

7.31.22

Preliminary Comments on the Mill Point Concept Major Site Plan and Major Subdivision Concept Plan

Dear Yarmouth Planning Board Members,

I own 87 Main Street where I reside and have an office for Rasor Landscape Architecture. I am a Maine and Nationally Registered Landscape Architect specializing in the development of infill housing projects.

Summary of Preliminary Findings - Property Zoned Shoreland, Resource Protection, and Village III

1. This parcel has remained undeveloped for 336 years since when Yarmouth was founded in 1636 because it is severely restricted by wetlands, intermittent streams, erodible soils, and steep slopes. We don't have new technologies or new best practices that now make this land suddenly suitable for development. The land has been a woodland in some form or another since 1636 because that is the only reasonable use given the extreme environmental constraints and applicable regulations.
2. The Yarmouth Comprehensive Plan states in two different sections that development potential for this parcel is severely restricted by wetlands and steep slopes. It is rare that the Comprehensive Plan provides such clear guidance for the Planning Board on a specific parcel, and this alone should make you pause before even considering the application.
3. 80% of the parcel is severely restricted by wetlands, erodible soils, intermittent streams, and severe steep slopes identified, cross referenced, and mapped by Yarmouth Ordinances. These highly sensitive natural areas are protected by Town, State, and Federal regulations and policies. The Planning Board has the authority to deny development proposals that impact these resources.
4. The parcel includes a Shoreland Overlay District requiring that the aggregate of historic and future clearing cannot exceed 25%. The development proposal results in 31% SOD clearing, exceeding the 25% maximum. The 25% maximum is exceeded with the proposed access drive connecting the existing parking to the new development sites. This is important to note because not only are the three building development sites undevelopable and inaccessible due to wetlands and steep slopes, but you can't even get to them without exceeding the 25% maximum.
5. The Concept Plan is not a reasonable response to the extreme environmental constraints of the site as required by the Site Plan and Subdivision Ordinances. The Concept Plan ignores the limitations of the site. For example, the proposed access drive, parking, and building sites are located on steep slopes of 47%. Town street and access drives have a maximum slope of 8% to 10%. There is no feasible way to access these sites for daily use or in an emergency by Fire, Police, and Rescue. Analysis shows that retaining walls 20' to 30' in height and approximately 255' in length with side slopes extending into the wetland are required to even remotely meet access standards. This type of aggressive and expensive site work might be reasonable for a Lowes or a Walmart abutting I-95, but not for a neighborhood of 17 townhomes set in the heart of Yarmouth village. The project is unreasonable and unsafe, and the required site work would be completely out of character for the village.

Prior to proceeding with any review of the Concept Plan, I urge the Planning Board to conduct a site walk of the proposed access drive center line and the proposed three building sites, ideally with the Fire Chief in attendance. Many of you won't be physically capable of traversing the steep slopes and wetlands. Conditions are that extreme. A site walk will provide you with an unbiased reality check that the land cannot support any more development and that the Concept Plan is not worthy of consideration.

Dear Yarmouth Planning Board Members,

There is a reason this parcel has remained undeveloped since 1636 when Yarmouth was founded as North Yarmouth. It is an undevelopable lot, severely constrained by access, steep slopes, erodible soils, wetlands, intermittent streams, and Town, State, and County regulations. 80% of the parcel to south of the existing Mill Point apartments and parking is severely constrained by wetlands, steep slopes (20% to 50% steep), erodible soils, intermittent streams, and the Shoreland Overlay District. Property owners have inherent rights to develop their property, but some people buy land that has limited to no development potential and no amount of daydreaming will change reality. This is the case here with a site that includes extensive and severe environmental and regulatory constraints. We don't have new innovative technologies that we didn't have in the past making it now possible to develop the site in a reasonable manner. We don't have out of date zoning ordinances and planning studies that don't align with best practices for village development. We have access to the very best technologies for land development and the very best and most innovative local zoning standards and regulations and none of these cutting edge technology, policies, or standards change the fact that the site cannot be developed in a reasonable manner while adhering to codes, policies, standards and best practices.

The Concept Plan under review does not represent a flash of creativity unlocking previously misunderstood potential of the property. It is an unreasonable proposal that runs counter to common sense, counter to adopted Town planning studies for the site, counter the specifics of the Comprehensive Plan, and counter to existing Town, State, and County zoning and environmental standards. Highly qualified professionals have previously looked at this property at different times in the past (I note at least six different sources below) and none of these thoughtful and informed efforts saw any possibility for further development of the site

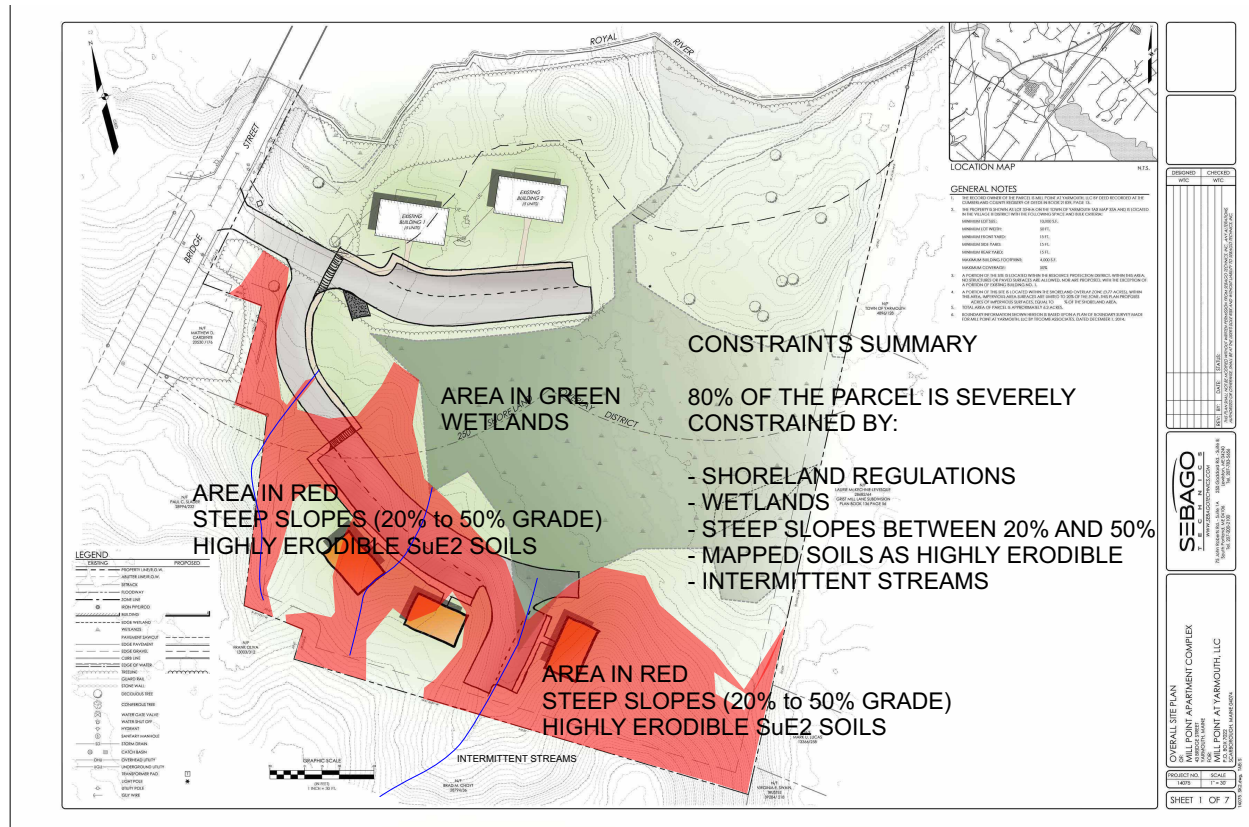
Before proceeding with any further review of this project, I respectfully request the Planning Board to ask the developer to stake the centerline of the proposed driveway and the corner locations of the proposed buildings. Please try and physically walk the centerline and building locations - up and down severely steep and erodible slopes with 20% and 50% grades, across intermittent streams, and right up against mapped wetlands - and you will understand why this project has no merit for the Planning Board's consideration. I respectfully request that the Fire Chief and Police Chief attend this site walk and experience first-hand the inherent and unsurmountable problems with developing this site.

Thank You,



Mitchell Rasor

1. Conflict with Mapped Environmental Constraints



80% of the proposed development area depicted in the Concept Plan includes mapped environmental constraints including severely steep slopes, severely erodible soils, and wetlands. The site is also land locked and it is not feasible to reasonably access the building sites.

Chapter 701 specifically defines steep slopes as

Steep Slope: A portion of land with a grade of 20% or greater.

The reasons why steep slopes are specifically defined in the Ordinance is because development on these slopes is unreasonable, leading to:

- Erosion soils
- Extensive and damaging cut and fill earthwork
- Dangerous and tall retaining walls
- Extensive side slopes requiring the removal of forests or impacts on wetlands
- Conflicts with ADA regulations
- Dangerous situations threatening Health, Safety, and Welfare because Fire, Rescue and Police cannot negotiate this terrain or access development on these slopes

- Conflict with street and driveway technical standards requiring a minimum of 8% to 10% grades
- Irreparable damage to character of the site and adjacent neighborhoods due to the extensive changes to the terrain and ecosystems
- When calculating Net Residential Density, steep slopes and other site constraints must be deducted from the total before calculating density, because you can't and should not build on steep slopes.
- Geotech issues with situating buildings on steep and erodible soils

Chapter 701 specifically defines Erodible Soils as “soils classified as being highly erodible by the Cumberland County Soil and Water Conservation District based on the most recent edition of Soil Survey of Cumberland County, Maine by the USDA and Maine Agricultural Experiment Station.”

The soils in the location of the proposed development depicted on the Concept Plan are SuE2, defined in the Cumberland County Soil Survey as:

Sulfield silt loam, 25 to 45 percent slopes, eroded (SuE2)

This soil is on the lower part of slopes of strongly dissected terraces adjacent to streams, rivers, and drainageways...runoff is very rapid. Sulfield soil is too steep for farming. It is suitable for use as woodland...if it is used for this purpose, seedling mortality is moderate and, equipment limitations severe, mainly because of steepness of slope, and erosion hazard is severe. Because of slow permeability in the clay layers and the steepness of slope, this soil has very severe limitations for use as homesites where septic tanks are needed for disposal of sewage. Limitations are very severe for most recreational uses, principally because of steepness of slope.

Please Note that the mapped coastal bluffs in Yarmouth restricted for new development are also SuE2. This is a very sensitive environmental constraint and authorities ranging from Maine Geologic Survey to the DEP to the Army Corps to Inland Fisheries and Wildlife all state that no development should occur on these steep and erodible soils.

Environmental and Site Constraints Findings

80% of the parcel to the south of the existing development is severely constrained by mapped wetlands, intermittent streams, and erodible 20% to 50% steep slopes. There are two relatively flat knolls to the far southern portion of the site, but these small areas are inaccessible, isolated, and undevelopable due to wetlands, steep slopes, and lack of street frontage. As stated by the Cumberland Country Soil Survey, in no uncertain terms, the only appropriate use for sites with the mapped soil type pf SuE2 is woodland. Developing a site for housing with such extensive mapped wetlands and mapped erodible soils is reckless, against code, and contrary to all environmental best practices for site development.

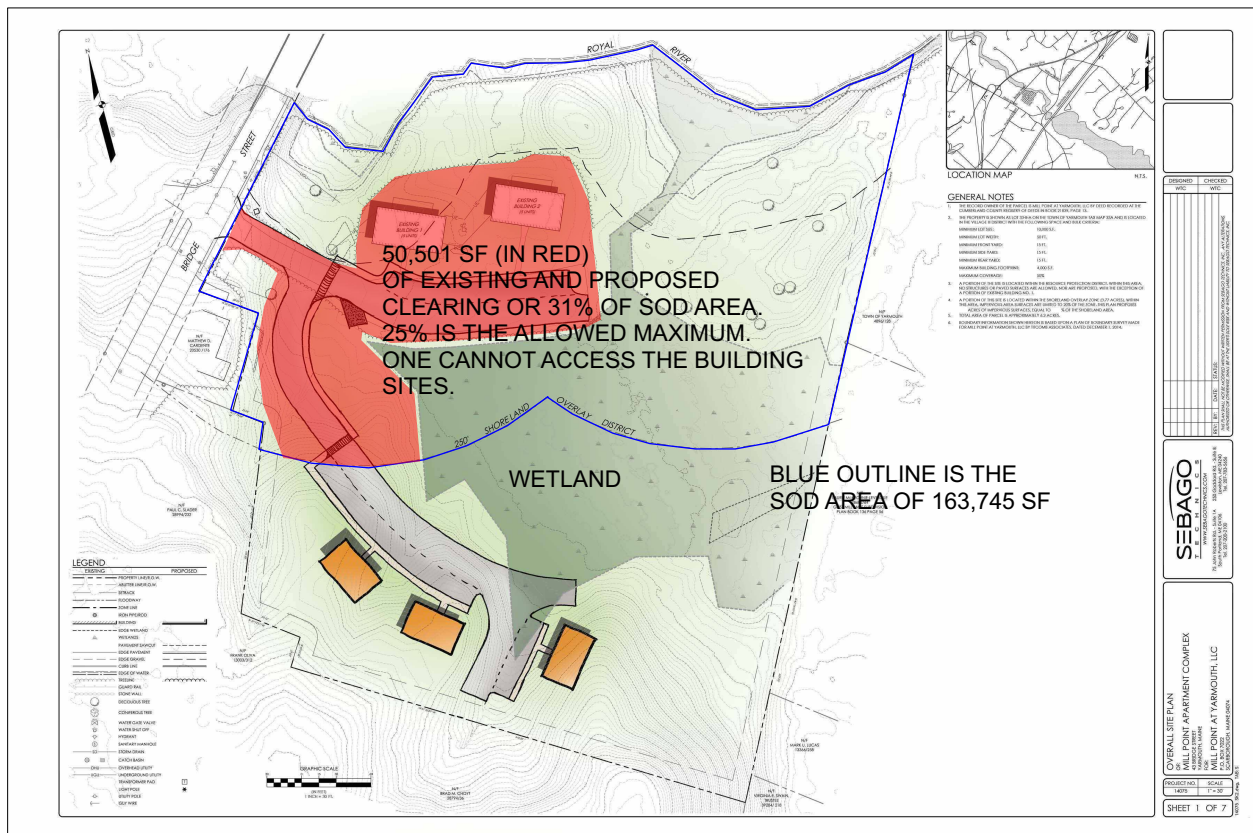
2. Conflict with Shoreland Overlay District

Shoreland Overlay District IV.7.k Clearing or Removal of Vegetation for Activities other than Timber Harvesting

Regulation:

(b.) In no event shall cleared openings for any purpose, including but not limited to, principal and Accessory Structures, Driveways, lawns, and sewage disposal areas, exceed in the aggregate, twenty-five (25) % of the lot area within the SOD or ten thousand (10,000) square feet, whichever is greater, including land previously cleared. This provision applies to the portion of a lot within the Shoreland zone, including the buffer area, but shall not apply to any Commercial or Industrial districts or the WOC I and GD Districts or commercially developed lot(s) in the WOC III District.

Cleared openings legally in existence on the effective date of this Ordinance may be maintained, but shall not be enlarged, except as permitted by this district.



Shoreland Findings:

Analysis of the submitted Concept Plan shows that the area of the Shoreland Overlay District on the parcel is 163,745 SF and that existing and proposed clearing in the SOD will result in 50,501 SF or 31% of clearing, which is greater than the allowed 25% of clearing in the SOD.

This analysis is very important because it demonstrates that one cannot even access the proposed building sites and meet Shoreland Overlay District regulations. Not only are the proposed building sites unbuildable, but you can't get to them.

3. Conflicts with Site Plan Standards

From Chapter 702 Site Plan H. Review Criteria:

1. Conformance with Comprehensive Plan: The proposed development is located and designed in such a way as to be in conformance with the Town's Comprehensive Plan.

The Comprehensive Plan specifically states NOT to develop this site in this manner. It is very rare when a Comprehensive Plan calls out a specific parcel as being unsuitable for further development.

3. Parking and Vehicle Circulation: The proposed plan provides for adequate parking and vehicle circulation. The amount of dedicated parking provided on-site or within a reasonable walking distance from the site meets the requirements of ARTICLE II.H of the Zoning Ordinance (Off Street Parking and Loading), the size of the parking spaces, vehicle aisle dimensions and access points are in conformance with the Technical Standards of Section J of this document.

Due to the steep slopes, parking and vehicle circulation cannot be designed to meet regulations. As noted, above under Shoreland, one cannot even access the building sites due to conflicts with SOD standards

16. Design Relationship to Site and Surrounding Properties: The proposed development provides a reasonably unified response to the design constraints of the site and is sensitive to nearby developments by virtue of the location, size, design, and landscaping of buildings, driveways, parking areas, storm water management facilities, utilities storage areas and advertising features.

The proposed development is a very unreasonable response to the design constraints of the site. The design in no way respects the many severe restraints of the land.

6. Fire Safety: The proposed development is located and designed in such a way as to provide adequate access and response time for emergency vehicles or mitigates inadequate access or response time by providing adequate fire safety features such as but not limited to fire lanes, smoke and fire alarms and sprinkler systems, as part of the proposed development.

One cannot even access the building sites with a conforming driveway due to steep slopes and SOD standards. Meeting design standards for Fire Safety would require the total destruction of a mapped environmentally sensitive site in order to create geometries suitable for emergency response.

8. Natural Areas: The proposal does not cause significant adverse impacts to natural resources or areas such as wetlands, significant geographic

features, significant wildlife and marine habitats and natural fisheries. The proposal is consistent with the recommendations of the Maine Department of Inland Fisheries and Wildlife as found in the document titled "The Identification and Management of Significant Fish and Wildlife Resources in Southern Coastal Maine," February 1988.

The Cumberland County Soil Survey maps the site soils as completely unsuitable for development recommending woodland as the highest and best use.

19. Technical Standards: The proposed development meets the requirements of ARTICLE I.J (Technical

The extreme nature of the site constraints, specifically steep slopes and wetlands, makes meeting the Technical Standards highly improbably without doing severe damage to a site mapped as highly environmentally sensitive by multiple regulatory and environmental authorities. For example, the maximum grade for streets and access driveways is 8% to 10% and 80% of this site has slopes 20% to 50%.

4. Conflicts with Subdivision Standards

*4. **Erosion:** The proposed subdivision will not cause unreasonable soil erosion or a reduction in the land's capacity to hold water so that a dangerous or unhealthy condition results;*

The site is located on the MOST erodible soil type in Yarmouth.

8. Aesthetic, cultural and natural values:

The proposed subdivision will not have an undue adverse effect on the scenic or natural beauty of the area, aesthetics, historic sites, significant wildlife habitat identified by the Department of Inland Fisheries and Wildlife or the municipality, or rare and irreplaceable natural areas or any public rights for physical or visual access to the shoreline; The Board may require that a proposed subdivision design include a landscape plan that will show the preservation of existing trees (10" in diameter or more), the replacement of trees and vegetation, graded contours, streams and the preservation of scenic, historic or environmentally desirable areas. The street and lot layout shall be adapted to the topography. Extensive grading and filling shall be avoided as far as reasonably practicable.

9. Conformity with local ordinances and plans:

The proposed subdivision conforms with a duly adopted subdivision regulation or ordinance, comprehensive plan, development plan or land use plan, if any. In making this determination, the municipal reviewing authority may interpret these ordinances and plans and shall be designed so as to be consistent with master plans and facilities plans and with off premises infrastructure....

All adopted Comprehensive Plans and development plans (at least four different plans) note no new future development on this parcel.

5. Conflicts with Zoning Standards

Forthcoming.

6. Comments on the Design Implications of the Concept Plan

There are numerous critiques of the Concept Plan in regards to the absolute infeasibility of the proposal due to steep slopes and wetlands. Overall, the Concept Plan is so disconnected from the realities of the site that the Planning Board should reject it as the first step in the review of the proposal and note for the record that the site is severely constrained.

7. Conflict with the Comprehensive Plan

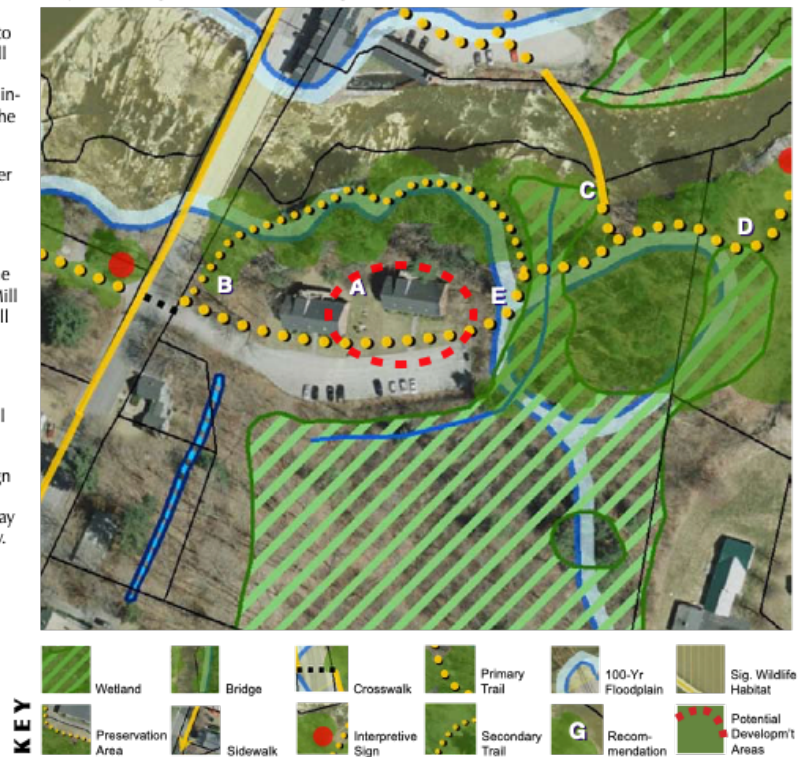
The Royal River Corridor Master Plan from 1.30.09 is adopted by the Town as part of the Comprehensive Plan. The Planning Board must reference the Comprehensive Plan for guidance when it comes to reviewing the Concept Plan. The Master Plan specifically looks at the Mill Point site and expressly states that any future development should occur adjacent to the existing apartments. The rest of the site has extensive wetlands and steep slopes considered by the Comprehensive Plan document as infeasible to develop as called for in the Concept Plan.

ROYAL RIVER CORRIDOR

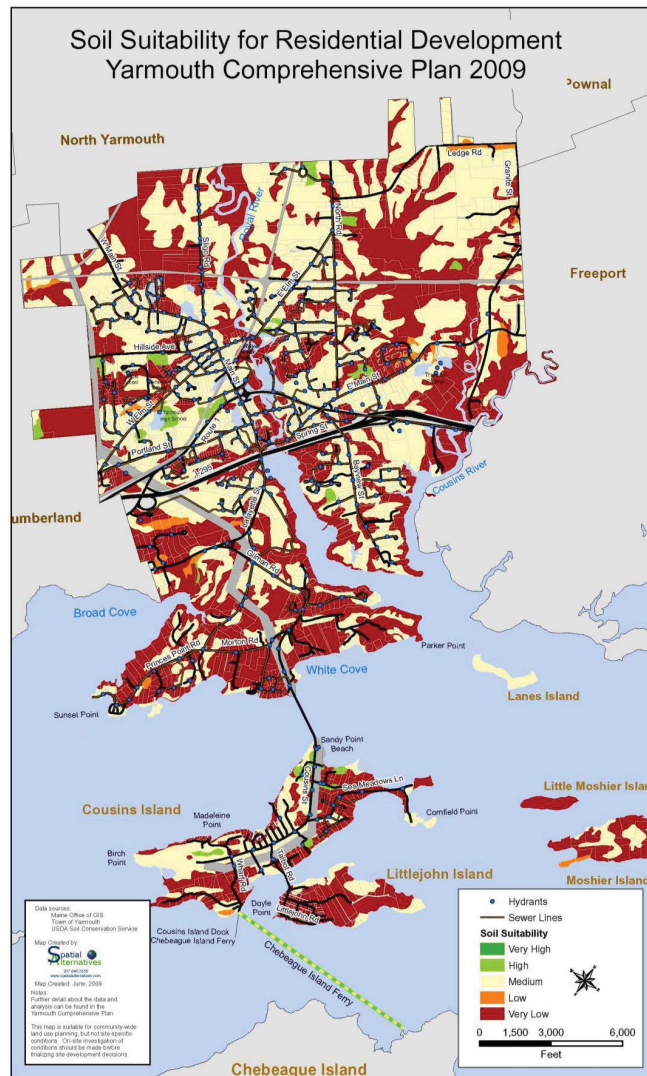
Recommendations

- A.** Allow additional residential development to complement the existing apartments at Mill Point. New units could be attached to the south end of the existing structures and/or incorporated into a new building built into the hillside on the west side of the parking lot.
- B.** New construction should not be built closer to Bridge Street to minimize tree removal.
- C.** Install a footbridge across the Royal River downstream from the Sparhawk Mill to provide a connection to the pathway on the west side of the river and access to Grist Mill Lane Field. Final location of the bridge will have to respond to floodplains, wetlands, and ownership patterns.
- D.** Extend the Royal River pathway across the property to connect to the town's Grist Mill Lane Field.
- E.** Construct a footbridge (following the design guidelines for the river corridor) to replace the existing bridge over a small drainageway on the south side of the Mill Point property.

12. MILL POINT APARTMENTS



The Comprehensive Plan also includes a map called Soil Suitability for Residential Development and the project site is mapped as Very Low Suitability for Residential Development:



Comprehensive Plan and Royal River Corridor Plan:

The Mill Point site was carefully considered during the master planning process and development was only recommended in a small window of an area by the existing apartments and the document specifically states. “A large piece of undeveloped land west of the apartments is quite steep and wet and may not allow significant expansion.”

8. Conflict with the Character-Based Development Code

The Master Plan adopted as part of the Yarmouth Character-Based Development Code includes analysis showing no future development for Mill Point. No future development is noted due to the environmental constraints of wetlands. A potential connectivity point is noted between the Grist Mill subdivision and Mill Point.

ILLUSTRATION P.A.2 ILLUSTRATIVE MASTER PLAN (NOT TO SCALE)



Erin Zwirko

From: Sam Eddy <SamEddy@maine.rr.com>
Sent: Sunday, July 31, 2022 5:01 PM
To: Erin Zwirko
Subject: Mill Point Apartments Proposal

July 30, 2022

Yarmouth Planning Board
Attn: Erin Zwirko
Director of Planning & Development
200 Main Street
Yarmouth, ME 04096

Re: Mill Point Concept Major Site Plan / 49 Bridge Street

Dear Ms. Zwirko:

Please accept this letter as commentary on the proposed Mill Point Concept Major Site Plan for 49 Bridge Street.

My name is Sam Eddy. I have lived on Bridge Street for 25 years. Along with my wife, Holly, we are 25-year property owners and residents of the home at 17 Bridge Street.

The scope and scale of the proposed Mill Point expansion seems to defy logic on many levels and, as presently conceived, poses a radically negative impact to the land and the surrounding neighborhoods.

Some quick research quickly reveals that the town's own Comprehensive Plan specifically states not to develop this site in this fashion. Moreover, the Cumberland County Soil Survey, based on numerous studied conclusions, specifically recommends woodlands as the highest and best use for this land.

The alterations to the land that would be necessary to accommodate the proposed design are so severe that they would effectively destroy and eliminate one of the few remaining 'in town' green spaces that has survived in its natural state since the earliest Yarmouth settlements.

I am very concerned that a greenlight for this proposal would impose irreversibly negative impacts to the land and its surrounding neighborhoods that are far out of proportion to any benefits that might be derived from its construction.

Moreover, during our time living on Bridge Street we have happily watched the street become an increasingly popular walking & biking route, as it provides a relatively safe gateway to the southern end of the village and the Royal River Walkway. It's frequent use by walkers & bikers from all points of Yarmouth highlights the quality of life Bridge Street contributes to all residents of the town.

The potential for increased traffic and increased speed (some drivers already routinely accelerate well past the posted speed limit going down Bridge Street) pose a significant concern for the continued safety of Bridge Street walkers & bike riders.

I ask you to consider carefully the impact all the vehicles associated with 17 new Mill Point apartments will have on the pedestrian & bike use of Bridge Street, particularly where Mill Point cars will be emerging onto the

street at the base of the hill, immediately next to the bridge crossing which, lacking any sidewalk, notably funnels walkers & bikers in the traffic lanes. Simply put, this is not a good scenario.

On a personal level, we have invested countless hours and expense to the restoration and renovation of our 1852 era home and property and, equally as important, to the life and vitality of our Bridge Street neighborhood and its connected streets.

The Mill Point proposal could negatively and irreversibly impact, by my count, approximately 25 homes and families contiguously or adjacently connected to the Mill Point property who, no doubt, have similarly invested in their homes.

Thank you.

Sincerely,
Sam Eddy
17 Bridge Street
Yarmouth, ME 04096
207-239-9454
sameddy@maine.rr.com

Erin Zwirko

From: Edward Ashley <edwardashley02@gmail.com>
Sent: Friday, July 29, 2022 5:43 PM
To: Erin Zwirko; Nicholas Ciarimboli
Subject: Mill Point Apartments; comments for Planning Board

Dear Madam Chair and Planning Board Members:

I am not opposed to the Mill Point Expansion, but there are several key elements that I feel must be satisfactorily addressed before any approval can be given.

First, as was true the last time Mill Point sought expansion, this is the opportunity to complete the trail network alongside the river from East Elm Street on down to the Town owned land at Gristmill Field and to First Falls. A pedestrian easement should be granted to the Town, for recreational pedestrian use and trail construction/maintenance, from Bridge St. through the existing parking lot and into the wooded portion of the parcel to the east of Existing Building #1, over the existing trail of use, with right to rebuild a footbridge over the incised drainage gully, on down to the Town owned parcel adjoining the easterly boundary of Mill Point. Mill Point agreed to this in their last application, and they should again.

Second, the current proposed layout is harder on the neighbors than the first one was, by dint of being pushed back to the south, out of the SOD, uphill, and very close to the neighbors' sidelines. This is unfortunate. It appears that the layout could be tweaked, by sharpening the radius of the new proposed driveway extension, shifting the development more to the north, and sliding it westward (which will shorten that extension, but still staying out of the SOD.). This will provide more space along the property rear line for the planting of some serious buffer/screening trees, e.g., such as Norway Spruce, to buffer the neighbors from the sight lines to the rear of the new buildings, and attenuate noise.

The Tree Advisory Committee should be consulted about the existing and future vegetation on the parcel. Right now there is substantial canopy, which will need to be replaced to the fullest extent possible. I think it would be beneficial to have a forester prepare a survey of the standing timber on the entire parcel, identifying species, any special conditions affecting planting plans and choice of species, in an effort to have the final result for the entire parcel be as good as it can be, for habitat, stormwater management, carbon sequestration, sound attenuation and fresh air for the village. A substantial planting reforestation plan should be a condition of approval for this sensitive site.

I am quite concerned about stormwater management, both during the construction phase, and post-construction, and suggest that peer review of the applicant's stormwater management plans would be appropriate. The slopes are significant, and this stretch of the river is sensitive. If we see dam removal in the future, fish passage and habitat concerns will be even more important.

I would like to know what applicant plans for construction timing, whether all three new buildings will be built in one effort, or whether phased construction is planned. Shortening the total time frame of construction would greatly alleviate the burden on the neighbors, and on the site.

The amount of impervious surface shown on the preliminary site plan seems excessive. Can the drives not be designed for yield movement? Although the fire chief may want to see 20 foot width of the drive, is that much width really necessary? I recognize the ladder truck needs 18' for jack placement, but that would be in front of the buildings. If the amount of impervious surface could be shrunk, and curled in upon itself, shifting westward and to the north and downslope, it would be very beneficial.

I do not know if any affordable rental units are intended to be part of the mix, or if this is all intended to be market rate.

This is a very unique and sensitive site and setting, there can not be many like it in the Greater Portland area, and the expanded development cries out for high quality and sensitive design.

Thank you for your attention,
Edward Ashley
20 Spartina Point

Erin Zwirko

From: Edward Ashley <edwardashley02@gmail.com>
Sent: Friday, July 29, 2022 6:21 PM
To: Erin Zwirko; Nicholas Ciarimboli
Cc: Greg Paxton; Bruce Butler; Phil Bean; Tom Bell; Sue Devine
Subject: Additional Mill Point comment to Planning Board

Dear Madam Chair and Planning Board Members:

In the email I just sent you, I neglected to mention one aspect of the importance of the design of the new buildings.

The site is in the Village III zoning district (as well as partly in the Resource Protection District and SOD). Ch. 701, Art.IV.X (VILLAGE III DISTRICT).2(Performance Stds.)e. provides that:

"Development in the Village III Zone shall be subject to the Architectural and Landscape Standards of Chapter 703 (Character Based Development Code), Articles 5.M and 5.N."

In addition, the abutting neighbors are all situated in the Lower Village Historic District, and the property lies between that Historic District and the Royal River Manufacturing Historic District on the other side of the Royal River. Several of the abutting neighbors own Contributing Structures in the Lower Village Historic District, of architectural significance. The Sparhawk Mill is an iconic and architecturally and historically valuable structure across the river. Accordingly, it would be entirely appropriate and desirable for applicant to review and be guided by the architectural standards set forth in Ch.701, Art.X.Appendix A4.3, for New Construction in a Historic District, as a supplement or over-view for the Ch.703 CBDC Architectural Standards referred to above. This is an important site, and should be further developed with great respect.

Thank you, Ed Ashley

From: [Christian Slader](#)
To: [Wendy Simmons](#)
Subject: Mill Point Apartment Proposal
Date: Saturday, July 30, 2022 10:23:12 PM

July 30, 2022

Dear Yarmouth Planning Board,

I am writing to you regarding the proposed subdivision of Mill Point on Bridge Street. As a resident of 31 Bridge St. I would like to state my opposition to the proposal. The proposed plan for the three apartment buildings and parking lot is directly behind our house and just feet away from our backyard. I am strongly opposed to the development and not just because it is in my backyard and will affect my property value, my lifestyle, my peace and solace and the joy that I have living on Bridge St. I find this site plan to be extremely out of character with the values and comprehensive plan set forth by our town. I believe that cutting down a massive amount of trees, changing the character of the land, bringing in extreme amounts of building materials and building commercial buildings & parking lots with commercial lighting is simply a horrendous idea. Not only is the plan in contrast to what makes Yarmouth such a special and unique place to live and visit, it is detrimental to the earth and the life of the Royal River. The small but very important ecosystem that is in the area "bridging" the harbor, grist mill area and Royal River Park is the last of its kind. This space is a haven for deer, fox, coyote, beaver, fisher, bald eagles, osprey, turkeys, squirrels, multiple genus of songbirds & wetland creatures. I have seen all of these animals in the area of the proposed site as well as beautiful flora and fauna, grand trees, little preschoolers wandering the woods, children sledding in the ravine, neighbors crossing paths. The existing tree buffer aids in muffling the traffic on 295 and all of this is imperative to the livelihood of our beloved community. I hope that your committee will take a very hard look at the dire effects of this plan for today and the future.

We have lived in our home at 31 Bridge St. for 10 years and prior to that on E. Elm St for 35 years. I have lived in Yarmouth since I was a young girl totaling 52 years. My husband Christian and I have raised our two grown sons here and have always been active in the community, whether it's volunteering or working or caring for others here. I have loved living in Yarmouth and always speak very highly of my experiences here. I have seen a great deal of change which is almost all positive and beneficial to our family & our community. I have had concerns regarding development and other situations and have always felt I could voice my opinion and for that I am grateful. I am also very appreciative of all the volunteer time that goes into serving on boards such as the planning board. With that I hope you will appreciate that I have given this a great deal of thought & I am taking this very seriously.

I have always planned to make Yarmouth my forever home, but should this subdivision be approved I fear I would have to move and would probably have to leave this beloved community of mine. This breaks my heart.

I look forward to the opportunity to meet you all in person on August 10th and hear more about the proposal and our community's thoughts.

Christine Thorne Slader
31 Bridge Street
207-899-5861

Frank Oliva Architect

Erin Zwirko
Director of Planning and Development
Town of Yarmouth, Maine
c/o Wendy Simmons
Administrative Assistant

The Yarmouth Planning Board,

I'm writing this as a letter of concern for the proposed development at the Mill Point Apartment Complex on Bridge Street. I have reviewed the Owner's proposal, and whereas my wife and I are abutters to this property for 26 years, we consider it to be a significant change to this historically sensitive area, and we would like to offer the following concerns:

1. **Traffic.** The access road to Mill Point Apartments off of Bridge Street sits at a unique juncture for all means of travel. Cars, trucks, bicycles, skate boards, pedestrians, runners, sight seers, dog walkers and more. They all cross paths on the opposite side of the road from the Mill Point entrance. As if this weren't enough, the bridge starts at that location and it does not have a raised sidewalk for pedestrian protection, and the configuration of hills on both sides of the bridge tends to speed up traffic at the foot of the hill. Suffice it to say that the increased traffic at this location caused by 17 new apartments is a safety concern.
2. **Site Drainage.** The Mill Point proposal's area of development is at the property's southern edge with an access road to the existing Bridge Street entrance. It is my understanding that this will necessitate substantial reworking of the land contours and subsequent tree removal (at least 2 acres), at the steepest areas of the site. Erosion, due to interruption of existing drainage ways, construction activities and storm events will be a major challenge, both during and after construction.
3. **Environmental Impact to Abutters.** The proposed development would locate 17 new apartments, new parking and an access road in the backyards of several existing homes on Bridge Street, ours included. Full consideration should be given to minimize the impact to all the abutters. This should include building and road lighting, and landscape buffering.
4. **Impact to Village Character.** The area of Bridge Street, the Royal River corridor and the Sparhawk Mill are quintessential components for the Town of Yarmouth; rich in history and natural beauty. The reshaping of terrain and the loss of tree cover required by this project qualify as major changes to this sensitive area. If one of the goals of the Yarmouth Comprehensive Plan is to preserve our iconic places, then this proposal clearly cuts against that intent.

Respectfully,

Frank Oliva

From: [Ellen Pott](#)
To: [Wendy Simmons](#)
Subject: Subdivision at 49 Bridge Street
Date: Sunday, July 31, 2022 10:26:34 AM

Erin,

I want to add my concerns about the proposed subdivision at Mill Point on Bridge Street. I am not quite sure why we are doing this again since it was turned down once. I have lived on Main Street for 43 years and have always walked the path starting on Grist Mill Road, even before Grist Mill existed. When this proposal was turned down last time, a no trespassing sign was installed. Besides the fact that it isn't very neighborly to the walkers, it breaks up the 2 sides of the town walkers path. I am also concerned about the wild life that lives in that area and the traffic. Our taxes are going up this year and with all the new development in town, I don't understand why this developer gets precedence over those of us who have lived in this neighborhood for years. The new developments haven't lowered our taxes. Thank you for taking the neighbors concerns seriously.

Ellen Pott
31 Main Street
Yarmouth, Me

Sent from my iPad

Erin Zwirko, Director of Planning and Development
Planning Board Members
Yarmouth, Maine

July 30, 2022

To the Yarmouth Planning Board,

First, I'd like to thank you for volunteering to be on this board. Yarmouth is under a lot of pressure to develop and I can only imagine how busy you've been with all of the projects in town.

I'm writing as an abutter to the proposed expansion of Mill Point apartments into the area beyond our backyard that our family fondly calls 'The Ravine' (in fact, so fondly that our sons named their band after it). We've lived in our house on Bridge Street for about 26 years, raised our children here, and provided housing for several young families in our attached rental units over the years. We were attracted to this house because of its unique setting. We love the balance of village, nature and industry that this setting maintains and we are so appreciative of the care and thought that has gone into this spot over the years. We've done our best to participate, trying to be good stewards of our property and the neighborhood. It seems clear that the proposal to nearly triple the Mill Point development is far too big for the site.

This will not be a quaint little driveway meandering through the woods. Three multi-storied buildings housing 17 units will require a parallel road, as wide as Bridge Street, with the addition of two parking lots the equivalent size of the one that's there now- all built on a narrow upward sloping piece of land. It will take clear-cutting a large swath of the forest to allow for the machinery to create this. Tall retaining walls, inert fill, and impervious pavement are akin to something one might expect to see on Route One, not in the heart of the village, next to the Royal River.

Living one lot downslope from Main Street, I can also attest to the realities of drainage and soil erosion in this topography. Despite endlessly adding soil, plants and rock walls to our gardens, we have new sinkholes and rivulets all the time. Should there be a site walk, I'd be happy to show you some of the recent effects of this erosion. Water wants to get to the river and it takes anything that's loose along with it, which is one of the reasons our trees are so precious in this neighborhood. Those trees also provide much-needed cooling, shade, wildlife habitat, they retain moisture and they are a sound and visual buffer between the highway, Rt. 88, and the village.

As I sit here writing this, I've watched countless bikes ride past, people using the sidewalk to access the Riverwalk, and vehicles co-existing on the street. I think of my steep driveway in the winter, when the snow is piled too high to see over as I back out and I'm at the mercy of coming vehicles. It all works pretty well right now, here and down at the bridge, even though the bridge has swapped the raised walkways for some paint striping. This street is a beloved conveyance

for all varieties of use. I think it works because of the scale. Adding 50% more residential units to the street, dumping them out at the bottom of the hill right next to the bridge is not a good idea.

The scale of this proposed development is suited to a commercial or industrial site. I don't think that is what the Village 3 designation intends. I sincerely hope you will take our concerns to heart.

Thank you!
Sheri Oliva

From: [Deborah Keefe](#)
To: [Wendy Simmons](#)
Subject: Mill Point Subdivision Site Plan
Date: Sunday, July 31, 2022 11:14:37 AM

To the Planning Board,

Although I will miss seeing the lovely woods behind my home at 109 Main St., I support this project IF it can offer some affordable homes, or contribute to an Affordable Housing Fund. The greatest need in Yarmouth right now is for affordable homes. Despite claiming in our Comprehensive Plan for the past 30 years that we want 10% of all new development to be affordable, Yarmouth has done nothing to bring this about. We are quickly losing land available for multi-family housing to market rate projects. More expensive housing contributes little to the Town, and also increases the burden on its infrastructure.

I would also ask that all requirements for protection of the river and wetlands be enforced. The Royal River is one of Yarmouth's greatest assets.

Thank you,

Deborah Keefe (Member: Yarmouth Affordable Housing Committee)
109 Main St.
615-9745

July 31, 2022

Dear Planning Board members,

The proposed plan by Mill Point owner, Terry Brown, threatens to be one more “slippery slope” alteration to and replacement of one of Yarmouth’s precious and diminishing green spaces. This proposed massive development will visually impair and threaten the displacement of wildlife and their habitat and the destruction of the ravine’s natural landscape. This aggressive alteration of green space and its surrounding sprawl will affect all Yarmouth residents who populate and enjoy the peaceful stroll down Bridge Street and continue through the River Walk.

Contrasting the Planning Board’s intent to nourish and maintain Yarmouth’s “walkable neighborhoods” as stated on their website, this ambitious plan to develop our quiet neighborhood will directly compromise the “walkability” of Bridge Street and the River Walk. At stake is the safety of Bridge Street walkers, walkers with dogs and baby strollers, bikers, runners, skateboarders, and young bicyclists, all who frequent Bridge Street, the River Walk, and our historic Sparhawk Mill via the narrow one-lane bridge overlooking the beautiful Royal River, morning through evening, 7 days a week.

I live on Bridge Street and my “office” is in our driveway, so I see the constant flow of pedestrians and cyclists all day long. The thought of the proposed additional cars with inevitable increased access to Bridge Street throughout the day is alarming and honestly, unbelievable. Yarmouth residents young and old, families and school children who come from all over our town to enjoy a quiet and safe stroll, would be adversely affected.

Bridge Street has always been a safe cut through for young bicyclists living on Bayview Street, Yankee Drive and Willow Street on their way to the library, camp, school, or after school activities. During the school year packs of kids come racing down the top of Bridge Street, cross the narrow bridge, taking the short cut through the park. We are so fortunate to be able to allow this carefree and wholesome activity. With the proposed addition of ~30+ cars entering and exiting Mill Point throughout the day, the 1 lane bridge which already requires cautious crossing, will impose further safety concerns.

Please consider the importance of protecting the peaceful access to Yarmouth’s beloved and historic Royal River and park, as well as the impact the proposed plan will have on our residents who live in our charming village, and actively enjoy and use our “walkable neighborhood”.

Respectfully,
Holly Eddy
17 Bridge Street
207-807-2329

From: [Matt Cardente](#)
To: [Wendy Simmons](#)
Subject: Bridge Street Development Proposal
Date: Sunday, July 31, 2022 3:10:35 PM

Dear Wendy,

i own 43 Bridge Street, the adjacent residence to the entrance of the proposed new residential development on Bridge Street. My driveway is so close to the entrance, I already have safety concerns as it is. Currently, I can barely back out without my vehicle(s) infringing on the Millpoint entrance and the entrance to the Park trail. Adding so much more traffic is a major safety issue. This is one of many concerns regarding this project. Most are noted on record during the last public hearings to add more buildings to their property years back. I will be attending the meeting(s) to oppose this development, in full, as many others will. I am surprised Yarmouth is reconsidering this development frankly. I don't see any positive for the neighborhood, area density, for the environment, for the safety of pedestrian and vehicle traffic, for the overall congestion near a school, for a road that starts with two steep hills that people speed on as it is (Bridge Street), property values, land with watersheds and wildlife, ongoing construction, appearance, privacy, public safety with more renters and turnover, amongst many other things.

With great disappointment,

Matthew Cardente | Designated Broker / Owner
Cardente Real Estate | Commercial & Investment Brokerage
Direct Line: [207.775.5677](tel:207.775.5677) | Cell: [207.233.8229](tel:207.233.8229) |
Office: [207.775.7363](tel:207.775.7363) | Fax: [207.773.0066](tel:207.773.0066)
matt@cardente.com | www.cardente.com
322 Fore Street, Portland, Maine 04101
[View My Listings](#) | [Personal Profile](#) | [Connect on LinkedIn](#)
Member of the **Forbes** Real Estate Council



From: [Tara McGeachey](#)
To: [Wendy Simmons](#)
Subject: Mill Point Concept Major Site Plan / 49 Bridge Street | Concern
Date: Sunday, July 31, 2022 9:01:33 PM

July 30, 2022

Yarmouth Planning Board
Attn: Erin Zwirko
Director of Planning & Development
200 Main Street
Yarmouth, ME 04096

Re: Mill Point Concept Major Site Plan / 49 Bridge Street

Dear Ms. Zwirko:

Please accept this letter as commentary on the proposed Mill Point Concept Major Site Plan for 49 Bridge Street.

My name is Tara McGeachey, I just moved to Yarmouth and am in the consideration stage of purchasing a home. I am currently renting on Bridge Street. I started to read of the proposal for the Mill Point Apartments expanding, and immediately drew concern. From the perspective of affordable housing being a renter myself, I can certainly understand the allure to expand on this property.

However, I just moved from Rhode Island. Seeing first hand what has happened to Newport, RI at the hands of over expansion on the waterfront, I am concerned. The first negative impact in RI was public access to the waterfront. As Condo's and Hotels increased, public access to the waterfront started to diminish. Residents now have to spend their time fighting for public access that they should not have too.

Furthermore, the environment is in need of protection and preservation. While existing ordinances already caution the development of this area, our land is not becoming 'more dry' with the climate crisis. I would encourage an environmental study to be done by the Maine Department of Environmental Protection to ensure that with sea level rise & a significant portion of green space being replaced by impermeable surfaces that the proper amount of green space remains to absorb runoff. Greenspace can clean up to 90% of pollutants that would enter the river and ocean, and the replacement of that could mean future damage.

I moved here for a life that is more closely connected with nature, my two children have loved running through the woods off of bridge street. Building this close to the river is

enough of a concern to me that I would consider not purchasing in Yarmouth because of it.

The state is in need of affordable housing, but building next to the river is problematic and could jeopardize the ability of my children to create lives here for themselves as they grow. I encourage you to protect your water ways, more than ever right now. There is green space in Maine which can safely be developed. Please uphold and protect the river and ocean.

Thank you.

Sincerely,

Tara McGeachey

28 Bridge Street

Yarmouth, ME 04096

401-266-8602

Tara.mcgeachey@gmail.com

July 31, 2022

To the Planning Board
Yarmouth, Maine

I am an abutting neighbor to the project proposed by Terry Brown regarding the Mill Point Apartments. I am opposed to it in many ways.

As you review the merits of this project, I ask you to consider how dangerous the Bridge Street bridge is right at the junction of the Mill Point driveway, path to the Royal River Park and the south entry to the bridge. This bridge is narrow. It does not have a raised sidewalk. It is not lit at night. Its traffic markings are confusing and many pedestrians, bicyclers and joggers disregard the marked boundaries of the walkway.

Due to the steep grade of the hills on Bridge Street, drivers must brake to keep from exceeding 25 MPH. Cars often pass pedestrians and each other at speeds well over that which is posted. The inadequate width of the bridge does not allow two vehicles to pass when large vehicles such as commercial trucks are involved. One of the 2 drivers who are approaching each other must make a quick decision to take turns going over the bridge. Add pedestrians, children and bicycles to this scenario and you have an increased chance of a terrible accident occurring.

Walkers, bikers, joggers and skateboarders access the Royal River Park at this point. Pedestrians in small groups, people with dogs on leashes walk onto the poorly marked bridge often walking out of the yellow dashed line and into traffic that is coming across the bridge. Young children walk ahead of their adults. Young bicyclists zip quickly in and out of the park entry. Skateboarders zig and zag down the hill to go across the bridge or into the park. All of whom are adding distraction and difficulty to the drivers as they cross over the bridge.

I have been witness to many near misses. Numerous times I have heard the desperate yells of adults screaming at children in a panic or yelling with anger at vehicles that pass too close or too quickly. I have witnessed cars coming to a screeching halt because they were watching the oncoming car and did not see the pedestrians ahead of them.

The driveway to the apartments at Mill Point is directly across from the access to the park. The proposed subdivision will add an additional 17 residential units to this busy intersection. It will triple the amount of vehicles currently going in and out of the Mill Point driveway. This bottleneck where pedestrian and vehicular traffic converge is an accident waiting to happen. Adding 17 units coming on and off the street at that juncture will increase the odds of something terrible happening.

As you consider the appropriateness of this project please keep in mind how it will affect the safety of our Yarmouth residents who enjoy the solitude and general safety of our wonderful park.

Respectfully,

Paul Christian Slader
31 Bridge Street

Erin Zwirko

From: Mitchell Rasor <mitchell@rasor.co>
Sent: Monday, August 1, 2022 10:34 AM
To: Erin Zwirko
Cc: Wendy Simmons
Subject: Re: Rasor Comments on the Mill Point Concept Plan

Hello Erin and Wendy

The Planning Board may not be able to access the proposed development area for a site walk because of the wetlands and terrain, so I shot this short video of the most southeastern portion of the site for their use. It shows the knolls with 50% steep slopes and intermittent streams extending into the wetland in the location of the proposed driveway and two building sites.

Thanks!

M

<https://www.dropbox.com/s/riaqf89bz4x0rv9/RasorVideoCommentsMillPoint.MOV?dl=0>

On Mon, Aug 1, 2022 at 9:39 AM Mitchell Rasor <mitchell@rasor.co> wrote:

Thank you!

M

Mitchell Rasor
He/Him/His
Licensed Landscape Architect
CLARB

Rasor Landscape Architecture
87 Main Street
Yarmouth, ME 04096

T 207 319 1607
C 207 831 9096

On Aug 1, 2022, at 9:24 AM, Erin Zwirko <EZwirko@yarmouth.me.us> wrote:

Good morning,

Your comments have been received and will be provided to the Planning Board.

Thank you,

Erin

Erin Zwirko, AICP, LEED AP

Director of Planning & Development

Town of Yarmouth

Office: 207-846-2401

ezwirko@yarmouth.me.us

From: Mitchell Rasor <mitchell@rasor.co>
Sent: Sunday, July 31, 2022 8:29 PM
To: Wendy Simmons <WSimmons@yarmouth.me.us>
Cc: Erin Zwirko <EZwirko@yarmouth.me.us>
Subject: Rasor Comments on the Mill Point Concept Plan

Hello Wendy

Here are my comments on the Mill Point Concept Plan.

Please confirm receipt of the PDF.

Thanks for your assistance

-Mitchell

--

Mitchell Razor
(He/Him)
Licensed Landscape Architect
CLARB

Razor Landscape Architecture
87 Main Street
Yarmouth | ME | 04096
T [207 319 1607](tel:2073191607)
C [207 831 9096](tel:2078319096)

mitchell@razor.co

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Mitchell Razor
(He/Him)
Licensed Landscape Architect
CLARB

Razor Landscape Architecture
87 Main Street
Yarmouth | ME | 04096
T [207 319 1607](tel:2073191607)
C [207 831 9096](tel:2078319096)

mitchell@razor.co

July 30, 2022

To the Planning Board
Town of Yarmouth, ME

Re: Mill Point at Yarmouth, LLC project at 49 Bridge Street

As an abutter of the land in question in this development proposal, I am writing to express several reservations concerning the project.

1. The proposal requires clearing much of the land that is now covered by a lovely and useful tree canopy. In Yarmouth, we prize our green spaces, especially the area lining the riverbank where the town has preserved a walk that benefits us all. The river walk attracts townspeople walking their dogs, mothers with children on an outing, teenage bicyclists, runners and elderly citizens getting their exercise. The popularity of this walk and its access points (from the Elm Street Park and the sidewalk beside the tennis courts at the elementary school) testifies eloquently to the desire for such quiet and shady recreational spaces. Another such space is the town-owned lupine fields and shady walks between the old grist mill and the property under discussion at Mill Point. Destroying the tree canopy that connects these two recreational areas would destroy the character of the riverside area of Yarmouth.

I would also point out that people concerned with climate change and global warming believe that the world needs more trees, not fewer. Trees prevent erosion, control runoff, lower the temperature in their vicinity and absorb carbon. They provide habitat for birds and other wildlife. These trees benefit the town in many ways.

2. Some may argue in favor of the proposal in the hope that the new apartments will provide much-needed affordable housing in town. I am a proponent of affordable housing; but even if these apartments qualify as affordable (which is debatable), I believe there are many better options for siting such housing, and some of them are already being considered or constructed. For instance, a single-family home in disrepair at [?] Main Street has been renovated to contain three small apartments, which I anticipate will provide affordable housing even as the renovation improves the look and livability of lower Main Street generally. The renovations to the apartment house at [94?] Main Street and the possibility of replacing a shed with a small house behind Charlie Hewitt's home (formerly Goff's Hardware) both qualify as improvements to the townscape, while providing more lower-cost housing. The new building at the corner of

Route 1 and Portland Street also seems to provide affordable housing in Yarmouth. Judging from these examples, the town is already supporting new low-cost housing on vacant lots and in buildings that need improvement. In all these cases, there is no destruction of valuable green space but rather valuable upgrading of existing buildings and empty lots. We do not need housing density at the expense of recreational opportunity and smart climate policy.

Thank you for your consideration.

Sincerely,
Virginia E. Swain, PhD
Professor Emerita of French
Dartmouth College

57 Main Street
Yarmouth, ME 04096
207.847.3072
Virginia.swain@dartmouth.edu
Vswain16@gmail.com

To: Erin Zwirko, Director of Planning and Development
Wendy Simmons, Administrative Assistant wsimmons@yarmouth.me.us

From: Scott Keysor, 20 Bridge Street

Thank you for reading this letter. I am concerned about the proposed expansion to the Mill Pointe Apartments.

I'd like to share a particular concern that you may not have already considered. But first, let me establish that our property does not border the Mill Point property. We live across Bridge Street from it. The perception may be that given the proposed project does not impact us "directly" we won't object. Not true! I am of the mindset that in a community, what harms one, harms all.

It should be obvious that the environmental impact to the proposed building site, and beyond (virgin forest removal, potential wetland damage, harmful stormwater runoff, etc.) are alarming.

True and to my point, **given the supply chain and employment issues the construction industry is having and the resulting delays, is it not wise to consider what could happen here?** Just look at the frustrating and costly delays to the [Congress Square redesign](#).

I am not an engineer but it seems to me that removing trees and carving into sloped land leaves it unstable and vulnerable to storms. This is especially true if things are delayed mid-project.

My hope is that the planning committee uses its best judgment, common sense, and strictly adheres to the laws and regulations governing these sorts of projects. If the committee is unsure how the laws and regulations apply, they must seek legal counsel from an expert in the field before moving forward. Thank you for your kind consideration.

Best,
Scott Keysor, 20 Bridge Street
scott.keysor@gmail.com

From: [Mike Tremblay](#)
To: [Wendy Simmons](#)
Subject: Re: Request for comment - Mill Point Apartments, Chase Bank & 166 Whites Cove Road - DUE 7/28
Date: Monday, August 1, 2022 8:34:49 PM

Wendy,

On Mill Point, I'd also like to submit public comment from myself (not on behalf of YBPC), if that is allowed. Unfortunately I have work conflict on the day of the Planning Board meeting and will not be able to attend. I apologize for not getting these comments in before the 7/28 deadline. I noticed a slew of flyers posted on utility poles near the project site that encouraged negative public comment against this project and I wanted to submit comment so that will likely be contrary to most you will receive from people who saw this flyer.

Maine, and much of the country, is in a housing crisis. People cannot find affordable places to live in much of southern Maine. Residents of Yarmouth should not try to stop more housing from being built simply because they already have a home. New housing should not be rejected sight unseen. Comments on new housing should be focused on making the project better, not "defeating" the project outright.

This project, as proposed, is not perfect, but it is appropriate for its location. Any lower-density development would be an inefficient use of space. Personally, I'd prefer more density at this location. The project location is near downtown Yarmouth, Royal River Park, and the Beth Condon Path, lending itself well to higher density development that encourages car-lite living. It is important that project density be prioritized where it is most optimal, and Mill Point is more suited to density than many other sites in town.

This project was envisioned in the 2008 Royal River Master Plan, with some notable omitted goals. 17 additional units will not substantially add to traffic concerns on Bridge Street, which certainly does not have a traffic problem today. I would echo the Yarmouth Bicycle and Pedestrian Committee comments, especially concerning pedestrian connections to Bridge Street and constructing the pathway envisioned in the Royal River Master Plan. Comments about impacts to wetlands need to be weighed against the relative benefits that density provides vs. single family housing; 17 single family homes and their driveways would have a much greater environmental detriment than this site.

Other comments:

- Covered and secure bicycle parking should be prioritized for residents, since residents will have trouble carrying bikes up stairways.
- The applicant should post Metro BREEZ schedules in building vestibules, and provide walking and biking directions to the stop at Yarmouth Town Hall.
- Residents of the development should receive certain information upon move-in, including: A pamphlet on how to use the edge lanes on Bridge Street; maps and schedule information for the Metro BREEZ bus route; a bicycle network map, etc.

Thanks again!

On Thu, Jul 14, 2022 at 1:03 PM Wendy Simmons <WSimmons@yarmouth.me.us> wrote:

For your review:

https://yarmouth.me.us/index.asp?SEC=629E1BD4-C041-417B-BBBD-FE8E3715114C&DE=D1669487-6ACB-4E07-85EF-13C8A865005A&Type=B_BASIC

Have a great Clamfest! Wendy

Wendy L. Simmons, SHRM-CP (she, her, hers)

Administrative Assistant

Planning, Code Enforcement and Economic Development

Town of Yarmouth

200 Main St.

Yarmouth, ME 04096

Phone: 207.846.2401

Fax: 207.846.2438

www.yarmouth.me.us

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Mike Tremblay

Erin Zwirko

From: Kyle Jacobson <jacobson.kyle.s@gmail.com>
Sent: Friday, August 5, 2022 5:07 PM
To: Erin Zwirko
Cc: Juliana Dubovsky
Subject: Mill Point Apt Complex

Ms. Zwirko,

I am writing in support of the proposed Mill Point Apartment project due to be initially heard at the Aug 10th planning board meeting. I received a public notice in the mail but unfortunately can not attend the meeting. I regularly bike/walk with my small children on Bridge St to and from Rowe School and other places in town.

I have reviewed your application report and the concept plan provided by the applicant and appreciate the thoroughness of it all.

I feel that this lot is well suited to increased residential density and the three additional buildings are distributed well across the available area.

The concept plan does a good job of avoiding the Shoreland zone and wetlands onsite. I will be interested to see the grading required to meet ADA and other codes in and around the buildings, walkways, and parking areas.

While not noted on the concept plan sheet 1, the wetland extents referenced on the survey are dated Oct 2014, outside of the typical 5-year DEP acceptance window. It seems an updated wetlands delineation and vernal pool assessment would be warranted for the site. Also, the survey provided in the application is not the survey referenced in the concept plan note #6.

As other public commenters have mentioned, it would be great if the public pathway could be extended from the current end at the lift station on Bridge St to Lot 33-18 and eventually Grist Mill Lane.

Overall I support the project as proposed as increasing residential density on existing lots near the center of a community makes more sense to me than building new homes in a field or woods on the outskirts of town.

Thank you,

Kyle Jacobson
68 Yankee Dr

Erin Zwirko

From: Susan Prescott <tspresco@gmail.com>
Sent: Thursday, August 4, 2022 2:08 PM
To: Wendy Simmons
Cc: Erin Zwirko
Subject: Mill Point Apartments; comments for Planning Board

Dear Madam Chair and members of the Planning Board,

I'm writing to offer comment on the Mill Point Apartment Application. While I have submitted comment as part of the Tree Committee review of this project, the thoughts submitted here are my own.

This application to expand the Mill Point Apartments would have a significant negative impact on the Bridge Street neighborhood and on our town as a whole. As proposed it would destroy a large, dense forest, replacing it with three large buildings, driveways and parking lots. This huge increase in impervious surface would contribute to dangerous heat island effect and according to the application would impact 3,000-4,000 square feet of wetland.

This significant loss of trees would be extremely detrimental to our community. These trees prevent erosion and preserve the integrity of the steep bank along the Royal River. In addition, this urban forest, in close proximity to Main Street, buffers noise, prevents runoff, and absorbs a significant amount of carbon dioxide, which provides an incredible service to our community and the planet.

Our community is filled with infrastructure in disrepair; many streets and sidewalks are unable to be repaired in a timely fashion. Additionally, our newly renovated schools are already at capacity. The introduction of these large apartment buildings would only serve to increase and accelerate these growing issues. The town is beginning the process of writing a new comprehensive plan, a process which I hope will address the density question.

The detriments of this project to our community far outweigh the benefits. I hope you will oppose this project as submitted.

Thank you for your time and consideration.

Best,

Susan Prescott