

**Land Use Planning Committee
Summary of April 22, 2002 Meeting
Olde Stone Building**

Members Present: R. Toole, C. Brown, M. Donaroma, A. Woodruff, J. Best, L. Sibley
Staff Present: Jennifer Rand, David Wessling
Others Present: See Attached

Meeting opened at 5:30 PM by Richard Toole & adjourned at 7:00

Fair Winds 40B

The applicant began by showing the LUPC a plan with the access redesign, and profiles of a section of the property with steep grades drawn to depict landscaping and house placement on the slope. The plan also depicted a community garden and a play area. The applicant discussed the planting plan noting that London Plane and privet were planned for the street and numerous other native shrubs were planned for between and behind the houses. As many existing trees and shrubs that could be maintained would be, but the site would be undergoing drastic change due to grading.

Houses were shown to be set back twenty-five feet from the property line. J. Best asked that the applicant remove the 10' strip from the plan, as the applicant does not own the piece of land he felt it was inappropriate to depict it as project buffer. The applicant explained that there was an option to purchase the ten-foot strip upon approval of the project. (There is some confusion on this point)

L. Sibley asked that the applicant explain the landscaping better at the public hearing. She expressed concern that the interior of the site was landscaped better than the buffer between the project and the neighbors. R. Toole asked if the greenish area behind the houses was planned to be undisturbed. The applicant said yes. A. Woodruff asked for the heights of trees and shrubs to be planted. The applicant said probably 2 ½-3" caliper for the trees and 24-30" height for the shrubs.

Each house will have two parking spots. Some of the spots will be pull off spots, and some will be street parking. C. Brown indicated that the parking plan should be better depicted for the public hearing. She also wanted an explanation of the traffic flow in and out of the project. She also wanted to know the number of houses that use those roads now.

D. Wessling explained that he had met with the applicant's traffic consultant to clarify the study area. The study would include the area from the school and Five Corners. He advised the applicant that the ITE assumptions were not applicable in a resort area, that they needed to discuss the interior road circulation and they needed to study the beach traffic down Herring Creek Road.

The applicant was asked to determine, if they could, the percentage of cleared land, filled land, regarded land and possibly show it as overlays on the site plan. They should explain how much fill will be brought in, how they will be cutting out the access road, and what the noise impact will be.

The applicant was asked to address the affordability issues during the public hearing such as the specifics, who will manage them and how, how long will they be affordable and what mechanism will be in place to assure this and for how long. As the applicant had mentioned they would like the remainder of the units to be marketed as moderate they were asked to work out, if possible, a way to assure this.

The applicant was asked to show a map of the surrounding area during the public hearing.

Goldsborough/Gervais Fueling Center

Tom Gervais walked the LUPC through his plan for a service center on the site of the old Coke plant. He said they were looking to construct a fueling facility with three pump locations. The service center and the Clay House were gone, thus decreasing intensity of use on the site. They also propose to upgrade the street facing façades of the white building with shingles and painted trim matching the Clay House. The landscaping will be enhanced in the "park" area along State Road and next to Vineyard Home Center. A restroom will be installed on the north wall of the Clay House Building. The High Point Lane will be moved about 35' further from State Road.

The applicant also walked through a handout explaining the traffic study they proposed to conduct based on conversations with the MVC staff.

There are no further uses proposed for the buildings at this time. At a later date there may be a request for low-traffic uses such as winter car storage in the white building and/or and art gallery in the Clay House.

The applicant was asked about the lighting. He said he would provide an illumination plan. He also was asked about his affordable housing donation, which he said he would provide. He also was told to provide all the information about the fuel storage liners, spill containment procedures et cetera that have been discussed in previous applications.

Black Dog Informal Discussion

Doug Hoehn, representing Bob Douglas, spoke informally to the LUPC about the landscaping condition imposed during the hearings for the railroad car at the State Road Black Dog site. Mr. Douglas felt the landscaping was not necessary as proposed and would like to downscale it dramatically. After some discussion of the history it was decided the applicant would ask for a modification and the LUPC would conduct a site visit prior to making a determination.