



**Raymond Planning Board
Minutes*
Wednesday, July 11, 2012**

Present: Chairman Patrick Clark, Greg Foster, Steve Linne, and Bruce Sanford.

Absent: Robert O'Neill, William Priest and Dan West.

Staff: Owens McCullough and Jim Seymour (Contract Planners), Chris Hanson, Code Enforcement Officer; and Danielle Loring, Recording Secretary.

Others: Pat Cayer (Agent, Land Services, Inc.), Mark Gray (Engineer, JAMM), Wayne Fornier (Frye Island Town Manager), Charles & Gloria Flahive, Gerald Kearney, Jessica Fay, William Nofsker, Carl Bloom, Richard Sullivan, John Ewalt, Jim Bolduc, Russ Ketch, Deb Brenna, and Joe Olsen.

1. Call to order: Chairman Patrick Clark called the meeting to order at 7:10pm and quorum was declared.

2. Approval of Minutes:

a) May 9, 2012:

MOTION: Bruce Sanford motioned to accept the minutes from May 9, 2012; seconded by Greg Foster.

DISCUSSION: Pat Clark gave a few changes to the draft minutes.

MOTION: Greg Foster amended the motion to include "as amended"; seconded by Bruce Sanford.

VOTE: UNANIMOUSLY APPROVED (4/0)

3. Introduction of Planning/Economic Development Contractors from Sebago Technics and GPCOG

Jim Seymour introduced himself and the objectives that he planned to achieve as the primary planner for Raymond. Owens McCullough, also from Sebago Technics, explained that he would be Mr. Seymour's back up and Mr. Seymour added that he would be holding regular

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**Item taken out of order

office hours and the Town Office for half a day on Thursdays.

4. Public Hearing for Site Plan Review:

- a) **Map/Lot: 002/011 & 070/006**
LRR2 Zone
Quarry Road & Cape Road
Applicant: Town of Frye Island
Agents: Land Services, Inc./JAMM Civil & Structural Engineering

Mr. Seymour summarized the project for the Park & Ride from his memo.

Mr. Cayer introduced himself as the agent on behalf of Frye Island and explained his collaborative efforts with Mark Ray of JAMM engineering for this proposal. He also explained that Wayne Fornier, Town Manager of Frye Island, was there to talk about the needs of the ferry first.

Mr. Fornier explained that Frye Island has two 24 x 65 ferries that can hold 9 regular sized cars and can move 27-45 cars an hour. In 2005, a committee was formed to determine the needs of the ferry with its current and projected needs. There are currently 550 homes on the island, with an average of 10 additional homes a year, and they were at about 33% of their potential. When they purchased the property on the mainland, they did not have any objectives, but knew it was necessary. They have also considered getting more ferries but with the increased traffic, it often causes safety issues on the island. The idea was to create a double line of traffic and put overflow into a Park & Ride located on the Quarry Road. The reason behind the three access points was to get into the Park & Ride from the Quarry Road, either access the ferry queue line or park and then to exit onto Cape Road. The purpose was to come up with an economically feasible solution for the Frye Island residence.

There was discussion concerning the projected number of cars and the maximum capacity and ability to transport them to the island. There were also questions raised concerning the validity of the report compared to the new vernal laws and whether all of the possible number of potential house lots had been realized. Mr. Fornier said that he could get the analysis based on the vernal pools and that the number of maximum house lots, 750, was based on the current available lots, assuming that no more lots were created.

Mr. Linne stated that he would like to see a traffic study of the actual need versus what they believe they are likely to need. Mr. Fornier then explained that they have come up with many ideas over the years, including a 150 car parking lot and only ferrying golf carts. He also explained that they could buy as many ferries as they wanted, but they would only get in each others way and the excess use may cause a gantry to fail and, in that case, the ferries would be useless. Mr. Seymour wanted to know if that the 50 car parking lot work for the golf cart program and Mr. Fornier replied that it would not.

Mr. Sanford voiced his concern with only submitting the phases of the project separately

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versus the overall goal and Mr. Fornier explained that they were trying to make sure that they were going to be able to come up with the funding for the first phase and make sure it worked before moving forward. Mr. Clark explained that he felt they were going to end up with more cars stacking in the parking lot, versus leaving them behind, which would cause problems.

Mr. Linne stated that he was concerned that the design was causing a doubling of traffic, because every car had to circle through the intersection twice and was, potentially, causing a traffic hazard and danger for pedestrians. Mr. Fornier understood the concern but the purpose was to keep cars moving and to get cars out of the blind spot along the Cape Road. Mr. Cayer followed up by explaining the stacking plan and the flow of traffic. Mr. Clark responded that he understood it in theory but was concerned with people trying to go against the flow. Mr. Cayer recognized his concerns by indicating that there would be signage and a flagger, if need be.

Mark Gray, JAMM, explained that he had designed the roadway and stormwater management plan. He explained that Phase I of the project would help to give them the data that they needed to move forward with the project, if practical. The overall goal was to increase the number of people transported per trip and reduce hazards to the public and passengers. He explained how phosphorus calculations worked and that there were some errors in the report that he submitted and that the project was actually 0.03 under there phosphorus budget.

Mr. Gray continued by explaining why there were proposing 18" culverts. Mr. Seymour responded that Nathan White, Public Works Director, had indicated that the 15" culvert had historically been sufficient and that the 18" would increase the flow and cause issues. Mr. Gray disagreed because of the calculations that he used. Mr. Seymour said wanted to know why they were not proposing to install extra phosphorus measures, since they were really close numbers and Mr. Gray responded that they did not want to install anything that was unnecessary and that may have to ripped out.

The Board explained that they needed to see the 2005 traffic study and a plan of how the project was going to be managed.

Chairman Patrick Clark opened the public hearing at 8:42pm and asked the public to be clear and concise in their concerns or support.

Charles Flahive, 21 Whittemore Cove

Is concerned with how the project is going to effect the quality of life for the Raymond residence. He was concerned with timing, lighting, safety and overnight parking. He was also concerned with noise and the wildlife for the area. He was concerned about how the applicant had not presented all the phases and wanted to know if the landowners were going to be offered abatements for the hassle.

Jerry Curnine, 145 Wild Acres

He was concerned that large commercial trucks were going to cause a problem and that there was no enforcement for the signs. He was also concerned with a driveway coming off the

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intersection and the use of golf carts on public ways.

Mr. Clark wanted to know if commercial vehicles were handled differently than passenger or was it first-come-first-serve and Mr. Fornier responded that sometimes some trucks were given priority.

William Nofske, 47 Quarry Cove Road

He explained that he had lived on Frye Island and served on the Board of Directors as president. He mentioned that parking the cars along the road was an issue of people not wanting to pay the parking fees. He felt that a parking lot would be more people using the lot than it could hold. He was also concerned that people will not want to unload their cars, such as luggage or groceries. He then explained that Quarry Cove Road was private and maintained by the people of association and Papoose Road, and he did not think that the Board had the right to allow people to use the road without ensuring maintenance.

Jessica Fay, Spiderweb Way

She was concerned with primarily light pollution.

Mr. Clark explained that they could reduce the height of the pole, but would need more poles because there was a certain level of lighting required to ensure safety. She then wanted to know if someone could put signage up if the land is not theirs and Mr. Clark explained that it was not unheard of with permission from the Road Commissioner, especially if it is a safety issue.

Mr. Linne wanted to know what kind of a road association Quarry Cove was and if Frye Island was a member and it was confirmed that they were.

Carl Bloom

He stated that he had been involved in purchasing the ferries. He explained that the queuing lanes will help to alleviate the problem and that there was enough room for a fourth land, as well as an exit lane. However, he was concerned that the larger culverts would harm the septic system. He was also concerned with facilities for bathrooms and who was going to clean the area. He explained that proposed area is very wet lands and that there was the drainage from an old dump. He wanted to know about security because of history showing that there were several disturbances a year caused by people using the ferry.

Joe Olson, 1 Spiderweb Way

Treasurer of the Raymond/Point of Cape Road Association and he was mostly concerned with security and speed.

Richard Sullivan, 55 Quarry Cove Road

He explained that he had circulated a petition concerning the Park & Ride and had already collected 31 signatures. He said that he felt that it was just unloading Frye Island's traffic problems onto Raymond. He gave a list of reasons that he was in objection to the project. He gave traffic counts for a few days in July and explained the traffic problems.

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John Ewalt, 121 Wild Acres

He proposed that the road be widened to include a queue lane.

Jim Bolduc, 29 Rusty Road

He stated that he was concerned with trash, lights and safety.

Russ Ketch, 22 Quarry Cove Road

He pointed out that there was no one suggesting who was going to maintain the Quarry Cove Road with a projected 2200 cars using it. He thought it should be brought to Town specifications and then adopted by the town.

Debra Brenna, 67 Quarry Cove, had questions over private versus public roads. Mr. Clark explained that they were going to address this issue once they got into the application.

Chairman Patrick Clark closed the public hearing at 9:30pm. He then summarized the concerns voiced by the residents. He asked the Board if they had additional concerns. The Board decided to schedule a site walk that would be determined after all the members had been contacted, to ensure a quorum. They said that wanted to see the exist traffic study as well as a new, detailed traffic study completed by an engineer.

6. Planner Communications

None.

7. Adjournment

MOTION: Steve Linne motioned to adjourn; seconded by Greg Foster.

VOTE: UNANIMOUS APPROVAL (4/0)

Chairman Patrick Clark adjourned the meeting at 9:42pm.

Danielle Loring
Recording Secretary

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