

EDGECOMB PLANNING BOARD
PUBLIC HEARING
MINUTES, MARCH 24, 2007

AMENDMENT TO THE EDGECOMB LAND USE ORDINANCE
ARTICLE I, SECTION 8 - DEFINITIONS
ARTICLE IV, SECTION 3.5 - PERFORMANCE STANDARDS
FOR LARGE-SCALE DEVELOPMENT

Erin Cooperrider opened the public hearing at 10:10 a.m. Present were Planning Board members David Boucher, Katharine Braid, Bruce Cameron and Erin Cooperrider. Also present were Town Planner Byron Johnson, Selectman Jo Cameron, Charlotte Boynton (Press), Comprehensive Plan Task Force Chairman Sue Carlson and four residents.

The chairman said the purpose of the public hearing was to present an amendment to the Edgecomb Land Use Ordinance which will be voted on at Town Meeting. Nine previous meetings have been held on the proposed amendment that establishes performance standards for large-scale development. She read the introduction to the booklet *Gateway 1, Performance Standards for Large Scale Developments* prepared in June, 2006, by the Maine Department of Transportation, Maine State Planning Office and Lincoln County Commission. This section provides the background of development in Midcoast Maine and the purpose of the report, which is "not to prohibit new development on the basis of size...but rather to ensure that new development that does take place will reflect the positive characteristics of their host communities."

A size cap was passed at the 2006 Town Meeting and the proposed standards are designed to accompany the size cap. Subsequent to the Gateway 1 report, Bob Faunce, Lincoln County Planner, met in a series of four meetings with representatives from Edgecomb and neighboring towns to develop uniform standards across the county. Because circumstances varied from town to town, Edgecomb Planning Board held three workshop meetings with Bob Faunce to customize an ordinance that would meet the needs of Edgecomb. Two public informational meetings to discuss the proposed standards were held on March 3 and March 15.

In response to Amanda Russell's question, Erin Cooperrider said the buffer width had not been changed; however, a more tightly worded definition of buffer was included in the proposed amendment. She added that there had been discussion at the previous public meeting on buffering but there was not time to sufficiently discuss and research the subject for this amendment. It will be researched by the Town Planner for possible future action. Amanda Russell said that Gateway 1 restricts the type of development inasmuch as some businesses may not want parking restricted to the rear of the building as required.

Bobby Carleton asked whether the members were satisfied that the proposal did not call for interpretation by the Planning Board. Erin Cooperrider said that there would always be matters that needed interpretation, but the proposed amendment was an improvement. She said the proposed amendment was very specific and the whole ordinance needed the same degree of specificity.

Referring to Section 3.5.2.3 of the performance standards which limits off-street parking in front of a building to 10%, Amanda Russell asked whether the ordinance would still limit parking to one row of cars in front of the building (with the rest at the side or rear of the building). Erin Cooperrider read Article IV, Section 3.4.1.1 (regarding the single row of parking) and said the more restrictive of the standards would apply. Amanda Russell also asked about the off-street parking limit being increased to 50% and was advised that that was applicable only if the building and parking were screened from view and applicable only to large-scale development. The proposed performance standards are an addition to the Site Plan Review section and do not replace existing standards.

With regard to future planning, Erin Cooperrider said the Town Planner would be working on revamping the ordinance as well as addressing needs as they occur as a result of applications, changed conditions or recommendations from Attorney John Shumadine. Jo Cameron suggested that the possibility of an industrial park be explored. Katharine Braid recommended that issue be referred to the Comprehensive Plan task force.

The public hearing closed at 10:32 a.m.