

RPA ASSOCIATES - PATRIOT ESTATES SUBDIVISION (01-66)

Mr. Gregory Shaw of Shaw Engineering appeared before the board for this proposal.

MR. SHAW: Okay, very briefly, again, this project has been before you many times. It's for the subdivision of 55 acres into 29 lots of which one lot will be for the construction of Patriot Bluff condominiums. Only 28 lots will be for residential homes, so there will be 28 new residences on this project. Again, consistent with the previous application, there was a reduction in the unit count. Last time we were before this board, the number was 31, we're now down to 28 lots. We've lost three lots for similar site constraints as with Patriot Bluff. We're here before you tonight to ask to set a public hearing date for preliminary subdivision approval which is required by your subdivision law and it would only make sense obviously to have it at the same time as the public hearing for Patriot Bluff.

MR. LANDER: Mr. Shaw, what's going to come first, the condos or the single family units?

MR. SHAW: Construction or approval?

MR. LANDER: Construction.

MR. SHAW: I would think it would be a combination of the both, a lot of the effort is going to be put into extending Epiphany Drive over the hill towards the west and once we reach this point in the road system at this that point you can break off into the Patriot Bluff condominiums and also continue on into the road system of Patriot Estates which will be ultimately dedicated to the town. I would think you have two different types of markets and this is my opinion, condominiums versus single family detached, and I would think they'd probably want to offer both at the same time to give the potential buyer a choice.

MR. LANDER: So all your roadway it's going to be constructed whether you do the single family or the condominium project?

MR. SHAW: Well, first if they choose to do the condominiums first different than what I just explained to you, they'd probably stop the road system here or if this board felt it was appropriate, extend the road system and tie it into Park Hill Drive to have two means of access, if that would really be your choice.

MR. LANDER: I think that would be the way to go. Now, also there's a piece of property behind this we were wondering if you can leave a 50 foot right-of-way to get to that?

MR. SHAW: What property is that?

MR. LANDER: I don't know if it's Shedden here, it's 100 acres, it's the only way to get to it.

MR. SHAW: It's 100 acres, no, I don't think Shedden is that big.

MR. LANDER: Then it's the other one.

MR. SHAW: It may be Shedden, but maybe you have the wrong acreage because what you have along that side is the Cantonment area, then you have a parcel of land which is Orange Temple Development and that I got an approval from this board years back, preliminary subdivision approval, only 18 lots, so that's not it and I know the Shedden piece is not 100 acres.

MR. LANDER: Okay, I could be wrong on the acreage, but it's a big piece back there and from what I understand, the only way to get to it is from here, but we can cross that bridge when we come to it, as long as this road would tie into Park Hill Drive. Reason for that

is mainly for emergency access?

MR. SHAW: Solely for that.

MR. LANDER: Fire department wants it, police department wants it, the ambulance corps wants it.

MR. SHAW: You have a considerable number of homes in there to only have one way in.

MR. LANDER: Absolutely.

MR. SCHLESINGER: Mark, Mr. Shaw said that if they started on the condominium phase first that they would presumably make access on as he has described here Road B into Park Hill Drive, is that something that should be requested in black and white or is that just something that we should put a little light on?

MR. EDSALL: I think it would make sense to define that before you give final approval to see if you want a temporary cul-de-sac or cross connection. Greg's correct if in fact as has been decided because of emergency services the cross connection should be made, it would make sense to not have a temporary cul-de-sac but make the connection and build from there.

MR. SCHLESINGER: That's something we decide?

MR. EDSALL: You could decide that and we can have a note added requiring it so it's the chicken or the egg, whatever one goes in first but no matter what, the road has to be extended and cross connected.

MR. SHAW: Yes, makes good planning.

MR. SCHLESINGER: Anything else to review?

MR. EDSALL: No, for the record on this one this public hearing is mandatory.

February 11, 2004

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MR. SCHLESINGER: Right, okay. Do we have a motion for a public hearing?

MR. LANDER: So moved.

MR. BRESNAN: Second it.

MR. SCHLESINGER: Roll call.

ROLL CALL

MR. LANDER                    AYE

MR. BRESNAN                 AYE

MR. KARNAVEZOS             AYE

MR. SCHLESINGER: So you're all set again.

MR. SHAW: Thank you so much.