

APPROVED
Town of Owls Head
Planning Board Meeting Minutes
(Wednesday, May 17, 2017 – 7:30 P.M)

Board Present: Chair Robert Pratt, William Leppanen, Dale Martin, Marc McNeilly (Alternate) and Ken Wexler

Board Absent: Larry Choate

Staff Present: CEO Scott Bickford and Recording Secretary Deborah Sealey

Chair Pratt opened the meeting at 7:30 P.M. and declared a quorum. He asked the members to read the proposed revisions to the Land Use Ordinance before the next meeting.

I. Approve Minutes: 4/19/17

ACTION: Ken Wexler made a motion, seconded by William Leppanen, to accept the minutes of the 4/19/17 meeting as corrected.
Carried 5-0-0

II. New Business

1. Knox County Commission (for Owls Head Airport) – 23 Terminal Lane – Application for Site Plan Review for a 400' Expansion to the End of Runway 13-31 and Taxiway D - Map 5, Lot 1: Ken

Wexler read a prepared statement (attached) in which he apologized to the Board for engaging in an argument with the airport manager at the last meeting and said he would not speak at this meeting unless recognized.

Shane McDougall (Stantec Consulting Services) represented the applicant and distributed copies of the Site Plan and a DEP permit application received 5/9/17. Mr. McDougall said the project would lengthen both Runway 13-31 and Taxiway D by adding 400' to each. There would be no construction in wetlands and most of the work would be done on the Route 73 end of the airport, with some modifications in the Ash Point Drive area.

Mr. McDougall described the details of the drainage plans, both existing and proposed.

The airport's perimeter fence would be moved out: starting on the Route 73 side, the grey fence would be moved 200' to the west and a short section would be added to accommodate the expansion. On the Ash Point side the fence would jog to the ROW on the side of Dublin Road. Mr. McDougall said the trees inside the existing fence would be removed.

Mr. Martin inquired about noise and Owls Head Airport Manager Jeff Northgraves passed out copies of an FAA study that stated noise contours would shrink as a result of the changes. He said there would be "no significant sound impact as a result of the extension."

Mr. Wexler said when the PB approved the original fence in 2003 the trees now abutting it had been a condition of that approval; he thought the trees needed to be there for screening. Mr. Northgraves replied that "you don't want trees next to a fence" because it could not be monitored. Mr. Leppanen felt the trees had to remain because they were a condition of the original fence approval.

Mr. McDougall said the FAA required the **NAVI** be as close to the fence as possible. Mr. Wexler said he had requested trees in 2003 because he had been shocked there would be fencing and wanted to block its appearance.

Chair Pratt asked why the trees would have to come down when the fence moved 30' closer to the road... Mr. Northgraves said they would only remove those that were a problem. Mr. Pratt said having as many trees as possible should help break up the sounds of the jets. Mr. Northgraves said the airport had plans to put in additional noise abatements in the future.

Mr. Wexler asked why new trees couldn't be planted outside the new fence. Mr. McDougall said they would be in the ROW. Mr. Wexler asked why the fence could not be moved back to accommodate trees and the engineer said the runway needed to be as long as possible. Mr. Wexler argued for the town's interest and putting in trees. Mr. Northgraves said that would compromise the purpose of the fence, which was to keep wildlife away from the runway. The FAA wanted a clear area 20' either side of the fence, but they had agreed to 10'.

The Chair opened the floor to public comment.

Tim Sternberg, a member of the Owls Head Fire Dept., said he agreed about keeping animals from the runway, saying it was a safety issue. He lived in the flight line and the noise was not that bad.

Dr. Robert Hirsch read three letters penned by state hydrologists saying there was no sign of aquifers in Owls Head and another two that said there were no significant aquifers under the airport.

Public comment closed.

Mr. Wexler brought up further questions, such as concerns about a fuel oil spill into wetlands. Mr. McDougall said there would be no drainage changes and Mr. Northgraves said there would be no increased danger of an accident. The airport manager pointed out that DEP said the changes to the runway would have no impact.

There was continuing conversation about the trees. Mr. Northgraves said if there was a requirement to have trees outside the fence, then moving the fence would not be part of the project.

ACTION: Ken Wexler made a motion, seconded by Marc McNeilly, for an amendment to require the airport to move the fence back so trees could go on the outside of it.
Carried 3-2-0 (Mr. Leppanen and Mr. Martin voted against)

ACTION: Marc McNeilly made a motion, seconded by Ken Wexler, to accept the proposal, but the fence will not be relocated on the Ash Point end.
Carried 3-2-0 (Mr. Pratt and Mr. Martin voted against)

ACTION: Marc McNeilly made a motion, seconded by Ken Wexler, that the previous amendment be nullified.
Carried 5-0-0

II. Owls Head Baptist Church – South Shore Drive – Site Plan Review for Parking Lot Renovations – Map 7, Lots 186 & 189: Engineer Andrew Hedrich (Gartley & Dorsky Engineering & Surveying) represented the applicant. The project is a redesign of the parking lot at the Owls Head Baptist Church, which will be reconfigured to improve circulation, provide additional off-street parking, and add handicap accessibility. The parking lot would increase from 9,000 sq. ft. to 10,400 sq. ft.

Mr. Hedrich explained the current and planned lots and the drainage. Currently there was a lot of congestion, with overflow vehicles parking on the roadside. The redesign would include true ADA parking, as well as a ramp at the back of the building. Along the face of the building will be compact spaces to maximize space. An abutter has provided an easement to allow vehicular access across her property and onto Ross Lane.

The applicant requested a waiver of the 10' setback from the property line for parking. It was proposed to add six small shrubs to screen the lot from the road and the library. Though the DOT permit to change the entrance was not yet acquired, 4 current access points would be decreased to 2.

There was discussion of whether the Board could waive the setback.

ACTION: William Leppanen made a motion, seconded by Marc McNeilly, to waive the 10' setback for parking.
Carried 4-0-1 (Mr. Pratt abstained)

The Chair opened the floor for public comment, but none was forthcoming.

ACTION: William Leppanen made a motion, seconded by Marc McNeilly, to accept the application as written, with the setback waiver included.
Carried 4-0-1 (Mr. Pratt abstained)

III. Regional School Unit 13 – 45 Ash Point Drive – Pre-Application Meeting for a New 28,000 Sq. Ft. School – Map 9, Lot 6: Engineer Michael Sabatini (Landmark Corp. Surveyors & Engineers) represented the applicant and was accompanied by architect Jason Merriam (Merriam Architects). The project would redevelop the 8.99-acre current site of the Owls Head Central School. A new 28,000 sq. ft. building would replace the existing 11,000 sq. ft. school.

Mr. Sabatini pointed out and explained aspects of the plan. The 12,000 sq. ft. of wetland that would be impacted already had DEP approval. Final lot coverage would be 7.2%, with 20% allowed. Current overhead electric service would be replaced with underground electric.

Mr. Merriam said there might later be solar panels installed, so the roof had been designed for them. A new water line would be installed and the building would be fully sprinklered. There would be two new septic systems in addition to the existing one: one for the kitchen at 840 gallons/day, and one for wastewater at 1,500 gallons/day.

CEO Bickford said some residents on Woods Road had drainage concerns, but Mr. Sabatini said water went away to the east, not towards Woods Road to the north.

Three DOT entrance permits had been issued and DOT had not felt a traffic study was necessary. Outdoor lighting would all be downcast cut-off LEDs. There would be 2 raingardens on the property, some trees would be retained, and red maples would be added to frame the sidewalk. The exterior would be aluminum siding and cement board.

Mr. Bickford asked Mr. Sabatini to check the Lighting Ordinance before the next meet to be sure the plans were compliant.

A Site Walk would be scheduled before the next PB meeting.

IV. Adjournment

ACTION: Ken Wexler made a motion, seconded by Marc McNeilly, to adjourn at 9:25 P.M.
Carried 5-0-0

Respectfully submitted,

Deborah Sealey
Recording Secretary

Town Of Owls Head Planning Board:

Robert Pratt, Chair

Ken Wexler

Larry Choate

Marc McNeilly (Alternate)

William Leppanen

Dale Martin