

MINUTES
FREEPORT PROJECT REVIEW BOARD
FREEPORT TOWN HALL COUNCIL CHAMBERS
WEDNESDAY, NOVEMBER 17, 2021
6 P.M.

PRESENT: Linda Berger, Ford Reiche, Vice Chair Adam Troidl, Tod Yankee and Caroline Pelletier, Town Planner

EXCUSED: Chair Guy Blanchard, Geralyn Campanelli,

Vice Chair Troidl called the meeting to order at 6:06 p.m. and noted that Chair Blanchard and Ms. Campanelli are excused this evening.

ITEM I: Information Exchange

1) Update on Staff Approvals

Ms. Pelletier reminded the Board to turn on their microphones. She advised that for this month there was a Staff Approval for Mainely Seafood Company. They located with the Laundromat at the corner of Main and Mallett and are open. They showed some conceptual signs and then came back with their final design which the Board has in its folder.

2) Update on Planning Board agenda items

Ms. Pelletier advised that the Planning Board continues to talk about food trucks, temporary activity permits and relaxing standards to allow seasonal outdoor seating from May to October with very limited review. Those were things that were allowed under the Emergency Ordinance during the pandemic which is still ongoing but they are looking to make those changes permanent and will be going to public hearing on December 1 if this Board wants to participate in the Planning Board process. The language will be on the website at the beginning of the week if the Board wants to look at it and wants to weigh in on your own. It will be a public hearing at the December meeting. They will make recommendations to the Council. Design Review comes under the purview of the Council. She feels they will be making a recommendation to the Council about Design Review regarding outdoor seating and whether or not they feel it should be subject to Design Review since it is seasonal.

3) Update on the Freeport Downtown Vision

Ms. Pelletier noted that they are doing a lot of work behind the scenes. They are currently working on updating the website. The Board may have gotten a survey about your comfort level as we work towards Design Week. It will be a series of workshops and there will be an open studio where the consultant will be working. The tentative dates are February 3 through the 7th. It will be held in a downtown location. There will be a series of different events. On Day One they will be inviting Boards and Committees to one of their meetings. Behind the scenes there has been a lot of one-on-one stakeholder meetings going on. They will be pulling together residents who are community connectors doing some of the outreach. She feels the Board will see more communications starting in early December. The Board may see a drone flying over town in the next few days since they will be in town doing some imaging to get some data to update the maps.

4) *Update of Temporary Activity Permit Application for Freeport Village Station for an Indoor Pop-Up Arcade*
(Note: Board concurrence is required)

Ms. Pelletier advised that the Board has seen a couple of these in the past year or two. We have a provision that the Codes Officer can issue a temporary activity permit for something that is going to be temporary in nature but has not been through full Site Plan Review. We see it quite often for sidewalk sales and other things involving tents. We have seen less of them during the pandemic because we relaxed the standards so much. In this case, we have a pop-up arcade that wants to locate in a space in Freeport Village Station for three months where you would pay a fee and go in and play all the games you want. If it works, they hope to come back and go before one of our Boards to become a tenant there. They want to try a pop-up. Because it is three months, the Codes Officer can only issue a permit up to three weeks. Otherwise, it needs a concurrence from the Project Review Board. She explained where they are going and they are not planning any modifications. They are simply moving in and lining up a bunch of retro arcade machines. We

look at egress and fire stuff and things like that. Mr. Adams is willing to issue this for three months but he needs to know that there is concurrence and no objections from the Project Review Board.

After looking over the application, Vice Chair Troidl asked if the location already has utilities. Ms. Pelletier advised that utilities and restrooms are on site. Mr. Yankee inquired about signage plans. Ms. Pelletier advised they did not submit any signage plan but they probably wouldn't even trigger anything for signage because it would be interior and it could not be seen from any right-of-way so it wouldn't be considered a sign. She suspects they will do something in the window. No banners were applied for. Ms. Berger asked about the dates they plan to be there. Ms. Pelletier advised that they want to start pretty much right of way so they can be open for the holiday and it would be 90 days from the date of issuance. Mr. Reiche added that the date shown is November 19. There were no objections from the Board.

ITEM II: Review of the minutes from the July 21, 2021 and October 20, 2021 Project Review Board meetings.

Ms. Pelletier pointed out that again we do not have a quorum for the July 21, 2021 minutes. They will be tabled to the next month. Since the October Minutes were not in the digital packet, Vice Chair Troidl suggested putting them off to next month as well.

Ms. Pelletier was excited to announce that the Board's newest member, Hannah Whittemore is here tonight observing. She has been sworn in and will be joining the Board next month or on a site walk in between. Ms. Whittemore was welcomed by the Board.

ITEM III: Reviews

St. Jude Catholic Church – Exterior Alterations

The applicant is seeking approval of a Design Review Certificate for exterior alterations at the Catholic Church at 134 Main Street. A replacement accessible access ramp is proposed. Design Review District I – Class C property & Color Overlay District. Tax Assessor Map 13, Lot 21. Roman Catholic Diocese of Portland, applicant and owner; Alan Hinkley, representative.

Ms. Pelletier pointed out that St. Jude's was before the Board a while back and got approval for new siding and a small addition on the side. They now want to do a small ramp replacement in the front of the building. The existing ramp is made of wood. The new ramp will be made of other materials and will be built to be ADA compliant so they do have to tweak the configuration. It is in the same general spot but the footprint changes slightly. They also have to have the guard and the handrail as shown in the picture provided to the Board.

Alan Hinkley advised that the ramp that is there is up to code but doesn't look that great after the building was re-sided so they will update it. The ramp will connect to an existing building entrance and also connect to the existing brick walkway. The ramp will have a wood frame, Trex surface boards, a white PVC railing system with post caps and balusters and a continuous vinyl handrail. The footprint will just get a little longer with a different configuration in order to meet code requirements.

Design Review Ordinance: Chapter 22 Section VII.C.

1. **Scale of the Building.** The scale of a building depends on its overall size, the mass of it in relationship to the open space around it, and the sizes of its doors, windows, porches and balconies. The scale gives a building "presence"; that is, it makes it seem big or small, awkward or graceful, overpowering or unimportant. The scale of a building should be visually compatible with its site and with its neighborhood.

The proposal includes replacing an existing accessible ramp on the front of the building. The existing wood ramp will be removed and a new ADA and code compliance accessible ramp will be reconstructed in the same general location. No additional site clearing or vegetation removal is proposed. Based upon this information, the Board finds that this standard has been met.

2. **Height.** A sudden dramatic change in building height can have a jarring effect on the streetscape, i.e., the way

the whole street looks. A tall building can shade its neighbors and/or the street. The height or buildings should be visually compatible with the heights of the buildings in the neighborhood.

The height of the over-all structure will not be altered. Based upon this information, the Board finds that this standard has been met.

3. **Proportion of Building's Front Facade.** The "first impression" a building gives is that of its front facade, the side of the building, which faces the most frequently used public way. The relationship of the width to the height of the front facade should be visually compatible with that of its neighbors.

The proportion of the building's front façade along Main Street will not be altered. Based upon this information, the Board finds that this standard has been met.

4. **Rhythm of Solids to Voids in Front Facades.** When you look at any facade of a building, you see openings such as doors or windows (voids) in the wall surface (solid). Usually the voids appear as dark areas, almost holes, in the solid and they are quite noticeable, setting up a pattern or rhythm. The pattern of solids and voids in the front facade of a new or altered building should be visually compatible with that of its neighbors.

The rhythm of solids to voids will not be altered. Based upon this information, the Board finds that this standard has been met.

5. **Proportions of Opening within the Facility.** Windows and doors come in a variety of shapes and sizes; even rectangular window and door openings can appear quite different depending on their dimensions. The relationship of the height of windows and doors to their width should be visually compatible with the architectural style of the building and with that of its neighbors.

Proportions of openings within the facility will not be altered. Based upon this information, the Board finds that this standard has been met.

6. **Roof Shapes.** A roof can have a dramatic impact on the appearance of a building. The shape and proportion of the roof should be visually compatible with the architectural style of the building and with those of neighboring buildings.

No changed to the roof are proposed. Based upon this information, the Board finds that this standard has been met.

7. **Relationship of Facade Materials.** The facades of a building are what give it character, and the character varies depending on the materials of which the facades are made and their texture. In Freeport, many different materials are used on facades - clapboards, shingles, patterned shingles, brick - depending on the architectural style of the building. The facades of a building, particularly the front facade, should be visually compatible with those of other buildings around it.

The ramp will connect to an existing building entrance and connect to the existing brick walkways. The ramp will have a wood frame, Trex surface boards, a white PVC railing system with post caps and balusters, and a continuous viny handrail. Based upon this information, the Board finds that this standard has been met.

8. **Rhythm of Spaces to Building on Streets.** The building itself is not the only thing you see when you look at it; you are also aware of the space where the building is not, i.e., the open space which is around the building. Looking along a street, the buildings and open spaces set up a rhythm. The rhythm of spaces to buildings should be considered when determining visual compatibility, whether it is between buildings or between buildings and the street (setback).

The existing ramp will be removed and a new ramp will be reconstructed in the same location, but with a different configuration to meet code. Based upon this information, the Board finds that this standard has been met.

9. **Site Features.** The size, placement and materials of walks, walls, fences, signs, driveways and parking areas may have a visual impact on a building. These features should be visually compatible with the building and neighboring buildings.

The existing wood ramp will be removed and a new ADA and code compliance accessible ramp will be reconstructed in the same location. The new ramp will be a few feet longer and a different configuration in order to meet code requirements. The ramp will connect to an existing building entrance and connect to the existing brick walkway. Based upon this information, the Board finds that this standard has been met.

10. In addition to the requirements of the Freeport Sign Ordinance, signs in the Freeport Design Review District shall be reviewed for the following: materials, illumination, colors, lettering style, location on site or building, size and scale. Minor changes that do not alter the dimensions or lettering style of an existing sign need not be reviewed, i.e. personal name changes for professional offices, or changes in hours of operation. See Special Publication: "Sign Application Requirements".

No new signs are proposed. Based upon this information, the Board finds that this standard has been met.

Conclusion: Based on these facts the Board finds that this project meets the criteria and standards of the Design Review Ordinance.

MOVED AND SECONDED: Be it ordered that the Freeport Project Review Board approve the printed Findings of Fact and Design Review Certificate for the Roman Catholic Diocese of Portland (Tax Assessor Map 13, Lot 21), for the replacement of an accessible ramp at the Catholic Church at 134 Main Street, to be substantially as proposed, application dated 10/19/2021, finding that it meets the standards of the Freeport Design Review Ordinance, with the following Conditions of Approval:

- 1) This approval incorporates by reference all supporting plans that amend the previously approved plans submitted by the applicant and their representatives at Project Review Board meetings and hearings on the subject application to the extent that they are not in conflict with other stated conditions.
- 2) Prior to any work on the building, the applicant obtain any applicable permits from the Freeport Codes Enforcement Officer. (Berger & Yankee) **VOTE:** (4 Yes) (2 Excused: Blanchard & Campanelli) (0 No)

Desert of Maine –Site Plan Amendment

This will be an initial presentation by the applicant for a Site Plan Amendment at the Desert of Maine. Proposed changes include adding guest cabins, restoring and repurposing the Tuttle barn to be used as a performance venue, adding a farmhouse which will be used as a museum, changes to the previously approved stormwater management plans, after the fact approval for a maintenance shed and garage, and other associated site improvements. Zoning District: Rural Residential I (RRI). Tax Assessor Map 22, Lot 8 (95 Desert Road). Heestand Family Holding, LLC (Mela and Doug Heestand), applicants and owners; Thomas Emery, RLA-- Harriman Architects and Engineers, representative.

Ms. Pelletier advised that this applicant has been before the Board a few different times. They came before the Board for some cabin replacement, some parking lot improvements and most recently for mini golf. She believes this will probably be the last application the Board sees from them for a while because it is a lot of the remaining pieces the Board has not yet looked at. There are a couple of different components before the Board tonight. To review, they have the Desert of Maine which people go to view the natural features of the Desert out there. They do some educational programming. They have existing tent and RV sites. They haven't put the cabin sites in yet. They will be starting construction on the mini golf. They have a barn that is existing on the site. They are now proposing to update the

campsites to include a variety of different cabins of different sizes that will replace some of the existing sites. The applicant can walk the Board through their end result of various styles of campsites on the property. They are proposing to dismantle and reconstruct the Tuttle barn which they are proposing to use as a performance venue which would have a seating capacity for about 249 people. They also want to put up a house that they could use as a museum for educational programming and then there is after-the-fact approval for a maintenance barn and shed that are on the property. The applicant's team is here tonight to walk the Board through the application before the Board. Staff did flag some things about traffic in the Staff Report for the Board to consider. Adam Bliss is continuing to do their stormwater review. They really designed the stormwater in their last application before the Board but they took another look at it and found an alternative way to treat stormwater with an underground system which will allow them to retain a lot of the trees that the Board looked at on their last site walk which was closest to the buffer to the closest neighbor. That is before the Board tonight. This is not a public hearing but there is public here and the Board can choose whether or not to take public comments. Vice Chair Troidl noted the Board can do public comments in a few minutes. This is a conceptual review so the Board will not be approving anything tonight and we will probably have to talk about a site walk since some of these are pretty far along. We did the mini golf and didn't get all the way back.

Doug Heestand noted that Caroline stole all of his thunder tonight. He explained that they have a big team because this is quite a few projects. We have Representative Hanna from their non-profit. They want to give the Board a sense of their projects and how they fit into their overall mission. They have master timber framer Aaron Sturgis talking about the historical context of the barn and the farmhouse. Their architects are running fashionably late and should be here any minute. They will provide a 3-D actual view of what the performing arts menu will look like when the barn is complete. Mr. Heestand mentioned that he has visuals of the cabins that he will share at the end of this presentation.

Hannah provided a little bit of context for the uses around the barn as well as the Tuttle farmhouse. The Tuttle barn is probably the biggest project we are looking at tonight. Since the beginning when the Heestands purchased the Desert three years ago, this has been the central piece of what they saw as the future of the Desert of Maine and how they could bring in new programming and new community engagement mainly by having really magical musical experiences in this stunning barn. Unfortunately, as it stands today, it doesn't have a lot of life in it and needs some serious restoration which Mr. Sturgis will talk about more. They have been working with the Planning Board to get the zoning updated in the Overlay Zone that they now sit on. The biggest role of that process was to be able to have music events, community gatherings and public assembly in this barn and let them do the work on this barn so they can have artistic experiences, educational workshops and all that type of thing.

As Doug mentioned, Hannah is the Director of the non-profits that are on site. Earlier this year they incorporated the Desert of Maine Center for Arts and Ecology. They are founded to focus exclusively on these arts and educational programs that happen on site at the Desert. The commercial entity remains operating the tourist attraction, the daily visitors as well as the campground. The non-profit Desert of Maine Center for Arts and Ecology is on site running this programming on arts and education. Their mission basically breaks down into two pieces, creating artistic experiences that are inspired by this natural setting and also providing educational experiences. She mentioned that the Desert of Maine is an oddity and the fact that it is a unique destination that allows them to teach geological, historical and ecological lessons in this really engaging outdoor classroom. As far as the barn is concerned, it will be used for a lot of things. They are thinking of it as a multi-purpose building. The restoration will really allow them to focus on music in the barn. They anticipate focusing on folk and classical acoustic style music and creating this community gathering place to bring people in. Part of their mission as a non-profit, their Board feels strongly about being able to represent under-represented artistic voices whether that is indigenous people or women artists. They are excited to bring those voices to the Tuttle barn. In addition to music, they are looking forward to hosting lectures and workshops in that space. They are in close collaboration with the Freeport Arts and Cultural Alliance and have already had them out to use the barn as it is now. Hopefully, it will have much more amenities when the restoration is done. They would love to have groups like that come in and use the space and engage with this piece of Freeport. In addition, the lower level will be a multi-purpose space and allow for classroom space. They are envisioning an ecology lab so groups on field trips will be able to come through and look through microscopes right there in the building. It will be a key stop for all their educational programming using that multi-purpose space. They anticipate this being 249 seats when at full capacity and that

includes the lower level and a mezzanine level. The square footage of the building allows for more than that so the 249 is the number of seats for performances.

Hannah moved on to the farmhouse which gets to the other piece of their mission which is education and they use three narratives that they work with on field trips and youth groups that come through. The geological history and why this massive deposit of glacial sand is here on the coast of Maine in the first place as well as the ecological history in future ecological impact of what is happening on this plan. The third piece of that is the agricultural history. They currently bring field trips through and start every field trip with a historical reenactment (she and Mrs. Heestand dress in 1860s garb as did the original Tuttle sisters that worked on the land) and that agricultural history piece is really essential to tie together and make the geological history make sense and to make the ecological human impact make sense is this integral piece of all of those interwoven lessons. She noted there was an original farmhouse that would have been connected to the Tuttle barn which was on site. It was a classic example of that connected Maine architecture. Those buildings burned down in the 1800s but they have photos of it and know where it sat on the parcel. The farmhouse they hope to build on the site is a very similar style to the actual farmhouse that would have been on site in the 1800s. Using this reconstructed farmhouse as a living museum is missing a link in the educational programs they are already doing. Having an actual farmhouse will be a much more immersive experience to talk about domestic life, the chores and how incredibly hard it was to be a farmer in the 1860s in Maine. She explained that most people know one thing about the Desert of Maine and how farmers came in and over-farmed the land and made it a dust bowl. While there is some truth in that, there is a whole bunch of nuances involved in that story such as the economic pressures that were happening at that moment, the Civil War, etc. Two weeks ago, they had 100 7th Graders from the Middle School learning these histories so being able to tell these agricultural histories, it is a short moment in the whole history of the land but it really ties together all these pieces. That will be a key stop on all of their field trips and they anticipate hosting workshops in there. The farmhouse will really add to what they will be able to do for all their educational programs.

Aaron Sturgis talked about the Tuttle homestead and the barn briefly. He displayed a picture but noted it does not do the homestead justice. Scott has a larger picture of the homestead. He pointed out the existing barn. The barn and the homestead have a date of 1783 but that is the earliest date that the barn could be. It has been transformed and repaired over time. He noted it is hurting right now and their goal is to take it down, restore it and put it back up and get it ready for the new future use. He displayed a larger picture of the homestead and advised that they actually found a historic timber frame cape to make the Tuttle homestead again. The reason is that they want to be as authentic as they could be. He pointed out the top plate has a 6-inch overhang which is unusual in an early cape. He pointed to the shadow line in the picture and noted there is a 6-inch overhang of the Tuttle cape. It got him totally excited because it is so similar that they can tell the Tuttle homestead story very accurately with the new building. He noted that all the white the Board can see in both of these are the original timbers that are still in excellent shape. They won't have a repair to do there. It will go out on the Loop Road and will not be connected to the barn again because they want to use it as an educational center as folks travel around the Desert's Loop Road. It is very authentic in its appropriate age. It is timber framed and will be exposed and the Board will be able to read this frame the same way you might have read this house if it had not burned in the 1900s.

He wants to talk about the barn and he has both architects and engineers to talk about that in more depth but he wanted to set the historic context for the barn. On the next Board site walk, you will see the barn and if you do it soon, you will see it up. They have a demolition permit because it is clearly damaged on the north wall. Starting tomorrow, they will be taking it apart and get it down so they can do the repairs on it so they can put it back up. When they take a barn apart, they don't do it light heartedly. They take it down and take it apart if it is that damaged. The north wall is damaged because in the last 50 years not a lot of maintenance was done and before that, it was part of the Desert of Maine for storage and public space. Both the Tuttle house and the barn are going to be public spaces. The barn has been a public space for most of its life. It stopped being an agricultural building when agriculture became unsustainable. Scott who is here tonight is his lead carpenter on the job went to the Desert of Maine when he was in Junior High as did everyone on his crew that live in Portland went to the Desert of Maine when they were in Junior High. It has public space history and there is absolutely precedent for using it for public space and that is what they are asking to do. It is not a change of use but an adaptation of the barn to make it more useable and more diverse. It is a wonderful historic

timber frame and is made up of a very early barn that is likely 1783 and then was expanded, enlarged and recycled into the current barn which is 40 x 80. Their goal is to restore this barn with as much historic fabric they can muster out of it. There was a ton of really good historic fabric. It is an extremely strong barn and passes engineering muster with very little extra help and the acoustics in there are unimaginable. The barn is completely clad in white cedar shingles, both walls and roof and they were made locally. They will get local Eastern White Cedar south of Bangor so they will be putting cedar back on. The Board will see this barn looking exactly as it has for the last 200 years. They have products and craftsmen in Maine that can reproduce whatever they need. They will get all that material locally and it will be an exquisite space and they can't wait to get going on it. As a historic building, it has incredible merit and they won't change that. They are going to enhance it and make it more useable and more diverse in those uses.

Ben Nutter and Michelle Caron explained that they are architects from Eastern Massachusetts and have worked with Aaron since 1994 on a variety of projects. They had some exterior images of the existing barn to share with the Board and explained how they developed the design. They have tried to show that they respect the existing size, shape and roof form of the Tuttle barn and only extended it where they have needed to. He noted that the four pods, two on each side essentially include all of the 21st century pieces and parts they need that don't fit inside the barn. They would be egress stairs, storage for a piano and other things associated with the stage area. He pointed out the views. He mentioned a Performing Arts Center in Massachusetts that has a large curtain wall behind the performers. The concept here that they all worked on is to open up the southwest facing gable with a curtain wall so they will be able to look out to the Desert of Maine when somebody is there performing. He displayed another view for the Board. They are looking at this as a restoration project and plan on using New England products.

Ms. Caron explained how the Board would enter on the Main Floor into a vestibule they created and through that space to a lobby area. It could be a refreshment area and where the elevator was created. On both sides are the shed extensions, there is a stair down to the lower level and on the other side there will be a mezzanine that she pointed out. They also have a separate dedicated stair down to the sprinkler pump room which is a requirement. This building will be sprinklered. She also pointed out the seating area and the main stage. The chairs will be moveable chairs so the space is multi purposed and different things could go on there such as dancing or a smaller performance that doesn't need so many seats. The main stage is 3 feet off the ground and access to it is either by stairs or a lift. She pointed where the piano could be stored as well as other equipment in the lower level on the side. Mr. Nutter answered questions for Mr. Yankee. More discussion followed. Ms. Berger mentioned the mezzanine and asked if the seating will be on the mezzanine and not on the first floor? Ms. Caron pointed out where the stairs are that go to the mezzanine and the seating that is in this bay. It is limited to some seats or higher top cabaret type tables to help with the view. She showed where the entire mezzanine level is and where it is open to the stage area below. Mr. Nutter added that in barn terms, it is a loft. It is not there now but there was one. Mr. Nutter suggested moving to the lower level where Ms. Caron can walk the Board through all of the 21st Century requirements that are below grade. Ms. Caron noted that the Board could go down to the lower level using the elevator or the stair accesses and come into the circulation space and down the hall. Bathrooms are on the right and on the left is the multi-purpose room and the caterer's warming kitchen. She showed where the mechanical storage spaces are located. As you pass by the bathrooms there is a utility closet here and then there is a dressing room, common space and green room where the performers get ready and a dedicated bathroom for the performers and then a shared bathroom between the performance space and the hall depending on required use. This does not exist today. This pretty much wraps up what they intended to describe. He pointed out where there is a stair, a small spiral stair will be added so performers can get up to each side of the stage. Vice Chair Troidl asked if these plans reflect all of the egress that will be needed to safely get people out. Mr. Nutter agreed that they do. Mr. Heestand explained that the Welcome Center is where people will check in and there is a small retail space and a snack bar there. This building will be really useful for them now because it will give them a lot of storage and a place where their staff can actually have a desk to work. In the multi-use room, there will be space for some desks and storage. Ms. Berger asked about support staff and if that is the non-profit organization or is it for people supporting their events? Mr. Heestand noted they are different people but they will be sitting side by side. Ms. Berger asked during a performance, how many additional employees will be circulating in addition to the 249 maximum capacity that will go towards parking? Mr. Heestand mentioned it would be five or six. Mr. Yankee asked if it would be air conditioned with the doors closed during performances so noise will be coming out? Mr. Heestand advised that it would be air

conditioned with insulated walls and the doors will be shut. They have had concerts in this barn and the sound leaks out everywhere. They have an acoustical engineer which will help improve directing the sound at the audience where it is most needed. Mr. Yankee asked if that would be the case for weddings and catering other events, the doors will be closed? Mr. Heestand noted they are deeply conscious of the fact that they are situated in a residential neighborhood. When they went through this work with the Planning Board establishing their Overlay District, they specifically wrote into the Overlay District that they are not allowed to have weddings. It is not what they want to create where loud parties are spilling out into the parking lot. That cannot be part of their plan. Mr. Yankee advised that he is very excited about this. He feels it will be a great use for the barn and a great asset for Freeport and the area. It seems like a couple of months ago the Board was out talking about miniature golf with no mention of this whatsoever that he could recall certainly to this scale and he thinks we have to link all this stuff together. It would have been very helpful at the beginning of the discussion hearing here is the vision and here is how it may go even though we are not really sure. He thinks that when the Board was out there for a site visit, we talked to one of the neighbors and he feels she was very gracious in terms of the potential impacts on her residence and he has concerns about noise, and parking and not just for parking for people attending the events but parking for the mini golf and all this stuff coming together that he is not seeing addressed. The Board is seeing each one individually other than as a whole. While it might not be geared towards the applicant, it is geared towards the process.

Mr. Heestand advised that for the mini golf, there was a timing element where they wanted construction to start as soon as possible and they were not ready to bundle other things together. They have been telegraphing their vision for this space going back two years to Town Staff and the Planning Board and it would have been useful during the visit to give this Board the whole vision but the time was kind of compressed at that time. They have thought carefully about how all these uses overlap in terms of noise, parking, traffic, etc. In terms of parking and traffic, one of the nice things about competing uses, mini golf, tourist attractions and performances is that they happen at different times and will not be overlapping. The performances will occur in the evening whereas their peak hours are 10 a.m. to 2 p.m. Adding this use does not compete with the parking they have and they are adding a tremendous amount of parking. They have 127 spaces in their plan up from the current 50 or so. Regarding noise, he advised that they have been running small non-ticketed concerts over the last couple of years and during those concerts they have measured noise at various points around the property and at the edge and even with an uninsulated open-door barn, the type of musical events they are hosting are acoustical in nature and barely register on the decibel music they used during their testing. The Board should also note that the work they did with the Planning Board, they are subject to all the same noise restrictions of RR-1 so they all remain in place. Traffic is similar to parking in the sense that it is non-overlapping uses. They wrote in their submission that they really want to try to reduce the number of cars for an event. That is one of the bigger concerns among their neighbors. They are trying to make as few cars as possible go down that road before and after an event.

Mr. Yankee asked Ms. Pelletier in terms of parking, does the Staff look at not just the capacity of the building for attendees but also all the potential employees who may be working or volunteering there? Ms. Pelletier explained that in this district the parking is determined by this Board based upon an analysis submitted by the applicant. Yes, we typically look at parking and look at all the uses on the site and how they are going to work together. With Doug's reference to a wedding, when they had the language approved, it did incorporate there is buffer requirements as well to protect impacts to neighbors and there is also a limit to the number of people that can be in the barn. It is capped at 300. Even if they decide they have a capacity, not just on seating, but based upon square footage, they cannot exceed that number. It is written into the ordinance.

Vice Chair Troidl added that the memo that Gorrill Palmer submitted with this is really specific to the barn and he thinks for an actual approval stage, this Board would need something more comprehensive to chart that out and make sure it is clear what is on the property and what it will be used for. Mr. Yankee mentioned he expressed a concern before but while the applicants' intent is very good right now, they will be leaving the organization at some point and someone else will be picking up the operation and if the Board gives this approval, we may not be approving non-overlapping uses which is what Mr. Heestand is suggesting. It is not necessarily going to be in stone for the next operators and they may be under financial motivations to overlap and change the hours. He thinks Mr. Heestand's intent is good but he is concerned about 10 or 20 years down the road when leadership changes.

Ms. Pelletier agrees there are a lot of different uses on this and it is important to understand how they work together and timing but as you proceed with your review tonight, it would be helpful for the applicant to hear what other information the Board would need to better understand the traffic and for them to demonstrate that their needs have been met on site in accordance with the ordinance. There is a provision that they can have off-site parking but it has to be within a certain distance. The other thing the Board can consider is that the Board can always attach reasonable conditions to every approval. There have been cases where there has been timing attached to the approval. She doesn't think it is ideal because it creates enforcement issues. They may want to go to 7:30 one night for something so it is less than ideal but the Board does have the ability to attach reasonable conditions to an approval you would consider for any other project if appropriate. More discussion followed. Ms. Pelletier advised that on-street parking is regulated by the Complete Streets Committee in the Traffic and Parking Ordinance. When applicants come in for approval, the standard is on-site parking, not on-street public parking. Mr. Heestand added that they are strongly committed to not doing on-street parking due to respect for their neighbors. Staggering is natural for them and is something they really want to do. Ms. Pelletier added that if parking becomes an issue, the neighbors could approach the Complete Streets Committee and ask that they make it no parking or look at restricting parking.

Mr. Heestand explained they came before the Board last year and got approval for four cabins. They went to build them and found them to be too big. Everywhere they are putting a cabin is in an RV site and these are flat pads of crushed gravel. When they went to fit the cabins, it would have required taking down trees and it was something they were not willing to do. They went back to the drawing board and came up with two new designs. They call one a large cabin that is ADA accessible, and has a bathroom, shower and a spot for a king bed and a pull-out. It is an A frame and out back looks into the woods. They do plan to build one of those. The Medium cabins do not have a shower. They will have a spot for a Queen bed and a pull-out. The Small cabin design is only 110 sq. ft. and has two beds. They have an existing bathhouse so their idea was to locate the smaller cabins near the bathhouse. He oriented the Board on where the cabins will be placed. There are now 18 spots for cabins. The sites closest to their neighbor they plan to keep empty of cabins. They will continue to be tent and small RV sites. The total number of sites does not change. They are at 27 today down from 54 when they bought the property. They cut them in half to give more space to each of these sites and to bring them into code. Each site needs to have 5,000 sq. ft. so they are no compliant with that. Every cabin site has its own parking. For every cabin they will put in, it will take away a former tent or RV site.

Vice Chair Troidl mentioned that for final submission, having that table listed out showing all the parking and where it is, would be helpful to the Board. Mr. Heestand agreed. Mr. Heestand advised that they have new septic designed. They have toilets in some of these. He pointed out where they will be putting a septic for the medium cabins and another septic for the large cabins. Mr. Yankee asked about the capacity of each of the cabins? The Large cabin has a king bed and a pull-out so you could sleep four. The Medium cabin is very similar with a Queen bed and a pull-out for four. The Small cabin would just accommodate two. They will have someone on site next year living on one of the sites who will keep tabs on things.

Mr. Heestand introduced Tom Emery from Harriman Associates. He explained that the stormwater system was designed by Frank Crabtree of Harriman Associates. He pointed out where the main parking lot, the barn, the welcome center, the mini golf, the upper parking lot that was previously approved and the lower parking lot that was previously approved. He pointed out a funny shaped area that was previously designated for an open basin treatment facility and then the area that had a similar structure that required clearing. What they contemplated since that approval was why don't we look at putting the treatment under the parking lot? He pointed out where they did that and feel they still get the same value treatment and they are able to keep all the trees. He pointed out the area that they get to preserve without changing any of the stormwater calculations in terms of pre and post runoff and water quality treatment. These are filters. These are not infiltration. The water doesn't go through the filter and then down into the groundwater like it did before. It will come out into the swale that goes through the wetland but pretreated. He mentioned it is important to maintain the system during its lifespan. This is a system recommended by the DEP in the Stormwater Manual. He answered questions for Board members.

Vice Chair Troidl suggested to keep moving. He referred back by the barn where he sees there is a new septic system there and there is a dumpster enclosure and he didn't know if it was new or existing. Mr. Emery advised that it is existing but there will be a septic system up by the barn. Vice Chair Troidl thought if the presentation kept going, we would get to the shed and garage and the location of the house. The shed and garage are listed as after the fact since they are already constructed. Mr. Emery advised that there were pictures of those structures in the submittal. He pointed out the Loop Trail, the main parking lot, the access road that was constructed post approval and this is the western leg of that. He pointed out where the shed and the open lean-to designed garage which were also pictured. He noted where the farmhouse would be in the whole scheme of things. Vice Chair Troidl asked if the shed and garage had building permits and were site plan approved. Mr. Emery advised that they were no site plan approved. Mr. Heestand added that they did not have building permits. They were done in their first year. Vice Chair Troidl asked the applicant if this is everything the Board needs to see and talk about tonight? Mr. Heestand advised that yes, it is.

Vice Chair Troidl opened the meeting up for public comments. There were no public comments provided. Mr. Troidl feels the Board needs to do a site walk but the Board is missing a few members tonight so we will have to figure it out. Ms. Pelletier suggested that the Board give the applicants some feedback. Ms. Berger suggested working on the parking review and Vice Chair Troidl suggested possibly asking for peer review of the entire traffic and parking rather than piece meal. Vice Chair Troidl feels the Board needs a more comprehensive report on traffic and parking and speaking to the day parks and timing of things. He doesn't know if he is all the way for requiring a peer review. Ms. Pelletier advised that Adam Bliss is an engineer and the Board can have him weigh in with his thoughts. She feels he already gave a couple of flags. Mr. Yankee went back to reasonable conditions and it might be helpful if the applicant could propose and document what those could be so that they are part of the approval. They could always be changed later on but it would set the standard going forward that after you turn over the reins to somebody else, it will still be operated in a similar manner. He thinks there are a lot of exciting pieces here and a lot of exciting pieces that could get very successful, perhaps too successful and anyone of them could be problem especially when you start overlaying them. Mr. Heestand wanted to clarify what to come back with. The Board is looking for restrictions on the hours of operation for the events so they don't coincide with the other heavy traffic and parking uses? Hannah advised that she does not know how prepared they are to write reasonable conditions. To her mind, that was something the Board would propose but they could certainly be thinking of those things in advance and being able to have some dialogue back and forth saying that in terms of enforceability, they would want to make sure if they are drafting things like that, that they are in line with enforcement. Ms. Pelletier advised that if the concern is traffic and parking, the parking information you presented, she hears the Board saying regardless, they want more information and you should show the full impact of parking based upon all the uses. For example, in the Traffic Report it is based upon very specific hours of operation. That is what we are looking for large clarity if that is how you are going to do your analysis of all the uses and saying okay, we are only going to have concerts on Tuesdays and Thursdays, from 7-9 p.m. which is a totally made-up example, something like that tying it to the approval. She thinks having the applicants double check and put another level of thought to make sure how you are presenting your hours of operation and how your traffic is going to work together is something you would be comfortable getting tied to if the Board feels like they need to attach that to your approval as a reasonable condition to show that you met the standards for traffic and parking. It looks like you have put a lot of thought into it already but bringing that final package forward and realizing that if you put it down, you could be stuck to that is more the point. Mr. Yankee added that it could be amended again down the road.

Ms. Berger advised that the applicants should give the Board as much leeway as possible and how we look at conditions is helpful, because if it turns out you don't have enough parking for a combined series of events, you will have to figure out and come back where you are going to pick up something else and put in parking or just have us say you can't do it. Mr. Yankee mentioned that if there are other things you may be thinking of, let's hear them. Mr. Heestand pointed out that he believes this is the last time the Board will see him for a long time. This is their complete vision for the foreseeable future. Hannah feels it is indicative to their newness to this process. Ms. Pelletier added in their defense that our Ordinance is not set up in a way that works great for these big projects. They don't have a master plan. She talks to a lot of people and they come in with a lot of dreams and they have a lot of things they want to do in the future that she never sees again. This applicant has followed through with their vision over the past two years. They are out of the ordinary because we don't see it very often.

Mr. Yankee asked the applicants if they could establish the breaking point on traffic and parking and give the Board operating parameters. He feels it should be possible. Vice Chair Troidl it is more hours of operation. They obviously they don't want to have everything open and have 500 people trying to park their cars. It will not help them if they don't fit so he gets a little squiggly about trying to attach too many conditions in how they want to run their business. By naturally defining some of those hours might do it easily. Mr. Yankee feels it would be helpful to take into account everybody that is going to be there and remember those people who are working and volunteering, there is one person per vehicle.

Mr. Heestand thanked the Board for their feedback.

Vice Chair Troidl pointed out that for him the cabins and stormwater all made sense. The Tuttle house and the after-the-fact approval will be in the final package so it really sounds like it is a traffic and parking hours thing for concern. Mr. Yankee added that one of the things the Board did not discuss was exterior lighting around the barn but maybe we will pick it up during the site walk. Ms. Pelletier asked what the Board is thinking about a site walk? It will be opened up to the public and there will be public notice. She asked Mr. Heestand if the Board met him at the Welcome Center how long it will take the Board walking at a normal pace to see everything? Mr. Heestand estimated that the Board would need at least an hour or an hour and 15 minutes and this time they have an 8-passenger golf cart which would really help especially getting out to the farmhouse. Board members mentioned that a 2 o'clock site walk would work for them. Ms. Pelletier offered to look at the week after Thanksgiving and will check with the other Board members. The applicant indicated that it would work for them. She noted the need for a quorum. She will reach out to the Board when she comes up with a date.

Ms. Pelletier advised that the applicant wanted to move forward with the stormwater because it is going underground and they want to do the stormwater that was already approved regardless of whether the Board approves everything else. If they wait to come back in January, it is problematic to get the stormwater in. She asked the Board would be okay if the applicant came back next month with just the stormwater so they can get going on that and then come back in January for everything else. It is a site plan amendment essentially for that but that was a concern for them. They want to do that regardless of everything else. We could do the site walk and they could come back in January for the remainder of the application. The Board was in agreement for this.

Route One Freeport Solar – Ground Mounted Solar Facility – Site Plan Approval

The applicant is presenting conceptual plans for Site Plan Approval for a ground mounted solar facility. The facility will be a 4.990 MWac system with about 1.99 acres of solar array development area in the portion of the property in the Rural Residential I (RR-I) District and 10.68 acres of solar array development area in the Commercial I (C-I) portion of the property. Access to the site will be from US Route One, with existing access to the water tank off of Stagecoach Road to remain. Zoning: Rural Residential I (RR-I) and Commercial I (C-I). Tax Assessor Map23, Lots 45, 49, & 64 (0 Stagecoach Road, 0 Stagecoach Road & 0 US Route One). Rte. 1 Freeport Solar, LLC., applicant; Greystone Freeport Living LLC & Greystone Freeport Holdings LLC, owners; Shawn Tobey, Hoyle, Tanner & Associates, Inc, representative.

Vice Chair Troidl mentioned that the Board has a fairly new Zoning Ordinance section for Solar Facilities and this is going to be our first project. Ms. Pelletier advised that the Planning Board worked on standards and definitions for solar uses. They tweaked it in October. She included the solar section attached to the Staff Report and gave the Board a definition of solar array development area and basically, that is the area of the solar panels but does not include any access roads to get to the solar panels. This property is located mostly in the C-I District. Small portions of it are located in the Rural Residential District. In the Commercial District you can have either a small solar farm up to 2 acres of solar ray development area or a large solar farm which is up to 15 acres of solar ray development area. In this case they are proposing just under 2 acres in the Rural Zone and the remainder will be in the Commercial District under that definition of large solar farm. The property currently has access two ways off of Stagecoach Road and you can see the access road that goes up to the water tower. It actually has an old curb cut off of U.S. Route One between Cold River Vodka and the Boat place. The primary access would be off Route One which is under the Town's jurisdiction. They would need to get a

change of use for access to the site. The applicant did conduct an initial review for environmental factors. They didn't identify any wetland or vernal pools. That assessment was included in the Board's packets to provide some background. It wouldn't have water and sewer connections. One of the unique things we came into and as we work with new regulations, we are going to find things that work or don't work or we do in our own way. One of the things we do in our own way is based upon the definition of a structure in coverage is that under DEP regulations all the solar panels are not considered impervious area. They actually have small impervious area and don't require site location permits. Under Municipal Standards, the solar panels do meet the definition of a structure which are considered coverage and the applicant will have to provide stormwater treatment for that area. That is to meet the Municipal Standard. They would need a permit from DEP but it would be a much different threshold than one of the lower DEP permitting standards based upon DEP definitions. One of the other things is that this project is in the Commercial District so we look at things like buffering. The Commercial District has extra setbacks and they need to be 150 feet back from the road. We look at things like signage but she is not sure they will have any. One of the things we look at is connection with abutting properties. We typically see that on Route One. She actually had a couple of people in who were looking at this project for some of the other connectivity desires in Freeport and a couple have reached out to her to see if they might be open to some trail and pedestrian connections. That is something she thinks we will hear about at some point. This is the first solar farm we have seen under the new regulations. She asked the applicant to walk the Board through it so they could get a better understanding of the site and what they are actually proposing.

Shawn Tobey, a civil engineer introduced Andy Sturgeon. To give a general overview of the project they imposed the property lines onto an aerial image and pointed out existing Lot 64 and 49. There is also a portion of Lot 45 that will be broken off and included in the project. Another portion will remain with the current owner with no current plans for development at this time. He pointed to an access off Stagecoach Road and a small curb cut on Route One. The project itself will pretty much be located within the properties set back from Route One. He pointed out the portion that is in the RR-1 that was mentioned and what is also RR-1 as well. This is a really good site suited for solar because it is a commercial lot already zoned for manufacturing, housing or something that could be very intrusive but it is not a really functioning commercial lot with limited frontage and visibility on Route One. They feel as a solar project it is not something that has people going to it and is not something that needs to be seen. It is very benign. The intent of the project is to situate it back from the road and not even be seen or know that it is there while still occupying a commercial use but providing a great benefit back to the community where it is generating power.

As part of the project, they will go in and put together a site plan. As the Board can see on this plan, it shows the location of the proposed solar panels. Each individual panel is mounted to a galvanized racking system and that is called a table. They will have 25 panels per table in a 5 high, 5 wide configuration and they are all on a fixed tilt facing south. As the sun comes up in the east and it goes around the south and the west, that is the optimal direction for fixed tilt. They are at a 20-degree angle and can adapt facing the sun to capture as much light as possible. Each racking system has all galvanized components bolted together and they are attached to the ground through ground screws which essentially are oversized screws that are six feet long and have the threads. Each table will have four of those screws that connect into the ground. If there is rock or ledge, they predrill the hole so they can screw in. Really the type of terrain is pretty rugged so in this site where it slopes down to Route One there is some rock. It is not optimal to put a big building or parking but where these panels can go over different terrains, they can go up a 25% slope and just follow the grade with minimal effort. This is a good use for this property. They run in an east/west orientation and they have about 18 ½ feet between them so you can get in with access if you need to. Surrounding the project there will be a security fence mainly to keep people out so they are not in there destroying the panels or messing around. There will not be any barb wire. If someone wanted to get in, he guessed they could climb it but it is just to keep people out. The fence will be 6 inches off the ground to allow small wildlife to go in and about. He pointed to where there would be point of entrance off of Route One and where there would be access from Stagecoach Road. There is really no need to go into the project. He noted where the electrical equipment and pads would be located. The panels themselves are all remotely monitored so there is no need to get to any portion of them other than mowing and maintenance. If anything ever happened where a tree fell on a panel or a lightning strike was to catch on fire, there is nothing in the solar field to burn. Once you shut the power off, it is contained and gone. The goal for this project as well as the applicant is to hide it and make it as unobtrusive as possible. He wants to work with the community and make it a viable project.

The last component to touch on is the stormwater. They have had discussions with the Town Planner and the town going forward with this. He knows it is a new process and is not something proposed a lot. Within the regulations they have gone through and looked at the three different sections in the regulations that specify maintain natural drainage patterns which they will do throughout the site. If the water goes to the east or a different location, they will look to maintain that. The next regulation is to provide treatment and the third is reduce the peak runoff rates off site. For this project for the treatment, there is nothing specified in the regs for what treatment methods are used so they are deferring to DEP on how solar panels are treated. This is much different runoff than if this was a parking lot. On this site, once these panels are installed, there is nothing in them that leaks. They are all self-contained. It is just rainwater that hits the ground and goes into the grass in and around the panels. For treatment of a system like this, a grass meadow buffer is used as a treatment device. He had a photo to share of another project this applicant has done in Waterboro and as the Board can see, the grass becomes a real thick meadow grass that is mowed twice a year and that is the treatment for these panels. As it falls off, it will sheet flow underneath the panel structures it grows through and through. It retains the rain water runoff, slows it down and infiltrates it. Even though this is a structure up above, all the areas underneath on the actual surface, there is nothing impeding that ground water. They will have the grass meadow as the stormwater treatment. As far as peak runoff rates from the site, right now it is currently wooded and there is a large canopy with just leaves. There is no vegetation so that runoff rate is very similar in the trees because once it hits the ground, there is no vegetation to slow it down. It is going over the weeds and going down the hill. In the post condition you will have this thick meadow grass planted throughout the whole facility where it will really slow that groundwater down. They don't anticipate any large ponds at the bottom but there will be a series of erosion berms to slow the water down. They will provide an engineering report with calculations. That is the industry standard throughout the State of Maine as well as every project the DEP has looked at. He is confident they can work through the different regulations here and meet those concerns. During construction there will be trees cut, soil exposed and it is a slope so they will be keen on implementing those temporary erosion control measures throughout the process.

He offered to answer questions. Vice Chair Troidl asked him to take the Board through construction since this is the first time the Board is applying this ordinance and seeing the meadow view because now the site is wooded. Mr. Tobey explained that the first step would be to go in and install all the erosion control measures. The trees within the project area will be cut and the stumps will be removed. It will be filled in and smoothed into a level pad. They will put in some seed to start germinating. Once it is cleared, they will go through and install all those ground screws. Each one will be put in where the panels and tables go. While that is going on, the equipment pads will be installed. Any underground conduits will be grouped together into a centralized underground electric line as they get to the equipment pads. Once the screws are in, they will go and build all the racking systems. From there all the panels will go on but the fence could be installed once the racking goes up. There will be a final seeding letting everything germinate. Once it is fully established and there are no bare spots, the erosion control will be removed and it will go back on line. That is the general process of it.

Mr. Yankee mentioned that the grade seems like it is on the back side of a little hill, perhaps on the wrong side of the back side of that hill. He can't visualize how much elevation change there is in that area. He asked Mr. Tobey to talk about that because it could impact the visual from Route One or 295. It looks like it could be a maximum of 40 feet or 60 feet or something like that. Mr. Tobey wanted to say it was 50 or 60 feet and he could find the exact number but it does go up the hill. It definitely would be something as you are driving by, you would have to look up the hill to see it and it would be just a quick glance. He is sure there will be some visibility but it won't be right in your face eyesore. He noted that with this much limited frontage and all these businesses are in front of it and everything is set back 150 feet before the first panels actually start. He pointed to a little break and noted those panels would not be seen from the street. They will be almost 300 feet back before anyone would start seeing some of the panels through that little cut in the woods.

Ms. Berger asked to keep the proper angle of the sun, would they have to modify the grade across the field? Mr. Tobey pointed to an area that is flatter and it goes quick and then it flattens back. They will probably take some of that grade in that area but the rest of that will just follow the grade even if it is the reverse angle and they space them out a little

further so the high side of the panel doesn't shade the one next to it. Overall, there will be an acre or two of grading but the whole field of 12 or 13 acres, there will just be a few spots regraded. He explained the system they use to look at the slopes and will provide a full report together that shows existing slopes at the site and what will change and how they accommodate for that. He is aware that some of this solar stuff is new and this is the first one in Freeport. He would be happy to have a peer review or anything external for confirmation that they are in the right path with this. They have been working with this applicant on 15 other projects through the state and some of which are fully constructed and others are halfway constructed.

Vice Chair Troidl mentioned taking a look at the southeast corner and it appears it gets a little steep there. He asked if the meadow grasses figure into the stormwater calculation first and then what is left will be running downhill? Mr. Tobey advised that that is what is called a curve number and based on the surface if it is pavement, it has a much higher run-off whereas if it is grass, it is a lower number and the slope is factored into that as well. Mr. Yankee mentioned that around the border it looks like there are mostly deciduous trees so what is the visual impact going to be this time of year? Mr. Tobey noted there are a fair number of pines in there. Mr. Yankee mentioned that it looks like the fence line will be going right up against developed lots with a pretty narrow buffer. Mr. Tobey added that the Board can look at that during the site walk when the leaves are gone and can get a good accurate picture of that. With this applicant, if there are any concerns for screening, he is happy to add spruce trees, pine trees or anything that is needed to satisfy all abutters for screening issues. Mr. Yankee asked about the equipment pads, will there be a hum going on like you hear from some transformers? Mr. Tobey advised that if you have central inverters where all of the power goes to one inverter, it creates a sound that does have a hum. Whereas this project will have string inverters and each section of the field has a series of smaller inverters that are mounted adjacent to the panels it disburses and each one of those does not make a sound any louder than a typical refrigerator. There will be zero lighting for the project. Once it is constructed, there will probably be two vehicle trips a month. Someone will drive in and make sure there is nothing damaged or anything wrong and then drive out. Basically, there will be minimum traffic. Everything will be remote monitored so if a tree fell and took out six panels, they would know instantly and would send someone out to repair it.

Ms. Berger asked about merging lots together. Ms. Pelletier explained that the lots will have to be merged before they do construction because they are considered structures and if they don't get rid of the lot lines, they would not meet the setbacks. Before a building permit can get issued, they provide the updated deed showing that they have merged. Vice Chair Troidl mentioned visibility and the ordinance says a maximum height of 25 feet. The last drawing sheet provided says more like 10 feet so he asked if that was typical? Mr. Tobey advised that on the higher end of the panel you are about 8 1/2, maybe 10 maximum but they would not be anywhere near the 25. Ms. Pelletier added that if the Board decides to do a site walk, it is not ideal but it might work, Casco Bay floated some balloons and you could see the elevation from the road. We could look at both sites but start low and have them strategically placed so we could at least see at what point that visibility starts. Ms. Pelletier agrees the Board should do a site walk where this is the first one and given the terrain observations up there. She is certain it would be helpful.

Mr. Yankee advised that there are some residences on Stagecoach Road and asked Mr. Tobey to point them out. Mr. Tobey pointed them out and advised where there is a 50-foot line of trees that will remain in addition to screening in front of their property. When we get out there and look at that, if this is wide open and there is nothing there, they can come back and install a row of plantings. He noted he plans to go out before and see how it looks with the leaves gone and adjust if needed.

Mr. Tobey mentioned that if the Board is interested in viewing the other site in Waterboro, he could set that up and the Board could see everything constructed and see what the panels look like. It definitely helps to see how everything goes together. That one is about 20 acres and is comparable with all the same electrical equipment at the front. Mr. Yankee asked if this is going to impact the transmission line offsite at all? Mr. Tobey advised that he did not believe so. What they do is submit an interconnection application to CMP. CMP looks at the load that will go in and assess everything back to the substation and if there are upgrades that are required, they tell the applicant it will be x amount of dollars to fix it and the applicant is responsible for doing that as sit goes back into the system. Mr. Yankee asked if they would have to go in with much taller poles? Mr. Tobey was not aware of that. Mr. Yankee asked him to get verification on that

because it could be a significant improvement if we see all new lines going up Route One. Mr. Tobey agreed. He added that the life time of the panels is 25 years. The racking system is about 50 years. After 25 they can come in and swap all the panels out and put new panels on and get another 25 years out of the racking system. Another part of the process that is required here, is they put together an estimate to come in and remove everything and restore it back to original conditions. If for some reason five years into this, something else came out and solar went away and the project is no longer viable, the applicant will place a bond before construction and the Town if something ever happened, could pull that bond and remove everything and restore it back to original and you wouldn't be chasing the developer to do that. It is kind of an assurance that everything will be maintained. That is actually a new requirement through DEP so they have some control of it too if any of these projects go belly up. It is a good safety blanket for the town.

Ms. Berger brought up the de-commissioning plan that includes planting trees. Mr. Tobey added that allowing it to go back to a natural state but they could work through that. It could definitely be included but would just have a higher de-commissioning estimate. Vice Chair Troidl added that "restore" is in there but it doesn't define anything so he presumes it is just going to be a grassy field. Mr. Tobey explained that "restore" means they will get out all the man-made materials out the back and get the seed back down. If the Board wants to see something more extensive, they can include that as well. Vice Chair Troidl asked Ms. Pelletier if the useful life of racking is 50 years, do they need to pull a building permit to take it all out and replace it? Ms. Pelletier advised that it would depend on the standards in place at that time. For any new structures, you do need permits. Regarding the guarantees, we have guarantees on file that we have had for a year for cell towers and antennas.

Vice Chair Troidl opened the meeting up to the public. Doug Leland, resident, explained that he is a member of the Complete Streets Committee and on the Board of the Casco Bay Trail Alliance. He wanted to ask the applicant and the Project Review Board to consider accommodation of a multi-purpose trail through this property. A bit of context of that and a long connection with Key West, Florida, about 30 years ago a handful of people got together and said wouldn't it be great if we could build an off-road multi-purpose recreational path from Key West, Florida to Calais, Maine. That is about a 3,100-mile trail which one-third of it is now off-road. 330 miles of that trail runs through Maine and 11 of those miles runs through Freeport. Maine currently has a third of its trail off-road and currently Freeport does not have any. There have been people working behind the scenes for several years now mapping out a route to get us through those 11 miles and also to create an extensive town-wide connectivity trail system. From the Casco Bay Trail Alliance perspective, it is more regional. There have been some articles in the *Press Herald* about transitioning the St. Lawrence on a rail line which has been unused for six years into a multi-purpose trail. It would run from Portland on to Lewiston/Auburn and over to Brunswick and then on the East Coast Greenway runs back to Freeport which is a 75-mile trail. There are more commercial businesses and more curb cuts that are less appealing to folks on bikes. For the last several years they have been working on how to get this connectivity through town. The first objective was how do we get from the Yarmouth Town Line to the center of Freeport and they have broken it into three sections. One is how do we get from the Yarmouth Town Line to include a new Cousins River Bridge to the YMCA? How do we get from the YMCA to Pine Street? How do we get from Pine Street to the center of town? Those two bookends are well underway in design and funding. It is the middle piece which is right here where we have some work to do to figure out how to get a multi-purpose path to that area. He introduced Andy Spaulding who has been involved for several years in what is happening in Freeport with multi-purpose trails and what is on the agenda for their project plan right now.

Andy Spaulding of 59 South Street in Freeport mentioned that for six years he chaired the Active Living Committee. Their committee has since sunset and really become the much focus of the Complete Streets Committee. He continues to volunteer on Connect Freeport. They have the idea that there are many places in Freeport with not very safe connections to cross the highway or get from one point in town to another. They have been working closely with Complete Streets in mapping out the town in terms of everywhere they can what do they think ideal or optimal ways for people to get from point to point. The vision is that they see a change come where people can get from place to place on foot and bikes. They are very excited about the recent L.L. Bean TIF that called for a Concord Brook Trail which will go from Pine Street to downtown. It will be a multi-purpose path and they are gathering all the easements and looking at funding mechanisms and finishing their design of that. On the other side of town as Doug said, we know that within two to three years when the Cousins River Bridge gets built, we will have a fully separated 10-foot path and they plan to take

that path up to the YMCA with Council funding. They have an intensity of focus to get the East Coast Greenway off-road all the way from the Yarmouth Town Line into town. It is the mission of the East Coast Greenway and one that they have adopted and made their focus. He encouraged the Project Review Board and the applicant to consider access through this property. It could not be more well positioned as a part of the future East Coast Greenway that is off-road.

Mr. Tobey feels that if there are viable spots where it makes sense to connect with a certain portion, it is definitely something they would be willing to entertain and talk through. There are areas around the perimeter where a path could definitely be implemented. There are some spots that are fairly steep but if there are optimal places to connect, they would be more than happy to entertain that. Mr. Reiche mentioned that if they had a discussion and brought the Board a solution, that would be the best way to do it. Mr. Tobey noted if there are plans in place with abutting landowners or abutting connections, obviously, if the abutting landowners are willing to do that, and there are places that make sense and it is feasible and viable, they would be happy to entertain that. Ms. Pelletier pointed out that she mentioned this to the applicants so they were aware it would come up as a community desire and something we are heavily focused on right now so she was happy to connect everyone so they could work together and see if there is a way. She mentioned they are doing a solar farm and there are always neighbors and buffering so finding a way to incorporate the trail while respecting the buffer requirements would be important so different pieces of the puzzle would fit together obviously. Mr. Tobey added that especially in the front of the project if there is a multi-use path that comes up this section of Route One, they only have a small frontage but the applicant would be willing to construct that portion or set it or base prep it for something that would continue north and south down Route One. It may look funny if only this section is built at this time but if there are plans even if it is just that section that is built, they are willing to do that. There is some wiggle room but they are maxed out with the two acres in the RR-I Zone so if they lost some over here, they can't make it up in the RR-I but he is confident they can adjust it. He feels they have enough space and something they can accommodate.

Ben Hamilton pointed out his home. He has a few concerns and a lot of questions and ideally, he would like a dialogue with the applicant. If there is an opportunity to do that, he feels it would be huge. Mr. Tobey agreed. Mr. Hamilton pointed out that there is a lot of noise that comes up 95. He can hear it in the South Freeport Village when the leaves come off the trees. One of his primary concerns for this project is what would it mean for the sound that comes off these panels up over the ridge and down beyond his house. He asked how long this project will take and when they will be operating? He would like to know what the impacts will be while it is being built. He imagines the noise from machines will be pretty loud. He has young children and he wants to understand that piece of it as well. The fully built project concerns him less than the construction of it. He is interested in learning more about it.

Mr. Tobey noted he would be happy to reach out and offered to give him his card. He advised that the construction of the project will probably take 4-5 months. Construction would be done on typical weekday hours from 8 to 5 or somewhere in that range. There would not be any Sundays or after-hours work. If there are potential sound concerns coming off the highway, there are different options such as sound walls or an extensive row of plantings. Evergreens keep their thick vegetation for the winter staggered helps to break up the sound if it creeps up the hill. With the site walk it will be very good as well to stand where the panels will be and look towards that house and make sure there are no concerns there.

Mr. Yankee asked Mr. Tobey if he is aware of any studies of the reflective nature of solar farms on noise? Right now, there is just a big buffer that protects a good part of town and if he gets rid of the buffer, there are no longer trees there which could reflect the sounds. Mr. Tobey offered to look into it. Mr. Yankee noted it will go a long way.

Ms. Pelletier advised that the Town at the request of residents, just amended their loitering, Curfew and Noise Ordinance and the hours for construction and operating heavy machinery did get more restrictive. She encouraged everyone to look at that and if anyone cannot find it, they should reach out to her. Mr. Tobey advised that there will not be any herbicides, pesticides or chemicals used on this site.

Stephanie Handler pointed out where her home is located. She has an 8-year-old daughter that has been thinking hard about the impact deforestation has even on a positive note on solar energy. She explained how she learned this was coming up on the agenda and she has a lot of questions about the environmental impact. They have wetlands on their property and abutting it so she thinks understanding the extent to which the environment will be impacted. She knows the applicant said there were no wetlands or vernal pools but, in their neighborhood, there are a lot. She is not a solar specialist but knowing the east side is on their side and they are down over the hill and whether it makes sense to clear cut that land to be able to do that. Of course, the property sits on top of bedrock aquifers which are very important. She served in the Marine Corps. and Camp Lejeune is known for having lots of contaminants from the heavy metals and toxic waste that was there and caused a lot of cancer because of the water runoff. That is something that understanding the full economic impact over the lifespan of the people that were on the Marine Corps. bases experiencing life-threatening cancers being in 10 years, 20 years or 50 years ago, sometimes less so really understanding what the long-term impact is something that is important. She wants to work with the applicant and understand the impact and wants to make sure it is very thoughtful. Given their proximity to it, it is something that is going to personally impact their family. She wants to have that dialogue.

Vice Chair Troidl asked if Mr. Tobey knows the elevation at the high point of the ridge? In looking at the map and the elevation is 230 feet. Does it go higher than that before it drops. Mr. Tobey believes the water tower is at the highest point on top of that hill. He offered to get those elevations for the Board and noted that the owner would be happy to reach out and answer any potential questions. He knows that tree removal will be part of the project but over the life time of the project of 50 years but the electricity generated by this facility will far outweigh the removal of those trees over the lifetime of the project. Mr. Yankee asked if there are alternative ground covers being considered. Mr. Tobey advised that typically, a thick meadow grass is the best use because it doesn't grow quickly. They also want to prevent saplings and trees growing up as well. There will be no herbicides, pesticides and no chemicals used to clean these panels. There is nothing going into the ground water and the panels themselves do not contain any contaminants. That is typical for every project and is on this plan.

Vice Chair Troidl suggested discussing a site walk and visiting another facility. Ms. Pelletier noted their next step would be a pre-application with the Town Engineer regarding stormwater treatments. Mr. Tobey suggested planning for the January meeting. It would give them the opportunity to talk to the neighbors. Mr. Tobey advised that the Board could drive all the way through their property for access. Ms. Pelletier mentioned that years ago we talked with the abutters and got permission to go the other way and accessed Winston Hill to the water tank side but the Board could also walk up to the water tank. She asked how long it would take for the site walk and Mr. Tobey felt 1 ½ hours would be needed. The Board decided that it should begin at 2 o'clock. Ms. Pelletier offered to look into dates after Thanksgiving and give the applicants time to mark some stuff out so the Board can see areas of development, especially close to the closest neighbors. In the next three Wednesdays, Ms. Pelletier she could to get a quorum. Ms. Berger asked if flagging on some of the trees to show boundaries would be helpful.

Harraseeket Inn – Exterior Alterations

The applicant is seeking approval of a Design Review Certificate for exterior alterations at the Harraseeket Inn at 162 Main Street. A new accessible access ramp is proposed. Design Review District I – Class B property & Color Overlay District. Tax Assessor Map 13, Lot 121. Harraseeket Inn, Inc., applicant and owner; Josh Cushing, representative.

Ms. Pelletier noted that Josh Cushing is here representing the Harraseeket Inn and if you are standing facing the Inn, they have the main door on the left and there is another set of doors on the right. They want to remove a couple of bushes and install an ADA ramp that would provide access to the inn. It would tie into the existing brick walkway system. They have designed it but, in their neighborhood, to minimize the landscaping removal. As she said, it would require removal of some shrubs right in front of the building. The ramp will have a roof over it. They are proposing to extend the roof line which they would support with wood posts. They are using a composite railing and this one would have a flat top that will go straight and then parallel with the building and U.S. Route One. The color will be white to match.

Mr. Cushing advised that the entrance on the side of the building has a double hung door with a window in each door outward swinging with double panels on the bottom. The project will remove the existing granite steps and landing. The landing and stair in front will be built of pressure treated lumber and decking over it. The roof will tie back into the existing roof over that door that is the roof line at the top there. The new door will be made to match the existing door. It will have automatic openers that will be mounted to the left of the door as it exists and, on the inside, obviously the same thing. The outside door knob will remain as it is and the crash doors that are noted are on the inside because they are outward opening. It is a 7' x 8' landing that goes off 4' x 7.6'. To the right side there is a 5' x 5' landing and then the 30-foot ramp ends just before the curb cut of the opening to the driveway and the existing brick there will remain. There will be a small space of brick and the ramp will go off from there. They aesthetically tried as best they could to tie the design into what exists to what exists. It will be white in color and the decking will be gray. The look and style they tried to model after the antique store's ramp across the street but the difference is that it doesn't have the caps. It will be a smooth top railing with the inner metal railings that are required. They have a lot of older guests and they have a lot of handicapped guests that are coming and they have to go to the back entrance which is a huge issue or they have to go down their sidewalk and through their patio by the pool and then go up an internal railing. This will bring them into a central location which makes sense.

Design Review Ordinance: Chapter 22 Section VII.C.

1. **Scale of the Building.** The scale of a building depends on its overall size, the mass of it in relationship to the open space around it, and the sizes of its doors, windows, porches and balconies. The scale gives a building "presence"; that is, it makes it seem big or small, awkward or graceful, overpowering or unimportant. The scale of a building should be visually compatible with its site and with its neighborhood.

The new accessible ramp will be added on the front façade of the building. The design minimizes the removal of existing vegetation to two shrubs. Based upon this information, the Board finds that this standard has been met.

2. **Height.** A sudden dramatic change in building height can have a jarring effect on the streetscape, i.e., the way the whole street looks. A tall building can shade its neighbors and/or the street. The height or buildings should be visually compatible with the heights of the buildings in the neighborhood.

The height of the over-all structure will not be altered. Based upon this information, the Board finds that this standard has been met.

3. **Proportion of Building's Front Facade.** The "first impression" a building gives is that of its front facade, the side of the building, which faces the most frequently used public way. The relationship of the width to the height of the front facade should be visually compatible with that of its neighbors.

The proportion of the building's front façade along Main Street will not be altered. Based upon this information, the Board finds that this standard has been met.

4. **Rhythm of Solids to Voids in Front Facades.** When you look at any facade of a building, you see openings such as doors or windows (voids) in the wall surface (solid). Usually the voids appear as dark areas, almost holes, in the solid and they are quite noticeable, setting up a pattern or rhythm. The pattern of solids and voids in the front facade of a new or altered building should be visually compatible with that of its neighbors.

The rhythm of solids to voids will not be altered. Based upon this information, the Board finds that this standard has been met.

5. **Proportions of Opening within the Facility.** Windows and doors come in a variety of shapes and sizes; even rectangular window and door openings can appear quite different depending on their dimensions. The relationship of the height of windows and doors to their width should be visually compatible with the architectural style of the building and with that of its neighbors.

Proportions of openings within the facility will not be altered. Based upon this information, the Board finds that this standard has been met.

6. **Roof Shapes.** A roof can have a dramatic impact on the appearance of a building. The shape and proportion of the roof should be visually compatible with the architectural style of the building and with those of neighboring buildings.

The roofline will be extended over the new entrance landing. The roof will be covered in shingles to match the material used on the existing structure. Based upon this information, the Board finds that this standard has been met.

7. **Relationship of Facade Materials.** The facades of a building are what give it character, and the character varies depending on the materials of which the facades are made and their texture. In Freeport, many different materials are used on facades - clapboards, shingles, patterned shingles, brick - depending on the architectural style of the building. The facades of a building, particularly the front facade, should be visually compatible with those of other buildings around it.

The doors will be replaced to be an auto open door of the same style and material. The ramp will be wood framed, with wood trim, surface material of gray Azec decking and railings. The material of the railings will need to be clarified at the meeting; the submission reflects either composite or PVC material. The railing system will have a flat surface on the tip with a continuous metal handrail installed on the inside. The bottom of the ramp will be enclosed with PVC lattice. Based upon this information, the Board finds that this standard has been met.

8. **Rhythm of Spaces to Building on Streets.** The building itself is not the only thing you see when you look at it; you are also aware of the space where the building is not, i.e., the open space which is around the building. Looking along a street, the buildings and open spaces set up a rhythm. The rhythm of spaces to buildings should be considered when determining visual compatibility, whether it is between buildings or between buildings and the street (setback).

The new accessible ramp will be added on the front façade of the building. The design minimizes the removal of existing vegetation to two shrubs. The ramp will comply with applicable setbacks from property lines. Based upon this information, the Board finds that this standard has been met.

9. **Site Features.** The size, placement and materials of walks, walls, fences, signs, driveways and parking areas may have a visual impact on a building. These features should be visually compatible with the building and neighboring buildings.

The new accessible ramp will be added on the front façade of the building. The design minimizes the removal of existing vegetation to two shrubs. The ramp will comply with applicable setbacks from property lines. Based upon this information, the Board finds that this standard has been met.

10. In addition to the requirements of the Freeport Sign Ordinance, **signs** in the Freeport Design Review District shall be reviewed for the following: materials, illumination, colors, lettering style, location on site or building, size and scale. Minor changes that do not alter the dimensions or lettering style of an existing sign need not be reviewed, i.e. personal name changes for professional offices, or changes in hours of operation. See Special Publication: "Sign Application Requirements".

No new signs are proposed. Based upon this information, the Board finds that this standard has been met.

Conclusion: Based on these facts the Board finds that this project meets the criteria and standards of the Design

Review Ordinance.

MOVED AND SECONDED: Be it ordered that the Freeport Project Review Board approve the printed Findings of Fact and Design Review Certificate for the Harraseeket Inn (Tax Assessor Map 13, Lot 121), for the construction of an accessible ramp at the Harraseeket Inn at 162 Main Street, to be substantially as proposed, application dated 11/06/2021, finding that it meets the standards of the Freeport Design Review Ordinance, with the following Conditions of Approval:

- 1) This approval incorporates by reference all supporting plans that amend the previously approved plans submitted by the applicant and his/her representatives at Project Review Board meetings and hearings on the subject application to the extent that they are not in conflict with other stated conditions.
- 2) Prior to any work on the building, the applicant obtain any applicable permits from the Freeport Codes Enforcement Officer. (Yankee & Reiche) **VOTE:** (4 Yes) (2 Excused-Blanchard & Campanelli) (0 No)

ITEM IV: Persons wishing to address the Board on non-agenda items.

Ms. Pelletier mentioned that we have had quite a few amendments to the ordinances so she is going to print a new copy. She asked Board members to let her know if they want a paper copy? After a discussion, she noted that she will give everyone a new binder at the next meeting. If anyone doesn't want their old one, they can give it to her.

ITEM V: Adjourn.

MOVED AND SECONDED: To adjourn at 8:39 p.m. (Reiche & Berger) **VOTE:** (4 Yes) (2 Excused-Blanchard and Campanelli) (0 No)

Recorded by Sharon Coffin