and Sappi property. Expanding the zone to let us propose the increase density for higher use for development. Presentation on file at the Westbrook Planning Department and on the Westbrook Website link shown below: <https://westbrooktv.viebit.com/player.php?hash=W8656Wd9WZNE>

Rene Daniel Staff comments?

Jennie Franceschi the applicant, Rocky Ledge Capital Westbrook Seavey Main, LLC, have a purchase and sale agreement with RMC Properties, LLC to purchase the subject parcels for the purposes of residential development.

Currently the VROZ district line stops at the back of the Stockhouse Station parcel. When the City had proposed the new Downtown District within the VROZ, it was not envisioned at the time that the Pan Am Railroad would ever sell off any of their land or that SAPPi would sell their siding parcel along Seavey Street. With private developers approaching both entities shortly after the City's VROZ process concluded, the City was pleasantly surprised to hear back that those parcels have now been merged together to afford a future project in the heart of our community. If those parcels had been in merged ownership at the time of the VROZ rewrite, Staff would have recommended to include those parcels in the Downtown District due to the 452 Main St parcel having Main Street access. Staff had stated during that first VROZ process that it

would look to expand the VROZ in the future over other CCD parcels once we had exercised the Downtown District for a few projects.

The applicant is now making a request to extend the VROZ district over the 2 merged City Center District lots. The VROZ/Downtown District affords the increased density allowance (from 2,500 sf/unit to 500 sf/unit) that we are encouraging in the Main Street area to boost development where:

- Utility infrastructure already exists
- Efficient land usage necessary and is the intent of the Downtown District
- Our Comprehensive Plan goals align with density in our urban areas to support our downtown commercial operations
- Transit is located at the front door of this parcel.

Additionally, by placing the VROZ over these parcels, the standards of the Downtown District are now placed upon these parcels, which currently they are not. This project provides a new project at the eastern end of Main St where most of the activity we have seen on Main Street has been westerly.

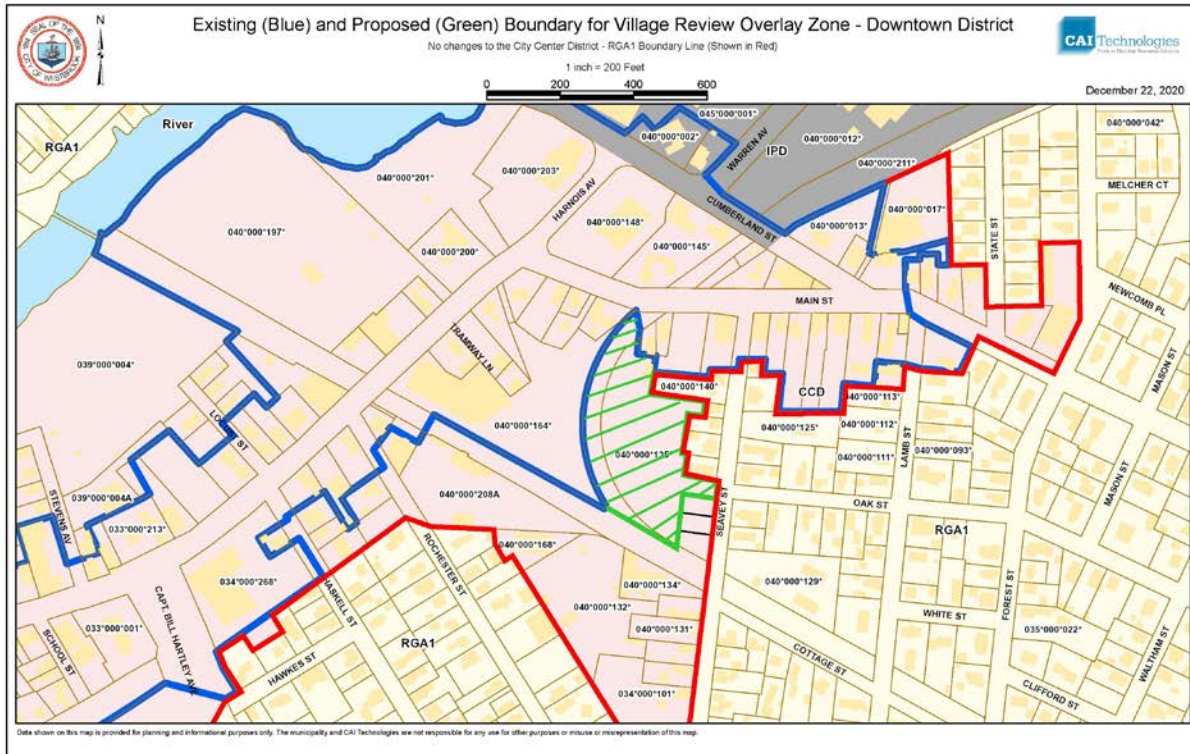
The applicant has provided examples of how a development plan could look under the Village Review Overlay Zone – Downtown District standards, though this plan is not part of this process and that process would follow up with a site plan/subdivision process at a later date.

The application before the Board is only to discuss the VROZ extension with the Downtown District over the subject parcels. See attached map showing specifically the location of the VROZ expansion.

Map Legend

- Blue Outline - Existing limits of Village Review – Downtown District
- Green Outline - Proposed limits of Village Review – Downtown District
- Red Outline - City Center District – RGA1 Boundary Line (no changes)

- City Center District – Pink shading of parcels
- RGA1 District – Orange shading of parcels



Rene Daniel opened Public Comment.

Brian Eng owner of 506 Main Street, Stockhouse Station a direct abutter of this project. I am in favor of increasing density in this area of Main Street and achieve objectives that are consistent with the Comprehensive Plan and is really good for the City and the region. Particular issues I would like to put before the Board as you consider this amendment. I guess it is the performance of Main Street where the frontage is for this particular project. Main Street on our side before it gets to the Rotary certainly has a high performance for pedestrians and is a more walkable area. I think this project will be great to bring energy and vitality there but will put the issue of how that street performs after it turns headed towards Portland after turning the corner you are almost like you are on a highway, even though it is a rotary, vehicles are ripping through there speeding as it is one way directional traffic.

I would ask that you consider to make the performance on Main Street where this project tends to achieve frontage to mimic what happens on the other end of Main Street, to me which is a more walkable downtown type of performance.

Talking about buffering, I have concerns about buffering between our sites. We have about ninety surface parking spaces that directly abuts this project. I am not a huge fan of surface parking but am pleased to see a community trail proposal for the border of this proposal and our site. I really want the Board to think about buffering. I think there are a couple of site plans proposed. I think option A takes a sea of parking that we have and melds it with another surface parking. I like option B because it creates some visual separation with opportunities to create a design that I feel will not feel like the Main Mall.

I would also like to raise the issue of building heights. I would love to see this become a five story area overall but in terms of what exists there now and what is largely one to two story area and if we are talking about five story, thinking about that would be hard to design and need to consider.

Recap my concerns: pedestrian experience, not create a Main Mall style surface parking, building heights and buffering. Thank you

Rene Daniel someone else?

No comments

Rene Daniel closed Public Comment period

Jennie Franceschi a lot of the comments that were raised will fall out with the Site plan review process.

Rene Daniel Board comments?

Rebecca Dillon I like that we are potentially making zoning change and I think that the ideas are exciting. This is a great location for this type of project. I like the change of zone has it fall under the Village Review Overlay Zone.

The gentleman that spoke had astute and thoughtful comments and will be good for us to keep those in mind as it moves forward. I think it is a perfect location for something like this. I am in support of this.

Rene Daniel Ed do you have any comments at this time?

Ed Reidman no comments

Jennie Franceschi Planning Staff was provided a letter from an abutter, Douglas Trainum, 33 Seavey Street who has a dispute with the current owner of the Seavey Street property, RMC LLC. This does not change the direction of the Planning Board's review process as it is a civil issue and needs to be resolved outside the Planning Board process.

Robin Tannenbaum I am in general support of this proposed Zone change. I agree with the gentleman from Stockhouse Station with everything he said. I know we are not in the Site Plan review yet, but I think we need to acknowledge that we may allow something that is marketable different than everything else on this side of it. It is a big change.

I was surprised when I saw this and drove around a couple of times that it is considered to have frontage on Main Street. I am unable to tell this from the diagram.

To the speaker's point, this is a different part of Main Street and now that I understand that would have a new access point. I defiantly have concerns about that because that is a super highway once you get around the corner and the vehicle just go. There are many access in the area and we need to discuss how the access will add to the area. I think there will be a lot of discussion of how that happens and how it can be done sensitively.

I also have concerns about units for one hundred and twenty or one hundred and fifty people entering from Seavey Street. This is a street with a lot of rough spots and you do not get directly to it, you need to come from Rochester and I know that I am putting the cart before the horse but I am wondering how Seavey Street will get help from this. It feels like a big burden to put on that street.

In general I am glad that you have put this package together and I think it will be a welcome addition. There is just a lot of work to do in terms of scale and in terms of the flow and everything around it.

Rene Daniel anyone else?

Nancy Litrocapes looking at the map it is an odd piece of property and is going to be great to be utilized. In terms of the re-zoning I like that it brings it to a higher standard and that is a value and am glad the property can be used for something like this.

Larry McWilliams I am also glad to see this plan come to an area that is empty and have a nice plan of a neighborhood with a walking path or sidewalk through that area. The density factor in the City Center District, I think it is a great idea. Let's see how it gets developed in the next step of plans review, the design, and the traffic patterns. I like bringing the density in the downtown and I like the proposed one bedroom units that will not over-crowd the schools. I am all for the re-zoning on this.

Rene Daniel how quickly are you planning to come back?

Adam Cope as soon as possible

Rene Daniel I entertain a motion to adjourn

Robin Tannenbaum move to adjourn

2nd by Nancy Litrocapes

The vote is 7-0 in favor

ADJOURN

THANK YOU, respectfully submitted by Linda Gain lgain@westbrook.me.us