

**City of Ellsworth
Planning Board Meeting Minutes
Wednesday, February 2, 2022
5:30 PM**

Vice-Chairman John DeLeo, Secretary Rick Lyles, Members Nelson Geel and Marc Rich and Alternate Members Molly Friedland and Patrick Lyons attended the regular meeting of the Ellsworth Planning Board. Chairman John Fink was absent.

Six board members present

Public and Applicant participation in addition to in person attendance at the meeting was held using ZOOM webinar technology, pursuant to 1 M.R.S. § 403-B.

City Planner Elena Piekut, Code Enforcement Officer Lori Roberts, Development Services Coordinator Kerri Taylor, and Fire and Life Safety Inspector Thomas Canavan attended the meeting.

Four staff members present

1.) Call to Order

Chairman DeLeo called the meeting to order at 5:30 PM.

Call to Order

Mr. DeLeo informed the audience that Chairman John Fink had notified him of his resignation from the Planning Board, effective immediately. Mr. DeLeo expressed his gratitude to Chairman Fink. He informed the audience that Chairman Fink was appointed to the Planning Board as an alternate member on April 15, 1991 and subsequently appointed as a full member on October 16, 1995. Mr. DeLeo stated that Chairman Fink has been a very valuable member of the Planning Board and he has done a great job serving the City of Ellsworth.

2.) Adoption of Minutes from the January 5, 2022 meeting. Rick Lyles moved to approve the minutes. Marc Rich seconded the motion, and with no further discussion, the motion passed unanimously **(5-0)**.

Adoption of minutes

Chairman DeLeo announced that alternate member Molly Friedland **will** be voting on the Agenda items.

A brief discussion ensued regarding the appointment of alternate member Molly Friedland to a regular Board member. City Planner, Elena Piekut stated that the Board could hold an election of officers at the next month's meeting.

3.) Preliminary Plan Review for a Major Use Site Development entitled Bomarc Kingsland Self Storage for Bomarc Commercial Ellsworth, LLC. The proposal is to construct a 31,650 SF self-storage facility consisting of 3 buildings

Preliminary Plan Review entitled

of climate controlled self-storage units and 1 building of drive-up self-storage units on a 2.02-acre parcel (Tax Map 16 Lot 8-1-2) located on Kingsland Crossing. The subject property is located in the Commercial (C) Zoning District.

**Bomarc Kingsland
Self-Storage**

Jim Kiser, PE, joined the meeting via ZOOM to represent the applicant. Applicant, Rich Trott attended the meeting in person.

Mr. Kiser addressed the Board and described the project proposal. Mr. Kiser explained that the project is located on Kingsland Crossing in between Beechland Road and the Jackson Lab facility. It is a 2-acre parcel where they are proposing to construct approximately 31,000 square feet of self-storage. Three of the buildings will be fully climate controlled and will have only interior access to each of the storage units. There will be one separate building designed for larger units that will be more traditional style units. Mr. Kiser informed the Board that they have requested waivers for a few submission requirements. Stormwater was an issue that they had worked on with City Staff regarding whether it was protected or covered under the large detention facility located near the Jackson Lab building or not. Mr. Kiser added that they have provided full storm water treatment in accordance with the City standards and stormwater runoff rate control. In addition to that, they have a very small increase in the two-year storm which is a low-volume storm. They plan to maintain control at the 5.4-inch storm, which is larger, and more concerning for flood criteria within the areas downstream of the site.

Introduction

Rick Lyles inquired if there will be an office located on site. Mr. Kiser answered that there will not be an office located on site and explained that there will be a prearranged meeting to establish leasing of the units.

Mr. Lyles asked how many storage units they are proposing. Mr. Trott answered that it is approximately 225 units.

Nelson Geel asked Mr. Kiser to elaborate further regarding stormwater for the site. Mr. Geel recited a note on the TRT Report that this lot was not accounted for in the design of detention pond at Jackson Lab. Mr. Kiser responded that all of the water will end up flowing through the City's collection system which then turns around and drains towards Jackson Lab and into the basin, even though they will be controlling water leaving the site both in treatment and in runoff rates. Water will also then proceed down through the larger detention point, which then applies additional controls in accordance with what that part was designed to do. Mr. Kiser stated that they are providing a good overall on-site treatment and there will be no negative impacts or effects created by the development.

Ms. Piekut explained to the Board that back when Kingsland Crossing was constructed as a new road and concurrent with planning to build the Darlings Site there was also a 10-lot subdivision of the land surrounding it. There was a

Site Location of Development Act application to the State for the entire impervious surface created by the new road, which became public. The Darling's site totaled approximately 7-acres so there was a detention pond designed behind what is now Jackson Laboratory to accommodate all of that. They also over designed it beyond the State requirements to account for some impervious on those 10 lots within the subdivision. Ms. Piekut informed the Board that she has not been able to track down exactly how much that additional area is, but regardless this lot was not one of the lots accounted for. Mr. Trott owns an abutting lot that would have been accounted for in there. Ms. Piekut explained that is what inspired the comment on the TRT Report. Ms. Piekut informed the Board that if they are comfortable they have the ability to allow an increase in flow off site versus the pre-development condition if they are confident that everything downstream can handle it.

Mr. Lyles asked Ms. Piekut if the City is confident that the existing infrastructure can handle it. Ms. Piekut replied that she does not believe that they have reached that point yet.

Mr. Kiser stated that there is only three-tenths of a difference for the small storm and the large storm maintains a zero increase leaving the site. Mr. DeLeo commented that based on the assumption that it is a 0.3 cubic feet per second increase he would be concerned if that figure is actually wrong and ends up being more. What does the City have to make sure that does not happen or if it does happen, where would the mitigation go. Mr. DeLeo stated that it should not go on the City; it should go on the applicant. Mr. Kiser explained to the Board that they are using the same analysis method as the original pond and they are using best engineering judgement to determine and estimate the flow rates leaving the site.

Mr. DeLeo asked if it would be prudent on the City's part to request a peer review for stormwater. Ms. Piekut answered that it is the only way for the Board to get a definitive analysis of what has been submitted in the application for this site, but would not analyze downstream capacity. Ms. Piekut added that it is written into the ordinance that if there is capacity downstream whether it is a neighbor or within the city system, the Board may allow an increase.

Mr. Geel commented that he did not realize that the pond was overbuilt the first time. Mr. Geel questioned if the next lot is developed will that then subsequently create a problem that goes beyond the original engineering.

Mr. Kiser stated their pre-development watershed indicates that the stormwater all goes to that pond and not towards Beechland Road. From that standpoint the field inlet that is in front of this site goes directly into the catch basin and then flows down towards Jackson Laboratory and into the detention basin. However, if the City chose to do a peer review he would not be opposed. Mr. Kiser added that when they designed Dunkin Donuts several years ago and

that went in to effect the City required that water to be treated for stormwater capacity. That resulted in reduction to those low-level storms. They did not evaluate that for stormwater rates because it was all within the original analysis of that pond. That has reduced rates of the small storms going into there from that standpoint. Mr. Kiser commented that there will be a balancing act for every lot from that standpoint and it would be difficult to determine unless you run a total watershed analysis. Mr. Kiser added that their site is a very small site in the scheme of impervious area located between Jackson Laboratory and Darling's Auto Center that both have substantial impervious areas that go into that pond and are not necessarily providing stormwater treatment like they are proposing to do.

Mr. DeLeo stated that he would feel more comfortable if a peer review was completed just to ensure that neighboring property owners and/or the City would not be adversely impacted.

Mr. Lyles inquired in the event of damage due to inadequate stormwater control how would responsibility for the repairs be determined. Ms. Piekut answered that part of what is required when we accept anything other than zero or less post development easements are implemented. The Jackson Lab property owner made an agreement to accept everything from Darling's, other adjacent lots, and from the public road, but that does introduce complexity and responsibility when adding more to the infrastructure.

A discussion ensued regarding the Site Location of Development Act application.

Mr. Lyles inquired if Mr. Kiser were to use the number of storage units as opposed to the square footage of the buildings as the input parameter to calculate the trip generation if that would garner a different result. Mr. Kiser replied that when looking at the analysis and how the storage units are designed there is a great variability in the number of storage units within the square footage of the building. Under the ITE there isn't a way to tell what the size of each storage unit will be so he felt it more prudent to use the square footage of the buildings themselves. Mr. Lyles requested documentation that considers the 225 units to see if there is an appreciable difference.

Patrick Lyons asked Mr. Kiser to explain the lighting waiver request. Mr. Kiser explained that the lighting is a very low wattage with low-level building mounting at 25 watts. They did not believe that such low intensities merited a lighting study; however, they are working on one to submit in the event the Board does not grant the waiver. Ms. Piekut commented that the provided 18 watt LED information does not clearly indicate how bright the lighting is. A brief discussion ensued regarding lighting requirements for new developments.

Molly Friedland inquired if the facility will be open 24-hours or if it will have regulated hours of operation. Mr. Trott answered that the facility would have hours of operation and would be closed from 10 PM to 6 AM.

Mr. Lyles inquired if there will be an access gate installed at the entrance to the facility. Mr. Trott responded that there will not be an access gate, but there will be a key pad installed to gain access into each building. Mr. Geel asked about access to the standard storage building. Mr. Trott answered that they are not proposing any gates surrounding that building. Mr. Geel inquired if they are proposing to install more lighting around that building. Mr. Trott answered that there will be lights installed on the front of the building to assist with access for tenants and for security purposes.

Mr. DeLeo asked about security measures proposed at the site. Mr. Trott explained that a fully integrated and monitored security camera system will be installed. The design of the building makes it extremely difficult to access any units other than your own. In addition, they have security logs that record when people come in and when they leave and only tenants will have the code to the access keypad at the entrance.

Mr. DeLeo suggested that City staff look into the lighting plan that was submitted for Mr. Trott's storage unit facility located on Bangor Road and impose similar requirements. Ms. Piekut commented that she can look into the previous proposal. Mr. Kiser stated that he can work with City staff and subsequently provide more information for the final plan review.

Mr. Geel suggested that Code Enforcement Officer Lori Roberts inspect the current storage facility located on the Bangor Road to see if it is sufficiently lit. Mrs. Roberts said that she can do that.

Mr. Lyles asked Fire and Life Safety Inspector Thomas Canavan if the Fire Department is satisfied with the proposal. Mr. Canavan answered yes.

Chairman DeLeo opened a public hearing at 6:08 PM. With no one coming forward, the public hearing was subsequently closed.

Mr. Lyons inquired about the status of the Maine Natural Areas Program and the Maine Historic Preservation Commission submission letters. Mr. Kiser stated that they did not feel it was necessary because the project is located in an urban area, however, he will submit letters to both agencies for the final review. A brief discussion followed regarding the requirements of agency letters.

A brief discussion ensued regarding the necessity of a peer review for stormwater. The Board decided it was not necessary for this project.

Public Hearing

Rick Lyles made a motion to find Preliminary Plan Review for a Major Use Site Development entitled Bomarc Kingsland Self-Storage for Bomarc Commercial Ellsworth, LLC Complete. Mr. Lyons stated that in order to find the application complete the Maine Critical Natural Areas and Maine Historic Preservation Commission letters must be submitted. Ms. Piekut added that these items are required submission materials for completion. Mr. Lyons suggested making submission of the agency letters a condition of the application completion approval and Mr. Lyles agreed to amend his motion. Rick Lyles made a motion to find the Preliminary Plan Review for Bomarc Commercial Ellsworth, LLC complete conditioned upon the submission of the Maine Critical Natural Areas and Maine Historic Preservation Commission letters. Nelson Geel seconded the motion and with no further discussion, the motion passed unanimously (5-0).

Preliminary Plan Review entitled Bomarc Self-Storage: Complete

4.) Preliminary Plan Review for a Major Use Site Development entitled A & B, LLC for Aaron Wiswell. The proposal is to construct a 1,512 SF automated car wash building on a 0.66-acre parcel (Tax Map 135 Lots 13 & 14 & Tax Map 134 Lot 150) located at 59 & 61 High Street and 62 Deane Street. The subject property is located in the Downtown (DT) Zoning District.

Preliminary Plan Review for a Major Use Site Development entitled A & B LLC

Andrew McCullough, PE attended the meeting to represent the applicant. Applicant, Aaron Wiswell attended the meeting remotely via ZOOM.

Mr. McCullough provided a description of the proposal to the Board. He explained that the applicant is proposing to construct a two-bay, fully automated car wash. The proposed building dimensions are 36 feet by 42 feet located in the Downtown Zone. The proposal includes a sign location, lighting, grading, drainage, landscaping, and utility plans. Mr. McCullough informed the board that the project will be connecting into City Water and Sewer and the City's storm drain system. They have developed a plan that reduces peak flows after development to less than pre-development peak flows. Mr. McCullough explained the grade at the entrance to the site is about five percent as you drive into the site. A landscaping waiver has been submitted to utilize a fence as opposed to the landscaping buffer requirement. They have incorporated a planted buffer along High Street road frontage and it is set back to avoid impact to the vegetation from salt treatment. The applicant is proposing a 24-hour operation.

Introduction

Mr. McCullough notified the Board of the noise level explaining that 1.4 meters off the floor inside of the carwash bays is 94 decibels. The City's Noise Ordinance has a requirement of 90 decibels for less than 30 minutes. Mr. McCullough utilized an online sound level calculator in order to gain a perspective on the noise level. Mr. McCullough ran the sound at 5 meters or approximately 16-feet from the noise generator, which resulted in a noise level

of 83 decibels which does not factor in any noise attenuation by the building. Aaron Wiswell informed the Board that the noise levels are with the bay doors open while the dryers are in operation. With the automated function, he has the capability to keep the doors closed while the car wash is in use.

Mr. McCullough informed the Board that they plan to reconstruct the sidewalk on Deane Street and close up the existing entrances. In addition, they are proposing short retaining walls approximately 24-inches high on the easterly end of the project where there is a transition in grade. This will create a 24-inch transition from the sidewalk down into the site at the corner.

Mr. McCullough explained the submitted plans to the Board.

A brief discussion ensued regarding the proposed lighting plan.

Mr. DeLeo requested that Mr. McCullough provide a separate site plan that displays just the vehicle queuing.

Mr. DeLeo requested more information describing what each machine in the two bays of the carwash does and what machine is located in what bay. Mr. Wiswell explained that one of the machines is a touch-free unit that does not touch the vehicle and utilizes high-pressure water from an arm that moves around the vehicle. The other machine, referred to as a tandem or soft touch machine, is a friction machine that has neoprene brushes that clean the vehicles. Mr. Wiswell stated that at his existing carwash sites he has found that customers tend to use the soft touch machine versus the touch free. The machines can be set up in either bay and are not designated for a specific bay at this time.

Mr. DeLeo expressed concerns regarding the limited space of the lot and the possibility of traffic issues dependent upon the more popular machine. Mr. Wiswell stated that typically customers will use whichever bay is open on a busy day as opposed to waiting for the more popular machine. Mr. Wiswell predicted that traffic issues would only be during busy days after storms. In addition, they will be able to stack up to twelve cars within the site before traffic reaches the street. Mr. McCullough commented that he had done a stacking analysis with one lane of traffic and was able to fit nine or ten vehicles. Mr. Lyles remarked that it becomes an issue when traffic stacks onto the street.

Further discussion ensued regarding concerns related to space limitations and the potential for vehicles stacking within Deane Street.

Mr. Geel inquired why the proposed ingress is smaller than the egress. McCullogh informed the board that on the west side near the edge of the pavement they plan to install three vacuums. Mr. McCullough wanted to allow space for people to be able to exit the site when the vacuums were in use.

Mr. Lyons asked how loud the vacuums are. Mr. Wiswell replied that he will to look into the sound level of the vacuums.

Mr. Lyons requested that Mr. McCullough provide noise levels at the property line for the carwash and the vacuums.

Mr. Lyons expressed concerns regarding lighting and noise levels for a 24-hour facility. Mr. Wiswell informed the Board that he can designate specific hours of operation.

Mr. DeLeo inquired if the carwash bays have doors on both sides that can be closed during use. Mr. Wiswell answered yes and explained that he can set the doors to be closed during operation. Mr. DeLeo stated that he would like to see the noise reduced as much as possible in consideration of the neighborhood.

Mr. DeLeo commented that he would not want to see cars lining up on Deane Street waiting to enter the facility. Mr. Lyles inquired if there is enough space to allow for two queues. Mr. McCullough responded that he used a typical passenger car turning radius when designing the layout. Mr. McCullough suggested some layout changes that may allow for a two-lane queue at the entrance. Mr. Lyles asked Mr. Canavan if adjustments to the layout would inhibit the Fire Department's ability to access the site. Mr. Canavan replied that it would not.

Mr. DeLeo commented that Mr. McCullough should consider using the turning radius for larger vehicles when estimating the queues and consider the space needed for snow storage. Mr. McCullough responded that if they are able to provide two queues using a mix of different sized vehicles they could fit approximately 14 vehicles.

A discussion ensued regarding the possibility of vehicles stacking along Deane Street if the lot is full.

Mr. DeLeo inquired if there will ever be any staff on site. Mr. Wiswell answered that on busy days they may have an attendant. In addition, he has to have someone there periodically to perform daily maintenance.

Mr. Lyles inquired what the anticipated traffic pattern will be. Mr. McCullough answered that he believes locals will split using both High Street and Deane Street when vacating the site. Mr. Lyles suggested implementing a no left turn at Deane Street. A further discussion followed regarding traffic flow and if the carwash is a drive by or destination type business.

Mr. Wiswell explained to the Board that typically carwashes are destination businesses.

Mr. DeLeo informed the audience that he requested the crash figures from the Police Department for the past 6 years at the Ellsworth Car Wash located on High Street. Specifically in the winter where icy roads were a factor. In the past 36 crashes were reported with only 3 of those that identified road conditions as a contributing factor. Mr. DeLeo inquired how the applicant plans to prevent water from dripping off cars and creating hazardous road conditions in the winter. Mr. McCullough responded that there is a grade at the entrance that will promote water to run as opposed to freezing. In addition, the grade is between seven and eight percent on the road and a catch basin is located approximately 20-foot down gradient of the entrance. Mr. Wiswell added that the machines they will be installing have sensors that recognize when a vehicle has an open bed such as a pickup truck and the water will shut off and not fill the bed with water. That will help reduce water running into the parking lot. Furthermore, the equipment does double drying on the vehicles that eliminates most of the water runoff on the vehicles.

Mr. Lyles asked if the new proposed sidewalk will cover from High Street down to southerly property line. Mr. McCullough answered that the sidewalk will be contiguous and repaired as needed.

A discussion ensued regarding the landscaping waiver request submitted with the application. Mr. McCullough explained the landscaping, buffering waiver is presented so that they can install a 6-foot solid fence. The fence will not allow things to seep through as opposed to vegetation. Ms. Piekut added that a fence works well in an urban environment and eliminates headlights from shining through into neighboring properties.

Chairman DeLeo opened a public hearing at 7:25 PM.

Albert Harmon owner of Harmon Tire located at 220 High Street approached the Board. Mr. Harmon stated that people will wait in line on Deane Street to use the carwash. Mr. Harmon asked Mr. Wiswell how many cars he can serve in each bay per hour. Mr. Wiswell answered that he can serve approximately 10 cars per hour in each bay. Mr. Harmon informed the Board that the proposed carwash is essentially the same as the one he owns. Mr. Harmon explained to the Board that he experiences issues with customers on cell phones at his carwash. He has attendants at his location that help to keep the lines moving when necessary. Mr. Harmon noted that people do not park close enough together to hold in the designated lanes. Mr. Harmon informed the Board that 19-foot is standard for most trucks, however, a new truck is out that measures 22-foot long and has a full bed and two full doors on each side. Mr. Harmon stated that they use a lot of water when they wash cars and in an effort to dry the vehicles as best as they can they use drying agents and wax and blow hot air onto them from the top down. There is 50 to 75 feet of drip time after the

Public Hearing

efforts to dry the vehicle. Therefore, water will drip onto Deane Street causing the street to ice up. In addition to that, traffic backs up on High Street and Water Street, which needs to be taken into consideration.

Les Spaulding from the Ellsworth Car Wash located at 271 High Street approached the Board. Mr. Spaulding informed the Board that he too experiences cars backing up to enter his carwash. At times traffic will be backed up into High Street waiting to use the facilities. Mr. Spaulding explained to the Board that he does not anticipate that vehicles will not queue onto Deane Street due to the size of the lot. Mr. Spaulding commented that although carwash businesses are destination locations Ellsworth is different because many summertime visitors stop on their way through.

Mr. DeLeo asked Mr. Spaulding if they have an issue with the road icing up in front of their facility. Mr. Spaulding answered that due to being located at the bottom of a hill, they do receive water runoff and they have a flat area where water collects and ices up. In addition to that, they experience issues with people on cell phones holding up lines and causing backup.

Jason Barrett owner of 33 Elm Street approached the Board to express his concerns. Mr. Barrett stated to the Board that Elm Street is a very nice residential neighborhood and that he is opposed to the proposed carwash. Mr. Barrett expressed concerns regarding the noise level and light pollution from the development. In addition to the queuing on Deane Street. Mr. Barrett noted that the project is proposed in the Downtown Zone and that it is located in a residential neighborhood. Mr. DeLeo informed Mr. Barrett that the project is an allowed use in the zoning district. Mr. Barrett stated that the project is out of character for the neighborhood and is inconsistent with the nature of Deane Street. Mr. Barrett explained that the American Academy of Audiology defines anything over 80 decibels as very loud. A 24-hour operation within a residential neighborhood producing that level of noise will have significant impacts. Mr. Barrett expressed concerns over the hours of operation and inquired what chemicals will be used. Mr. Barrett mentioned traffic issues and potential impacts to Deane and High Streets. Mr. Barrett stated that the site is undersized for the proposed project. Mr. Barrett stated that he is opposed to installing a fence around the perimeter of the project.

Roy Blenkhorn a resident of Deane Street approached the Board. Mr. Blenkhorn stated that he is in favor of developing the property. Mr. Blenkhorn informed the Board that he does not see a carwash being an issue when Fosters operated a carwash for 15 years near the site. Mr. Blenkhorn stated that after living in Ellsworth all of his life he cannot recall a time when cars were backed up onto High Street to use the two carwash facilities in operation in the City. Mr. Blenkhorn asked how realistic the traffic numbers are now that there would be a third carwash option. Customers would move on to the next carwash if the line is backed out into the street. Mr. Blenkhorn mentioned that local

customers will utilize Edgewood Way as opposed to attempting to make a left hand turn out onto High Street. Furthermore, regarding the noise and light, when Denny's restaurant was open there was constant noise coming from the establishment and there is constant sound coming from the Irving station all hours of the night including delivery trucks. Mr. Blenkhorn added that he does not think it will add that much noise to the already noisy environment especially since it is located in a commercial area.

William Iannuzzi of 56 Deane Street approached the Board to express his opinions. Mr. Iannuzzi provided the Board with written comments outlining his concerns. Mr. Iannuzzi explained to the board that he is concerned about traffic issues on Deane Street and feels that residential prioritization of the lot should be considered. Mr. Iannuzzi expressed concerns regarding water runoff and any environmental impacts it may cause. In addition, Mr. Iannuzzi expressed concerns regarding how a carwash in the Downtown Zone fits into the Comprehensive Plan and questioned what value an automated carwash adds to members of the City's society if it does not create any new jobs. Mr. Iannuzzi stated that he would like to see the property developed, but something that is more fitting for the neighborhood.

John Dorsey attempted to voice his comments via Zoom, but staff was unable to connect with him during the public hearing.

Chairman DeLeo closed the public hearing at 8:00 PM.

Mr. Geel inquired what percentage of chemicals used in the car washing process leave the site. Mr. Wiswell answered that he does not have an accurate answer, but they try to capture everything in the bay. Mr. Geel inquired about the toxicity of the chemicals that are used. Mr. Wiswell informed the Board that he has contacted his chemical rep to retrieve that information.

Mr. DeLeo inquired about the driveway easement on the west side of the property. Mr. McCullough explained that there is a 5-foot easement on each side that served as a shared driveway on Deane Street. Mr. McCullough added that the development will not impede onto the easement. Although Mr. Wiswell has the right to use 5 feet of the driveway, he has chosen not to.

Mr. Lyons inquired if there are any existing issues with right, title, and interest. Mr. McCullough explained that there are three easements on the property. Two of the easements will dissolve because Mr. Wiswell will be merging the three lots into one.

Mr. Lyons inquired about several items marked as incomplete on the TRT checklist. A discussion followed regarding the incomplete submission items.

**Public Hearing
Closed**

Mr. DeLeo asked if there are too many incomplete submission items to consider the application complete. Mr. Lyons commented that he believes the application is incomplete.

Patrick Lyons made a motion to find the Preliminary Plan Review for a Major Use Site Development entitled A & B, LLC for Aaron Wiswell incomplete. Rick Lyles seconded the motion, and with no further discussion, the motion passed unanimously (5-0).

Preliminary Plan Review for A & B, LLC: Incomplete

6.) Staff Comments

Ms. Piekut provided the Board with updates on the Solar Moratorium and the Comprehensive Plan. Ms. Piekut informed the Board that she has been in contact with a consultant to help facilitate a workshop between the Planning Board and the City Council.

Ms. Piekut informed the Board that the City Council Chairman is sponsoring an agenda item for the February Council meeting to provide staff with the opportunity to explain the Comprehensive Plan process.

9.) Adjournment

Rick Lyles made a motion to adjourn the meeting. Patrick Lyons seconded the motion and with no further discussion, the motion passed unanimously (5-0). The meeting was adjourned at 8:23 PM.

Vote to adjourn at 8:23 PM

Minutes prepared by: Kerri Taylor, Development Services Coordinator.

2 MAR 2022

Date

**Rick Lyles, Secretary
Ellsworth Planning Board**

*Agendas and minutes posted on the City of Ellsworth's website: ellsworthmaine.gov
A video transcript of this meeting is also available on YouTube.*