

**CITY OF LEWISTON
PLANNING BOARD MEETING
MINUTES for October 8, 2002 - Page 1 of 7**

I. ROLL CALL: This meeting was held in the City Council Chambers on the First Floor of Lewiston City Hall, was called to order at 7:00 p.m., and was chaired by Dennis Mason.

- **Members in Attendance:** Dennis Mason, John Cole, Rob Robbins, Robert Connors, Jeffrey Gosselin, and Roger Lachapelle.

- **Staff Present:** Lincoln Jeffers, Business Development Manager; James Lysen, Planning Director; David Sanborn, Planning Coordinator; and Doreen Christ, Administrative Secretary-Planning Division.

- **Others Present:** Chris Branch, Director of the Public Works Department and Mike Paradis, City Engineer.

II. ADJUSTMENTS TO THE AGENDA: At both Chris Branch and Greg Mitchell's request, Item V. Other Business, Sub-Item B. Lincoln Street Sidewalk Improvements was scheduled to be heard after Item IV. Public Hearings, Sub-Item A.

Also, further on in the meeting, it was unanimously agreed to hear Item A, Other Business, Sub-Item A. Harley's -R-Us "De minimus" Change between Item IV. Public Hearings, Sub-Items B. and C.

III. CORRESPONDENCE: The following item of correspondence was distributed at this meeting: A Petition (Citizen-Initiated) to Amend the Zoning and Land Use Code in regards to the rezoning of properties on the west side of Main Street.

MOTION: by *Jeffrey Gosselin*, seconded by *John Cole* to accept this item of correspondence, place it on record, and for it to be read at the appropriate time.

VOTED: 5-0. (*Rob Robbins not yet present*).

IV. PUBLIC HEARINGS:

A. Public Hearing on a proposal to rezone properties from the Maine Central Railroad right-of-way (ROW) south to the centerline of Commercial Street; from Pleasant Street east including the properties at 70, 88, 96, and 104 Commercial Street, from the Highway Business (HB) District to the Urban Enterprise (UE) District. Lincoln Jeffers presented this item by summarizing his memorandum dated September 6, 2002. Lincoln Jeffers stated that what prompted this rezoning request was that Churchill Coatings is trying to locate in Lewiston. They will bring approximately 10-14 livable wage jobs with benefits to Lewiston. Churchill Coatings primes clapboard siding which they sell to the Home Depot and other retailers who, in turn, sell it to contractors and consumers. The Urban Enterprise (UE) District allows outside storage, which Churchill Coatings needs. This area is currently zoned in the Highway Business (HB) District, which does not allow outside storage. The UE District more accurately reflects what actually exists in this area, being that more of this area is zoned UE than the HB.

Chris Branch arrived at 7:04 p.m.

This item was opened to the public. There were no comments or questions from the public audience, therefore, this item was then closed and turned back to the Planning Board. Lincoln Jeffers briefly described to the Board Members the location of this project. James Lysen stated that the properties to be rezoned relate more to Commercial Street than to Lisbon Street.

Rob Robbins arrived at 7:06 p.m.

The following motion was made.

MOTION: by **Robert Connors**, seconded by **Jeffrey Gosselin** that the Planning Board send a favorable recommendation to the City Council to approve the rezoning of properties from the Maine Central right-of-way (ROW) south to the centerline of Commercial Street; from Pleasant Street east including the properties at 70, 88, 96, and 104 Commercial Street, from the Highway Business (HB) District to the Urban Enterprise (UE) District.

VOTED: 5-0-1 (Rob Robbins Abstained.)

V. OTHER BUSINESS:

B. Lincoln Street Sidewalk Improvements. **Chris Branch** stated that this project extends from Main Street to Cedar Street. The Public Works Department has contracted with Richardson Associates (a landscape architect firm out of the Biddeford area) to come up with a Schematic Plan in conjunction with the work being done at the Bates Mill and to do some aesthetic enhancements to the streetscape of the Lincoln Street Corridor. This project is also being done in conjunction with rehabilitation of the Lincoln Street Corridor, which is being done through the Maine Department of Transportation (MDOT) between Main and Cedar Streets. That project includes new storm drainage, new traffic signals, and most likely a full-depth reconstruction, based on the base material that the MDOT has found. That project is scheduled to be completed by next year. He further stated that the Public Works Department wanted to be able to use the MDOT monies which would be available for sidewalk enhancements along with some City money to do some enhancement work in conjunction with the improvements by the City, the developer, Platz Associates, and the Bates Mill LLC. The Bates Mill Greenspace project proposed to put in a green strip or esplanade along Lincoln Street that went from Cross Canal No. 1 back to F.X. Marcotte Furniture. This theme has been continued, which is a greenspace row of trees adjacent to the street, a setback walkway of 10 feet away from the curb, and then another 10-12 foot green strip. There will be lots of plantings and trees in this area. This will be extended all the way up to Main Street. The Public Works Department has also contracted with Richardson Associates regarding the park in the area of where 49 Main Street is located today (at the corner of Lincoln and Main Streets). The designs have been tied into the same theme as that along Lincoln Street. Richardson Associates is proposing to do new street lights with overhead poles with overhead electrical and telephone wires on both sides of the street. They are working with the utility company through the MDOT project to relocate all the wires on one (1) side of the street and to go with the diamond-shape electrical wires set-up as that on Lisbon Street. They may go with a decorative street light on one (1) side of the street.

Mike Paradis arrived at 7:12 p.m.

The sidewalk material will be a reddish-colored stone and concrete paver. On the opposite side of the street, they are looking at going with a concrete sidewalk with some inlays of certain types of pavers. They will be going with pedestrian amenities, which include benches, trash receptacles, etc. There may be a higher elevation of lights, depending on where it is needed. There will be work done on the islands on Main Street. The City Arborist, Steve Murch, is entering discussions with Yvons about doing some work in their area and spruce it up a little bit. Chris Branch stated that another thing that they are looking at is an interconnection directly off the end of Longley Bridge that would come behind Yvons and potentially hook into the walkways along the river. They are eventually looking to put in planters hanging off the light poles.

After getting past F.X. Marcotte Furniture (Parking Lot No. 7) and with the parking garages, they are restricted in what they can do. The existing concrete pavement will be used with brick inlays on both sides of the street. This will single out the area of where the Bates Mill is located. They have extended the greenspace as much as they can. More amenities will be done in this area. The LDC in conjunction with the LAEGC in conjunction with the MDOT and the LA Railroad is moving ahead with property acquisitions in that area. The radius will be increased in this area to facilitate the traffic movement. This also relates to the Franco-Heritage Center in the old Saint Mary's Church and some of the work being coordinated there. The plan on this for how much sidewalk work will be dependent on funding. The MDOT will not pay for decorative street light or sidewalks, unless they have money available in the project. Chris Branch stated that they do not think there will be any money left over. There is money appropriated in the current budget year to do greenspace work in front of Bates Mill (\$275,000). The Public Works Department will be asking for \$250,00-\$500,000 through the LCIP process. Chris Branch stated that they want to get everything done up to at least Chestnut Street.

John Cole asked if there is any kind of a contingency plan for the railroad corridor that would cause the City to defer putting in the landscaping. Chris Branch said that they have a Preliminary Plan on a layout from the MDOT on the railway. Taylor Engineering of Auburn, Maine is doing the work on the road designs for the MDOT.

Jeffrey Gosselin asked, "What are the contractual obligations with the LMRC?" Chris Branch said that these improvements will start next summer. This work will be done for two (2) contracts. Included in the MDOT Contract is where Chris Branch showed the Planning Board of where the property line is in the street, everything from there out, i.e. the esplanade, the plantings as you go into the esplanade, and the curb at the street, but as a separate item in the contract. From there back to the building, including building the parking lot as a green strip, this will be done as a separate contract, a City project, that will be bid separately. Chris Branch said that in regards to the contractual obligation with Platz Associates, their design is not even close to being complete. That design will be finished up in January 2003. The work will be done beginning immediately in the Spring 2003. Chris Branch said that he expects the MDOT Contract will be going to bid sometime in April or May 2003.

Chris Branch would like to update the Board on transportation issues at a future meeting.

B. Public Hearing on a citizen-initiated proposal to rezone properties on the west side of Main Street to the Maine Central Railroad right-of-way (ROW), from Strawberry Avenue south to the Russell Street overpass, from Neighborhood Conservation "B" (NCB) and Office Residential (OR) Districts to the Highway Business (HB) District.

David Sanborn read his memorandum dated October 4, 2002. This is a citizen-initiated proposal to rezone properties on the west side of Main Street to the Maine Central Railroad right-of-way. This section of Main Street, especially the west side is expected to go through a transition to more commercial uses, due to the overpass project. The City Council has agreed with the Planning Board that a traffic study in this area should be undertaken. Currently, there is a Request For Proposals (RFP) for a Traffic Management Study of this area. This study will provide a better understanding of the capacity of the Main Street Corridor and related issues.

James Lysen gave a brief background and said that the petitioners understand the implications with respect to the transportation study and that process. One of the concerns that they had expressed was in order to develop and market their properties, a rezoning is necessary. Development must be in accordance with the recommendations of the transportation study. The petitioners feel that it is important to get this process started. The next Planning Board Meeting is scheduled for October 29, 2002. A recommendation is needed. James Lysen showed the Planning Board an aerial photograph of the larger area. This rezoning includes the properties from Strawberry Avenue south to the Russell Street overpass from Main Street to the Maine Central Railroad, which is approximately ten (10) acres. One (1) of the problems in this area is that Strawberry Avenue is the only area that stands between Strawberry Avenue and Tall Pines. One of the thoughts that Robert Thompson, AVCOG Director (former Director of Development), had was to close off the Libby Avenue crossing and reopen the Landry Road/Montello Street access. This way you can distribute trips onto different intersections and make the whole situation and area to work better. At Dennis Mason's request, James Lysen point out the area on the map presented to this Board. He showed the overpass, Main Street, the bank building where the proposed Dunkin's Donuts will go, Dr. Danney's property along Strawberry Avenue, right up the railroad line (on the other side it is the UE District), and then all the way down to the overpass. He showed the Board Libby Avenue and the crossing that he mentioned earlier to access some of the businesses. He mentioned that is kind of under-utilized compared to other crossings. The idea would be to develop an access that would come in off of Strawberry Avenue on the other side of the railroad track, that way the other access could be opened up on Strawberry Avenue and have some options. There is further development potential along Strawberry Avenue.

John Cole asked, "What is the status of the Dunkin Donut's project?" James Lysen stated that Norm Boulay is planning to proceed with his proposal. Norm Boulay will need a traffic engineer to do a study for his area and his impact and how it relates to the bigger study. Norm Boulay's project has to meet minimum traffic standards.

Dennis Mason referenced Item No. 4 of the proposed amendment, which states, "Identify and explore use of land with rail-access for rail-related development." He stated he does not understand how this particular item applies when this is being rezoned to the HB District for which the rationale there is by location for businesses coming in by automobile customers. James Lysen responded that the HB also allows other uses that would be consistent with rail, i.e. light industrial.

There were no questions or comments at this time from Planning Board Members. This item was then opened up to the public.

However, there are a total of four (4) property owners that have come together. He said that his wife's grandfather built the home that they live in. Several of his relatives have lived there for their entire life. They own Saunders Village. He said that the past cannot be brought back. He said that you can bring the future without fearing change and feel good that the gateway to the north end of Lewiston can be a credit and financial benefit with this change for zoning to the City. He said what they propose is the City's Administrator's Strategic Plan for the City of Lewiston and that what they propose fits this plan. He referenced an article placed in the Lewiston Sun-Journal on September 25, 2002 regarding a complete inventory of large, developable lots by February 2003. This goal can be accomplished by rezoning this developable land. "The old must go and make room for the young." He said that they are ready to move forward in this request for the zoning change.

Ron Dumais (584 Main Street) stated that this would make his property more marketable.

Lee Fournier (280 River Road) has a daughter who lives at 567 Main Street, which is across the street. He asked, "What is the zoning of the property from the railroad to the river?" Dennis Mason responded that it is the UE District. Lee Fournier said that the rail system does operate 24 hours a day and trains go through there. He then said that he would ask that the zoning be provisional upon day-time operations, rather than night-time in the interest of abutting property owners along Libby Avenue. He then asked, "Who pays for roadway improvement costs?" The response was that a project of a significant size, the developer may be required, i.e. Norm Boulay (Dunkin' Donuts) will share some of the costs that is caused by his development. He said that he is wholly in support of this, the tax base would be expanded, however, do not be intrusive on the residents in this area. He then asked, "Will property owners be invited to both the required meetings." James Lysen said, "Yes". They will be invited to the Public Hearing before the Planning Board. He also asked if each and every application for review would come before this Board? Dennis Mason responded that Applications for Development which is over 5,000 square feet would come to this Board and that anything below that would go to the Staff Review Committee. Again, the public would be notified.

The public portion was then closed and turned back to the Planning Board for further discussion.

It was mentioned that both past and present traffic issues should be included in the study. This area is of great concern. The number of traffic has increased in this area, therefore the volume is intolerable. Zoning is a device to control traffic. It was mentioned that there is a need to be very careful on how this is opened to uses. The action on this can be deferred until the traffic study is complete. John Cole asked James Keough that in the area that is proposed to be rezoned, do you have the support of all the people in that area? James Keough said that he did not ask all of them since some of their land did not abut his property to form a saleable parcel. James Keough said that he has five (5) acres of developable land in the back. James Keough said that he would gladly speak to all of them. John Cole said that the volume of traffic on that street has increased dramatically to the point where you have to wait 8-10 minutes during the day to make a turn onto Main Street. John Cole said that this area is a gateway to the City. He said that times have changed in this area and that the volume of traffic is intolerable. It is a volume that has not been controlled. His advice to the Planning Board is that zoning is a device to control traffic among other things. John Cole said that this area is a major traffic flow to this City, with traffic coming from Augusta to get into the City. This is a gateway to this City and every effort should be made to make it as attractive as possible. This is a path from Greene, Manchester, etc. He said that we need to be very careful about how we open this to other uses, businesses, to increase volumes and intensifications of traffic flow. For the Planning Board to immediately approve a zoning change, would be acting irresponsibly without the full knowledge of the traffic study. He suggested that the Planning Board defer action on this until then. John Cole stated that a specific proposal is needed for this area and that he cannot support this rezoning until the traffic study is done.

Jeffrey Gosselin agreed with John Cole that this is premature without a traffic study.

Dennis Mason stated that he agreed with both Jeffrey Gosselin and John Cole.

All the retail needs to be concentrated in one (1) or two (2) certain areas.

Dennis Mason said that the City will be greatly impacted by turning Main Street into a retail corridor. This would be a Center Street all over again. A hard look is needed for this area. It takes too long to drive up Main Street. There are other potential uses to this area. He does not want to see Main Street as a "stop-light heaven".

James Lysen stated that the traffic study would be complete in May/June 2003. Dennis Mason asked James Keough if he wanted a vote or if he preferred a tabling? James Keough responded that he favored a tabling.

The following motion was made.

MOTION: by **John Cole**, seconded by **Jeffrey Gosselin** to table this rezoning until receipt of a traffic study. The tabling can be withdrawn if a specific project comes forward.

VOTED: 5-0-1 (Dennis Mason Abstained).

After the above motion, the following was discussed. The citizen-petition would still stand. This can be modified, expanded, or made a conditional rezoning request.

Some members thought that intensification of use of the area will make it impossible to get people in and out of there. It was then asked, "What is going to happen on the corner of Strawberry Avenue? It was mentioned that this area should not be in a rush to rezone, since we do not have benefits of the conditional back property. There is a lot of stuff that has not been thought through. John Cole mentioned that you could make it HB on one (1) side. This will be rezoned accordingly.

Lee Fournier said to proceed with the marketable property. He then asked, "What is the date in order for the landowners to proceed?" Lee Fournier said that the due date should be placed in the R.F.P.

James Lysen said that if a project was going in, a traffic study would be needed. The overpass may improve the traffic on Main Street.

Dennis Mason said that there is no requirement for an applicant for a conditional rezoning to have a project.

John Cole said he needs to know more about impact of the area and the result of a traffic study.

The applicant stated his preference was to have this item tabled. It was agreed that upon receipt of the traffic study, this item will be placed on the agenda. The above motion will be kept and if there is a specific project in mind, it can come back to the Planning Board with a request for a rezoning.

Out of sequence to the agenda, the following item was discussed.

A. Harleys-R-U's De Minimus Change. Arthur Montana was present at this meeting on behalf of Harley's-R-U's and summarized the changes. This was submitted due to a "de minimus change" on their Site Plan. Arthur Montana stated that this item came before the Planning Board about a year ago on three (3) additions. One has already been built. There are two (2) remaining to be built. Harley's-R-U's are proposing to increase their area with construction of two (2) additions to the existing structure. One (1) addition will be 9,930 SF and the other addition will be 2,400 SF. Both of these additions will be used for additional storage and maintenance and would be located behind the existing structure. There will be no new impervious surface created, since both additions will be on existing pavement. Dennis Mason made reference to a fire wall. Arthur Montana said that the fire wall comes with the Building Plan. Arthur Montana also mentioned that a note will be added to the plan stating that the storage area east of the additions will be removed or relocated to allow for emergency vehicle access. Since there were no further questions or comments from the Planning Board and no public audience, the following motion was made.

MOTION: *by Jeffrey Gosselin, seconded by Roger Lachapelle that the Planning Board finds the Site Plan for Harley's-R-U's, 839 Main Street, to be of a "de minimus" nature and authorizes the Planning Board Chair to sign the revised mylar.*

VOTED: 6-0.

The remainder of the agenda items were reviewed in the order that they are presented on the agenda.

IV. PUBLIC HEARINGS:

C. ***Public Hearing on Proposed Amendments to the Zoning and Land Use Code concerning adult business and adult amusement standards; and amendments to permitted and conditional uses in the Centreville (CV), Riverfront (RF), Highway Business (HB), Mill (M), and Urban Enterprise (UE) Districts (tabled from the August 13, 2002 meeting).*** At the request of the Planning Board, James Lysen summarized his memorandum dated October 4, 2002. At the August 13, 2002 Planning Board Meeting, the Planning Board tabled this item to allow Planning Staff time to research "secondary effects" of such uses in order to build a constitutionally-supportable case for such potential actions by the City. There were three (3) proposals, as follows: 1. Definitional/performance standards, 2. Elimination of adult amusements in Lewiston, and 3. Elimination of adult amusements from the Centreville and Urban Enterprise Districts; permits as conditional use in Highway Business.

The first proposal deals primarily with definitional changes in the Code to help differentiate uses within these categories, as well as the inclusion of additional performance standards for such uses. The last two (2) are alternative rezoning proposals. The first will eliminate amusement establishments as permitted or conditional uses City-wide. There are only 2-3 remaining in Lewiston, which included the Paris Adult

Bookstore (297 Lisbon Street) and the Treasure Chest III (314 Lisbon Street). The second alternative rezoning proposal will eliminate adult amusement establishments within the downtown area, but add them as a conditional use in the Highway (HB) District.

Another alternative would be to permit the status quo to continue concerning the zoning for such uses.

The Downtown Advisory Board (D.A.B.) has withdrawn their original proposal. Their recommendation is contained in the letter dated September 24, 2002, which proposes treating tattoo parlors as they are currently treated in the Code, keeping them within the general adult business classification.

There are secondary effects on property values or Staff has not been able to determine criminal activities related to the above referenced businesses. The operations of these businesses are no longer such a health risk. In the two businesses referenced above, the building code violations included electrical and floor/ceiling problems. There were many complaints/violations, but they were mainly pertaining to the residential units within the buildings.

Staff researched the licensing files within the City Clerk's Office. Before the licenses are issued (yearly), all reports from police, fire, code enforcement and the City Sanitarian are made. Past City Sanitarian inspections indicated that there have been serious issues in both of these businesses related proper sanitary conditions. These unsanitary conditions were found in the booths where the adult amusement devices were located. In the early 1990's the City adopted more stringent licensing standards where doors to these booths were removed, better lighting was provided, etc. Currently, the Treasure Chest III has 12 such devices. The Treasure Chest III is the only remaining business with these devices. The yearly licensing fees have recently been increased from \$50 to \$250 per device, becoming effective in July 2003.

In accordance with James Lysen's memorandum dated October 4, 2002 in states that there are no clear, direct reasonable relationships between adult amusement establishments and such secondary effects.

As mentioned early, the fourth proposal, to leave status quo and let licensing standards, inspections and enforcement, and increased fees, would be favored if this Board cannot make the necessary findings concerning secondary effects to ban them outright.

Again, Dennis Mason reiterated what James Lysen mentioned earlier and that was that there are three (3) options: 1. Elimination, 2. Move to the HB District and eliminate from the downtown, or 3. Leave as is.

This item was then opened up to the public.

Keith Derosier was present at this meeting. He wanted to make sure that tattoo shops will not be included. He suggested notifying the present owners of tattoo shops know of meetings before the meetings take place for any future changes.

There are changes to the Performance Standards, which includes distances from schools, churches, etc. of 300 feet. Dennis Mason commented that this depends on who gets there first. James Lysen stated that any business doing 30 percent or more to be classified as adult businesses. This was referenced in Section 2. Definitions, Sub-Section (3). There were concerns expressed about the business called, "Midnight Boutique", which is located at 571 Main Street. This business will be looked at.

Current businesses will not be closed down.

Mark Paradis suggested cleaning up City-wide and to leave this as a status quo, however, he does agree with the definitional and performance standards.

Lincoln Jeffers commented that this was withdrawn by the DAB by both letter and a vote.

The public comment portion of this discussion was closed and turned back to the Planning Board.

Recommendations were for the adoption of the definitional and performance standards, as proposed.

Dennis Mason suggested making adult business establishments conditional, not permitted as a matter-of-right. The Planning Board had requested language changes to Article XII, Section 9, Sub-Section (3) concerning locational criteria in order to clarify those provisions.

After the motions were made, Dennis Mason complimented Planning Staff on their hard work and efforts put forth into this.

MOTION: *by John Cole, seconded by Jeffrey Gosselin that the Planning Board send a favorable recommendation to the City Council on the proposed amendments to the definitions and performance standards concerning Adult Business and Adult Amusement Establishments.*

VOTED: 6-0-0.

PLANNING BOARD MEETING Minutes for October 8, 2002

Page 7 of 7

MOTION: *by Jeffrey Gosselin, seconded by Rob Robbins that the Planning Board send an unfavorable recommendation to the City Council on the amendments to permitted and conditional uses concerning Adult Business and Adult Amusement Establishments in the Centreville (CV), Riverfront (RF), Highway Business (HB), Mill (M), and Urban Enterprise (UE) Districts.*

VOTED: 6-0-0.

V. OTHER BUSINESS:

C. *Planning Board Meeting Schedule for October through December 2002.* In order to work around the newly finalized City Council Meeting dates established for November 12, 2002 and December 10, 2002 without any conflicts, the following is the new schedule for the Planning Board Meetings from October through December 2002.

- Tuesday, October 29, 2002,
- Tuesday, November 19, 2002, and
- Tuesday, December 17, 2002.

If an additional meeting is needed, the Planning Board can meet on Tuesday, December 3, 2002.

D. *Any other business Planning Board Members may have relating to the duties of the City of Lewiston Planning Board.* None.

VI. READING OF THE MINUTES: *Reading of the minutes from the September 24, 2002 Planning Board Meeting.* The following changes were made to the minutes:

- On Page No. 1, Item V. Final Hearing, fourth paragraph, eighth line, change the title of, "Camp, Dresser & McGee" to read, "Camp, Dresser & McKee",
- On Page No. 2, third paragraph, second line, after the word, "Wal-Mart," add the words, "but with". In the same paragraph, fifth line, after the word, "MDOT," delete the words, "you are", and replace them with the words, "one is".

Also on Page No. 2, Item IV. first paragraph, fifth line, change the footage from, "90/-" to read, "90 +/-".

- On Page No. 3, fifth paragraph, sixth line, delete the word, "choice" and replace it with the word, "choose". Also on Page No. 3, the last paragraph before the motion, on the first line, delete the word, "affect", and replace it with the word, "effect"; on the second line, delete the word, "project" and replace it with the word, "property"; on the fourth line, after the word, "rezoned", add the word, "in"; on the fifth line, change the word, "are" to read, "is"; and on the seventh line, add an "e" to the word, "rational" to read, "rationale".

MOTION: by **Roger Lachapelle**, seconded by **John Cole** to accept the Planning Board Minutes for September 24, 2002, as amended.

VOTED: 5-0-1 (Rob Connors Abstained).

After the minutes were reviewed, Dennis Mason requested that Planning Staff place on their continuing agenda under "Other Business", the following: "Discussions on Planning Board Member Participation in the LCIP/CDBG Processes".

VII. ADJOURNMENT: This meeting adjourned at 9:12 p.m. The next Planning Board Meeting is scheduled for Tuesday, October 29, 2002.

Respectfully submitted,

Dennis R. Mason, Planning Board Chair

DMC:dmc

C:\MyDocuments\Planbrd\Agenda\PB102402MIN.wpd