

**CITY OF LEWISTON
PLANNING BOARD MEETING
MINUTES for May 8, 2001 - Page 1 of 10**

- I. ROLL CALL:** This meeting was held in the City Council Chambers on the First Floor of the Lewiston City Hall, was called to order at 7:06 p.m., and was chaired by Dennis Mason.
- **Members in Attendance:** Dennis Mason, John Cole, Rob Robbins, Muriel Minkowsky, Roger Lachapelle, Lewis Zidle, and Mark Paradis.
 - **Staff Present:** Gil Arsenault, Deputy Development Director; James Lysen, Planning Director; Lincoln Jeffers, Economic Development Specialist; James Fortune, Planning Coordinator; Will Doughty, Planning Board Student Intern; and Doreen Asselin, Administrative Secretary - Planning Division.
 - **Absent from this Meeting:** Ethan Chittim, Student Member to the Planning Board.

II. ADJUSTMENTS TO THE AGENDA: None.

III. CORRESPONDENCE: A map of the proposed rezoning for Gendron Property Management Company. Dennis Mason stated that this shall be filed, accepted, and brought back to the Board when needed later on during the meeting.

IV. FINAL HEARING: *Final Hearing concerning the proposed expansion of the Lepage Bakery Manufacturing Plant, Park Street.* James Fortune read his memorandum dated May 4, 2001. In his memorandum he stated that at the April 24, 2001 Planning Board Meeting, Mike Gotto of Technical Services had presented an overview of the proposed expansion for the Lepage Bakery Manufacturing Facility on Lisbon and Park Streets.

The proposed project includes a 21,000 square foot addition on Lisbon Street with additional loading docks at the rear of the building along Park Street, and a surface parking lot at the corner of Park and Birch Streets. The 21,000 square foot addition will be built at the southerly end of the existing and proposed building in the Centreville (CV) District, which allows for commercial bakery facilities, as a permitted use.

The accessory parking lot that is proposed for lots at the corner of Park and Birch Streets will be constructed in the Downtown Residential (DR) District. This lot is proposed to be landscaped and enclosed with a stockade fence to ensure the privacy of abutting residential properties.

The Lisbon Street facade will be set back six (6) feet further from the curb line than the existing building (which is set back 10 feet from the curb line), for a total of 16 feet from the curb. This is being done to allow for a landscaped buffer strip along the entire length of the facade. The proposed landscaped buffer strip is to soften the appearance of the long 600 +/- foot facade and to improve the southern gateway to Lewiston. Also, the main entrance on Lisbon Street will have a canopy with columns installed to help break up the facade and to have a more appealing entrance. A crosswalk will be installed at this location and the curb "bubbled out" to create a narrower pedestrian crosswalk on Lisbon Street. The sidewalk on the east side of Lisbon Street will be removed to accommodate the landscape buffer and the new loading zone at the north end of the existing building. Eleven parallel parking spaces will be retained on the east side of Lisbon Street with a three foot (3') wide sidewalk to allow passengers from parked vehicles to exit. The new loading zone will be constructed on the north end of the existing building. The loading dock will be relocated at a slight angle so that a delivery truck can pull off Lisbon Street and back up to the loading dock without blocking northbound traffic on Lisbon Street. The parking spaces and sidewalk between the existing loading area and Spruce Street will be eliminated. The Park Street

side of the building will include 16 new loading bays set back 73 feet from the travel lane. The new bays will be set back an additional 29 feet from the street, as compared with the existing bays to improve the maneuverability of the delivery trucks and to keep them further from the travel way. With the closure of Birch Street, this will leave a T intersection with two-way traffic on both Birch and Park Streets. The overhead traffic signal will be removed and a stop sign installed on Birch Street. All the utility poles, hydrants, and other utility features will be moved to the east side of Park Street.

Staff comments include the following. The Public Works Department would like a plan provided showing existing conditions to identify existing storm water, sewer and water lines and buildings to see where the existing lines that are being abandoned are and how they will be capped. The City Engineer suggests using a weir, instead of an undersized pipe to control flows. The Fire Department approves of the new hydrant location on Park Street. The two (2) connections on the building must be changed to a four inch (4") Stortz connection. The Fire Department is also requesting that the south end of the new building be protected by a fire suppression system. Code Enforcement has noted that the two (2) curb cut widths for the new parking lot must be reduced to 24 feet each. A modification is needed for the side and rear yard setback for the employee parking lot. The yard setbacks will need to be reduced to 0. The proposed sidewalk along Lisbon Street should be widened to 48 or 60 feet, as preferred by ADA recommendations. A Landscaping Plan must be submitted as a condition of approval, including the proposed use of the 10 foot wide strip on the south side of the proposed building.

The following were the responses from Gorrill-Palmer in regards to the concerns that were expressed at the last Planning Board Meeting. The expected reduction in left turns onto Cedar Street is primarily due to the elimination of traffic exiting from Birch Street onto Lisbon Street. This traffic will be diverted to Spruce Street. Since Lisbon Street is a one- (1-) way, traffic will then be redirected to Chestnut Street or potentially Main Street. This redistribution of traffic is not expected to have a significant effect on Lisbon Street. With the closing of the sidewalks on the east side of Lisbon Street, pedestrian traffic would be diverted to the west side of Lisbon Street and will then increase pedestrian crossings at Cedar Street. Gorrill-Palmer is suggesting that signage be placed on Lisbon Street to alert motorists to the crossing at this location. Gorrill-Palmer also is recommending making the T intersection at Park and Birch Streets an all-stop (three-way stop sign) intersection. The Public Works Department favors making Park Street a thorough street with no stopping at this intersection.

Present at this meeting were: **Mike Gotto** of Technical Services, Inc., **Dick Hebert** of Hebert Construction, **Jerry Skinner** of Skinner Associates, **Kim Visbaras** of Bonneau & Geismar, and **Lincoln Jeffers**, Economic Development Specialist from the City of Lewiston.

Lincoln Jeffers stated that the City Council has already met on the discontinuance of Birch Street and that this project requires the purchasing of several parcels.

Mike Gotto was present at this meeting to present the plans for Lepage Bakeries and Hebert Construction. As indicated at the workshop, this has been a working plan that City Staff has had a lot of involvement with some of the design aspects. Mike Gotto showed the Planning Board Members the overall plan of the area, showing Lisbon, Maple, Park and Knox Streets. This project required the purchase of several parcels on the block which is roughly 200 x 200, and parcels along Birch and Park Streets. All of these parcels have been assembled for this project, and some have already been purchased. Others have yet to be closed on. Last year, the Planning Board approved a small addition in the corner of the building and one of the items being asked at this meeting is to modify that approval to allow the building to be set back six (6) feet further than the existing building to allow for landscaping. Mike Gotto showed a sketch of the Lisbon Street and Spruce

Street area.

One (1) of the main improvements, is to the north end of the facility. Currently, delivery trucks come down Lisbon Street (tractor-trailer units) and back into the building, which stops traffic on Lisbon Street. What is being proposed is a drop-off loading zone where a semi-tractor-trailer unit can pull off the street, nose up to Spruce Street, and then back into a new loading dock at an angle, and not interfere with through traffic. The design is laid out so that it will not interfere with through traffic on Lisbon and Spruce Streets and traffic can continue while making the loading movements.

Mike Gotto stated that one (1) of the issues brought up by Public Works was that they wanted to reduce the width of the 12 foot lane that is shown on the plans to either eight (8) or ten (10) feet and bump out the curb, at the Cedar Street intersection where the entrance is proposed, to provide for more landscaping. Mike Gotto said that they have not revised the plan yet, since they have a concern with that. One (1) of the concepts is to deal with all of the loading movements that happens at Lepage Bakeries, i.e. These movements occur with box trucks that will deliver dry product, trucks that will deliver grain, tanker trucks, and they also occur with U.P.S. and small delivery trucks. The small delivery trucks stop in the parking spaces, which would be eliminated, and they go to the side door. They are trying to put in a drop-off lane so that the delivery trucks can get off the road and make the delivery without interfering with Lisbon Street traffic. **Chris Branch**, from the Public Works Department, would like some assurance that a tractor-trailer unit heading northbound on Lisbon Street could turn on to Cedar Street. The movement will take most of the width of the street all the way to the curb line. Mike Gotto said that they are proposing to leave the curb line where it is now. Chris Branch would like to move this out so that it is about three (3) feet wide for an additional three (3) feet. He would like to narrow the street, move the curb out three (3) feet, and put in more landscaping. Mike Gotto reiterated what he said earlier that he would like to keep the curb where it is. Mike Gotto said that this bubble was defined as providing two (2) lanes of traffic, 24 feet curb-to-curb. The other one is defined as the maximum-minimum area necessary to make the trailer movement go without mounting the curb. Mike Gotto would prefer to leave it as it is. Mike Gotto said that the plan shows a three (3) foot sidewalk, as Planning Board Staff had suggested. This three foot (3') sidewalk will extend all the way up to the entrance. This allows for pedestrian movement on that three foot (3') walk to the entrance. It may also help the pedestrian crossings on Cedar Street, because someone can cross at the crosswalk. This is a good alternative.

The addition that was approved last year is being moved back six (6) feet. There is a new addition that is 110 feet wide x 190' feet long along Lisbon Street. This leaves about 16 feet from the curb line to the building. Three (3) feet of this will be used for sidewalk and the remaining for landscaping. In the back of the building, off Park Street, 16 loading docks are proposed. These are set back farther from the street than the current ones. The current set back is about 54 feet. The new docks will be set back 73 feet. This was done for truck maneuvering.

There is overhead power service that comes over this side of the road. Mike Gotto has spoken to the Central Maine Power Company (C.M.P.). All the poles will be moved to the other side of the road. These are not currently shown on the Utility Plan. Mike Gotto said that they are in the process of designing where Verizon has a fiber optic line or conduits for a fiber optic running down Birch Street. A process has been worked out with Verizon in which the fiber optic lines will be torn up and a new 24 inch steel casing will be placed underneath the building where they can run the lines in the steel casing and never have to interfere with the building or gain access to them in the future. This will extend all the way from Birch Street to Lisbon Street where it will connect to the existing conduits on Lisbon Street. This process will be the first thing that is done and will start as soon as final approval is granted for the project.

The next plan Mike Gotto showed to the Planning Board Members was the Birch Street parking lot. The proposed lot is at the corner of Birch and Park Streets. This is a 44-car parking lot. The code does allow them to use a zero setback from the street. The pavement can be placed right up to the sidewalk. It is preferred to see green space in the front. This is why there is a zero setback from the neighbor.

Jerry Skinner of Skinner Associates showed the Planning Board what she is proposing for the Landscape Plan. Jerry Skinner said that the idea is to look as natural and full as possible. The landscape buffer area will be completely covered with evergreen and will have a good display of flowers. The proposed light fixtures were laid out by the light manufacturers. Most of the trees proposed for this area are native trees, which contains several Evergreen trees. There will be some shade trees in the back by the parking lot. These will be Maple trees. The narrow area up by the door will have Tall Head Buckhorn trees, which are a very narrow, thin tree. The landscape buffer is intended to soften the facade and mask the continuous, 600-foot of wall along Lisbon Street.

This item was then opened up to the Planning Board for questions. The highlighted areas on the mapping was to show where parking is being created. Chris Branch's recommendation to the Planning Board was to create maneuverability for trucks and still allow green space.

This item was then opened to the public for the following comments and concerns.

Marcel Morin (owns the building on the south side of the new addition). He would like to have a ten foot (10') buffer. He thinks this is a pretty nice project overall.

Rick Lachapelle (owns property at 379-383 Lisbon Street). He thinks this is a nice project. However, he will be losing his life line to his clientelle. He thinks the City of Lewiston will benefit. His major concern is with parking and the loss of four (4) parking spaces on Lisbon Street. He has a problem with the elimination of the parking spaces so that trucks will not mount the curb. He stated that parking on Lisbon Street should be a priority. He also has a problem with the new entrance into Lepage Bakeries on Lisbon Street. Lepage Bakeries will not be adding any new, significant employees. He does not have a problem with the employees crossing on Lisbon Street. Rick Lachapelle then referenced their new truck entrance. The trucks block traffic on Lisbon Street. He is in favor of giving as much room as they want for the appropriate loading zone. Rick Lachapelle then asked, "Who is going to maintain that area, i.e. excess snow, or is it the responsibility of Lepage Bakeries?" He went on to say that he was also speaking for **Guy Boisse**, who owns National Pharmacy. He said once construction begins, the City of Lewiston and Lepage Bakery needs to enforce parking rules. Rick Lachapelle said he has been in business there for 27 years. He is the longest lasting business on Lisbon Street. He is simply asking for his parking spots.

Lincoln Jeffers responded that the three foot (3') sidewalk will be maintained by the Public Works Department.

Dick Hebert from Hebert Construction said that the construction schedule is to start as soon as possible. They will be getting Park Street ready. Dick Hebert said that the fiber optic line will start within the next month. While this is being done, Hebert Construction will outline the construction line. This project will go out to bid in June 2001. Most of the work will be done this summer. There will be substantial parking in one (1) particular spot. The construction time-frame is for most of this summer. They would like to at least get into the ground. Construction workers will be instructed to park in specified areas.

Mike Gotto said that this project shall be completed by January/February 2002.

The landscaping and final paving will be Spring 2002. Parking will be a policing action. Dick Hebert stated that he does not anticipate street closure at this time.

There are 60 employees at this location. Some parking is proposed to be removed from the Mancelli building.

Mike Gotto mentioned that the four (4) parking spaces that Rick Lachapelle is referring to could be striped. Parking is a City issue. There are a multitude of City departments that are involved with parking. James Lysen said that they are all valid issues.

Rick Lachapelle does not recommend the curb to be “bubbled out” The bubble will block the loading dock. This will force people to get in the correct lanes. Rick Lachapelle stated that there will be traffic accidents on this corner. He stated that the 60 employees are not in the building all at the same time. There are three (3) shifts. He is requesting to have five (5), instead of four (4) parking spots put back in.

Marcel Morin again made reference to the ten foot (10') buffer zone. He asked if there is any landscaping planned. Mike Gotto responded that this area in question will be bark mulch or pavement. This is to try to secure the building. James Lysen stated that it is up to the abutters if they choose to have fencing or not. He said that this is negotiable.

Dan Leonas (369-371 Lisbon Street). He said he is also one (1) of the losers pertaining to this project. He is the owner of the City Cab Company. He said no study has been done to the closure of Birch Street, and Bartlett Street is a main thoroughfare. Birch Street is a main thoroughfare off of Bartlett Street. Traffic is a problem on Maple Street. It is very dangerous crossing there. He has 30 employees. He does not want Birch Street closed. He is in opposition to the closure of Birch Street, however, the City Council has voted on the discontinuance of Birch Street. Dan Leonas stated that he had written a letter to City Council President **Joyce Bilodeau**.

Roland Dostie (resident) complained that he gets fumes in his house from Lepage Bakeries' trucks that are left idling. He said that Gil Arsenault sent a letter in regards to shutting off lights and the trucks. Roland Dostie would like to alleviate the trucks going off of the sidewalk. He stated that a sign is needed saying, “two-lane traffic” at the corner where the Police Station and Variety Store is. Roland Dostie went on to say that as to snow removal, it is plowed away from Country Kitchen to his side of the street. He gets all their snow in his front yard. He wants the signal moved. You cannot get out of Maple Street. He asked, “How are people going to get into Country Kitchen from the parking lot?” He has a problem with the trucks left idling. He would like to have the double axle trucks taken out of the old loading dock area and have them operate out of the loading dock area to be constructed. He has an issue with the noise. Again, he would like the double axles moved to another area.

Andy Parker stated that he has the same problems as that of Roland Dostie.

Rick Lachapelle said that 90 percent of the trucks will go to Maple Street. They will go down Park Street on to Maple Street and then to Lisbon Street. There will be 17 additional trucks. He thinks the stop light at Maple/Lisbon Streets should be addressed. He wanted to know who did the traffic study. He said he physically counted the traffic. **Lincoln Jeffers** responded that there is adequate capacity to handle the traffic. Dick Hebert said that they have tried to accommodate the parking and landscape plan. This is a viable project for Lewiston. Most of the needs are being accommodated. There are still some minor issues remaining. The code can be met by keeping the building back 10 feet. He again stated that this is a good project for the City of Lewiston and that he has no major issues.

Kim Visbaras addressed the stop sign. This is currently a three- (3-) way stop, and should be made a thorough way after the street closure is complete.

The Final Hearing was then opened to the Planning Board.

Dennis Mason mentioned that the Morin property will have no fence. As to setback requirements and the need for the yard setbacks to be reduced to 0, James Lysen referred the Planning Board to Article IX, Section 3, Sub-Sections 9, 10, and 11, which gives the Planning Board the ability to reduce down to 0. The ADA requirement for the sidewalk width is only a

recommendation, it is not a requirement. The design of a T-turn area can go in the sidewalks, with five foot (5') sidewalks on the southern end. If you have sidewalks, they need a T-turn. It was decided to work with the applicant on the sidewalks. These will be matched with Canal Street. The Public Works Department may want the light poles set back an additional foot for plowing. The sidewalks will follow the jog. The maintenance of the sidewalks is ½ on public and ½ on private. Mike Gotto said that discussions are on-going as to how the landscaping will be maintained. The Plans need to be modified to reduce the setback. Mike Gotto explained that the employee entrance is dash-lined on the Plan. As to snow removal, Lepage Bakeries will pick up their snow. The City does not do this. Lepage Bakeries will pick up and dispose of it.

The 28 foot addition will have a canopy with columns installed to help break up the facade and make it more visually appealing. There will be an overhang over the sidewalk. An easement from the City is required, if the canopy extends over the public way.

Muriel Minkowsky said that it seems that the issues with Lepage Bakeries neighbors were forgotten in the past. She also mentioned concerns with sprawl.

Mark Paradis made reference to the highlighted area. Mike Gotto mentioned that the highlighted area is Rick Lachapelle's parking. Mike Gotto mentioned that you can have parking, sidewalk, and the landscaping. Lewis Zidle then mentioned the elimination of some landscaping and to maintain the existing parking spots. He then mentioned going back to six feet (6') of landscaping. It was mentioned that you cannot cure all problems.

Gil Arsenault mentioned crafting a letter from the Planning Board the same as Staff had done pertaining to the issue with trucks, obstruction of views, and the policing issue. The Planning Board can write a letter addressing Roland Dostie's issues with the Planning Board Chair to sign.

Rick Lachapelle said that this should have been preliminary. The businesses should be able to do their piece before the process begins.

Dennis Mason mentioned that there will be 24,000 square feet of facade along Lisbon Street. The City needs landscaping. He does not want to see 600 feet of wall.

John Cole said the City can reach out to the neighbors. He suggested tabling this project for a contractual agreement with Lepage Bakeries. This can be tabled and referred to another meeting.

There is a need to keep as much landscaping as possible.

Lincoln Jeffers said that tabling will really hurt this project. They are trying to improve the street scape and safety of this area. From the City's perspective, this project needs an action.

Kim Visbaras said that an action needs to be made on the merits of what is being proposed on this project. By tabling it will delay the project. Kim Visbaras said that he will personally take the neighbors issues up with Lepage Bakeries.

Lincoln Jeffers said that the real estate options will expire, if this project is tabled for the next two (2) weeks (until the next Planning Board Meeting to be held on May 22, 2001).

James Lysen said that there is no simple resolutions to the problems that have been brought up. The primary mover is the blighting influences in this gateway. The resolutions sometimes will not make everyone happy. He said that there is a need to look at impacts from this project and to balance the concerns and objectives.

Kim Visbaras said that a tabling will mean a "No" action from the Planning Board. The T.I.F. will then die and the project will not happen. Lepage Bakeries will not expand in Lewiston. Again, this will mean a, "No" action from the Planning Board.

John Cole suggested that a meeting could be held before the next Planning Board Meeting. He said he is in favor and will vote for this project, however, he feels that it is very important for Lepage Bakeries to hold a meeting within the next three (3) to four (4) days with the neighbors.

Kim Visbaras said that the Contracts will expire in three (3) days. The project will then be in jeopardy.

Roger Lachapelle said that he wants to know the plan. A resolution is needed.

Muriel Minkowsky said that the Planning Board is concerned about the neighbors.

There is a need to know what the plan is tomorrow. Kim Visbaras said that he will urge Lepage Bakeries to meet with the neighbors immediately.

Both Planning Board Members Rob Robbins and Lewis Zidle do not want to table this project. The City of Lewiston needs this project.

Lewiston Police Officer, **Jeff Baril** was present during this meeting. He said that he would take Roland Dostie's concerns to the Police Department. He then offered Roland Dostie his home telephone number and pager number. He said he would do his best to work out a resolution. He also stated that he wants the City to move forward on this project. There is no need to hold up a whole project on these issues. These issues can be dealt with.

After this lengthy discussion, the following motions were made.

MOTION: *by Mark Paradis, seconded by Rob Robbins that the Planning Board grants the necessary modifications and waivers and determines the application for the Lepage Bakery expansion on Lisbon and Park Streets to be complete.*

VOTED: 7-0.

MOTION: *by Mark Paradis, seconded by Muriel Minkowsky that the Planning Board grant final approval for the Lepage Bakery expansion on Lisbon and Park Streets, based on the requirements in Articles XII and XIII, Section 4 of the Zoning and Land Use Code, with the condition that the Planning Board first grant the modification of the side and rear yard setbacks for the employee parking lot on the corner of Birch and Park Streets; that the Planning Board also further require the conditions on James Fortune's memorandum dated May 4, 2001 on Page No. 3, Items 5, 6, 7, and 8, which were to determine the wier or other storm water control system, provide a plan showing the existing conditions that identifies existing storm water, sewer, and water lines, reduce the curb openings for the employee parking lot to 24 feet, and install a four inch (4") Stortz for the Fire Department connection and show its location on the plan; and as further discussed at this Planning Board Meeting that the plan reflect the sidewalk continuing from the end to the corner of Cedar Street and Lisbon Streets; that the turnaround on the sidewalks meet ADA requirements; that there be a Maintenance Agreement or understanding between the City and the applicant; that before construction of the canopy happens that there be an Easement between the City of Lewiston and Lepage Bakeries; that a construction schedule be submitted; that there be parking between the "bubble area" and where the parking is currently outlined (the highlighted area), and that the Board recommends that the parking be retained there.*

VOTED: 7-0.

After these motions were made, Dennis Mason mentioned that he can see many “de minimus” changes coming.

Kim Visbaras said that he will get a letter on this meeting to the both the Planning Board Chairman and the Lewiston City Council.

Also, Rick Lachapelle asked James Lysen if he can be notified as to when the parking will go before the City Council. James Lysen responded to Rick Lachapelle that he would be notified.

V. OTHER BUSINESS:

A. New Business:

1. Consider a proposal initiated by the Planning Board on behalf of Gendron Property Management Company to rezone 280 and 298 Park Street, 93, 97, 101, and 115 Knox Street, and possibly schedule it for a Public Hearing. In

summarization to James Fortune’s memorandum dated May 4, 2001, this item was brought to the Planning Board on April 10, 2001. At that meeting, the Planning Board initiated a proposal on behalf of Gendron Realty to rezone 280 and 298 Park Street and 93, 97, 101, and 115 Knox Street. The above listed parcels are owned, as follows:

- 280 Park Street - Gendron Realty;
- 298 Park Street and 101 Knox Street - Bonneau’s Garage, Inc.;
- 93 Knox Street - Paul Labee, Jr.; and
- 97 Knox Street - Robert Roy.

Gendron Realty would like the Planning Board to consider rezoning the subject properties from the Downtown Residential (DR) District to either the Mill (M) District or the Urban Enterprise (UE) District.

Gendron Realty believes that the properties were “downzoned” last year. The new uses are not suitable for 280 and 298 Park Street and the 115 and 101 Knox Street properties. The properties located at 93 and 97 Knox Street are multi-family residential uses, but may have potential to be incorporated into the Gendron properties for future expansion.

Present at this meeting were: **Paul Veilleux** from Gendron Property Management Company and **Andy** and **Frank Bonneau** from Bonneau’s Garage, Inc.

There are three (3) alternatives to this item: a. To rezone this area to the Urban Enterprise (UE) District; b. To rezone this area to the Mill (M) District; or c. To conditionally rezone the properties. James Lysen stated that the Downtown Advisory Board (D.A.B.) recommended keeping this as a Downtown Residential (DR) zone. The question was asked, “What are Bonneau’s Garage, Inc’s plans for expansion? **Andy Bonneau** stated that Bonneau’s Garage, Inc. has been there for nine (9) years. They have invested a lot of time and money in this property. Andy Bonneau stated that nothing has been done at this location that goes against their neighbors. They have plans to plant trees. They want their property to look good. They have no scrap or unserviceable cars in their yard. This is a viable, salvageable piece of property, and he does not want this property zoned as residential. He wants it changed to the Urban Enterprise (UE) District. In response to the question asked earlier, Bonneau’s Garage Inc.’s future plans are to construct a small, external office and classrooms for training in this area. They are willing to work with the City of Lewiston in their plans to make this area more appealing.

Dennis Mason stated that the only use that is permitted would be the Urban Enterprise (UE) District.

Paul Veilleux from Gendron Realty Property Management stated that this rezoning involves three (3) properties. Those properties include: a. Bonneau’s Garage, Inc.; b. Window Rep of Maine; and c. Gendron Realty Property Management. He stated that he has a concern with the traffic that

will flow into this area as a result of the closure of Birch Street. The Downtown Residential (DR) District does not allow very much. Their properties have improved this neighborhood. The businesses are a lower impact than the other properties. The following motion was made.

MOTION: by **John Cole**, seconded by **Mark Paradis** to schedule the proposal to rezone 280 and 298 Park Street and 93, 97, 101, and 115 Knox Street for a Public Hearing to be held on June 12, 2001 on the following options: 1. The Mill (M) District; 2. The Urban Enterprise (UE) District; and 3. To work on a Conditional Rezoning Agreement between the City of Lewiston and the applicants.

VOTED: 7-0.

John Cole recused himself from the Planning Board on the following item.

2. Consider a proposal by petition from the Central Maine Medical Center (CMMC) to rezone the area surrounding their Medical office Campus/Complex (between Hammond Street and Holland Street, and Main Street and the Maine Central Railroad Line, from Institutional Office (IO) to Centreville (CV), with the portion along Holland Street from Neighborhood Conservation "A" (NCA) and Community Business (CB) to the Centreville (CV) District, and possibly schedule it for a Public Hearing. CMMC will also update the Board on issues related to their development plans. The following is an overview of the memorandum prepared by James Fortune dated May 4, 2001. At the April 10, 2001 Planning Board Meeting, Central Maine Medical Center presented a new Master Plan for their medical complex located on Main Street. Their new Master Plan calls for extensive remodeling of the interior of the building to make it easier to use and have greater efficiency with respect to pedestrian traffic and interior circulation. In their presentation, the main entrance will be relocated to the rear of the building on High Street and the Emergency entrance located to the front on Main Street. Approximately 100,000 square feet of new facilities will be constructed at the main campus site. This will house new units, including a new cardiac care unit, new entryways for the main entrance and the Emergency entrance, and a seven- (7-) story addition that will house administrative offices and other critical units.

The main purpose for this rezoning is to provide CMMC with more flexibility in respect to zoning regulations appropriate for downtown development and to allow for CMMC to construct an office building and cardiac care facility with a total building height of up to 150 feet.

CMMC is requesting, by petition, to rezone the area between Hammond Street and Holland Street and Main Street and the Maine Central Railroad Line from the current Institutional Office (IO) District to the Centreville (CV) District, with the portion along Holland Street from the Neighborhood Conservation "B" (NCB) and Community Business (CB) District to the Centreville (CV) District.

Present at this meeting were **Norm Chamberlain** from Taylor Engineering Associates; **Pat DeFillip**, Regional Facilities Manager for Central Maine Medical Center; and **Don Lever**, Vice President of Central Maine Healthcare.

Norm Chamberlain gave a brief presentation. He stated that about a month ago CMMC gave their presentation on their Master Plan, as stated earlier. He then spoke of where the hospital will expand. He said that the Preliminary Utility Site Plan will show the cardiac care, the existing Emergency entrance, the cancer treatment center, and the nine- (9-) story penthouse. The building height is 130 feet tall. Norm Chamberlain then showed the Planning Board a rendering of the building with the new main entrance off of High Street.

Following Norm Chamberlain's brief presentation, **Pat DeFillip** showed the Planning Board Members a model of the building. Also shown to the Planning Board was Lowell Street and the alley where the truck entrance is. Also mentioned was that there is a tremendous amount of electrical work to do and that it will be a scheduling nightmare to keep the hospital operating during this construction period. They are intending to bring this to the Planning Board at the June 12, 2001 Meeting.

In conclusion, it was stated by James Lysen that the Downtown Advisory Board (DAB) is in support of this change. The following motion was made.

MOTION: by **Rob Robbins**, seconded by **Roger Lachapelle** that this proposal to rezone the area surrounding the main campus of Central Maine Medical Center (CMMC) be scheduled for a Public Hearing at the Planning Board Meeting to be held on May 22, 2001.

VOTED: 6-0-1 (Cole Abstained).

After this motion was made, John Cole stepped back up to the Planning Board.

VI. READING OF THE MINUTES: *Draft of the Minutes from the April 10 and 24, 2001 Planning Board Meetings.* The reading of the minutes was waived until the next Planning Board Meeting to be held on Tuesday, May 22, 2001.

VII. ADJOURNMENT: This meeting adjourned at 10:33 p.m.

MOTION: by **Dennis Mason**, seconded by **Mark Paradis** to adjourn this meeting at 10:33 p.m.

VOTED: 7-0.

Respectfully submitted,

Mark Paradis, Secretary

DMA:dma

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