



## MINUTES

**Present:** Rene Daniel (Chair) (At Large), Rebecca Dillon (Vice-Chair) (Ward 1), Jason Frazier (Ward 2), Joseph Marden (Ward 3), John Turcotte (At Large), Larry McWilliams (Alternate), Nancy Litrocapes (Alternate)

**Absent:** Ed Reidman, (Ward 5), Robyn Tannenbaum (Ward 4)

**Staff:** Jennie Franceschi, Planning & Code Director, Rebecca Spitella, Assistant Planner; David Finocchietti, Code Enforcement Officer, Linda Gain Office Coordinator

*MINUTES MAY NOT BE TRANSCRIBED VERBATIM. SECTIONS MAY BE PARAPHRASED FOR CLARITY. A COMPLETE RECORDING MAY BE OBTAINED BY CONTACTING PLANNING AND CODE ENFORCEMENT at 207-854-0638 ext. 1220 and [lgain@westbrook.me.us](mailto:lgain@westbrook.me.us).*

### 1. Call to Order

**Rene Daniel** called meeting to order.

### 2. Approval of Minutes

## NEW BUSINESS

**Rebecca Spitella** introduced item:

3. 2019.13 – 511 Bridge Street – Site Plan & Conditional Use Extension Request – Chase Custom Homes & Finance, Inc.: The applicant is requesting a one-year extension on the October 1, 2019 approval for an expansion to an existing building and the construction of an outdoor play yard and parking lot to accommodate a 100-child daycare facility. Tax Map: 048 Lot: 046 Zone: Residential Growth Area 2

**John Chase** with Chase Custom Homes & Finance explained the need for a request for an extension due to the economy and back log due to the Covid Pandemic.

**Rene Daniel** Staff comments

**Jennie Franceschi** Staff has no issue for the request for an extension.

*Staff Comments from the Memo*

#### **Project Description:**

*The applicant is requesting an extension to the October 1, 2019 site plan & conditional use approval for site improvements associated with a 100-child daycare facility.*

#### **Project History:**

*May 28, 2019 - Neighborhood Meeting*

*June 4, 2019 – Planning Board Workshop*

July 13, 2019 – Site Walk  
October 1, 2019 – Public Hearing  
September 15, 2020 – Extension Request

*The applicant is requesting a 1-year extension on their October 1, 2019 site plan approval due to delays associated with Covid-19. Staff takes no issue with the request. This extension does not alter or change any of the previously approved conditions of approval nor have any ordinance changes occurred which would have altered this approval.*

**Rene Daniel** Board comments?

No comments

**Rene Daniel** Public Comments?

**Maria Lundy** 17 Graham Road #5, spoke in opposition of this extension request. Chase has other building projects going on. This project has created undue stress on me. My greatest concern is the runoff to my home. There is another project that is being reviewed and how can one project review their run-off when the other project is to follow.

I do not believe he deserves the extension. The second is if the Board decides to continue this approval as is. I strongly urge for an amendment or an addendum that something be done about the runoff. His approval with the runoff can't be the same if it follows suit from the other one. I am currently getting three to four inches of runoff in my yard. I am extremely concerned about water runoff.

**Rene Daniel** anyone else?

**Jennie Franceschi** to speak to the point of drainage and how each project needs to address drainage, on their perspective projects. No one project depends upon the other for their drainage situation. Drainage is dealt at the property line so you cannot trespass more flow rate of the drainage then in the previous condition before construction took place. One project drainage does not need to go before another.

**Rene Daniel** you need to come to the microphone to address the Board.

**Maria Lundy** 17 Graham Road #5, it was you that said in the walk around, when we expressed our concerns about the second project and their runoff, you specifically said that is their problem to coordinate runoff after what these people have done. That is your exact words when we brought up the impact to water levels on the second project.

**Rene Daniel** tonight we are dealing with the extension, not the project. We are dealing with the extension for one calendar year. That is the topic this evening. As Jennie mentioned in our packet there is a prepared motion.

**Rebecca Dillon** I want to clarify what Ms. Lundy just mentioned. My interpretation of that question was about the other development, not this one. The response is that development is responsible to take care of their drainage.

**Jennie Franceschi** that is correct, each project has to deal with drainage, and we do not place drainage on someone else's parcel to address

**Rebecca Dillon moved** to grant a 1-year extension to the 10/1/2019 approval for Chase Custom Homes and Finance for a 2,816 sf expansion to an existing building and construction of an outdoor play yard and parking lot to accommodate a 100-child daycare facility located at 511 Bridge Street, Tax Map: 048 Lot: 046 Zone: Residential Growth Area 2 is **approved with conditions**. All previously approved findings of fact and conclusions and conditions are still applicable.

**2<sup>nd</sup> by John Turcotte**

**The motion carries (Vote 7-0 in favor)**

**Rene Daniel** may I have a motion to move to Workshop?

**Joe Marden moved to go to workshop**

**2<sup>nd</sup> by John Turcotte**

**The motion carries (Vote 7-0 in favor)**

**Nancy Litrocapes** asked to be recused as I have worked with this applicant on this project

**John Turcotte move to recuse Nancy Litrocapes**

**2<sup>nd</sup> Jason Frazier**

**The motion carries (Vote 6-0 in favor, Nancy Litrocapes recused)**

## **WORKSHOP**

**Rebecca Spitella introduced item:**

- 4. 2020.30 – Site Plan, Subdivision – Vertical Harvest - Mechanic Street Parking Garage – TDB, LLC: The applicant is proposing a mixed-use development to include a commercial greenhouse, 49-residential units and a 430-space parking structure located on the existing Mechanic Street Parking Lot. Tax Map: 032 Lot: 007A Zone: City Center District; Village Review Overlay Zone**

**Greg Day** introduced Harriman Associates members, Mark Burns and Audra Wrigley that will be presenting most of tonight's presentation. Additionally, Dan Stevenson with the City of Westbrook will be speaking as representing the City.

We are excited to present this project with a collaboration with the City and we think this is going to be an iconic project for the downtown.

**Daniel Stevenson**, Westbrook Economic Community Development Director, I want to clarify that this is a partnership. There are three components housing, Vertical Harvest greenhouse and the City owned garage. The City will pay for the garage by TIF-ing to pay the debt service on the bonds of the garage. Greg Day's group will manage and maintain the garage.

We believe that this is a 21<sup>st</sup> century project for the downtown, from the design standpoint and put a vertical greenhouse in our downtown with only one other in the United States like this. This model is quite fantastic. All the pieces are coming together very well with respect to financing.

We are really looking forward to advancing this project. On the City side you will see the Council doing work at the same time that you are because there are a number of agreements that need to move forward, Tax Financing District, Parking management agreements, leasing agreements for air and ground rights and a few others.

One thing that the Planning Board should be aware, there is one team working on this in respect to the design, you will see that Harriman will be the design team and on the construction management side you will see Wright Ryan doing construction management for the entire project.

I am very excited about this project and the garage will build capacity for parking. I am here to answer any questions you may have certainly with respect to the City side to any agreement with respect to the project.

**Audra Wrigley** Harriman Associates presented aspects of the proposed Vertical Harvest project. Introduced the Team

**The Team**



**Project Goals**

- Expanded Public Parking
- Residential Development within Walking Distance to Main Street
- Employers to Bring People and Jobs to the Downtown
- Vertical Development vs Single Story Development

**The Numbers**

<b>PARKING – Height 49’ (173,680 sq.ft.)</b>	
<b>Ground Floor Parking</b>	<b>91 spaces</b>

<b>2nd Level Parking</b>	<b>123 spaces</b>
<b>3rd Level Parking</b>	<b>123 spaces</b>
<b>4th Level Parking</b>	<b>100 spaces</b>
<b>TOTAL SPACES</b>	<b>437 spaces</b>
<b>VERTICAL HARVEST – Height 75’</b>	
<b>Greenhouse</b>	<b>4 levels</b>
<b>Area</b>	<b>64,500 sq. ft.</b>
<b>RESIDENTIAL – Height 73’ (43,165 sq.ft.)</b>	
<b>5th Level Terrace</b>	<b>21,582 sf / 23 units</b>
<b>6th Level</b>	<b>21,582 sf /23 units</b>

- **DEVELOPER: TDB LLC**
- **OPENING: 2021**
- **SIZE: 70,000 sqft.**
- **OUTPUT: 1,000,000 LBS. PRODUCE**
- **EMPLOYMENT: 50 FTE**

**CUSTOMERS:**

- **HEALTHCARE**
- **UNIVERSITIES**
- **LOCAL SCHOOLS**
- **RETAIL**
- **FOODSERVICE**
- **Food Security for Maine**
- **Displacing Imported Produce**
- **Introduction of Micro and Specialty Greens**
- **Job Security**
- **Inclusive Work Environment**
- **Environmental Impact**
- **Education and Outreach Programs**

- **Contribution to Inclusive Movement**

**Vertical Harvest is a business that helps eliminate food & job insecurity while cultivating healthy people, communities, and economies**

### **Site Context**

Showed location and walkability to areas within the City.

### **Circulation and Access**

Showed project site and transportation area

Showed Proposed Sketch Plan (Submitted 8/6/20) on screen

Showed examples of Streetscape Landscaping & Amenities on screen

Showed example of Green Roof, Residential Terrace, Open Space Plan, Corner Plaza Connection to the Riverwalk

\*Showed example of the Ground Level Floor Plan, Typical Second & Third Level Floor Plan, Fifth Level Floor Plan, Fifth Level Floor Plan, Sixth Level Floor Plan, View Looking North-West from Route 25, Aerial Looking North-West from Route 25, View Looking North-East from Route 25, Screening at Garage

*\*Editor's Note: All plans are on file in the Planning Office*

### **Safety & Security**

- Internal Garage Lighting and Site Lighting at Streetscape and Alley
- Public Safety Signage
- Security Cameras
- Safety Barrier Along Roof Line

### **Modifications for Subdivision Plan**

#### **Project History**

- Neighborhood Meeting Conducted 8/26/2020
- ALTA Site Survey received 9/4/2020
- MDEP Permitting

Showed example of Sewer & Drainage Re-Routing: Option #1

Showed example of Sewer & Drainage Re-Routing: Option #1B

Showed example of Sewer & Drainage Re-Routing: Option #2

### **Reduced Garage Footprint**

- Enhanced Pedestrian Zone at Residential Entry
- Expose Southeast Corner "Plaza"
- Improve Turning Radii at Northeast Corner

- Limit Impact to Existing Communication Utilities

### **Residential Unit Counts**

- 58 proposed units +/-

### **Next Steps**

- Submit Subdivision Plan Application on 9/24/2020
- Village Review Overlay Zone
- Planning Board hearing 10/20/2020 – pending application
- Present Final Open Space Plan to Recreation and Conservation Commission

***\*Editor’s note: end of presentation***

**Rene Daniel** Staff comments?

**Jennie Franceschi** the Staff has met multiple times with the applicant and have provided a list of multiple items that we want incorporated in the final approval. The applicant is working diligently on the sewer component which we know is not an inconsequential task for this project. We would like the opportunity for the Public and the Board to give their feedback.

### **Staff Comments from the Memo**

#### ***Project Description:***

*At their July 27, 2020 Meeting the City Council authorized a Memorandum of Understanding between the City of Westbrook and the applicant, TBD, LLC, for the development of the existing Mechanic Street surface lot. The applicant is proposing a mixed-use development that consists of a 60,000sf hydroponic greenhouse, 49-residential units and a 430-space public parking structure that is shared between the residential units and public/commercial use. The proposed development provides an increase of 267 public parking spaces to the downtown.*

#### ***Project History:***

*August 26, 2020 – Neighborhood Meeting  
September 15, 2020 – Workshop*

#### ***Staff Comments:***

***The project before the Board is building on the energy we are seeing and interest in developing in our downtown. The current issues the downtown has been working hard to overcome are:***

- 1. Need for expanded public parking***
- 2. Need for dense residential development within walking distance to Main St.***
- 3. Need for more employers to bring people and jobs to the downtown***
- 4. Need for vertical development vs single story***

***This is a bold project that will provide those needed amenities to our downtown.***

***The project as proposed contains all permitted uses in the City Center District and is conforming to the zoning ordinance.***

*We've heard concerns raised related to the size of the development; however it is important to note that historically, Downtown was 3-4 story structures all along Main Street with a vibrant mix of commercial and residential units. Urban renewal removed a significant amount of structure in our downtown. Westbrook was arguably one of the most impacted by Urban Renewal in the area and the lack of vertical structure and limited remaining residential units on Main Street significantly hurt the businesses at the time and slowly those businesses left Main St as they lost their critical mass of customers. This project is not in contrast to that history and further will encourage re-development of our Downtown district to bring back that vibrancy to Westbrook.*

*The applicant is providing a significant on-site public amenity which is the 430-space parking structure, a portion of which will address the residential dwellings, and the remaining will be afforded to the City.*

*Staff would recommend the Board provide feedback at this time on the application specifically:*

- 1) Architectural Renderings (Application will also be forwarded onto the VROZ committee for review)*
- 2) Open space plan (Application will also be forwarded onto the Rec & Con committee for review)*
- 3) Landscaping*
- 4) Pedestrian circulations*
- 5) Pedestrian amenities*

*Due to the substantive nature of this project, the comments have been broken down into categories.*

#### *Fire Comments*

- 1. Stamped fire engineered drawings will be required as part of building permit process*
- 2. Standpipes required in all stairwells and within parking garage*
- 3. Final location of hydrant to be reviewed and approved by FD. Recommend location in the proximity of the sprinkler room*
- 4. DBA testing required*

#### *Utility*

- 5. Needs to be addressed prior to final submission - Existing sewer and storm line run under the proposed building. Both utility lines will require rerouting around building.*
- 6. Access way appears to interfere with location of existing telecommunications lines.*
- 7. ABS letters from PWD, CMP & Sewer*

#### *Access/Alleyway*

- 8. Provide turning template to demonstrate feasibility for emergency access*
- 9. Current design is one-way circulation entering from WCD and exiting to Mechanic Street. Staff recommends two-way circulation, with right turn only egress to WCD (signage required). Coordination needed with City Staff to determine appropriate travel widths for alleyway*
- 10. Construction within the right-of-way to be coordinated with PD and may require night work depending on level of impact to traffic.*
- 11. Photometrics plan demonstrating sufficient lighting along alleyway*

#### *Parking Garage*

- 12. Provide sufficient lighting internal to parking garage for safety*
- 13. Public safety signage to the review/approval of Police to be provided with final application*
- 14. Designated ADA spaces in the parking garage*
- 15. Security cameras. The camera system needs to have the capability to burn videos to a DVD and be converted to a MP4 (this is a requirement of the court system).*
- 16. Provide a safety barrier along roof line of the garage that is complementary to the aesthetics of the structure.*

*Misc.*

17. Noticing fees due: \$136.35
18. Provide documentation of agreement with Metro for removal/replacement/relocation of bus shelter
19. Location of curb cut on WCD is in line with existing conditions. No new curb cuts proposed
20. Plan note clarifying maintenance responsibilities of sidewalk and plaza along WCD (to be publicly maintained)
21. Private waste removal required for all commercial and residential units. Plan for waste removal to be included with final submission
22. Verification needed on number & size of units proposed. Residential units require minimum of 500 sf.
23. Landscaping plan required with final submission
24. Stormwater analysis
  - a. Verification needed – any utility work within the Shoreland Overlay Zone? Shoreland Permit may be required
  - b. MDEP Stormwater permit required?
25. Traffic impact statement with final submission
26. Open space plan to be submitted by Tuesday, September 8 to be placed on September Recreation and Conservation Commission. Open space requirement – 300sf per unit
27. Review by Village Review Overlay Commission required prior to public hearing. Provide narrative detailing façade and include finalized building colors and materials with final submission.
28. Provide documentation of neighborhood meeting (time, location, attendance and minutes) to Planning Department.

**Board Action:**

1. Provide feedback to applicant
2. Schedule a public hearing (upon receipt of final submission)

**Rene Daniel Public** open Public Comment

**Greg Shinberg**, Shinberg Consulting out of Portland, 181 State Street I am here representing MKC Properties that owns the Family Dollar Store.

The building is right behind the project and the concern the property owner has is truck access and deliveries. Currently truck back across the big parking lot to the loading docks that will not be possible in the future. Our concern is whether trucks will be able to make that turn in off of Route 25 and go past the CVS Pharmacy and exit down by Hub Furniture.

The applicant mentioned that there will also be deliveries to greenhouse on the left corner of the plan. Would that be large trucks, etc. The question is that alleyway serves as deliveries for many businesses and have the turning radius been calculated? Does the corner near CVS allow large trucks to make that turn and come through the alleyway? How do the deliveries get made to the apartments? It looks like one of the two entrances has an elevator. Is that going to be entrances for parking, deliveries, UPS trucks, moving vans, those kinds of things?

I do not know if some of these issues have been worked out with Staff but blocking access to businesses certainly it is a concern of my client. Is that Clarke Drive?

**Rene Daniel** no, William Clarke Drive is the major though fare, the alleyway is the access road.

**Greg Shinberg** those are the main questions for my property owner. I think it applies to where Hub Furniture is, where all the buildings are. The footprint of the building is (I do not want to say it is too large) but has it been vetted properly for traffic, for deliveries and turning radius and those kinds of things.

**Rene Daniel** anyone else?

No comments

### **Close Public comment**

**Rene Daniel** who can speak directly to the truck access for deliveries.

**Mark Burns** a principle with Harriman Associates, I am the leader on this project I would like to thank Mr. Shinberg for his insightful comments regarding the need for delivery accommodation. We are providing circulation that enables Public Safety vehicles, Fire Engines to move through the site. If that is any indication of the size of vehicle that can be accommodated that will speak volumes.

There are a number of areas behind these buildings that are currently used for deliveries. We are planning to install tip down curbs and mountable curbs for the vehicles to be able to facilitate these deliveries. We are cognizant of that and the City is aware that has been part of our discussion. So, we are mindful of this.

**Jennie Franceschi** we will make sure the truck deliveries access will be accounted for in the final site plan.

**Rene Daniel** Board comments?

**Larry Mc Williams** thank you for bringing this project to Westbrook. Thank you Dan Stevenson especially, you have probably worked hard on this project. We have talked a lot about this whole block and its revamp.

One comment I would like to make is this weekend, I sat at Frog and Turtle looking at the river, if you turned the building around it has a beautiful site of the river. I do not know if that is in the cards or not, but what is being done on the river is fantastic.

The parking garage is a need for parking for a long time. I am glad to hear that it is a free parking space run by you and still owned by the City which is good.

I reviewed the appraised value of the garage and do not know if the TIF amount will help with the construction and maintenance of the garage or not.

Looking at the Vertical Harvest, as many of you know, I am also in the indoor growing business, when I researched the Jacksonhole site –the Vertical Harvest is a really decent plan. My concern and do not have a profit and loss plan is going in Jacksonhole, what if it does not provide the sustainable produce or if the business does not make it what can be done with the building after the fact? I know there is a need for local produce, will this be something that is sustainable for the City of Westbrook?

Other than that, the project looks fantastic and am looking forward to seeing the projects' progress.

**Rene Daniel** Mr. Stevenson can you address a portion of that?

**Daniel Stevenson** Mr. McWilliams, those are great comments and questions. I will take the first one and let Greg take the second one.

The first one is what is the deal structure looking like for the garage, doing what and paying for what.

Yes, the City will own the garage. We will float a bond to pay for it, we will TIF it at 100% clearly which still needs Council decision. The TIF proceeds will pay the debt on the bond, however the operations and

maintenance that becomes very expensive on the long term of the garage; Greg Days' group will be responsible for that.

When it comes to the Air Rights above the garage for the apartments and when it comes to the ground leasing area, in exchange for them managing and maintaining the garage they will get those for a \$1.00. That is how that gets paid for. The City will own the garage, but the cost of maintaining the garage will be on them. Hopefully that answers your question from a deal structure standpoint.

**Larry McWilliams** the City will lease the property to the garage or the whole building site for a \$1.00, we are not selling the land.

**Dan Stevenson** no we will have ownership interest in the land and we will ground lease for a \$1.00 for probably ninety-nine years. Then the same for the air rights for the apartments in exchange to have them operate and maintain the garage is a very good partnership.

**Rene Daniel** Mr. Day

**Greg Day** in regard to the sustainability of the business model of Vertical Harvest, it will be able to produce about a million pounds of produce a year. We already have that million pounds sold. There is tremendous demand for locally grown produce. The State of Maine imports about 95% of its produce currently, coming from California and Arizona. It sits on a truck for about five days before being sold. Vertical Harvest is truly farmed to table within 24 hours. That is very compelling in controlling your food supply chain.

The demand for the produce is substantial. There is really no question about the market acceptance for this product. There is a lot of expertise coming from the Jacksonhole project and the management team to assure this business model is successful.

**Rene Daniel** next?

**John Turcotte** thank you for the presentation, well done. I recently went to the area and found that there was no parking in the parking lot. I do not want to say as taken critical, but I have heard a lot of hubbub about this project as you can imagine.

One of the things I want to raise is there is a misconception on the loss of parking and hope to dispel that tonight which is we will gain parking from this project. The free parking there will be an asset to the City.

The other concern I have heard is the greenhouse itself. Now it is a parking lot with downward facing light posts, I wonder what the greenhouse looks like at night.

Then what if greenhouse does not work? The apartments and garage can always be used, what happens if, we have a four-story greenhouse with no tenant? That will be a difficult space fill. That is some of the things I have heard in the community that I wanted to address.

**Dan Stevenson** thank you for bringing this forward, I will shed some light on what Greg said earlier. The market demand is through the roof. What we are receiving for feedback is if you could grow one hundred times that we could buy it. If you go back to Back Yard Farms many years ago there were the exact same concerns when building that. The model for greenhouses is there across the global scale. They have since doubles in size since then. Their biggest issue is finding people to work there. The market is there especially for micro greens. There will be one to follow on how the produce is purchased and sold.

Like churches, adaptive reuse can be difficult things, I would like to look forward and say these do not get funded either without due diligence in the marketplace, just like any other project we build. You build a

building at Kohl's, what if that building was empty. The bottom line is you will see the opposite happening in the marketplace.

The model of growing produce in glass buildings downtown is only going to continue grow in that direction. There is no indication in the market that we will see that as a vacant building. I wanted to shed light and clarity on that subject.

The second one dealing with light trespass I will let someone on the team answer that, but I think at night, seeing produce growing in the building I think will become welcoming and create a destination area.

**Rene Daniel** I need someone from the team to address lighting.

**Audra Wrigley** Harriman Associates, on the Vertical Harvest part of the project the way they are handling lighting right now obviously the plants are growing 24 hours. This is not a twenty-four-hour operation there are no employees working nights shifts or anything like that. There will be lights required for growing these plants and the way they are handling this in Jacksonhole that there are sunshades that come down at night to block the lights that are needed for the grow operation.

As Dan mentioned it will be exciting to have this glowing box within the appropriate hours and the lights will be managed off-hours when people are sleeping

**Rene Daniel** anyone else?

**Joe Marden** my questions are more technical in nature. Is there a Maine DOT permit required for this? The second question is the access way going to be two-way traffic or one way? I saw in the notes from the City memo that there were some discussions on that. The loading docks on the Vertical Harvest Building are they for large tractor trailers or box trucks and how many are expected over the course of the day or week? With the amount of product that you will be moving in and out, it seems that there will be a lot of truck traffic in there.

**Mark Burns** the first question relating to DOT permit, we will have a traffic engineer for the upcoming meetings. As we look at the parking garage that generates zero traffic based on the ITE Manual. There will be parking associated with the residential units. The number of parking spaces needed for Vertical Harvest is by the number of employees, which is fifty and they will have about twenty-five people working at one time. Based on the road configuration the counts will not meet that criteria.

The roadway itself will be a two-way roadway. The City preferred this to be a two-way roadway. We have spoken to the City Engineering staff and are very close to meeting their criteria and as Audra mentioned earlier that we are reducing the dimensions on the parking structure to accommodate that and the turning radius. That is our goal to achieve that.

With respect to the loading dock at Vertical Harvest we are planning it now for thirty-foot box trucks. We are not planning it for tractor trailers. We are able to accommodate tractor trailers with our turning radius and we are widening the road at that point. As it stands now any residence vehicle will have no problems doing a two-way. At the corner the larger vehicles will need to be aware of each other.

The speed limits will be very low because of pedestrians in the vicinity. This roadway will not exceed 15 miles an hour.

We think we have a good safe plan and we will let the traffic engineer provide you with a licensed determination of compliance.

**Joe Marden** the last question was how many deliveries will be at Vertical Harvest?

**Mark Burns** four or five trucks.

**Rene Daniel** any other Board Members?

**Rebecca Dillon** one is a general question if there are any plans to have solar panels on the flat roof? Coming back to the access drive and the deliveries to Family Dollar and the other smaller commercial buildings there. I think that the two-way answers my question, but I want to go on record that the smaller businesses will be able to get deliveries, but the approach will have to be different.

I want to comment on the building, I think it looks great. I like the design and the mass of it, I heard many comments within the community also is it too big? I think you have broken it up in the massing. I need to make one comment on the stair towers it is treated vertically so it accentuates the six-story building. I wanted to mention that I think it makes the building look a little taller than it needs to be. Overall, I think it is nice and an exciting project.

**Mark Burns** thank you for your comments. It was meant to make it look vertical. We think the parking garage structure is very horizontal in nature and we are in need to support the two ends to seem elevated with the center feeling elongated and compressed. That makes it feel like it is multiple buildings opposed to one single large building. We are also trying to treat the materials on corners different to give the appearance of three different buildings with the residential being set back to give it some three-dimensional characteristics.

The roadway is a two way and it is expected that they will have parallel methods of delivery.<sup>3</sup> That is why we have provided the tip-down curb. We are looking to accommodate fairly large trucks. If we can get the Fire Department around that corner with the long wheelbases that they have without the ability to break that angle we can make all the other trucks accessible.

Currently we are doing the cost analysis for the solar for the greenhouse itself. This greenhouse will use very little heat even in the winter. The amount of BTU's they require I would venture a guess is about three or four houses worth of heat. They use very little water; they recycle most of their water. It is really an amazing science behind this.

**Rene Daniel** any other members?

**Joe Marden** the parking garage, is a certain amount of parking going to be allocated to the apartments? My concern was that with the businesses along that access way that the bottom floor parking be left open for businesses if possible. If those are full and customers need to park on the third or fourth floor, it could reduce business for the three or four businesses along that area.

**Dan Stevenson** the proposal now is shared use parking model. The benefit with this model is the apartments will be on the top of the garage and the residents should prefer the top floor parking. It works very well, typically in a shared use model, the night users are the apartment dwellers and during the day are the workers and the people that patronize the businesses. At night when the garage is mostly empty the people that are living there are parking on the upper floors. One of the things that is important is there are a little more than 100 spaces now. We are going to triple that, there will be a lot of capacity in the garage. This garage is not going to fill up. We are at the point to build a garage while proposing a shared use model.

**Rene Daniel** Jason do you have any comments?

**Jason Frazier** what is the size of the storm line and the depth where it is now that needs to be moved? Also is there any possibility to have an access tunnel keeping it in place under the garage?

Also, I want to comment that I like the design, it is great. You are trying to cover up that it is a parking garage and you are doing a good job on it. As to the stairwell, I like the way it is. A lot of the parking garages stairways are dark and scary, this looks great.

**Mark Burns** based on our g o technical information that we received recently; we are going to need a significant array of pilings to be driven in the site. Given that the structure is an old brick structure, it will be fragile. It is big and it is handling a lot of water moving from the neighborhoods above to the north. It is more prudent to do this now rather than after the fact, should things fail. It is just good planning, that is the reason we chose to address it now. City Staff is reviewing this now to make sure this approach is most beneficial.

**Jennie Franceschi** read Robin Tannenbaum comments into the record.  
Hi Jennie and Rebecca,

I am writing to share my comments/questions on the TBD Development/"Vertical Harvest" project. In general, I am very much in favor of this project for all the reasons you point out in your planning memo, but I do have a few comments and questions. I am guessing that some of these will be answered in the applicant's presentation, so feel free to paraphrase or edit if the answer will be obvious.

### **Site**

- Access to parking structure - I understand that we don't want inlets and outlets on WCD but will that road (more of a driveway really) be substantially upgraded to accommodate regular traffic flow and allow for pedestrian crossing?
- What accommodations will be made to increase pedestrian safety across Main Street at the CVS intersection? With the loss of the traffic light there, there is no longer a push button cross walk. I think it is only natural to assume people will still head to the Riverwalk that way and right now that crosswalk feels dangerous.

### **Building**

- What is the plan for snow removal from the roof deck, if any?
- Re: wire mesh screen infill at parking garage - any plan for vines or other "growies" here? Feels like a nice opportunity on the south side at least.
- The north side of the greenhouse is basically a blank wall - any opportunity for a community mural or other artistic idea here?
- Where is the solar array going to go?

### **Representation**

- Renderings - It is important to see a rendering of this as one comes down Main Street. The scale is so different, and while I know some people will have concerns, I think it is acceptable, in line with downtown development. But we

do need to understand the feeling when driving up and down Main Street and across the bridge.

- I would love also see night rendering with a realistic depiction of the way downtown is lit now and how the building's exterior and interior lighting will appear. Has the applicant studied the effect of nighttime lighting on the area?
- I would like to see a site section cut north/south (transverse) through the building, extending from the street behind Mechanic Street all the way to the River Walk. Again, we know it will be dramatic, but better to see it and look at ways to soften the affect and get folks comfortable, than to pretend it won't be dramatic.

My thanks to you for representing me. I really am excited about this project!

Robin

**Rene Daniel** I have a few questions. I want to go back to the access road and need clarity. I have heard it called a street and an access road. Will it be built like a street that can be accepted by the City or is it going to be an alleyway?

**Mark Burns** this is intended to be a street. I want to go back to a comment that was made by Mr. Shinberg. He was wondering how residents will access the building, how deliveries will be made. We will actually have a turn off for Uber and deliveries on the east side of buildings and will gain width at that point to accept the extra row of vehicles for temporary loading. The roadway itself will be built to City standards that can accept heavy trucks.

**Rene Daniel** my second question is to solar. That would be a cost savings by everyone, the residents as well as the greenhouse.

**Mark Burns** currently there is no commitment to solar on the residential but on Vertical Harvest it is being addressed.

**Rene Daniel** lighting, not necessarily the negative lighting. Often times in larger Cities on special holidays or special events, they have the capability to light up their buildings to promote major holidays to bring people to it. Is the lighting going to be in that fashion?

**Mark Burns** Public Safety has made it known that pedestrian safety includes extensive lighting. We will look at lighting ground surfaces thoroughly. Whether or not you are able to light the building or decorate it during certain times of the year I think the City will have the full attitude to do that providing axillary power throughout the building.

**Rene Daniel** I like landscaping and would like to see it broken up into three facets, one for the residents, one on the ground level and then anything you can plant to grow up on the wire cages. I want to promote as much landscaping you can put there.

**Mark Burns** the wire mesh is intended to be a growing medium surface for vines, it just takes a little time to grow. We are planting street trees along Route 25 side and will be adding additional landscaping and patio entrance to the northeast corner which is the residential entrance. The residents will have green space and perimeter plantings around their patio. The outdoor space is planned to be around 1500 to 2000 square feet.

**Rene Daniel** do not forget the landscaping on the new street you are creating.

**Mark Burns** as to the comments from Ms. Tannenbaum. With our meeting with the City, it was preferred that we help direct people to the intersection for crossing as opposed to crossing across from the credit union as it is pretty dangerous there. We are going to try to provide the amenities along that. It is also important to us to maintain access to the credit union as they have their drive thru there, so we need to focus on the functionality of that. We have also talked about the connection to the River Walk on the residential side to the Westbrook Commons area. It is right in the middle of everything and we are trying to be thoughtful with our planting scheme.

**Rene Daniel** on the next presentation if you could show renderings from all four sides of the building from William Clarke, Mechanic, Bridge and Main Street.  
Anyone else?

**Greg Shinberg** representing the owner MKC. It is important to say the owner is quite pleased with the design, with the appearance and supports the project as long as his concerns are addressed.

Is there a construction management plan? During construction, how long will it take for the access back there? Does the access alley get rebuilt with new sewer, water, and utilities? Again, that can affect the access on the back side.

It is my understanding that this building will be put on pile. Does that mean the buildings nearby will have cameras on them to make sure no adverse effect is done to those buildings?

Will there be new wayfinding signage as part of the project to direct people into the parking garage or facilities, etc.?

Those are the questions that we have and thank you for letting me come back up.

**Rene Daniel** Mark, will there be a construction plan?

**Mark Burns** there will be a construction plan submitted in further presentations. We can talk about staging, access, we will talk about time periods and will ask for the presentation by the construction manager.

**Rene Daniel** will the access alley/street be reconstructed?

**Mark Burns** portions of it will be reconstructed. We will make accommodations as we can, maybe phasing the road work or one side, then the other road work done so access remains. This is fairly typical construction in a City context.

**Rene Daniel** is the building going to be on pilings?

**Mark Burns** it will be on pilings and usually the subcontractor takes responsibility for their work. Has insurances, takes precaution and that will be part of the construction dialog and procedures.

**Rene Daniel** signage

**Mark Burns** wayfinding signage we have not discussed with the City at this time.

**Daniel Stevenson** as you know there will be disruption during construction. The construction manager will be Wright-Ryan. You will see in the future with coordination of DDW, “Seeing Orange” that will have all the construction that will be happening in the downtown.

Also, DDW and my department will work with downtown businesses not just the adjacent property owners as all the businesses will be affected by the disruption as different issues arise.

**Rene Daniel** may I have a motion to adjourn from workshop and go back to the regular meeting

**John Turcotte** so moved

**2<sup>nd</sup> by Jason Frazier**

**Motion carries (Vote 6-0 in favor)**

**Rene Daniel** may I have a motion to adjourn?

**Jason Frazier** so moved

**2<sup>nd</sup> by John Turcotte**

**The motion carries (Vote 7-0 in favor)**

**ADJOURN**

*THANK YOU, respectfully submitted by Linda Gain [lgain@westbrook.me.us](mailto:lgain@westbrook.me.us)*