

NORTH BERWICK PLANNING BOARD

MINUTES OF PLANNING BOARD OCTOBER 14, 2021

Present: Anne Whitten, Jon Morse, David Ballard, Scott Strynar, Mark Cahoon, Matt LeConte, CEO

Absent: Chairman Geoffrey Aleva

Also Present: Eric Sanderson from SMPDC, Andrea Stevens, Barry Stevens, Joy McIntyre, Jim McIntyre, Cheryl Klausman, Jerry Klausman, Jack Olec, Barb Feran(?), Ed Leland, Jacob Doyon, Chris Hagan, Chris H. Mende, Darin Shaw, Nick Curtis, Mike Peverett from Civil Consultants, Lincoln W. Harrison, Kathryn Harrison, Katherine Cooper, Peter Schluntz, Steven Morse, Eric Regan, Shannon Regan, Leon Dugal, Tracy Burnett, Jane Denoncour, Scott Denoncour, Gina Plachowicz, Chris Plachowicz, Linda Dutch, Cheryl Hoffman, Lisa Kennedy, Sid Avery, Beth Houston

1. Call to Order:

Vice Chairman Jon Morse will be the Acting Chairman for tonight's meeting. Acting Chairman Morse called the meeting to order at 6:30 pm.

2. Review Previous Minutes:

Mark Cahoon stated that the 5th sentence in the first paragraph under Section 3.2 has a misspelled word. It currently reads, "He doesn't thing there will be a need for it.". It should read, "He doesn't think there will be a need for it.".

Scott Strynar motioned to approve the minutes of September 23, 2021 as amended. Anne Whitten seconded the motion. VOTE: 5-0

Acting Chairman Morse brought Mark Cahoon up to full voting status for tonight's meeting.

3.1 Public Hearing of Adeline's Way Subdivision, prior known as Hagan Subdivision abutting 166 Somersworth Road – Map 001 Lot 070 & 070A.

Conditional Use Application for a Major Subdivision Review – The Applicant is proposing a 7-building lot subdivision on Somersworth Road with 5 of the lots proposed to be for duplex dwellings (2 per lot), 1 lot for public dedication, and 1 lot for the owner's existing home.

Acting Chairman Morse asked Matt LeConte if everything had been done appropriately for this project. Matt stated that it was all set.

Chris Mende from Civil Consultants stepped forward to discuss the project. Anne Whitten had a question about the number of lots. She said that it was a 7-building lot subdivision with 5 of the lots to be 2 per lot so that would make 10. Chris Mende stated that the property is being divided into 7 pieces which will include 1 having an existing home on it, 1 will be dedicated to the town and 5 of them are going to be new lots. He stated that 4 of lots are going to have a duplex building on each and the 5th lot will be a single-family home.

Mr. Mende stated that the applicant acquired about 22.13 acres, 2 parcels and 2 deeds. At the time of the acquisition, Linda Dutch who had lived on the property for many years, retained a parcel for herself. The applicant's parcel contains Linda's homestead which is the lot that he will keep for himself for his home. After the initial conveyance by Linda, there were some modifications made between herself and Chris Hagan to reconfigure some property lines to better suit their needs. Mr. Mende said that they are still working with the 22.13 acres. At the same time, Linda had applied for an MDOT permit for a road entrance onto her remaining property, which she did obtain. During the course of their planning and development, it turned out that that permit was for an entrance that is at an inappropriate place. They have moved it back towards a better location so there will be less of a wetland impact and will increase the site distance to make it safer to go onto Route 9. They have gone through this process with DOT already and it has been approved.

Mr. Mende stated that all of the proposed homes will have private wells and private septic systems. They have done soils mapping on the site and have made the determination that there are soils available for all of the septic systems. They have also mapped the wetlands and have taken those into account on their design in the sizing of the lots to minimize impact to the wetlands. He has provided the Board tonight with the stormwater designs. They are being submitted to DEP and when they get approved, they will provide the Board with any changes or comments that the DEP had. He stated that there is also a wetland crossing where the roadway comes in off of Route 9. These applications have been prepared for DEP and will be sent to them next week for their review as well as the Corps of Engineers review.

Mr. Mende stated that the property is divided into 2 Zoning Districts which are the Village B District and the Residential I Zone. All of the development and the buildings except for the initial part of the road are taking place in the Village B District and they meet all of the requirements needed for this area. Mr. Mende stated that the project is being presented as a subdivision but because they are duplexes and each individual one will most likely be owned individually, the duplexes will actually be condo units. There will be the lots which will be the limited common areas for the owners to share and the building they each own. They will be submitting the condominium documents to the Board shortly outlining the details of responsibilities for things like road maintenance and maintenance of the property.

Acting Chairman Morse asked if the cul-de-sac was appropriate for fire trucks. Mr. Mende stated that it was. Scott Strynar stated that we cross power over Route 9 to 3 poles and then a

transformer. After that, will everything be underground for individual uses? Mr. Mende stated that they did discuss at another meeting whether they would put all utilities underground or overhead. He stated that the Ordinance requires it to be all underground, but he is hoping that they can waive this requirement. He said that he cannot make a great argument for it other than the visual impact.

Anne Whitten asked for more clarification on the lots. Chris pointed each of them out to her on the plan. She asked where the wetlands were, and he pointed those out to her on the plan as well. David Ballard asked if the stormwater would be going into drains or just runoff. Mr. Mende said that the design uses a combination of roof drain filter beds. These beds serve 2 purposes. One is to clean the stormwater and the other is to delay time before it goes out to adjoining wetland areas. He said that there are 3 filter beds on the site that have drainage structures that drain into them. These areas are excavated and soils that are suitable for infiltration and for filtration are put in there. He stated that they are not gathering drainage and just flowing it off across the surfaces into the wetlands. They are being treated by these filter beds and the time of discharge back into the surrounding areas is being delayed by those filter beds. Scott Strynar said that it looks like there will be about 6,400 sf of wetland disturbance.

Eric Sanderson from SMPDC stated he had spoken with Lee Jay Feldman from SMPDC who was involved in the project before and he had a few comments. He said that there is a 25-foot-wide driveway easement between Lot 4 and Lot 5. Mr. Feldman suggested that Lots 4 and 5 share a driveway via the access easement. It would limit curb cuts and make sure that there were not 2 driveways that would be extremely close together. Mr. Mende said that there were a couple of considerations regarding this. He stated that the definition of a driveway per the North Berwick Zoning Ordinance says that it can only serve 2 dwelling units so combining them would require a waiver of this requirement. Mr. Mende stated that the other consideration is if the Road Commissioner would allow this. He did speak with Dwayne Morin, Road Commissioner about it. He said that Dwayne was not very receptive to it initially but said that if Mr. Mende provided a formal drawing, he would consider it. Mr. Mende has not provided that drawing at this point. The Board discussed a few different options as to how this shared driveway should be done regarding the location.

Anne Whitten stated that everything that the applicant is dedicating to the town is mostly wetland. The Ordinance states, "In any subdivision 35 acres or less or containing 15 lots or dwelling units or less, the Board may request the developer to provide a percentage of his total area as open space/recreational land.". She stated that it doesn't say open space or recreational land so the parcel that they are recommending could not be used as recreational land. Mr. Mende said that the town's trail system that comes off of Route 9 is back in those wetland areas. He said that there may be some parts of the wetland that are walkable. Mr. LeConte said that this is the intent of this requirement so the wetlands would be protected and an area of variety of recreation would be expanded on this particular lot. Mr. LeConte asked if they had a percentage of the limited common area documented or are they planning on having that information at the next meeting? Mr. Mende said that they did not have that information at the present time. He said that the

difficulty that they might get into is if they start dedicating portions of some of the lots, they may not be able to achieve the density requirements. Mr. Mende said that he will look into it.

Acting Chairman Morse opened the Public Hearing at 7:00 pm.

There was not public comment at this time.

Acting Chairman Morse closed the Public Hearing at 7:01 pm.

Acting Chairman Morse stated that these are the issues brought up tonight that still need to be addressed:

1. Driveway issue between Lots 4 and 5.
2. Overhead power from Route 9 to the cul-de-sac.
3. Wetland for the common area.
4. Homeowner's Association documents.
5. Performance guarantee for the roadway.

Anne Whitten motioned to accept the preliminary plan for Adeline's Way Subdivision, prior known as Hagan Subdivision Map 001 Lot 070 & 070A. Mark Cahoon seconded the motion. VOTE: 5-0

Anne Whitten motioned to have this plan be sent for a 3rd party review by SMPDC and Underwood Engineering. Scott Strynar seconded the motion. VOTE: 5-0

David Ballard motioned to hold the Public Hearing on 11/18/21. Scott Strynar seconded the motion. VOTE: 5-0

3.2 Public Hearing of Curtis Sand and Gravel LLC Stub Marsh Road – Map 009 Lot 039 & 051

Conditional Use Application Review for Mineral Extraction – The applicant has proposed the development of two mineral extraction locations on including East Pit consisting of 9.5 acres and West Pit consisting of 4.2 acres.

Mike Peverett from Civil Consultants stepped forward to represent Curtis Sand and Gravel. They are applying for a Conditional Use Permit for a mineral extraction operation. He stated that Nick Curtis, the owner of Curtis Sand and Gravel was also present. Mr. Peverett said that the parcel is located on Stub Marsh Road. This is a former town road that is now considered abandoned since 1997 with a public easement. The parcel is the remainder of 120 acres minus the small parcel outsale located on Abbott Road which currently has a house on it. They have submitted boundary surveys that were done by Corner Post Land Surveying in 1997. There have been no changes to the preliminary boundary other than the small outsale parcel which is well outside of the scope of the mineral extraction operation.

Mr. Peverett stated that wetlands on the site were delineated in 2020 by Albert Frick &

Associates. The wetlands were mapped in the fields by Corner Post Land Surveying. He said that they added 2-foot contour information from LiDar obtained from the office of Maine GIS and added it to the Corner Post plan. In addition to that in the field, they mathematically tied in the perimeter boundary of the Corner Post survey to make sure that everything fit there. Mr. Peverett stated that their base plan is essentially a combination of everything they just talked about.

Mr. Peverett stated that the post extraction operations consist of 2 separate pits. There is a 9.5-acre East Pit and a 4.2-acre West Pit. A gravel pit on the property was previously approved by the DEP for the former landowner, Steven Brown. Mr. Brown did minimal mineral extraction. He just did a little bit alongside the road. The previous approval was for a substantially larger pit than they current design. Nick Curtis met on the site with Maine DEP representatives last year to discuss the previous approval, discuss the limits of the work around inland waterfowl and wading bird habitats in the Stub Marsh area. When Mr. Curtis met with DEP, it was an Environmental Specialist from the DEP as well as their gravel pit expert.

Mr. Peverett stated that DEP requires 150-foot setback from Stub Marsh. The Town of North Berwick Ordinance requires a 250-foot setback from Stub Marsh because it is in Resource Protection. The plan does show a 250-foot setback from Stub Marsh so the meet the town's requirements. He said that there are other wetlands on the site. They are all less than 10 acres in size. There are no setback requirements from the DEP or the town in regard to these small wetlands. Their gravel pit has been designed to meet both the Maine DEP and the Town's requirements. The pit will be internally drained and graded such as there will be berms alongside the smaller areas to protect any impact on the wetland areas. He stated again that the town or the DEP do not have any setback requirements for these smaller wetlands, but they have indicated a 10-foot setback and a berm along those wetlands.

Mr. Peverett stated that there were some questions from the Board and the public during the site walk as well as letters from the public that were submitted to the Board. He has added some things to the presentation to try and answer these questions. He said that there is no proposed fuel storage on the site. The equipment will be fueled from fuel cells on the trucks. Any stumps left from the clearing will be ground on site and they will use those for erosion control on other projects. Someone had asked about the possibility of bringing materials from off site to be processed. Mr. Peverett stated that they are not currently proposing of materials to be brought onto the site for processing. Any materials that are brought onto the site to be processed require a Permit By Rule from the DEP. They would like to have the Board consider a condition of approval on the plan that if that sort of operation would be considered in the future, Mr. Curtis would have to provide the Permit By Rule from the DEP to the Code Enforcement Officer before they would do anything.

Mr. Peverett stated that one of the questions that was brought up was about the proximity of other houses in the area. From one side of the pit, the nearest house is about 3,000 feet. On the other side the nearest house is the Bauneg Beg Hill Road property which is about 2,847 feet away. All the other houses in the area are beyond those distances. Regarding the extraction

operation, the East pit will be extracted first. When that one is completed, they will move on to the West pit. The proposed hours of operation are 7 days a week from 6:00 am to 6:00 pm. One of the issues that came up relating to the hours was about Sunday hours. Mr. Peverett stated that Mr. Curtis does not work on Sundays. His intention for Sundays is that he does work for towns and his concern is that if they need to do emergency road repairs. They recently had an incident where there was a washout of one of the roads and they needed to work on Sunday to have it repaired. There are no regular working hours proposed on Sundays. They would like to have a condition of approval that limits the Sunday hours to emergency type of situations.

Mr. Peverett stated that another issue that came up during the site walk was dust along Stub Marsh Road specifically at the intersection where the Harrison property is located. Mr. Curtis' intent is to pave a section of the road to eliminate dust. Then, beyond the paved area, he will build a construction entrance section which consists of stone and gravel. As the trucks approach the paved area, they will go through the construction entrance which will clean the tires from mud and dust. The idea is that when they get to the paved section, they have eliminated most of the dust. Acting Chairman Morse asked if they had a footage for that section. Mr. Peverett said that they did not. He said that it is open for discussion with the Board. He stated that the driveway to the Harrison residence is about 180 feet from the intersection. They would like to discuss with the Board to determine how much of an area should be paved and built as a construction entrance. Mr. Peverett said that Stub Marsh Road was fixed up for a logging operation on the Brown property at one point. It is not in really bad shape, but he will definitely need to do some work to make it better for his trucks.

Mr. Peverett stated that, upon completion of the extraction, the pits will be reclaimed pursuant to the Town and State requirements. One of the concerns from the residents was about the existing pit across the street that was not reclaimed. Mr. Peverett said that this is not allowed anymore. They need to be reclaimed and it is strictly regulated. Mr. Peverett stated that they have installed monitoring wells adjacent to both pit areas. The bottom of the pit is designed to maintain a 5-foot separation between the bottom of the excavation pit and the water tables. This is a DEP requirement. This is to monitor the water levels of the water tables to maintain that 5-foot separation as required by the DEP.

Mr. Peverett stated that they received a memo dated 10/6 from Eric Sanderson at SMPDC that had several questions and comments. One of the questions was regarding clearing on the site and clearing along Stub Marsh Road. The intent is that the only clearing onsite will be the pit area and the only clearing done along Stub Marsh Road will be anything that needs to be done for just safe travel. There will be no additional clearing. Another question was regarding gravel crushing. They do propose gravel crushing on the site but only on an as needed basis. If Mr. Curtis has enough material that needs to be crushed by a crusher, he would bring in a mobile crusher, crush the material and remove the crusher from the site until it was needed again. Mr. Curtis is proposing that any crushing will be done on a Monday thru Friday basis between the hours of 7:00 and 5:00 to try and limit the impact to the neighbors.

Mr. Peverett stated that another question that was brought up was regarding truck traffic. He asked Mr. Curtis to let everyone know about the scale of his operation and what he anticipates. Mr. Curtis said that he has 3 dump trucks and 2 drivers. They don't have large enough crews that demand material to be at this site constantly. He said that they might see the trucks every day for a week and then you won't see them for a week again. He has another gravel pit in Acton so not all the material will be coming from this one pit. They also source material from other suppliers. It depends on what type of projects that they are working on at the time, what type of materials that will be required as well as how much will be needed. There are a lot of varying factors involved. Mark Cahoon asked if the trucks had dust covers on them. Mr. Curtis said that they did and that it was a State DPE law. Mr. Peverett stated that this is a small company with a small gravel pit operation.

Mr. Peverett said that Eric's memo also mentioned something about clarification on the plan. The applicant's plan only shows a section of the property. Eric would like clarification as to where exactly the pits are in relationship to the perimeter boundary. Mr. Peverett has updated the plan to show this. He said that another question brought up by the residents is what type of permitting is required from the DEP. He said that both of these pits are less than 10 acres, and they are separated by a pretty good buffer area, it is not really a permit that is required. They give a Notice of Intent. The applicant files an intent with the DEP along with the required fee and the plans. That is the extent of the DEP involvement. Mr. Peverett stated that DEP has been to the site and have indicated their comfort level with what is being proposed. They are asking the Planning Board to include the Notice of Intent as a condition of approval. If they get through the Planning Board process and the Planning Board or the 3rd party reviewers required changes, they can make the changes and when they submit the Notice of Intent to the DEP, it is the final plans. This would be better than getting the Notice of Intent, changing the plans, and then having to submit another set of plans.

Mr. Peverett said that they are requesting one waiver. The town requires a 150-foot setback from the boundary lines for mineral extraction. The Maine DEP, on a private road with the consent of the abutter on the other side of the road, allows for a 50-foot setback from the right of way to the mineral extraction operation. Mr. Curtis did receive a signed agreement from the neighbor across the street, Justin Shaw saying that he is okay with the 50-foot setback provided that Mr. Curtis allows a 50-foot setback on his side. The existing pit that was done on the applicant's side of the road prior to his ownership already is within the 50 feet. Anne Whitten asked the applicant if he had this agreement in writing. Mr. Peverett said that he did submit it to the CEO. Mr. LeConte said that he just received it today and it will be included in the final packet.

Anne Whitten said that there were a few more questions that people had from the site walk that she would like to indicate what the replies were so everyone present would be aware. People wanted to know how long the pit was going to be used for. The answer to that is that it depends on how much product was going to be taken out of the pit. They also wanted to know what would happen to the pit after all of the product is removed. She asked the applicant to indicate how it will be reclaimed and what promise the town has that it will be reclaimed. Mr. Peverett

stated that the reclamation process is described on the plan. Any topsoil that is on the property will be set aside. When Mr. Curtis reaches 5 acres, he cannot open up any more of the pit without starting to reclaim. He has to spread the loam that he scraped off when he started. He has to put that back in and seed it. Anne Whitten asked how long he had to do that after there was nothing else to excavate. Mr. Peverett said that this was up to the CEO. He is not sure what the actual time frame is but he can look into it.

Anne Whitten said that when they measure sea level, it is done by GPS now. She asked the applicant to explain how that works. Mr. Peverett said that this plan is on a newer mathematical datum called NAVDATA. Rather than basing it on mean sea level, it is based on gravity, potential gravitational surfaces, and other things. The elevations are within 10 inches of sea level. Mr. Curtis has GPS equipment with his machinery. He can know the elevations out there in the field on a benchmark with his GPS equipment. This helps him maintain the separation between the water table and the excavation as he gets lower and lower.

Acting Chairman Morse wanted to clarify something on the reclaiming part of the pit. The banks on the sides of the pit are going to be sloped at a 3 to 1 slope. They will be loamed and seeded so there won't be any sharp banks, vertical drops, or anything like that once it is reclaimed. Mr. Peverett said that this was the case. Mr. Curtis said that the stumps will be ground on site as soon as they pull them and used for erosion berm on the entire site to prevent any runoff.

Anne Whitten said that she found something from the State regarding the time that it takes to be reclaimed. It states that, "Establishing a vegetated cover has to be done within 1 year and reclaiming all affected lands have to be done within 2 years."

Anne Whitten asked about the DEP stating there were no vernal pools. Mr. Peverett stated that there was a vernal pool that the Wetlands Biologist from Frick & Associates labeled as a possibly significant vernal pool. Lucien, the Environmental Specialist from DEP that met with Mr. Curtis looked at that vernal pool and said that it was not significant. Ms. Whitten asked if we had that in writing and Mr. Peverett said that it was included in their packet.

Anne Whitten said that another question she was asked at the site walk is about what roads would be traveled and if they would be using Abbott Road. Mr. Peverett said that the primary ingress and egress would be Dillingham Road. Abbott Road would only be used if there was a project in that direction, he might consider taking his trucks in that direction.

Acting Chairman Morse asked if Stub Marsh Road was currently a right of way. Anne Whitten said that it was. Acting Chairman Morse asked if it was 50 feet long. Mr. Peverett said that it was 3 rods long. The ownership line is the center of the road and there is a public easement. Mr. LeConte stated that the easement allows all public, even non-abutters to use the road. Acting Chairman Morse asked what needs to be done for improvements. Mr. LeConte said that it was up

to the property owners and Mr. Curtis had agreed to cover all of the costs for the improvements. Mr. Curtis did speak to Mr. Shaw about it. Mr. Peverett said that they can get something in writing to make sure everyone is agreement.

Mark Cahoon asked the applicant to tell everyone about the discussion that they had regarding the speed limit on Dillingham Road and how he will control his trucks. Mr. Curtis said that all of his trucks are equipped with GPS, and he can track anyone at any time. If he gets a call about one of the drivers, he can look to see if they were speeding and where they are. He said that all of his guys are good and follow the laws. Acting Chairman Morse stated that all the speed limits are on the GPS maps so anytime they go over the speed limit, it comes up on the app. He has one on one of his trucks, and he really likes it. It shows how fast or slow and how long they have been sitting somewhere. Mr. Peverett stated that Mr. Curtis keeps his trucks very clean.

Anne Whitten stated that the letter from the DEP that is in their packet is dated 1999. Mr. Peverett said that it was for the former pit. There should be correspondence in their packet from Lucien Langlois regarding the updated information. Ms. Whitten stated that the first letter reads, "If you work within the approved area of the bird habitat as shown, then the operating mining pit site then no permit is needed. If you work in the habitat outside of that area, then you would need to get a permit.". Mr. Peverett stated that they are completely outside of the habitat area, and they are under the 10-acre threshold. Scott Strynar said that her question was about the updated letter from Lucien. He cannot find it in the packet. Mr. Peverett will send it over to Mr. LeConte.

Matt LeConte asked that when they pave the section, is there any concern about stormwater runoff. Is there going to need to have some ditches dug or anything else? Mr. Peverett stated that they were going to try and get a feeling from the Board tonight and from the abutter in that area as to what the comfort level is with regard to pavement. He said that stormwater issues will be taken into account once a decision is made on the paving. Mr. Curtis said that, right now you would be coming off the intersection and everything would be pitching down Stub Marsh Road. They would maintain that as well as pitching it to a ditch line. Scott Strynar stated that they should provide a sketch of what it would look like and where the drainage would go. Mr. Peverett said that if they can come to a consensus on the entrance, they will put together a sketch plan that shows the width of the pavement, the length of the pavement and show what will be done for erosion control.

Mark Cahoon stated that, in previous pits that were approved, we had them put seedlings in when they reclaim it. A lot of the operations will put the trees aside that they dug up for the pit so they can replant them after they are done excavating. Mr. Curtis said that, over the course of the time that it might take to reclaim it, those seedlings would not have survived. He said that most of the stuff that is growing there are hardwood saplings from the trees that were previously cut.

David Ballard asked for some clarification regarding the road. He said that it was public, now it's private but others can still use the road as if it were public. Anne Whitten said that the town just doesn't maintain it anymore. Acting Chairman Morse said that the ownership went to the

abutters on each side of the road and has a public easement. Mr. Ballard said that in reading some of the letters, he found that people walk down that road. His concern is about the width of the road with the vehicles and pedestrians for their safety. Mr. Curtis stated that the road is at least 3,000 feet long and he will need to be able to pass at least 2 dump trucks safely. This would bring it up to the size of a normal road. This would make it safe for people that are walking. Mr. Strynar asked if they could just do expansions every so often versus expanding the whole road. Mr. Curtis asked how they trucks would time it just right because there are a couple of hills and other issues that would make this difficult. Acting Chairman Morse said that they will have a 30-foot usable road with 10 feet on each side. Anne Whitten asked how wide the truck was. Acting Chairman Morse said that 102 inches is the maximum for any vehicle on a Town or State right of way unless you have a permit.

Acting Chairman Morse asked the Board if they had any issues with the hours of operation. Mr. Ballard said that they had discussed at the previous meeting about not having any hours of operation on weekends. Tonight, he said that the applicant mentioned Sunday earlier. He is wondering if something had changed from the last meeting. Acting Chairman Morse said that their request is for 7 days a week and they had discussed various options, but nothing was decided. Mr. Peverett said that Sundays would only be for emergencies as discussed earlier. The 6 days a week is what is proposed but they are open to discussions. Mark Cahoon thought that they could probably work from 7:00 to 12:00 on Saturdays.

Scott Strynar agreed with what David said and is also concerned with the safety of pedestrians or others on the road. He understands with working from Monday through Friday, but he thinks that there should be limitations for the weekend. He said that while they were on the site walk there were 2 dirt bikes that came down the road. Mr. Peverett said that he will work with his engineering staff to come up with what they feel is the safest way that trucks can pass and making it safe for pedestrians and still try to minimize the impact of the work that would need to be done on the road.

Matt LeConte stated that he has forwarded all of the letters that he received from the abutters prior to today to the Planning Board members so they could review prior to the meeting. Any of the letters that he received today, he has given a copy to the members tonight. He told the public that their initial concerns have already been heard. Many of the concerns have been addressed by the applicant. Mr. LeConte had a suggestion regarding the road. He said that maybe the road doesn't have to be widened out. It is a private road that allows access to it. In regard to pedestrians, maybe they can create a path instead. Mr. Peverett said that one thing that is fairly common in the logging industry is that they put the mile posts up on the roads. They will use their radios to set up meets along the mile markers. He said that they could have a single lane travel for a truck with a wide enough shoulder for pedestrians. They could make it a condition of approval that the drivers radio each other before they hit the road. This way they could eliminate the chance of meeting up on the road. Mr. Curtis said that this would be a great idea. Mr. Peverett believes this would be a better way to do rather than make this 2-lane road with shoulders.

Acting Chairman Morse opened the Public Hearing at 8:07 pm.

Jenny Schultz said that she is not familiar with the extraction process at all and would like to hear more about the noise and the dust that is generated during the process. She also was wondering if they could give some kind of estimate as to the duration of the extraction in these pits. Acting Chairman Morse stated that there is no way to answer the question about the duration. It depends on how the economy is, how much work he gets and other things like that. Mr. Peverett said that modern excavation equipment is pretty quiet and is comparable to a school bus noise. The thing to keep in mind is that they are more than half a mile from the nearest houses. The only things that will be cut are the pits themselves so there will be a minimum of half a mile of vegetated buffer so he would be surprised if they can hear anything. As far as the duration of the extraction it is hard to pinpoint that. As the truck traffic increases, the length of time decreases.

Mr. Curtis introduced Darin Shaw and said that he could shed some light regarding the noise and the dust. Mr. Shaw said that he works for Gorham Sand and Gravel and manages all of the aggregate extraction processes. They have 6 gravel pits in Southern Maine including one in Acton. He said that in terms of noise, the DEP doesn't allow anything above 129 decibels in the State of Maine. That is comparable to a train horn blaring consistently for an hour. He stated that he has been doing some crushing for Mr. Curtis and has helped him screen. The crusher that he has isn't higher than 76 decibels at the machine. In terms of dust, their machines which are the same as what Mr. Curtis uses have modern day dust control systems built on them. They have pumps on them to pump water. It sprays a mist to help with the dust. He said that there is no dust coming from their machines at all. Their machines are 2020 machines. Acting Chairman Morse said that he doesn't believe that the dust at the pit is as much of a concern as the dust that will be present before they hit the tar. He said that they are going to try to come up with a distance for the hot top and a distance for the stone that will cut the dust as much as possible. Mr. Shaw stated that the construction entrance with the stone is an actual DEP regulation.

Lincoln Harrison stated that he lives at the end of Stub Marsh. He asked the Planning Board members if they had read all of the letters from the abutters. The Planning Board all said that they had. Mr. Harrison said that there were a lot of questions in those letters. He was wondering if they were going to address those questions now or only sometime at a future meeting. Anne Whitten said that Mr. Harrison had 5 questions in his letter, and she thinks that they can be easily answered. She stated that a lot of the letters that they received had mostly all of the same concerns.

Mr. Harrison stated that he is not very happy with the gravel pit being there so he definitely feels that it should be denied. One of his concerns is for the environment. He heard that the DEP has come out to inspect the site and he was wondering if they could get a copy of that report regarding the vernal pool. Acting Chairman Morse stated that they could see that. Mr. Harrison is also very concerned about the dust, especially because his wife has a lung issue. He said that there is a telephone pole at the end of Stub Marsh Road. This road is a single lane right now, so

he asked if the telephone pole was going to need to be moved to make the road wider. Mark Cahoon said that it shouldn't because they are not going to widen Stub Marsh Road. Mr. Harrison said that he also wrote in his letter how far he would like to see the pavement. Acting Chairman Morse stated that once they have everyone's input, they will discuss this issue to come up with a number. It will probably be at one of the next meetings. Mr. Harrison asked what he can do if he doesn't agree with the distance of the pavement that the Board decides on. Anne Whitten stated that the gravel pit is allowed and the only thing that the Board can do is put in some conditions. Acting Chairman Morse said that they cannot stop the gravel pit, but they will do their best to add conditions that will help with the abutter's concerns.

Mr. Harrison said that if Mr. Curtis gets a big construction job and needs to haul more sand, will he be getting more trucks and doing more trips? Acting Chairman Morse said that he doesn't know that. Mr. Harrison said that he has lived here for 42 years and has dealt with the Gerrish's pit, so he knows about dust and noise. Everything that the applicant is saying about this sounds wonderful, but it really isn't. There is also a danger to people walking down the road as well horses, dirt bikes and ATV's. This is a residential neighborhood. He stated that Dillingham Road was never built for large trucks to use on a continual basis. Right now, Dillingham Road has severe cracks and needs repairs now. The trucks are going to destroy the road further. He asked if the Town was going to ask for a bond to have Dillingham Road repaved or are they going to convert back to a dirt road like it was 20 years ago. Acting Chairman Morse stated that they would need to talk to the Road Commissioner about that. Scott Strynar stated that Mr. Harrison had voiced his opinion and they have his letters, so they hear him.

David Ballard asked Mr. Harrison about people walking down the road and where they were going. Are they just walking down and back? Mr. Harrison said that they go out there and hike all around. They go into the woods and down Stub Marsh Road. Mr. Ballard asked if they were just going on their own property or on someone else's property. Mr. Harrison said that they go on the town property out by Stub Marsh Road, the school's property, and the Shaw's property which they have permission to go on. Mr. Harrison said that it is magnificent out there and environmentally this is not right. He said that the whole area has been so abused over the years from dirt bikes and other vehicles. Mr. Ballard said that the people on the vehicles are doing the same thing as Mr. Harrison. They are enjoying the property in a way that they like. Mr. Harrison said that the dirt bikes and other vehicles do not have permission to be out there and there are signs that state this.

Kathy Harrison stated that Mr. Curtis is a very young man with the business. His business might expand and he may not just have 3 trucks in the future. He may end up with 10 trucks. If he does, then the business expands. She asked if he was going to subcontract other trucks that they don't know that will be coming up and down the road. Acting Chairman Morse said that he doesn't know what Mr. Curtis will do in the future. He stated that Mr. Curtis is like any other businessman. Acting Chairman Morse said that this business is to make money so if he has to enlarge the business to make money that they need to make then he can do that. He said that Mr. Curtis probably can't answer that either because no one knows what the economy will be in the

future. Scott Strynar stated that if he does get more trucks and more business, then the pit will be excavated quicker. Mrs. Harrison said that they are creating an external obsolescence which will affect all of the prices of their houses. Mr. Curtis said that there is already a gravel pit there. Mrs. Harrison said that gravel pit is so minor at this point because the Shaw's bought it from the Gerrish's. It was all hauled out when the Gerrish's owned it. It never was reclaimed by the Gerrish's so the Shaw's inherited that problem. Mrs. Harrison said that they never got a notice when the other pit was being opened so they couldn't voice their opinion. Mr. Peverett stated that this is what this process is. It is to make sure that what happened across the street there doesn't happen anymore. The DEP has regulations regarding reclamation and so does the Town. Mrs. Harrison asked the members of the Planning Board to take into consideration that by approving this gravel pit application, they will be creating an external obsolescence for all of them that live on that road and on Abbott Road. It will affect the value of their houses. It is a form of depreciation that is caused by outside factors that they have no control over. As homeowners, they cannot reverse the loss in value and money that they are spending to fix their houses. Acting Chairman Morse said that he has no idea if the property values are going to drop.

Anne Whitten said that the gravel pit is going to be smaller than the gravel pit that they can see. She said that to tell this gentleman that he can't buy 5 trucks is way outside the realm of the Planning Board. The Board can ask the applicant to make sure that there is only 1 truck on the road by talking to each other on the radio and to maintain the speed limit that is consistent to the people that are walking on the road. She said that he has a reputable business and seems to be very diligent on his workers and his trucks. She thinks that he will be very caregiving to the people walking up and down this road. Mrs. Harrison said that she has fibrosis of the lung which is scarring of the lung and is an irreversible disease. It permanently affects the ability to function normally. She has just gone through 13 months of chemotherapy and am in remission. She needs to stay inside on poor quality days and leave the air conditioner on hot days and have air filters going. She cannot have this dust. They are only 110 feet away from Stub Marsh Road. Acting Chairman Morse said that there will not be a dust ball on her house every time a truck comes down the road.

Cheryl Klausman stated that she and her husband Jerry bought their property on Dillingham Road in January, 1979. She said that they went through all the years having a dirt road. She does have a concern with trucks going up and down because the last time they had trucks going up and down, it did a lot of damage. She said that there are a lot of roads in town that need work so will they end up on the bottom of the list. She said that they have lived here a long time and are spoiled. It has been quiet and beautiful out there, so it is hard for them to accept this project, but she does understand. Her husband was in business for himself, so she knows what it is like. Her main concern is the hours. She said that there didn't seem to be a definite answer on this so she is wondering when that will be decided. Acting Chairman Morse asked what she would like to see for hours. She would like them to start at 7:00 or 8:00 in the morning instead of 6:00. She said that the noise of the machinery won't affect her, but it will affect other neighbors. She said that they could end around 5:00 pm.

Shannon Regan stated that she lives on Dillingham Road with her husband, and they have been there for about 19 years now. She has a concern because she walks her dogs and runs. She said that when Brown was logging that property, on a number of occasions she was almost run over because they don't expect pedestrians to be out there. She spoke to a few of the drivers about it. She also stated that there is dust no matter how much the Board and the applicant say there won't be. She said that once they hit Dillingham Road, they need to get up the hill, so they are gunning it to make it up. When they come down Dillingham Road to the area around where the Stevens live, coming up that hill is blind. When the town was hauling out of the Gerrish pit, she stopped and spoke firmly to multiple drivers to slow down. She asked the Board if they would consider putting large enough speed bumps on Dillingham Road to slow the trucks down. She wonders how much of the monitoring of the drivers will really happen. There are people who walk their dogs and kids that ride their bikes on their road because it is safer than Little River Road and Lebanon Road. She has a huge concern about the safety. She said that she runs at about 5:00 or 5:30 in the morning and she also runs at night around 5:00 or 6:00 and wears reflective clothes. Mark Cahoon said that if they are done hauling at 3:30 then she won't have to worry about it. He said that they really don't want to add speed bumps. Mr. Cahoon said that Mr. Curtis has a young daughter and son, and he is sure that he will be safety minded and he did address this with Mr. Curtis on the site walk. Acting Chairman Morse said that there is no way that the Planning Board can regulate the speed limit of the cars that drive on your road. Mr. Peverett said that the Planning Board can dictate a speed limit on Stub Marsh Road as a condition of the plan. It is a 3,000 foot of road that they do have control over. Acting Chairman Morse said that if there is speeding then the Police can be called.

Anne Whitten stated that trucks hauling logs are much heavier and larger than the trucks hauling gravel. Mr. Curtis said that a truck hauling logs and be legal is at least 100,000 pounds. He said that his trucks are only legal for 75,000 pounds. Ms. Whitten asked about the hill that Mrs. Regan was talking about where the trucks have to gun it up the hill. Mr. Curtis said that there is a posted speed limit, and the drivers need to abide by it. It is their license on the line. It is also company policy. Mr. Peverett stated that speeding with a commercial driver's license is different than regular drivers. He reiterated that they are more than willing to set up a speed limit on Stub Marsh Road.

Matt LeConte said that Dillingham Road is a separate concern regarding the speed limit. He would suggest that if that is the concern of the neighborhood, they should separately create a letter or petition to the Police Chief to request whatever they would like to have done. Regarding dust, he said that the abutters are comparing past practices to something more specialized with more conscientious effect because they are here in this arena. The applicant is concerned about being good neighbors so they are proposing to pave some reasonable portion to further reduce the dust and therefore, will also potentially further the reduction in noise. They are talking about adding a speed limit there. They are reasonable to having only 1 travel lane which means having 1 truck on the road at a time. Mr. LeConte asked the Board if they can create a condition of approval that allows only the owner/operator to be hauling from the pit. Acting Chairman Morse

said that he believes that they can put a limit on the number of loads that come out of the pit in a day. Regarding the noise concern, there is a bulldozer that is working on Burma Road right now. He asked the applicant if there was a way to get the decibel reading of what the tracking and the noise of current operations on Burma Road to a certain distance so that the concerned residents to get some sort of consensus as to what it might be.

Jack Olec said that he is a resident of North Berwick and resides on Dillingham Road. He was wondering if there was a study done as to the amount of gravel and sand that is there. Was there a volume estimated or studied in order to determine how much is going to be removed? Mr. Peverett said he doesn't know if the precise numbers have been calculated. He said that you can mathematically calculate volumes. You have an existing surface which is the existing topography, and you can calculate as you excavate what there is for volume there. Mr. Olec said that he was just trying to figure out how much time they would be excavating there. Acting Chairman Morse said that they can't tell how long it is going to be. Mr. Olec said that he has concerns with the environment there. He doesn't know when the studies were done regarding the vernal pool. They said it was in June but is that the correct time of year to be studying vernal pools. Scott Strynar said that they had a representative from the DEP come out and they will provide us with a letter stating that the vernal pool is insignificant. Mr. Olec said that he utilizes Stub Marsh Road by riding horses or hiking and he has noticed a number of wildlife there. One of them was a large black snake which he determined to be a Black Razor Snake which is a protected animal. He believes that it needs to be pursued to see if that is what it actually was.

Jane Denoncour stated that she lives on Abbott Road. She said that they moved to this area for the quietness. She asked if there was something that the Board could do to limit the number of times the trucks are going by. She would like to see their hours be from 9:00 to 3:00. This would allow the school buses to come by. She said that the road is not wide enough to have a school bus and their trucks. She said that they chose to live out there where it is quiet, and she is asking the Board to please take them into consideration and try to limit the amount of trucking. She would like to see them not be allowed to work on weekends as well.

Gina Plachowicz stated that she lives on Dillingham Road. She said that her letter contained some information that this land is in an area that the State has determined as the Bauneg Beg focus area and is a potential area for the endangered Blanding Turtle. She wants to know if a wildlife biologist has come to the conclusion that this turtle is not in the area because if it is in the area, not even the DEP can issue a permit. She would like the Board to seriously consider the environmental protection of this area. She said that it is called Stub Marsh. It is very wet down there and she understands that there are borders. She said that it is our responsibility to speak for the creatures that live there and there are many of them. Mr. Peverett said that they brought the Maine DEP in before they started this process. Typically, the way it works for them is that they evaluated the site. They are the ones that discussed with the applicant about the wading bird habitat and that the DEP required a 150-foot buffer. The town imposes the 250-foot setback. Mr. Peverett said that DEP notifies Inland Fisheries and Wildlife and that is their chance if anything else needs to be addressed.

Chris Plachowicz said that when the applicant is saying they are going to make one way traffic on Stub Marsh Road for 1 truck at a time. He asked where the other truck was going to wait. Anne Whitten said that they have a radio so if they know they are going there they can talk about it and make plans so only one will go. Mr. Peverett said that the plan is to make a turnout on Stub Marsh Road.

Scott Denoncour said that he has a concern about Abbott Road. He stated that the applicant said that he might go down Abbott Road if he heads north from the gravel pit. He would like the Board to mandate that the applicant uses calcium on the road to keep the dust down on Abbott Road. Acting Chairman Morse said that he doesn't think the Planning Board has the authority to request this because it is a town road. Anne Whitten said that they can find out if they can or not.

Cheryl Hoffman stated that she lives on Abbott Road, and she is definitely advocating for looking into not using a dirt road. She thinks that the Road Commissioner would appreciate it because it deteriorates quickly. She also stated that under Maine Law, a Town cannot issue a license or permit for any project that will significantly alter that habitat of any species that is threatened or endangered. She said that the Planning Board is in a tough place because how do they find out if there is something there. She suggested that the Board hire a wildlife biologist and possibly a hydrologist in the spring to check out the flood plains. This is an area of a 100-year flood plain and there was a flood in 2007 that killed some people. They don't want to be affecting the flood plain by taking out this gravel.

Acting Chairman Morse asked Eric Sanderson if he knew anything about the wildlife. Mr. Sanderson said that he did talk to Dwayne Morin about it. He saw some language in the Comprehensive Plan about the Natural Resource area that is out that way. Dwayne said that it was not quite as near as they had initially thought. Mr. Sanderson said that Lucien at DEP is the one that he usually contacts about those species. He is sure that when the Notice of Intent is filed, they will go through the process and they will be able to tell what's out there, how it needs to be protected and whether it was one of the species that was previously mentioned. Mr. Curtis said that they have already done that with DEP, and they have filed their report. He will make sure the Board gets a copy of that. Mr. Peverett said that it was Lucien that was on site prior to initiating this whole process.

Jack Olec said that the large rocks and gravel that they are intending to put down in order to knock down the dirt is not conducive for horseback riding which is one of the recreational areas that he uses. He is not the only one who has horses in the area. Acting Chairman Morse said that it is called tailings. It is like 4-inch miners rock and all of the mud, clay, sand, and other things have been sifted out of it. As the tires go over it, it drops off everything in there. Mr. Olec said that he understood but if you are trying to ride a horse on 4-inch rocks, it is not good. Scott Strynar said that the construction entrance will only be 10 or 12 feet wide for the width of the truck. Anne Whitten said that this will not be for the entire length of the road. Acting Chairman Morse said that they will decide how long they will have to do it for.

Joy McIntyre said she and her husband Jim just moved to Abbott Road about a year ago. Their main concern is the well water. They are from New Jersey and always had city water so well water is a new thing for them. She said that they had their well water tested recently and they are already at a high level of minerals which is still okay to drink. However, she said that there are wetlands in there and they seep through the ground very easily. She is requesting from the Board that an analysis of the well waters or wherever the water pools the most doesn't exceed over years and it doesn't change. She said that they are at the limit and they should consider doing filters at their house. Mark Cahoon asked her how close she was to the pit areas. Jim McIntyre said that where they have the 4-way intersection where they are going to be putting in the new area for the Harrison's, they are the 1st house on the left at 21 Abbott Road. Anne Whitten said that the State indicates that a 200-foot separation must be maintained between any excavation and any private drinking water supply. Mrs. McIntyre stated that the 5 feet above the well water is not very much. Acting Chairman Morse said that he will not be digging into the water. He has a well that will tell him where the water is, and he can only dig to within 5 feet of that water. He will not be disturbing any of the water. He will have fenced berms up around the wetlands. He will use the ground up stumps to put berm around there so that any water that should happen to fall will run into the pit and not into the wetlands. Mrs. McIntyre would like to request that something get tested every 6 months or a year to make sure that we are all safe. Acting Chairman Morse said that he is not sure, but he will find out.

Barb Feran has lived on Dillingham Road for about 7 years. She has heard a lot about how we are going to turn their nice little residential area into a commercial operation. She said that she is not sure who all of the players are, but she wanted to know who Lucien was and if he was from the DEP. Matt LeConte said that he was. She asked if the DEP was a regulatory agency or an oversight. Matt LeConte said that it was a regulatory agency. She asked if the DEP had a wildlife biologist on site and the Board told her that they did. She asked the Board to consider having a wildlife biologist specifically look at the environment. She said that they have talked a lot about reclaiming but there is cause and effect. If there are habitats that are impacted with this, you can't reclaim those. There are parts of the environment that are very fragile, and she would like to implore the Board to really have the experts that can tell us exactly how the excavation will impact the wildlife. Acting Chairman Morse said that the people that work for the DEP are not "yes" people. They are going to go to the sites and look for what they need to look for. They will then write a letter to the applicant telling them what is there and what needs to be done.

Barry Stephens said that he has lived on Dillingham Road for about 48 years. It was a gravel road for over a couple 100 years. When they blacktopped it in 2003 it became a speedway. He wants to know who is going to enforce the gravel trucks coming down Dillingham Road. Matt LeConte said that they can call the Police. Mark Cahoon said that if he sees one of the trucks speeding, call the Town Hall to have them get in touch with Mr. Curtis. Mr. Curtis can look at his GPS to see who was speeding and that driver will be done working for him. Mr. Stephens also asked who was going to repair the road for the damage that will be caused by these trucks. Acting Chairman Morse said that they would need to speak to the Road Commissioner about

that. Mr. Stephens also said that the hours of 6:00 to 6:00 for 7 days a week is totally unacceptable. He would be open to hours such as 7:00-3:30 Monday through Friday, half a day on Saturday and no Sunday hours. He would like to see some type of a presentation at the next meeting on some realistic hours keeping in mind that it is a very residential road.

Jim McIntyre stated that they are in a Residential and farm area, and it has already been decided that they are going to put in a commercial gravel pit. He asked if the Board could talk to the Town Tax Assessor. Anne Whitten asked why? Mr. McIntyre said that he feels that the property values will decrease. He said that it is not necessarily that they can see the pit, but it is about the trucks going back and forth. Nobody will want to buy those properties. Acting Chairman Morse said that the applicant has a gravel pit that he can only work 5 acres at a time. He has been in business his whole life and he can't see Mr. Curtis selling all of his gravel to other companies just to make \$3 or \$4 a yard on gravel when he can go in there and mine it and sell it for \$20 a yard on his projects. He doesn't see a whole lot of trucks going in and out of there. Anne Whitten said that she has been on the Planning Board since 1997 except for the 12 years she was on the Board of Selectmen, and she has heard the conversation a dozen times about our taxes are going to go down because of a project going in. She has never seen property values go down because of a project in their back dooryard.

Roger Leland said that he probably has to talk to the Road Commissioner. His concern is where Dillingham comes into Lebanon Road. It is not a 90-degree corner and when the trucks come in, they are going to have to go into the other lane to get onto Dillingham. He thinks this corner needs to be addressed. He also doesn't want to see a situation like Bentley Warren come in with trailer dumps. He asked Mr. Curtis if he was going to get trailer dumps or stay with the 10 wheelers. Mr. Curtis said that they have tri axle trucks. He said that he can't just go out and buy anything that he wants because you have to have people to fill the seats. Roger said that if you go from 70,000 pounds to 100,000 pounds on the road that is a big difference. Mr. Curtis said that there are studies that are done about the spread of the weight because of the axles. He would take everything into consideration with what the State allows for weight ratings. Roger said that the trailer dumps on that corner would be a big concern. He said that when the school buses come in, they have to go the whole side of Dillingham to make the corner.

Ed Avery stated that he lives on Bauneg Beg Road. With the introduction of the commercial enterprise on Stub Marsh Road he asked how the Board was studying and analyzing liability. It is a residential right now. For example, how will 911 services service that area because it is pretty remote. Mr. Curtis said that they have weekly safety meetings, and they have first aid kits. Mr. Avery said that if they need to call 911 how are they going to get there. Anne Whitten said that letters go to the Fire Department and Police Department. They all get notified of any project that we do and if there are any issues, they let the Board know.

Mr. Leland said that he worked construction for years and when they had daylight hours it was always good to work overtime during the day. He said that they could probably let him have his 12-hour days in the summer when there are no kids on the road.

Acting Chairman Morse closed the Public Hearing at 9:22 pm.

Acting Chairman Morse stated that the Board had to decide if the next meeting was going to be a Public Meeting or a Public Hearing. Scott Strynar said that 11/18 was the next available date but he wants to make sure that the applicant has enough time to get things done before then. Acting Chairman Morse said that they should probably make it a Public Meeting because there are a lot of things that they need to decide on. Matt LeConte agreed with that. He said that this project isn't quite to the level of completeness with proposing the length of the paved area. It is the Board's decision, but his suggestion is that the next meeting be a Public Meeting to have a workshop working session to work through all of the concerns that were shared tonight. He said that Eric Sanderson will have added potential conditions of approval and the applicant will have more of a proposal for the paved area. Acting Chairman Morse told the applicant that they need to bring a proposal about the road and what it would look like. Mr. Peverett said that he will review with his engineers to see what they can come up with.

Eric Sanderson said that he is not sure if there are any details that need to be worked out about the radios. The Board may just want to condition that. He said that either he, Matt or one of the Board members needs to speak to the Road Commissioner to get his thoughts on the impact of this traffic on Dillingham Road. Mr. LeConte said that he could do that.

Mr. Peverett asked the Board if they had any idea what they would recommend for the hours. He said that the Sunday hours are only for emergency use. Mark Cahoon said that he likes 7:00 to 3:30. Anne Whitten and David Ballard said they wanted to think about it. Mr. Peverett said that in the construction business the early mornings are best so late morning hours would be an issue. Mr. Curtis said that he called the Transportation, and they said the school buses are on that road in the mornings between the hours of 8:00 to 8:40. If they are in and out of there before the school bus comes with the first round of trucks that will eliminate meeting the buses on that road. David Ballard asked about how long it would take to get a truck in, load it up and get out. Mr. Curtis said that it would be about a half hour turnaround.

Eric Sanderson said that he spoke to Lee Jay Feldman after he had done an initial review and he did a review as well. He said that the Board might want to find the application complete tonight. This will start a 60-day timeline to reach a decision so they would have to make a decision by Christmas. Acting Chairman Morse asked Mr. LeConte if he thought it would be enough time. Mr. LeConte said that it might be pushing it. If it isn't complete, it is pretty close. With regard to a lot of concerns by the residents they may need more time.

Anne Whitten motioned to have Curtis Sand and Gravel be put on the agenda for November 18, 2021 as a Public Meeting. Scott Strynar seconded the motion. VOTE: 5-0

4. Other Business:

There was no other business at this time.

5. Adjournment:

Scott Strynar motioned to adjourn the meeting at 9:37 pm. Mark Cahoon seconded the motion.
VOTE: 5-0

Matthew LeConte
Planning Coordinator

Respectively submitted,
Susan Niehoff, Stenographer

Chairman Geoffrey Aleva

Jon Morse

Anne Whitten

David Ballard

Scott Strynar

Mark Cahoon