



NOTES CONCERNING PERMITTED PLAN REVIEW

The West Falmouth Crossing Master Development Plan has been prepared in advance of the start of construction and requires the applicant to obtain all necessary permits and approvals from the Town Council and the State of Massachusetts. The applicant is responsible for obtaining all necessary permits and approvals from the Town Council and the State of Massachusetts. The applicant is responsible for obtaining all necessary permits and approvals from the Town Council and the State of Massachusetts.

- Development Envelope of the Gray Road
- Two envelopes have been defined for this area:
 - Major Food Store Building Envelope (MFSBE): This shall be the area where a major food store and other retail or office buildings and other improvements only on the Shoreland Building Envelope (SBE) is located. It shall be located on the east side of the Gray Road. It shall include any area below and within 100' of the major food store and above on the master plan.
 - Major Food Store Impervious Envelope (MFSIE): This shall be the area of the major food store and other retail or office buildings and other improvements only on the Shoreland Building Envelope (SBE) is located. It shall be located on the east side of the Gray Road. It shall include any area below and within 100' of the major food store and above on the master plan.

- The following criteria apply to the development within the major food store building envelope (MFSBE):
 - The total gross floor area (excluding basements and floor area below the first floor) shall not exceed 100,000 sq. ft. outside of the Major Food Store Building Envelope (MFSBE).
 - The number of buildings outside the Major Food Store Building Envelope (MFSBE) shall not exceed 10.
 - All buildings within the Major Food Store Building Envelope (MFSBE) shall have a maximum height of 35 feet. The height of any building shall not exceed the height of the tallest building within the Major Food Store Building Envelope (MFSBE).
 - Outside of the Major Food Store Impervious Envelope (MFSIE) the impervious area shall not exceed 10% of the total area within the Major Food Store Building Envelope (MFSBE).

- Four envelopes have been defined for this area:
 - Temple Building Envelope (TBE): This is the area where large scale development, including a temple, is located. It shall be located on the east side of the Gray Road. It shall include any area below and within 100' of the temple and above on the master plan.
 - Temple Impervious Envelope (TIE): This is the area where large scale development, including a temple, is located. It shall be located on the east side of the Gray Road. It shall include any area below and within 100' of the temple and above on the master plan.
 - Leighton Road Building Envelope (LRE): This is the area of the project between the Leighton Road and the Gray Road. It shall include any area below and within 100' of the Leighton Road and above on the master plan.
 - Leighton Road Impervious Envelope (LRIE): This is the area of the project between the Leighton Road and the Gray Road. It shall include any area below and within 100' of the Leighton Road and above on the master plan.

- The following provisions apply to development within the Temple Building Envelope (TBE):
 - The total gross floor area (excluding basements and floor area below the first floor) shall not exceed 100,000 sq. ft. within the Temple Building Envelope (TBE).
 - The number of buildings within the Temple Building Envelope (TBE) shall not exceed 10.
 - The aggregate area of the building footprints within the Temple Building Envelope (TBE) shall not exceed 10,000 sq. ft.
 - The Temple Building Envelope (TBE) shall include a landscaped buffer within the rear property line of any residential use along Leighton Road.
 - The impervious cover within the Temple Building Envelope (TBE) shall not exceed 10% of the total area within the Temple Building Envelope (TBE).

NOTE:
THE LANDSCAPING ON THE EAST SIDE OF ROUTE 100 IS ILLUSTRATIVE ONLY - SEE DRAWING 39 FOR ACTUAL LANDSCAPING.

PLYON SIGNS ARE SHOWN FOR INITIAL CONSTRUCTION PHASE ONLY.

CONSERVATION EASEMENT TO BENEFIT DEVELOPMENT ASSOCIATED WITH WEST FALMOUTH CROSSING. THIS AREA TO BE KNOWN AS THE RIVER PONTE WETLAND MITIGATION AREA (2.7 ac.)

THIS DRAWING IS INTENDED TO SHOW THE OVERALL PROJECT INCLUDING INITIAL CONSTRUCTION, PHASE 1 AND PHASE 2. THE CONSTRUCTION CONTRACT IS FOR INITIAL CONSTRUCTION ONLY.

- LEGEND**
- WETLAND ASSOCIATED W/ SWALE OR DRAINAGE
 - WETLAND ADJACENT TO RIVER
 - WETLAND EXTENSION USED FOR SHORELAND ZONE MEASUREMENT
 - RESOURCE PROTECTION LINE AND 100 YEAR FLOOD PLAIN LINE (MAXIMUM LIMIT OF SHORELAND ZONE LR)
 - 250' OFFSET LINE FROM RIVER OR RIVER ASSOCIATED WETLANDS (MINIMUM LIMIT OF SHORELAND ZONE LR)
 - WETLAND LIMIT (SEE NOTE 3)
 - APPROXIMATE EDGE OF RIVER
 - FUTURE TRAIL

- LEGEND**
- 100 YEAR FLOOD PLAIN BASED ON ELEVATIONS SHOWN ON 1:50,000 MAP 230045-10027
 - DATE OF POTENTIAL DAM REMOVAL NOT KNOWN (MAY BE 100 YEAR FLOOD PLAIN (ELEVATIONS))
 - AND DELINEATION BY WOODLOT ALTERNATIVES WITH FIELD SURVEY AS FOLLOWS:
 - EAST OF RAILROAD TRACKS: DELINEATED DECEMBER 1996, LOCATED USING GPS BY DELUCA-HOFFMAN ASSOCIATES, INC.
 - BETWEEN RAILROAD AND ROUTE 100: DELINEATED JULY 1997, LOCATED BY USING GPS BY TITCOMB ASSOC.
 - BETWEEN ROUTE 100 AND I-495: DELINEATED NOVEMBER A997, LOCATED USING GPS BY TITCOMB ASSOC.
 - DATE OF RESOURCE PROTECTION DISTRICT IS THE 100 YEAR FLOOD PLAIN LINE.

UTILITY SERVICE SUMMARY:

- WATER SERVICE: FROM 15" MAIN ON ROUTE 100
- ELECTRIC: THREE PHASE FROM ROUTE 100 OR LEIGHTON ROAD
- TELEPHONE: SERVICE FROM ROUTE 100 OR LEIGHTON ROAD



WEST FALMOUTH CROSSING		DATE: 10/10/98	SCALE: AS SHOWN
SHEET TITLE: MASTER DEVELOPMENT PLAN AS REVISED IN OCTOBER 1998		CLIENT: WEST FALMOUTH DEVELOPMENT L.L.C.	DESIGNER: WILLIAM S. HOFFMAN & ASSOCIATES, INC.
NO.	DATE	DESCRIPTION	BY
1	10/10/98	PREPARED FOR FINAL PLAN SUBMISSION	W.S.H.
2	10/10/98	CONDUCTED AHEAD TO BRAD POINT PANEL TO REFLECT	W.S.H.
3	10/10/98	RELEASED FOR NO.	W.S.H.