

**TOWN OF ENFIELD
MUNICIPAL FACILITIES ADVISORY COMMITTEE**

MEETING MINUTES OF OCTOBER 17, 2019

Present: Phil Shipman, Tracy Young, Mark Tarantelli, Jean Patten, Shirley Green, Erik Russell, Maynard Southard; Ryan Aylesworth (Town Manager);

Excused: Robert West

Guests: Melissa Hutson, Library; Dominic Albanese (Chair; Board of Library Trustees), Francine Lozeau (Library Trustee); Roy Holland, Police Chief; Jim Taylor, DPW Director; Phil Neily, Building Inspector

Call to Order

The meeting was called to order at 4:00 PM.

Review and Approve Meeting Minutes – September 24, 2019

The meeting began with the approval of the September 24, 2019 minutes.

Mr. Shipman requested to correct the following:

Page 2 where it referred to Bread Loaf as submitting the second *highest* bid. This should instead read to the *second* lowest bid.

Page 3, second sentence in the last paragraph should read “She noted that a safety complex *that* involved...”

Page 3, first sentence of the second paragraph should read “...go back to the donors and confirm their support *for deviating from the previously plan*, but he does...”

Page 3, last sentence of the second paragraph should read “Mr. Albanese stated that the current funds raised would not be enough...”

Mr. Young motioned to approve the minutes as amended. Motion seconded by Ms. Patten. Vote unanimous in favor of the motion (8-0).

The committee then reviewed the memo prepared by Bread Loaf that summarized their site visit on September 30. Members of the committee acknowledged that it was impressive that Bread Loaf was able to gather as much useful information as they did from a single visit. Various corrections were suggested and Mr. Aylesworth will forward along these changes.

The next, and primary, order of business was discussion of possible favorable locations for a public safety facility. Bread Loaf team members facilitated this part of the meeting. The conversation began with Bread Loaf showing the rough dimensions of the public safety facility as envisioned by Barrett Architecture in the last phase of the study, and said for the purposes of initial discussion they were going to overlay Barrett’s proposed footprint on each of the candidate parcels that they had an

opportunity to view on September 30. Bread Loaf also presented their process in assessing the possible sites and concepts regarding new buildings and combinations of new buildings and renovations to current buildings.

Bread Loaf discussed challenges with the Hawthorne and Department of Public Works sites, which included major land slopes and difficulty with road accessibility. For these reasons, they proceeded with locations that were more optimal for the needs of the Town and suggest that these parcels be removed from further consideration at this time.

Brownie's Auto Site

Bread Loaf went on to discuss the Brownies lot and the ability for the site to support the use of drive through bays for entry and exit.

Mr. Southard inquired if there were any concerns with the apartment building located on the corner of the property. The Committee then discussed the residential area and possible community impact. A suggestion was made that perhaps the corner property could be an additional purchase and utilized for other municipal needs, such as town offices.

Ms. Patten noted that there are concerns with the Brownies property regarding Route 4 accessibility and traffic, especially in winter weather.

Mr. Holland noted that there were possible ways to mitigate traffic flow. He noted that many of the sites he visited had a traffic light to allow emergency service vehicles the right of way. The other possibility was utilizing Flanders Street as the entry and exit point for fire apparatus, which would allow more room on flat roadway for cars to stop. He agreed that traffic would be of concern, but noted that this would be the case with any location along Route 4. Committee members also noted that, whether a public safety facility was located on Route 4 or not, responders would still have to contend with Route 4 traffic when a call required it.

Bread Loaf noted that any site located on Route 4 would require a traffic light to be set up due to the volume of traffic on the road.

Mr. Young asked if there were any concerns for contamination due to it being an autobody shop. Mr. Aylesworth confirmed it was possible that contaminants were present on the site, and this would require further inquiry.

Main Street (Dave's Glass Barn Building)

Bread Loaf moved on to discuss the property on the corner of Main Street and Route 4. There were concerns for traffic as well as apparatus accessibility and maneuverability. It was noted that it would be necessary to be a one-sided building with a reduction in the proposed square footage.

Bread Loaf noted that while the location could potentially work well for a combination facility that housed police and town offices, there are many physical limitations if fire and EMS were included.

The Committee discussed the challenges of vehicle and pedestrian traffic that would prove to be challenging. There were also concerns for the fire trucks to have to back in and out onto Main Street near the intersection.

Shedd Street

Bread Loaf noted that, if you set aside any concerns or shortcomings of the location, the layout of the parcels themselves would allow for a public safety facility to fit nicely on the site. The challenges were the narrow roads and within a residential area as well as the dead-end nature of the road that made the facility more secluded. There are also challenges with the current power supply to the site as it is acceptable for residential use, but it would need to be upgraded for the apparatus needs of a safety facility.

The Committee questioned what the bridges could hold for capacity where the vehicles would frequently pass over. The accessibility of the site was the main concern.

Mr. Young notes that the site would be beneficial to sell to obtain money to offset the purchase of another parcel for a public safety facility, as well as create a source of ongoing tax revenue for residential properties that could be developed there.

Chief Holland noted that from a policing standpoint, it is not in an ideal location for public accessibility. The visibility of a safety facility and the ease of access are both important for community involvement and serving the needs of the town.

Ms. Patten noted that safety facilities in the town have been located in a residential area and it has never presented as an issue. She added that other area facilities, such as Lebanon, are located in residential areas and seem to function adequately. She noted the site has been referenced as a brownfield site and questioned whether it had been confirmed.

Mr. Aylesworth noted that the site has had an informal approval for an environmental assessment by a qualified consultant funded with EPA grant monies. He noted the assessments will be underway as soon as the approval is finalized, which should provide useful information about the condition of the site whether it is utilized by the town for a municipal facility or ultimately sold.

Ms. Patten noted that the site is beneficial in that it does not require the town to purchase property.

The Committee discussed details of having a ‘visible’ facility being a priority from a standpoint of mission delivery and serving the public.

Mr. Shipman noted that it was going to be important for the Committee to convey to the town the long-term value of investing in the most beneficial site versus the value of siting a facility on land already owned by the Town.

LaCroix (north side of Route 4)

Bread Loaf next discussed the LaCroix property located on the north side of Route 4 with frontage across from Connected Car Audio. The land has notable challenges in slope/grade. There is no existing road to the property which presents another challenge in that a road and underground utilities would need to be installed. The Committee discussed how the lot could be accessed and it was agreed that this option presented a considerable amount of site work.

The Committee discussed alternative means of accessing this property, include the possibility of an access road further to the east off of Lovejoy Brook Road. However, the cost of installing an additional bridge to navigate Lovejoy Brook Road would seem to be prohibitive.

LaCroix (south side of Route 4)

This parcel consists of 2.2 acres (rectangular in shape) completely free of any existing structures located just to the west of Bar Harbor Bank and Trust; a LaCroix property

Mr. Russell noted that the property owner had spoken with the Planning Board for a conceptual hearing regarding subdivision of the adjacent lot which houses Bar Harbor Bank and the flower shop. The Committee discussed details regarding the size and shape of the property as well as access points from McConnell Road if additional land located behind the bank were also acquired as part of the sale.

Bread Loaf noted that the property is relatively flat and would not require a large amount of grading. They added that based on the shape and size of the property, it may make the most sense to place the facility in a way that would not allow drive through bays. They added that there may be advantages to having a one-sided building versus the drive through.

Ms. Green noted that it would be beneficial to know the difference in cost between a facility with bays on both sides versus only one.

The Committee continued to discuss the details of accessibility for the site, including McConnell Road, which is a dirt road. Members also noted that the site would allow for the siting of an impound lot for police purposes.

Mr. Young noted that selling the Shedd Street property has the potential to cover 100% of the cost of the land purchase.

Raphael's

Bread Loaf noted that it has similar advantages to the LaCroix lot on the south side of Route 4. It is very flat, but it is in a flood plain and bordered by a small creek. The sight lines are not great, but they are not bad either.

Mr. Aylesworth inquired as to how much fill would be needed to raise the land out of the flood plain.

Bread Loaf said this was difficult to determine without further examination, but suggested it may be as little as 12 inches of fill.

School Site (subdivision of existing SAU property)

Although there is ample acreage associated with this site, the building would ultimately need to be set back quite a distance off of Route 4. Access would come either from Lindop Lane (currently a Class VI road) or the SAU driveway. Like the LaCroix property on the north side of Route 4, this option would entail a considerable amount of investment in road construction and underground utilities.

Bread Loaf also suggested that this site also appears to contain a great deal of ledge, which would also drive site preparation costs that much higher.

The Committee then deliberated on the relative merits of each of these properties. It was ultimately determined that the LaCroix (south side of Route 4), Brownie Auto, and Shedd Street properties were the most workable options at this time. Additional properties will be evaluated should issues arise or the Committee otherwise fail to arrive at a consensus as to which of the three is best suited to meet the needs of the Town.

Mr. Young stressed the importance of having Bread Loaf consider conceptual designs that include a basement given the potential to reduce the physical footprint of the building.

Next Meeting: Monday, October 28, 2019 @ 6:30 PM (DPW Facility)

Adjournment

Ms. Patten motion to adjourn. Mr. Tarantelli seconded. Vote unanimous in favor of the motion. (8-0).

Meeting adjourned at 6:20 PM