

will be pursuing a family subdivision.

Bushnell informed the IWA storm water treatment will be in shallow rain gardens because of the high ground water in this area. Although these may not be necessary since the grass may be able to handle sheet flow. Penney suggested if there is any interest in having a deck on one of the homes it would be prudent to show this on the application plan. Penney feels that lot two minus the common driveway looks good; look at what can be changed for lot three.

### **C. 152 Cheney Lane – Driveway feasibility variance**

Steve Penny, Attorney, was present.

Penney stated the ZEO asked Staff and IWA to review this plan about the feasibility of proposing a driveway on the property. Mrs. Lynch owns two residential structures on the property. This situation does not meet zoning so this is considered existing non-conforming property. It is being discussed on how to best subdivide the property. As such, the rear lot is required to demonstrate the feasibility of each lot having its own driveway. Frontage is on Main Street. Mrs. Lynch owns Cheney Lane as a private way; the other residences have an easement on the road. One of the lots uses Cheney Lane crossing through a lot of wetlands. Attorney Penny feels the feasible and prudent alternative is to use Cheney Lane.

Penny had conversations with Staff and the Town Attorney. He felt it was sensible to go to the ZBA for a variance and then come to IWA. The IWA is in agreement that it is best not to put a driveway in when Cheney Lane is already available. Attorney Penny stated the cottage has been here since 1928 and it is the farthest one down Cheney Lane. There will be an improvement with the addition of a lot line so there is one primary structure on each lot. This will get rid of the non-conformity. The lane will be widened out to give snowplows garbage trucks, and firetrucks to ability to turn around rather than back out or back in. Zoning trumps wetlands. The applicants need to show feasible access. The IWA wants to tell ZBA that it is not feasible for the green line shown on the plan. The existing Cheney Lane is the feasible alternative.

The IWA members read the letter dated February 4, 2020 and concurs with the opinion of Penney and Perko that Cheney Lane is the feasible and prudent alternative.

## **7. ADOPTION OF MINUTES:**

### **A. January 22, 2020**

Postponed until the next meeting.

## **8. CORRESPONDENCE:**

Perko reported on a minimal impact modification of application #2019-20WA; 694 Brigham Tavern Road. The applicant decided to reduce the size of the garage moving it farther away from the regulated area.