Planning Board
MEETING MINUTES
August 22, 2024
LISBON TOWN OFFICE
7:00 PM - PLANNING BOARD MEETING

Shaun Carr, Chair
Nicholas Craig, Vice Chair
Christopher Huston
Dan Leeman
William Kuhl
Liz Kimball
Vacant

CALL TO ORDER

ROLL CALL

Regular members present were Shaun Carr, Nicholas Craig, Chris Huston, Dan Leeman and William Kuhl. Associate Member Liza Kimball was present as well. Also present were Mark Stambach, Code Enforcement Officer; Kate Burch, Town Planner; Kristin Collins, Town Attorney; Sarah Bennett, Assistant Town Manager; Ross Cunningham, Director of Economic and Community Development; Julie Vye, Planning Board Secretary and 9 audience members.

CHAIRMAN'S REVIEW OF MEETING RULES

Meeting Rules

The Chairman reviewed the meeting rules for the public.

WRITTEN COMMUNICATIONS

Minutes of August 8, 2024

The meeting minutes of August 8, 2024 were distributed to all the members. The Chair asked if there were corrections or additions.

VOTE: (2024-72) Mr. Craig, seconded by Mr. Leeman moved to approve the Minutes of August 8, 2024.
Vote: 5-0 Carried.

PUBLIC HEARINGS

Case #24-10 Conditional Use Application - Farewell My Friend - Goodbye Center for Pets

The Chair opened and closed the public hearing with no comments.

Case #24-11 Site Plan and Subdivision Review Application - Gervais Homes, LLC

Ms. Burch stated the applicant updated information stating he will be reducing the length of the landscape fence and will be replacing the boxwood with creeping junipers.

The Chair opened and closed the Public Hearing with no public comments.

UNFINISHED BUSINESS

Case #24-10 Conditional Use Application - Farewell My Friend - Goodbye Center for Pets
Amy Ruksznis
143 Lisbon Street
Lisbon, Me 04250
Map U22 Lot 003

Ms. Burch went through the required checklists.

VOTE: (2024-73) Mr. Craig, seconded by Mr. Leeman moved that based upon the application and related documents and information provided by the applicant, the written and oral comments of the applicant, reviewing officials, and members of the public, as reflected in the public record, the Planning Board finds that the Conditional Use application satisfies the applicable standards of the Lisbon Land Use ordinance, and therefore approves the application.

Roll Call Vote: Yays: Huston, Leeman, Craig, Kuhl and Carr. Nays: None
Vote Carried: 5 Yays 0 Nays.

Overview

Amy Ruksznis, a veterinarian with a practice in Topsham, proposes to convert the existing hair salon and day spa at 143 Lisbon Street to a goodbye center for pets. This center will have a lobby, a retail space for the purchase of urns and other memorials, a place where pets can be euthanized, and an aquamation facility. Aquamation is a water-based process that uses alkaline hydrolysis to result in similar remains to cremation while consuming less energy than the traditional cremation process.

Services will be by appointment only. The center expects to have one lobby employee and 1-2 staff members who will perform the aquamation process. Hours of operation have not yet been determined but are not expected to include weekend hours. The center may also occasionally host pet grief meetings and information sessions about pet hospice care.

The parcel is 1.9 acres and located in the Village Zone and the Village Character District of the Route 196 Design Standards. All buildings and parking areas are located in the Aquifer Overlay Zone 2. A smaller area of the property including part of a driveway is located in the Aquifer Overlay Zone 1. No changes to the building, landscaping, parking areas, stormwater drainage, or any other site features are proposed.

The project will be served by existing utilities including public water, sewer, and electric. The applicant has received an Ability to Serve letter from the Lisbon Sewer District, with the condition that if the discharge from this use causes any future issues, the applicant will be required to meet with the Sewer District to discuss pretreatment options. The applicant received an Ability to Serve letter from the Lisbon Water District.

Conditional Use Review

The Lisbon Code Enforcement Officer determined this use to be consistent with a Funeral Home, which is an allowed use in the Village Zone. This falls under “Other Commercial and Services” in the Aquifer Overlay Zone, which is a conditional use in Zone 2.

Route 196 Design Standards

This project is located within the Village Character District of the Route 196 Design Standards. No exterior building alterations or improvements are proposed, so the Design Standards do not apply to this review.

Aquifer Protection Overlay

The majority of this property, including all buildings and parking, is located in Zone 2 of the Aquifer Protection Overlay. Other commercial services are a conditional use in this overlay.

In an email dated July 22, 2024, the applicant confirmed:
1. There will be no floor drains in the facility.
2. Low-salt mix will be used for winter parking lot maintenance.
3. Chemicals onsite will be stored in closed, labeled, water-tight containers.
4. Applicant will secure a contract for a dumpster company for waste with regular pick-ups.
5. There will be no chemical waste produced from the aquamation process. Any unused chemicals would be collected by the supplier, BioResponse Solutions.

The applicant prepared a spill prevention, control, and countermeasure plan to be posted at the facility that includes information from the equipment supplier, BioResponse Solutions and shared it with the Planning Board at the August 8, 2024 meeting.

Application Stage

The Board voted the application complete on August 8, 2024. The Board should vote on approval at this meeting.

Applicant: Amy Ruksznis

Owner: Toby Rox Real Estate Holdings, LLC

Location: 143 Lisbon Street

Zoning: Village

Tax Map Number: Map U22 Lot 003

Existing Land Use: hair salon/day spa

Proposed Land Use: euthanasia and aquamation center for pets (funeral home)

Acreage: 1.9

Waivers: The applicant has not requested any waivers.

Site Walk: A site walk has not been scheduled for this project.

Public Hearing: A public hearing for this project is scheduled for August 22, 2024.

Completeness Review: The Planning Board voted the application complete on August 8, 2024.

> **Suggested Motion:** That, based upon the application and related documents and information provided by the applicant, the written and oral comments of the applicant, reviewing officials, and members of the public, as reflected in the public record, the Planning Board finds that the Conditional Use application **[satisfies / does not satisfy]** the applicable standards of the Lisbon Land Use ordinance, and therefore **[approve / deny]** the application.

Conditional Use Review - Findings of Fact:

Primary Factors

1. Health

- The development will maintain safe and healthful conditions.

1. Pollution

- No water pollution will result from this development.
- The project will be served by public water and sewer.

1. Building sites

- No changes to existing buildings or the site are proposed.

1. Wildlife Habitat

- No impacts to wildlife habitat will result from this development.

1. Shore cover

- No shore cover is impacted by this development.

Additional Factors

1. Compatibility with area

- This appointment-only business will be compatible with other neighboring businesses.

1. Need

- The applicant is a veterinarian and indicates there is a need for additional euthanasia and aquamation

services for pets.

1. Access

- No changes to access are proposed.

1. Flooding

- The site is not located in a floodplain.

1. Waste disposal

- The applicant has not confirmed how regular waste and chemical waste will be disposed.
- The project will be served by the Lisbon Sewer Department.
- The applicant has received an Ability to Serve letter from the Lisbon Sewer Department, with the condition that if the discharge from this use causes any future issues, the applicant will be required to meet with the Sewer District to discuss pretreatment options.

1. Impact on land and water

- No land or water bodies are impacted by this development.

1. Topography

- There will be no topographic, drainage, or vegetative cover changes.

1. Erosion

- No changes to the site are proposed.

1. Transportation

- The project will not impact transportation facilities.

1. Community facilities

- The project will not impact community facilities.

1. Water supply

- The project will be served by public water and sewer.
- The Lisbon Water District has provided an Ability to Serve letter.

Aquifer Protection Overlay

- The majority of the parcel, including all buildings, are located in Zone 2 of the Aquifer Protection Overlay.
- No building additions, construction, landscaping, or site work is proposed.
- No changes to stormwater management are proposed.
- There will be no floor drains in the facility.
- The property will use sand or a low-salt mix for winter parking lot maintenance.
- Chemicals will be stored in closed, labeled, water-tight container.
- Applicant will secure a contract for a dumpster company for waste with regular pick-ups.
- There will be no chemical waste produced from the aquamation process. Any unused chemicals would be collected by the supplier, BioResponse Solutions.
- The applicant prepared spill prevention, control, and countermeasure plan to be posted at the facility.

Conclusions of Law

1. The use **will** maintain safe and healthful conditions.
2. The use **will** prevent and control water pollution and sedimentation.
3. The building sites, placement of structures, and land uses **will not** have a negative effect.
4. The use **will not** negatively effect the protection of spawning grounds, fish, aquatic life, bird, and other wildlife habitat.
5. The use **will not** negatively effect the conservation of shore cover, visual as well as actual points of access to inland and coastal waters and natural beauty.
6. The use **is** compatible with adjacent land uses.
7. There **is** a need of a particular location for the proposed use.
8. There **is** access to the site from existing or proposed roads.
9. The location of the site **is not** in a floodplain or floodway of rivers or streams.
10. The amount and type of wastes to be generated by the proposed use **will not** have a negative effect, and the proposed disposal systems **are** adequate.
11. The impact of the proposed use on the land and adjacent water bodies **will** support the capability of the land and water to sustain such use without degradation.
12. The use **will not** have a negative effect on existing topographic and drainage features and vegetative cover on the site.
13. The use **will not** cause erosion on the site based on degree and direction of slope, soil type, and vegetative cover.

14. The use **will not** have a negative impact on transportation facilities.
15. The use **will not** have a negative impact on local population and community facilities.
16. The use **will not** have a negative impact on local water supplies.

Case #24-11 Site Plan and Subdivision Review Application
Gervais Homes, LLC
223 Lisbon St
Lisbon, Me 04250
Map U19 Lot 199A & 120

Mr. Huston stated to the applicant that they may have to meter each building for water.
Ryan Syliva, PE, RPEx Consulting, LLC stated they have an ability to serve letter from the previous general Manager of the Water District. He spoke recently with someone at the Water District regarding the paperwork he already submitted. He was told the paperwork that was previously submitted did not conform with the current requirements. Mr. Syliva submitted the application, but the ability to serve letter still stands. Mr. Huston stated he has adequate water supply, but the new State Standards require any buildings not facing the street require a meter. Mr. Syliva said he would follow up with the Water Department and work out a plan that works for the property and the Water Department.

Ms. Burch stated the applicant is requesting three waivers as follows:

1. Sec. 46-134 2.1, *Sight Distance*
2. Sec. 46-134 2.2, *Spacing between accesses* – distance to neighboring entrances
3. Sec. 46-134 2.2, *Spacing between accesses* – alignment with opposite entrance

VOTE: (2024-74) Mr. Craig, seconded by Mr. Leeman moved to grant the waivers as requested of Sec. 46-134 2.1, *Sight Distance,* Sec. 46-134 2.2, *Spacing between accesses* – distance to neighboring entrances and Sec. 46-134 2.2, *Spacing between accesses* – alignment with opposite entrance.

Roll Call Vote: Yays: Huston, Leeman, Craig, Kuhl and Carr. Nays: None
Vote Carried: 5 Yays, 0 Nays.

VOTE: (2024-75) Mr. Craig seconded by Mr. Leeman moved that, based upon the application and related documents and information provided by the applicant, the written and oral comments of the applicant, reviewing officials, and members of the public, as reflected in the public record, the Planning Board finds that the Site Plan and Subdivision applications satisfy the applicable standards of the Site Plan and Subdivision ordinances, and therefore approve the application subject to the following conditions:

1. The applicant must obtain a driveway entrance permit from Lisbon Public Works prior to the start of construction.
2. Grant the ability of the Code Enforcement Officer to make approvals to minor changes of the submitted plans based on changes required for water service.

Roll Call Vote: Yays: Huston, Leeman, Craig, Kuhl and Carr. Nays: None

Vote Carried: 5 Yays, 0 Nays.

Overview

Gervais Homes, LLC proposes a 10-unit residential development at 223 Lisbon Street consisting of five duplexes. The property is located in the Village Zone and is located in the Village Character district of the Route 196 Corridor Design Standards, as well as Zone 2 of the Aquifer Overlay. The project combines two lots, Map U-19 Lot 119A and Lot 120, to create a 0.69 acre parcel with 0.338 acres to be developed. These lots are currently vacant and were previously cleared. The duplexes will be rental units managed and maintained by Gervais Homes. Construction is planned to begin in fall 2024 and continue to summer 2025, with landscaping complete by winter 2025.

The proposal meets the minimum density requirements of 3,000 SF per dwelling unit. The project will have 22 parking spaces, including one ADA space (20 parking spaces are required by Lisbon's Zoning Ordinance.) The traffic calculations provided show the project is expected to generate 80 trips per day. The applicant confirmed in an email dated July 11, 2024 that the westerly end of the parking area is rip-rapped with the intention of storing snow. This treatment will also somewhat trap excess sand and salt, and help prevent erosion that would impact the drainage channel.

The project will be served by public water and sewer, with underground electric connected to service on Lisbon Street via a new transformer box. The applicant provided ability to serve letters from the Lisbon Sewer and Lisbon Water Departments.

Most stormwater will be routed through private stormwater structures to an existing Town of Lisbon catch basin. The site has been graded to control the flow of runoff and route runoff through grassy swales and channels before reaching the town storm system. The swale that previously ran through the property will be improved. The stormwater management was designed to abate the standing water that currently accumulates at the property line from surrounding properties. This runoff will be controlled by a weir with a 4" drain pipe to mitigate the issue while managing the rate at which runoff enters the town storm system. No Maine DEP permits are required. Stormwater modeling and calculations are provided in the application package. Best Management Practices for erosion and sediment control will be followed.

Updates

Following the August 8, 2024 meeting, the application proposed via an email dated August 9, 2024 to reduce the length of the landscape fence by 3-4 feet on either side of the driveway and replace the boxwood plantings with creeping juniper, to address concerns about sight distance.

Access Management

The development will be accessed by a new entrance of Lisbon Street. The property is located within the Urban Compact and the applicant must obtain a driveway permit from Lisbon Public Works.

The property's existing driveway entrance is undersized for two-way traffic, with a sight distance of 290 feet, located 35 feet from the driveway to the north and 154 feet from the driveway to the south. The access management standards in Sec. 46-134 require 380 feet of sight distance on a 35 mph road, with entrances aligned with those located on the opposite side of the street, and for the entrance to be located at least 85 feet from neighboring entrances.

The proposed new entrance meets the width and corner clearance standards in Sec. 46-134, and is consistent with Maine DOT's rules for Curbed Commercial Entrances onto Curbed Highways with Sidewalks.

The applicant has submitted a request for waivers for 3 of the access management standards in Sec. 46-134. Due to the layout of the road and existing driveways, the applicant states they are not able to meet all the access management standards. The new proposed driveway entrance will increase sight distance by 45' to 335', which remains less than the ordinance standard of 380'. The proposed layout relocates the entrance to be located 81' from the closest entrance, which is greater than the existing entrance but less than the ordinance standard of 85'. This layout, which comes closest to meeting the ordinance standards, does not align with the existing entrance on the opposite side of the street. The proposal and alternatives are detailed in the letter from the applicant on Access Management dated July 11, 2024.

The waivers requested are:

1. Sec. 46-134 2.1, *Sight Distance*
2. Sec. 46-134 2.2, *Spacing between accesses* – distance to neighboring entrances
3. Sec. 46-134 2.2, *Spacing between accesses* – alignment with opposite entrance

In considering these waivers, the Board must review the following criteria (Sec. 46-134 3):

- Impact on public safety
- Availability of alternatives
- If the proposed new entrance provides a net gain towards meeting the standards from the existing entrance

In considering the spacing waivers (Sec. 46-134 2.2), the Board must review the following criteria (Sec. 46-134 3.2):

- If the proposal meets the criteria above
- If the property is in an area designated for growth by the comprehensive plan
- The proposal will not have an unreasonable adverse impact on the road such that traffic speed would need to be lowered.

Based on the review criteria, these waiver requests appear to be reasonable. The applicant's proposal creates a net gain in sight distance and spacing. The sight distance meets Maine DOT and AASHTO standards for a 35mph road. The property is in a growth area as designated in the comprehensive plan.

<u>Route 196 Design Standards</u>

This project is located within the Village Character District of the Route 196 Design Standards. The buildings are designed to reflect traditional New England character and materials. The dumpster will be screened by a fence. No signage is proposed. New landscaping beds will be installed between the sidewalk on Lisbon Street and the buildings, as well as along the border of the parking lot. Sidewalks will provide access to the units in Buildings A and B which face Lisbon Street. Parking is not located closer to the street than the front of the building. Exterior lighting will consist of down-lights at building entry doors and patio doors. The sides and rear of the building will be surrounded by a 6' and 8' privacy fence, respectively.

<u>Aquifer Protection Overlay</u>

The property is located in Zone 2 of the Aquifer Protection Overlay (referred to as "wellhead" in the application.) Residential homes are an allowed use in this overlay, and because the development will be served by public water and sewer, the underlying zoning density requirements apply. The proposed project will cover 48.9% of the lot, which is under the maximum 50% allowed in this overlay.

The applicant has provided soil maps, an erosion control plan, and a stormwater management plan that meet the requirements of Sec. 70-566, Additional application requirements – Aquifer protection overlay district. The applicant confirmed in an email dated July 11, 2024 that:

- No petroleum or chemical storage will occur on site beyond typical household items.
- Gervais Homes will maintain the stormwater management system as part of routine property maintenance.
- Winter maintenance will use sand or a salt/sand combination with reduced salt.
- The applicant will create a spill prevention and control plan for any fuels, paints, grease, lubricants, etc used during construction.

Application Stage

This application was presented to the Planning Board as a preapplication at the April 25, 2024 Planning Board Meeting. The Board voted the application complete on August 8, 2024. The Board should vote on the waiver requests and the application approval.

Applicant: Ryan Sylvia, PE, RPEx Consulting LLC

Owner: Gervais Homes, LLC

Location: 223 Lisbon Street

Zoning: Village

Tax Map Number: Map U19 Lots 119A & 120

Existing Land Use: vacant

Proposed Land Use: Residential

Acreage: .69

Waivers: The applicant has requested a waiver of 3 access management standards:

1. Sec. 46-134 2.1, *Sight Distance*
2. Sec. 46-134 2.2, *Spacing between accesses* – distance to neighboring entrances
3. Sec. 46-134 2.2, *Spacing between accesses* – alignment with opposite entrance

Site Walk: A site walk has not been scheduled for this project.

Public Hearing: A public hearing for this meeting will be held at the August 22, 2024 meeting.

Suggested Motion: That, based upon the application and related documents and information provided

by the applicant, the written and oral comments of the applicant, reviewing officials, and members of the public, as reflected in the public record, the Planning Board finds that the Site Plan and Subdivision applications **[satisfy / do not satisfy]** the applicable standards of the Site Plan and Subdivision ordinances, and therefore **[approve / deny]** the application subject to the following conditions:

1. The applicant must obtain a driveway entrance permit from Lisbon Public Works prior to the start of construction.

Site Plan Review - Findings of Fact:

1. Generally

- The applicant has designed the project to meet the standards as outlined within the Ordinance.

1. Landscape Preservation

- The lot was previously cleared.
- No impacts upon scenic areas and views identified in the Lisbon Comprehensive Plan are proposed.
- No shoreland zoned streams or wetlands are located on or adjacent to the parcel.

1. Vehicular Access

- The existing entrance onto Lisbon Street (Route 196) will be moved.
- The proposed design provides for safe turning movements and is consistent with MDOT and AASHTO standards.
- The applicant has provided a letter explaining the current design and an alternatives analysis to meet the Chapter 46 Article V – Entrances onto Public Ways.
- The applicant requests waivers for standards in Sec. 46-134.
- The proposed design creates a driveway entrance that comes closer to complying with the standards of Sec. 46-134 than the existing driveway entrance.
- The applicant will reduce the length of the landscape fence and plant creeping junipers instead of boxwoods to increase sight distance.

1. Parking Requirements

- Section 70-661 requires 2 parking spaces per residential unit, for a total of 20 spaces.
- The project provides 22 parking spaces including 1 ADA space.

1. Pedestrian Circulation

- The project provides pedestrian connections from the new housing units to the existing sidewalk on Lisbon Street.

1. Stormwater Management

- A Stormwater Management Plan has been enclosed with this submission.
- This project does not require a permit from the Maine Department of Environmental Protection (DEP).
- The stormwater management system meets the criteria of a 25-year storm.
- The system includes riprap and swales to reduce erosion and control the flow of stormwater into the town system.

1. Conservation, Erosion, Sediment Control

- The project has been designed to incorporate Best Management Practices (BMPs) as provided by MDEP.

1. Exterior Lighting

- The development will have down lights on exterior building and patio doors.

1. Emergency Vehicle Access

- The building, driveway, and parking lot design allows for safe emergency vehicle access.

1. Water Supply

- The development will be served by public water.
- The project has received an Ability to Serve letter from the Lisbon Water District.

1. Groundwater

- There are no on-site water supply or sewage disposal systems.

1. Air Emissions

- No excessive air emissions are anticipated as a result of the development.

1. Odor

- No excessive odors are anticipated as a result of the development.

1. Noise

- No excessive noise is anticipated as a result of the development.

1. Sewage Disposal

- The development will be served by the public sewer system along Lisbon Street (Route 196).
- The project has received an Ability to Serve letter from the Lisbon Sewer Department.

1. Waste Disposal

- The project includes a dumpster for waste disposal.

1. Compliance with Comprehensive Plan

- The proposed development is located within the Village zoning district, a designated growth area.
- The project complies with the 2019 Comprehensive Plan goals for increase housing development in Lisbon's villages.

1. Proof of Federal or State Required Permits

- No federal or state permits are required.

1. Archaeological Resources

- No historic properties or archaeological resources are impacted by the proposed development.

1. Protection of Significant Wildlife Habitat

- No wildlife resources identified by the 2019 Comprehensive Plan or the Maine Department of Inland Fisheries & Wildlife (MDIF&W) are located in the project area.

1. Rare and Endangered Species

- No rare botanical features will be directly impacted by the project

1. Building Design

- The proposed new buildings reflect traditional New England building forms and are harmoniously related to the neighborhood.
- The sides and rear of the development will be screened with a fence.
- The dumpster will be screened from public view.

1. Impact on Public Facilities and Services

- No negative impacts on community services or facilities will result from the proposed development.

1. Aquifer Protection Overlay

- The development is located in Zone 2 of the Aquifer Protection Overlay.
- The project will cover 48.9% of the lot.
- The submission includes soil maps, an erosion control plan, and a stormwater management plan that meet the requirements of Sec. 70-566, Additional application requirements – Aquifer protection overlay district.
- No petroleum or chemical storage will occur on site beyond typical household items.
- Gervais Homes will maintain the stormwater management system as part of routine property maintenance.
- Winter maintenance will use sand or a salt/sand combination with reduced salt.
- The applicant will create a spill prevention and control plan for construction.

1. Lisbon Route 196 Corridor Design Standards

- This project is located within the Village Character District of the Route 196 Design Standards.
- The buildings are designed to reflect traditional New England character and materials.
- The dumpster will be screened by a fence.
- No signage is proposed.
- New landscaping beds will be installed between the sidewalk on Lisbon Street and the buildings, as well as along the border of the parking lot.
- Sidewalks will provide access to the units in Buildings A and B which face Lisbon Street.
- Parking is not located closer to the street than the front of the building.
- Exterior lighting will consist of down-lights at building entry doors and patio doors.
- The sides and rear of the building will be surrounded by a 6' and 8' privacy fence, respectively.

Subdivision Review - Findings of Fact:

1. Pollution

- The development will not result in undue water or air pollution.

1. Availability of water supply

- The development will be served by public water.

1. Burden on water supply

- The Lisbon Water District has provided an Ability to Serve letter.

1. Soil erosion

- The development will not result in unreasonable soil erosion.
- The development will follow Maine DEP Best Management Practices for erosion control.
- The submission includes a stormwater management plan.

1. Traffic

- The development is expected to create approximately 80 trips per day.
- The new driveway entrance is located within the urban compact area.

1. Waste disposal, private

- The development will provide for waste disposal with a dumpster on site.

1. Waste disposal, burden on municipal facilities

- The project will be served by public sewer.
- The Lisbon Sewer Department has provided an Ability to Serve letter.

1. Aesthetic, cultural, and natural values

- The project will not have an undue adverse effect on the scenic or natural beauty of the area, aesthetics, historic sites, wildlife habitat, natural areas, or visual access to the shoreline.

1. Conformance with zoning and comprehensive plan

- The development conforms to the goal to create housing in Lisbon's villages in the 2019 Comprehensive Plan.

1. Financial and technical capacity

- The subdivider has provided a letter from Norway Savings Bank demonstrating Gervais Homes, LLC has the financial capacity to complete the project, with an estimated cost of $2,100,000.

1. Surface waters

- The project is not situated within 250 feet of any wetland or river.

1. Groundwater

- The project will not adversely affect the quality or quantity of groundwater.

1. Flood areas

- The project is not located within a 100-year flood hazard area.

1. Freshwater wetlands

- No wetlands are located on the project site.

1. Farmland

- No farmland is located on the project site.

1. River, stream or brook

- No rivers, streams, or brooks abut the proposed subdivision.

1. Stormwater

- The development includes an adequate stormwater management system.

1. Spaghetti-lots prohibited

- The subdivision does not have shore frontage.

1. Impact on adjoining municipality

- The subdivision does not cross municipal boundaries.

1. Lands subject to liquidation harvesting

- No timber is being harvested on the parcel.

Conclusions of Law – Site Plan

1. The landscape **will** be preserved in its natural state, insofar as practicable, by minimizing tree and soil removal, retaining existing vegetation where desirable, and keeping any grade changes in character with the general appearance of neighboring areas.
2. The proposed development **will** provide safe vehicular access to and from public and private streets.
3. Development parking **will** meet the town standards as set forth in section 70-661 et seq.
4. The development plan **w**i**ll** provide for a system of pedestrian circulation within the development and interconnection with existing facilities.
5. Adequate provision **will** be made for disposal of all storm water generated within the development through a management system of ditches, swales, culverts, underdrains, and/or storm drains.
6. Stripping of vegetation or other development **will** be done in such a way as to minimize erosion and

sedimentation. The development **does** include best management practices as provided by the Maine Department of Environmental Protection.

7. All exterior lighting **will** be designed to encourage energy efficiency, to ensure safe movement of people and vehicles, and to minimize adverse impact on neighboring properties and public ways.
8. Provisions **will** be made for providing and maintaining convenient and safe emergency vehicle access to all buildings and structures at all times.
9. The development **will** be provided with a system of water supply that provides each use with an adequate supply of water meeting the standards of the state for drinking water.
10. The project demonstrates that the groundwater at the property line **(will/will not)** comply with the standards for safe drinking water as established by the state.
11. All air pollution control **will** comply with minimum state requirements.
12. The proposed development **will not** produce offensive or harmful odors perceptible beyond their lot lines either at ground or habitable elevation.
13. Noise **will** comply with the standards as set forth in Chapter 26, Article IV of this Code.
14. A sanitary sewer system **will** be installed at the expense of the developer.
15. The proposed development **will** provide for adequate disposal of solid wastes and hazardous wastes.
16. All new development and redevelopment **is** in conformance with the town's comprehensive plan and shall be consistent with the goals and objectives stated in such plan.
17. ~~The applicant **(will/will not)** provide proof of any required state or federal permits.~~ (N/A)
18. The proposed development **does not** involve structural development or soil disturbance on or adjacent to sites listed on, or eligible to be listed on the National Register of Historic Places.
19. The proposed development **will not** impact wildlife resources identified in the Town of Lisbon comprehensive plan or by the Maine Department of Inland Fisheries and Wildlife.
20. The proposed development **will not** impact rare or endangered species identified by the Maine Natural Areas Program.
21. The proposed structures **will** be related harmoniously to the terrain and to existing buildings in the vicinity that have a visual relationship to the proposed structures so as to have a minimally adverse effect on the aesthetic qualities of the developed and neighboring areas.
22. The proposed development **will not** impact municipal services beyond current capacity.

Conclusions of Law – Subdivision

1. The subdivision **will not** result in undue water or air pollution.
2. There **is** sufficient water available for the reasonably foreseeable needs of the subdivision.
3. The subdivision **will not** cause an unreasonable burden on an existing water supply.
4. The subdivision **will not** cause unreasonable soil erosion or reduction in capacity of the land to hold water so that a dangerous or unhealthy condition may result.
5. The subdivision **will not** cause unreasonable highway or public road congestion or unsafe conditions.
6. The subdivision **will** provide for adequate solid and sewage waste disposal as applicable.
7. The subdivision **will not** cause an unreasonable burden on the ability of the town to dispose of solid waste and sewage.
8. The subdivision **will not** place an unreasonable burden on the ability of the town to provide municipal or governmental services.
9. The subdivision **will not** have an undue adverse effect on the scenic or natural beauty of the area, aesthetics, historic sites, significant wildlife habitat, natural areas, or public rights for physical or visual access to the shoreline.
10. The subdivision **conforms** with the zoning ordinance and comprehensive plan.
11. The subdivider **has** adequate financial and technical capacity.

12. ~~The subdivision (**will/will)** not adversely affect the quality of any wetland, river, or body of water within 250 ft.~~ (N/A)
13. The subdivision **will not** adversely affect the quality or quantity of groundwater.
14. ~~The subdivision is located within a flood-prone area and (**does/does)** not include a condition of plan approval requiring principal structures are constructed with their lowest floor at least one foot about the 100-year flood elevation.~~ (N/A)
15. ~~All freshwater wetlands (**have/have not**) been indentified on maps submitted as part of the application.~~ (N/A)
16. ~~All farmland within the subdivision (**has/has not**) been identified on maps submitted as part of the application.~~ (N/A)
17. ~~All river, streams, or brooks within the subdivision (**have/have not**) been identified on maps submitted as part of the application.~~ (N/A)
18. The subdivision **will** provide for adequate stormwater management.
19. ~~Lots with shore frontage on a river, stream, or brook (**have/do not have)** a lot depth-to-shore frontage ration greater than 5:1.~~ (N/A)
20. ~~Subdivisions that cross municipal boundaries (**will/will not**) cause unreasonable traffic congestion or unsafe conditions in an adjoining municipality~~. (N/A)
21. ~~Timber harvested on the parcel (**has/has not**) been harvested in violation of State law.~~ (N/A)

NEW BUSINESS

Case # 24-13 Site Plan and Conditional Use Application -
Andrew Skelton and Carrie Skelton
Skelton's Foreign Auto
42 Lisbon St
Lisbon, ME
Map U24, Lot 022

Mr. Carr asked Andrew Skelton, the applicant, if they would be selling cars or fixing them. Mr. Skelton said they would be doing both.
Mr. Skelton said they are on 7 acres and plan to use half of that with about 250 of road frontage.

Mr. Craig asked if this is an existing business. Mr. Skelton stated he currently has one in West Bath and have outgrown that one and want to expand to this other location.

Mr. Craig asked if the sign out front would change since the Design standards now require a sign to be 40 feet from the road. Mr. Skelton said he would follow the requirements for the new sign.

VOTE: (2024-76) Mr. Craig, seconded by Mr. Leeman moved to find the Site Plan and Conditional Use applications for 42 Lisbon Street, Map U25 Lot 22 complete in regard to the submission requirements of Chapter 62 and Chapter 70 of the Lisbon Land Use Ordinance, and to hold a public hearing at the next Planning Board meeting on September 12, 2024.

Roll Call Vote: Yays: Huston, Leeman, Craig, Kuhl and Carr. Nays: None
Vote Carried: 5 Yays, 0 Nays.

Overview

The applicant proposes to demolish the existing building at 42 Lisbon Street and build a new auto showroom and repair shop. The property is in the Commercial zone and is located in the Highway Character District of the Route 196 Design Standards. The rear of the parcel is in Resource Protection and the majority of the parcel is located in the Aquifer Overlay Zone 2. This property was previously used as a used auto showroom but is now closed. There is no previous site plan on file for this property.

The new building will be located to the rear of the existing building. The applicant will clear approximately 20' from the existing tree line. The proposed development will not occur in the Resource Protection zone. The applicant does not propose any stormwater management infrastructure. The property is served by public water and sewer.

The applicant has provided a letter of financial capacity from Androscoggin Bank and a commercial lease with option to purchase.

The applicant proposes to use the existing driveway entrances. Because the applicant will continue to use this property as an auto showroom, there is no change of use and a review of Section 46 Access Management standards is not required.

Route 196 Design Standards

This project is located within the Highway Commercial Character District of the Route 196 Design Standards.

- The Board should review the photo provided, which shows a prefabricated building with exterior metal cladding in a neutral color, to confirm that the building meets traditional New England character and materials.
- The dumpster will be located behind a privacy fence.
- The front area will include grass islands with trees, shrubs, and landscaping.
- The sign will be placed in the grass median at the front of the lot.
- There is a designated area for snow storage on the plan.
- Downward facing lighting will be in the soffit of the building and the grass islands in the front of the lot.

Aquifer Protection Overlay

The property is located in Zone 2 of the Aquifer Protection Overlay. Auto or vehicle repair facilities are a conditional use in this overlay. There is a 50% maximum impervious surface in this overlay, which the project meets.

The applicant will follow best practices for erosion control during construction. A low-salt mix will be used for winter parking lot maintenance. No additional chemical or petroleum products will be used on site during construction beyond what is in the construction equipment.

Chemicals including oil will be stored in closed, labeled, water-tight containers. Waste oil will be burned and Clean Harbors will retrieve coolant waste. Two tanks will be present on site for waste oil, and a furnace tank for recycling waste oil. There will be no floor drains in the building.

The applicant should confirm if he will also contract with a provider for regular waste disposal.

Application Stage

The Board should vote on application completeness and to schedule a public hearing.

Applicant: Andrew Skelton / Skelton's Foreign Auto

Owner: Springer Holdings, LLC

Location: 42 Lisbon Street

Zoning: Commercial/Resource Protection

Tax Map Number: Map U25 Lot 022

Existing Land Use: used auto showroom (closed)

Proposed Land Use: auto showroom

Acreage: 7

Waivers: The applicant has not requested any waivers.

Site Walk: A site walk has not been scheduled for this project.

Public Hearing: A public hearing for this project has not been scheduled.

Completeness Review: The Planning Board has not voted on completeness.

> **Suggested Motion:** To find the Site Plan and Conditional Use applications for 42 Lisbon Street, Map U25 Lot 22 **[complete/not complete]** in regard to the submission requirements of Chapter 62 and Chapter 70 of the Lisbon Land Use Ordinance, and to hold a public hearing at the next Planning Board meeting.

Site Plan Review - Findings of Fact:

1. Generally

- The applicant has designed the project to meet the standards as outlined within the Ordinance.

1. Landscape Preservation

- The project will clear trees from an area approximately 20' deep.
- No impacts upon scenic areas and views identified in the Lisbon Comprehensive Plan are proposed.
- The rear of the parcel is within the Resource Protection zone. No construction is proposed within this area.
- The rear of the parcel includes a flood zone area. No construction is proposed within this area.

1. Vehicular Access

- The property has 2 existing entrances onto Route 196.
- Because there is no change of use, a review of Section 46 Access Management standards is not required.

1. Parking Requirements

- Section 70-661 requires about 25 parking spaces, depending on the final gross square footage of display area.
- The project will use the existing parking area which currently provides about 80 parking spaces.

1. Pedestrian Circulation

- The property is a used car lot without existing sidewalks.

1. Stormwater Management

- The project does not propose any stormwater management systems.

1. Conservation, Erosion, Sediment Control

- The project will follow best practices during construction.

1. Exterior Lighting

- The development will have down lights on building soffits and landscaped islands.

1. Emergency Vehicle Access

- The building, driveway, and parking lot design allows for safe emergency vehicle access.

1. Water Supply

- The property is currently served by public water.

1. Groundwater
2. There are no on-site water supply or sewage disposal systems.

1. Air Emissions

- No excessive air emissions are anticipated as a result of the development.

1. Odor

- No excessive odors are anticipated as a result of the development.

1. Noise

- No excessive noise is anticipated as a result of the development.

1. Sewage Disposal

- The property is currently served by the public sewer system.

1. Waste Disposal

- The project includes a dumpster for waste disposal.
- Waste oil will be safely burned in a dedicated furnace.
- Clean Harbors will be contracted to pick up additional waste.

1. Compliance with Comprehensive Plan

- The proposed development is located within the Commercial District, in the designated Commercial Transition Area.
- The project complies with the 2019 Comprehensive Plan goals to direct commercial growth to central commercial locations with existing infrastructure, and promote high aesthetic quality commercial

development.

1. Proof of Federal or State Required Permits
2. No federal or state permits are required.

1. Archaeological Resources

- No historic properties or archaeological resources are impacted by the proposed development.

1. Protection of Significant Wildlife Habitat

- The rear of the property includes wetlands. No development is proposed on this part of the parcel.

1. Rare and Endangered Species

- No rare botanical features will be directly impacted by the project.

1. Building Design

- The proposed new buildings reflect traditional New England building forms and are harmoniously related to the neighborhood.
- The sides and rear of the development will be screened with a fence and existing trees.
- The dumpster will be screened from public view.

1. Impact on Public Facilities and Services

- No negative impacts on community services or facilities will result from the proposed development.

1. Aquifer Protection Overlay

- The development is located in Zone 2 of the Aquifer Protection Overlay.
- The project will cover less than 50% of the lot.
- The applicant will follow best practices for erosion control during construction.
- A low-salt mix will be used for winter parking lot maintenance.
- No additional chemical or petroleum products will be used on site during construction beyond what is

in the construction equipment.
- Chemicals including oil will be stored in closed, labeled, water-tight containers.
- Two tanks will be present on site for waste oil, and a furnace tank for recycling waste oil.
- There will be no floor drains in the building.

1. Lisbon Route 196 Corridor Design Standards

- The Board should confirm that the building meets traditional New England character and materials.
- The dumpster will be located behind a privacy fence.
- The front area will include grass islands with trees, shrubs, and landscaping.
- The sign will be placed in the grass median at the front of the lot.
- There is a designated area for snow storage on the plan.
- Downward facing lighting will be in the soffit of the building and the grass islands in the front of the lot.

Conclusions of Law

1. The landscape **(will/will not)** be preserved in its natural state, insofar as practicable, by minimizing tree and soil removal, retaining existing vegetation where desirable, and keeping any grade changes in character with the general appearance of neighboring areas.
2. The proposed development **(will/will not)** provide safe vehicular access to and from public and private streets.
3. Development parking **(will/will not)** meet the town standards as set forth in section 70-661 et seq.
4. The development plan **(will/will not)** provide for a system of pedestrian circulation within the development and interconnection with existing facilities.
5. Adequate provision **(will/will not)** be made for disposal of all storm water generated within the development through a management system of ditches, swales, culverts, underdrains, and/or storm drains.
6. Stripping of vegetation or other development **(will/will not)** be done in such a way as to minimize erosion and sedimentation. The development **(does/does not)** include best management practices as provided by the Maine Department of Environmental Protection.
7. All exterior lighting **(will/will not)** be designed to encourage energy efficiency, to ensure safe movement of people and vehicles, and to minimize adverse impact on neighboring properties and public ways.
8. Provisions **(will/will not)** be made for providing and maintaining convenient and safe emergency vehicle access to all buildings and structures at all times.
9. The development **(will/will not)** be provided with a system of water supply that provides each use with an adequate supply of water meeting the standards of the state for drinking water.
10. The project demonstrates that the groundwater at the property line **(will/will not)** comply with the standards for safe drinking water as established by the state.
11. All air pollution control **(will/will not)** comply with minimum state requirements.
12. The proposed development **(will/will not)** produce offensive or harmful odors perceptible beyond their lot lines either at ground or habitable elevation.

13. Noise (**will/will not)** comply with the standards as set forth in Chapter 26, Article IV of this Code.
14. A sanitary sewer system **(will/will not)** be installed at the expense of the developer.
15. The proposed development **(will/will not)** provide for adequate disposal of solid wastes and hazardous wastes.
16. All new development and redevelopment **(is/is not)** in conformance with the town's comprehensive plan and shall be consistent with the goals and objectives stated in such plan.
17. The applicant **(will/will not)** provide proof of any required state or federal permits.
18. The proposed development **(does/does not)** involve structural development or soil disturbance on or adjacent to sites listed on, or eligible to be listed on the National Register of Historic Places.
19. The proposed development **(will/will not)** impact wildlife resources identified in the Town of Lisbon comprehensive plan or by the Maine Department of Inland Fisheries and Wildlife.
20. The proposed development **(will/will not)** impact rare or endangered species identified by the Maine Natural Areas Program.
21. The proposed structures **(will/will not)** be related harmoniously to the terrain and to existing buildings in the vicinity that have a visual relationship to the proposed structures so as to have a minimally adverse affect on the aesthetic qualities of the developed and neighboring areas.
22. The proposed development **(will/will not)** impact municipal services beyond current capacity.

OTHER BUSINESS

NONE

CODE ENFORCEMENT OFFICER ITEMS

Mr. Stambach made the Board aware that the Maine Municipal Association is holding a Planning Board & Board of Appeals Workshop on October 10th from 4pm to 8:30pm, located in Augusta and for them to let him know if they'd like to attend.

ADJOURNMENT

VOTE: (2024-77) Mr. Craig, seconded by Mr. Leeman moved to adjourn to Workshop at 7:40pm
Vote Carried: 5-0.

WORKSHOP

Roads Ordinance

Mr. Leeman asked what happens if a private road, which the Town does not maintain, is not being maintained properly by the residents.

Kristin Collins, Town Attorney said the goal should always be to encourage roads to be built to a standard that can be accepted by the Town because the goal is to have a good robust local street network with good quality roads that were able to be maintained and where there is no legal question about the Town's rights and responsibilities to do so.

Mr. Craig asked if in the Dead End Street Section could it read to say "must have adequate turnaround space" instead of "must have hammerhead or cul-de-sac. Ms. Burch said she would make that change.

Mr. Stambach stated regarding the following:

- Streets without public water access shall provide a dry hydrant or fire pond, or all dwellings beyond 1,000 linear

feet from the fire hydrant shall have a National Fire Protection Association (NFPA) 13D monitored sprinkler system installed. Hydrants, ponds, and sprinklers shall be approved and inspected by the Lisbon Fire Chief.

He said a lot of municipalities deal with a lot of projects outside of the hydrant district because of the problem of accessing fire supply water using a pond or dry hydrant which requires a lot of maintenance, which never gets done and ponds freeze in the winter. He said it's simpler and a lot safer to have each individual unit covered with a life safety sprinkler system designed to let the occupants get out of the building safely before firefighters can get there and also save them the trauma of having to deal with an occupant that couldn't get out in time.

The Board asked how expensive would that be for the homeowner to have that installed. Mr. Stambach said that as time goes by and these requirements are more common, then usually the prices come down. He also said that sprinkler systems are heat activitated, so not all of them go off at the same as it has been protrayed.

Mr. Kuhl asked regarding the maintenance agreement for Subdivision privately owned streets, if a homeowner's association fails then who is responsible for road maintenance. Ms. Collins said the individuals have the authority to do their own maintenance and assess the cost against the neighbors or they can sue the Homeowner's Association.

Project Purpose

Lisbon has no unified standards for road design and construction for roads built outside of a subdivision. The existing road standards lack dead end, driveway, turnaround, and fire prevention requirements for roads.

Road standards serve several purposes:

- Allow for well-planned, connected development to occur over time
- Protect public safety through emergency access and fire prevention, lessening strain on volunteer fire department
- Support municipal capacity by ensuring roads are well-constructed with plans for maintenance, and limit demand on public works, school busing, garbage collection, and other public services
- Proactive approach to prevent long-term issues of road quality and maintenance

A Planning Board workshop discussing draft ordinance standards was held at the April 11, 2024 meeting. The Board requested that the town's consulting engineer review draft technical standards before moving forward.

The following pages include proposed road standards developed by North Star Planning in consultation with Lisbon's Town Manager, Assistant Town Manager, Public Works, Fire Chief, and Code Enforcement Officer, as well as the technical standards (beginning page 5) developed with input from consulting engineer Mandy Holway, PE of Olver Associates.

Proposed New Section 70: Zoning

Sec. 70-617 Roads and Driveways
Definitions
Driveway means a route that provides access to no more than two lots from either a public or private right-of-way. A driveway shall not be used to provide frontage.

Street means public or private roads or ways such as alleys, avenues, boulevards, highways, roads, and other rights-of-way, as well as areas on subdivision plans designated as rights-of-way for vehicular access other than driveways.

Street Classification

Arterial Street means a public roadway classified on the most recent functional classification map generated by the Maine Department of Transportation as a major or minor arterial street. These are streets which serve primarily as major trafficways for travel between and through towns.

Collector Street means a public roadway classified on the most recent functional classification map generated by the Maine Department of Transportation as a collector street. These streets serve as feeders to arterial streets, as collectors of traffic from minor streets and for circulation and access in commercial and industrial areas.

Dead end street means a street with a single common ingress and egress.

Local street means a street designed for public acceptance or a public roadway shown on the most recent functional classification map generated by the Maine Department of Transportation as a local street providing direct access within identifiable neighborhoods and lands, where through traffic is usually discouraged, and carrying a low volume of traffic.

Major Street means a street that complies with the standards in Table [reference] and serves more than 10 lots.

Minor Street means a street that complies with the standards in Table [reference] and serves less than 10 lots.

Private Way means a street that was constructed prior to , that does not meet the specifications for private roads in [reference], and that has not been accepted by the Town of Lisbon. Private ways do not include accessways typically referred to as "tote roads" or "woods roads."

General Standards

- Streets must be designed to integrate with the topography and natural features and provide safe travel for all users of the street.
- Streets shall be designed to move vehicle and pedestrian traffic safely.
- Any new street or road approved through the development review process shall be based upon the written recommendations of the Public Works Director, Fire Chief, and Police Chief, who shall review the project for safety and the capacity to serve all users.
- Design of streets shall address pedestrian and bicycle safety and movement.
- Permanent survey monumentation (four-inch by four-inch by four-foot granite monument or approved equal) is to be provided and set by a State of Maine Professional Land Surveyor along the street at all changes in direction (including point of curvature and point of tangency for curved) on both sides of the street parcel. Monument location and type at all other points must conform to standard State of Maine survey practices.
- Performance bond. For collector, major, and minor streets, the developer shall provide an itemized cost estimate for the street and related improvements.
    - The applicant shall tender either a certified check payable to the town or a faithful performance bond running to the town in an amount of money to be determined by the town manager to be equal to the costs of furnishing, installing, connecting and completing all aspects of the street grading, construction, all layers of paving, storm drainage and utilities required within one year from the date of the check or bond.
    - This bond may be renewed for one additional year at the discretion of the town manager.
- Inspections. The developer shall coordinate the construction of streets, drains, sewers, and utilities with the responsible agencies.
    - The Code Enforcement Officer and the town’s consulting engineer shall work with the developer to schedule a preconstruction meeting. The developer shall present his construction program

and schedule inspections. At a minimum, the Director of Public Works (and/or designee), the Code Enforcement Officer (and/or designee), and the town's consulting engineer shall be contacted by the developer to schedule inspections.
    - When a minimum length of 300 feet (or the entire length of a street if it is less than 300 feet in length) has been excavated to subgrade and properly prepared for the placement of gravel, the Public Works Department must be called to perform an inspection and approval granted before gravel is placed. Gravel shall be placed in compacted layers of not more than 8 inches. Before any surface material is placed in any area, the work shall again be inspected by the Director of Public Works. The placement of bituminous concrete shall be in accordance with this chapter, and be inspected by the Department of Public Works.
    - Prior to any water or sewer construction, necessary permits shall be obtained from the Lisbon Water and Sewer Districts. A representative of the District shall be present whenever an existing sewer is to be cut, entered, or in any way disturbed. The Districts are to be notified immediately if any of its lines are damaged or in need of repair. All utilities must certify in writing that the work has been accomplished to their satisfaction prior to acceptance by the Town of any street or way.

Private streets

- For all streets not to be constructed for town acceptance, the roadway will be constructed to meet the private road standard in the below table as a minimum.
- No building permit shall be issued for a new primary dwelling unit with primary access from a private street serving a total of ten (10) or more lots, unless the street has been or will, as a condition of approval, be built or upgraded to meet the Major Street standards. These standards may be modified only where (1) the easement serving the property was conveyed prior to [date] and is not of sufficient width or contains other restrictions which prevent the standards from being met; or (2) prior conveyances or construction abutting the private street make it impossible or an undue hardship to meet the standards.
- Private roads not part of a subdivision or site plan application.
    - Submission requirements. An application form and accurately scaled plan shall be prepared by a Maine licensed professional authorized by the State of Maine to design streets or roads. At a minimum, the plan shall include the location and width of the right-of-way, a plan view and profile view of the roadway, the location and size of culverts and proposed drainage features.
    - Review authority. All private roads application forms and plans shall be submitted to and approved by the Code Enforcement Officer or the Code Enforcement Officer's designated agent.

Dead end streets

- Cul-de-sacs and dead end streets that provide the sole vehicular access to improved or improvable land shall be provided with a suitable turning circle or turnaround, as applicable, at the closed end.
    - A hammerhead turnaround shall be constructed to specified street standards, whether temporary or permanent, for a distance of 50 feet from the roadway edge at ninety degrees (90°) to the street it serves. Larger dimensions may be required by the Code Enforcement Officer to accommodate larger design vehicles anticipated to use the turnaround.
    - All turning circles shall be paved to specified street standards and have the following minimum diameter:
        - Right-of-way: 100 feet.
        - Outer pavement edge: 85 feet.
        - Inner pavement edge: 65 feet.

- Temporary turnarounds may be allowed where future road extensions are planned if designed to allow discontinuance of the turning circle while not creating any lots with less than the required frontage for the zone in which located.
- Driveways shall not be located off the ends of hammerhead turnarounds.
- In the LR, GR, V districts, no dead end shall exceed 1,500 linear feet, or 15 lots.
- In the RR, LRR, ROS-I, and ROS-II districts, no dead end shall exceed 2,500 linear feet, or 15 lots.

Fire Prevention

- Streets with public water access shall provide fire hydrants every 1,000 feet.
- Streets without public water access shall provide a dry hydrant or fire pond, or all dwellings beyond 1,000 linear feet from the fire hydrant shall have a National Fire Protection Association (NFPA) 13D monitored sprinkler system installed. Hydrants, ponds, and sprinklers shall be approved and inspected by the Lisbon Fire Chief.
- Dead-end private roads not supplied with public water shall have hammerhead turnarounds installed every 1,000 linear feet.

Driveways

- The maximum length shall not exceed 1000 feet.
- All driveways serving more than 1 dwelling unit in excess of 150 feet shall contain at least turnaround. The exact location shall be reviewed by the Fire Department.

Design & Construction Standards Table

	Collector Streets	Major Street	Minor Street
Road Type	Paved	Paved	Paved or Gravel
Maximum lots on dead-end street	15	15	10
Minimum width right-of-way	60 feet	50 feet	50 feet
Minimum width of travel way	20' (add 8' of width for each lane of on-street parking)	18'	16'
Shoulder type	paved	paved	gravel
Shoulder width	5 feet	3 feet	2 feet
Sidewalks	Both Sides	One Side	None
Sidewalk Width Minimum (where required)	5 feet	5 feet	5 feet
Technical Standards			
Minimum grade	0.50%	0.50%	0.25%

Maximum grade	8%	8%	8%
Maximum grade at intersection and turnarounds	3 percent within 75 feet of intersection or turnarounds		
Minimum angle of intersections	90 degrees	90 degrees	70 degrees
Minimum tangent length between reverse curves	200 feet	100 feet	0 ft
Bituminous paved:			
Surface compacted	1 1/2 inch	1 1/2 inch	1 1/2 inch (if paved)
Base compacted	2 1/2 inch	2 1/2 inch	2 inch (if paved)
Road crown (minimum)	1/4"/ft.	1/4"/ft.	1/4"/ft.
Shoulder slope	3/4 inch—1 inch	3/4 inch—1 inch	3/4 inch—1 inch
Side slopes (drop to run)	1—3 min.	1—3 min.	1—3 min.
Base course (gravel)*	24 inches	18 inches	18 inches
Design speed	45 mph	25 mph	25 mph
Radius of turnaround at enclosed end:			
Property line (minimum)	65 feet	65 feet	65 feet
Pavement (minimum)	65 feet	65 feet	65 feet
Property line radii at intersection (minimum)	20 feet	20 feet	20 feet
Curb radii at intersections:			
90 degree intersections	25 feet	25 feet	25 feet
Less than 90° intersections	30 feet	30 feet	30 feet

*Soil conditions and traffic volumes will factor into gravel thickness.

~~Sec. 66-187~~. – Sec. 70 -## Typical street cross section, underdrain.

In lieu of an enlarged right-of-way, or drainage easements along the proposed street right-of-way, an underdrain may be used to provide drainage for surface water and/or water from the subbase of the street. Included with the submittal of the preliminary plan shall be a profile and cross section of the underdrain system and arrangement of the filter media surrounding the pipe. Selection of drain size and arrangement of the surrounding filter media shall be designed by a licensed professional engineer, and the engineer's statement to this effect shall accompany the plan for approval. When underdrain is used, the base and subbase as much as possible shall extend to the right-of-way line. It should be understood that surface drainage will still have to be handled satisfactorily and separate from the underdrain.

~~Sec. 66-188~~. Sec. 70-##. - Bases and pavement.

Specification of materials.

1. *Sub-base.* The aggregate sub-base course shall be sand or gravel of hard durable particles free from vegetative matter, lumps, or balls of clay and other deleterious substances. Aggregate for the sub-base shall contain no particles of rock exceeding 6 inches in any dimension. The gradation shall meet the following grading requirements.

Sieve Designation	Percentage of Weight Passing Square Mesh Sieves
4-inch	100%
¼-inch	25—70%
No. 40	0—30%
No. 200	0—7%

(b) *Base*. The aggregate base course shall be sand or gravel of hard durable particles free from vegetative matter, lumps, or balls of clay and other deleterious substances. Aggregate for the base shall contain no particles of rock exceeding three inches in any dimension. The gradation shall meet the following grading requirements.

Sieve Designation	Percentage of Weight Passing Square Mesh Sieves
3-inch	100%
1/2 inch	45—70%
¼-inch	30—55%
No. 40	0—20%
No. 200	0—5%

(c) *Pavement*.

1. *Base mix.* A base mix layer is required which meets the most recent MDOT Standard Specifications for plant mix grade B.

2. *Surface mix.* A surface mix layer is required which meets the most recent MDOT Standard Specifications for plant mix for grade C or grade D and liquid asphalt.

Additions to Sec. 66: Subdivision Standards

66-204 Privately Owned Streets

Maintenance agreement.
The applicant shall provide evidence that the private road shall be maintained either by the applicant or by the lot owners or a homeowners' association. Proof may consist of a declaration of covenants that will be recorded and

become part of each deed and specify how the costs of maintenance will be apportioned among the lot owners, or appropriate homeowners' association documents. In the event that a homeowners' association is formed, each lot deed shall refer to the association and shall require the lot owner to be a member of the association. No private road will be maintained by the Town until the Town has accepted the road. No private road shall be offered to the Town for acceptance until it meets the design requirements in Sec. 70-617.

66-176 Dead End Streets
All proposed roads shall be designed as through roads, and shall connect at both ends to different public roads or provide an easement to allow a future connection. This provision may be waived by the Board under the following circumstances:

- Lot location and/or configuration does not provide for connection to an existing public road;
- Constraints on the subdivided parcel are such that no connections to existing public roads can be made;
- Existing natural features and resources are located in such a fashion to prevent connections to a public road; or
- Valuable open spaces or natural resources can be preserved by eliminating a second entrance into the property.

When the Board waives the dead-end restriction, the following standards shall apply:

1. In the LR, GR districts, no dead end shall exceed 1,500 linear feet, or 15 lots.
2. In the RR, LRR, ROS-I, and ROS-II districts, no dead end shall exceed 2,500 linear feet, or 15 lots.
3. Dead ends shall be designed with a hammerhead or cul-de-sac turn around. Dead ends shall include 50 foot wide right-of-way extensions to adjoining parcels at the approximate half way point, and at the end of the dead end.
4. Driveways shall not be located off the ends of hammerhead turnarounds.

_____
Lisa B. Smith, Planning Board Secretary

Date Approved: