

## Draft Sketch Plan for January 30, 2017 Meeting

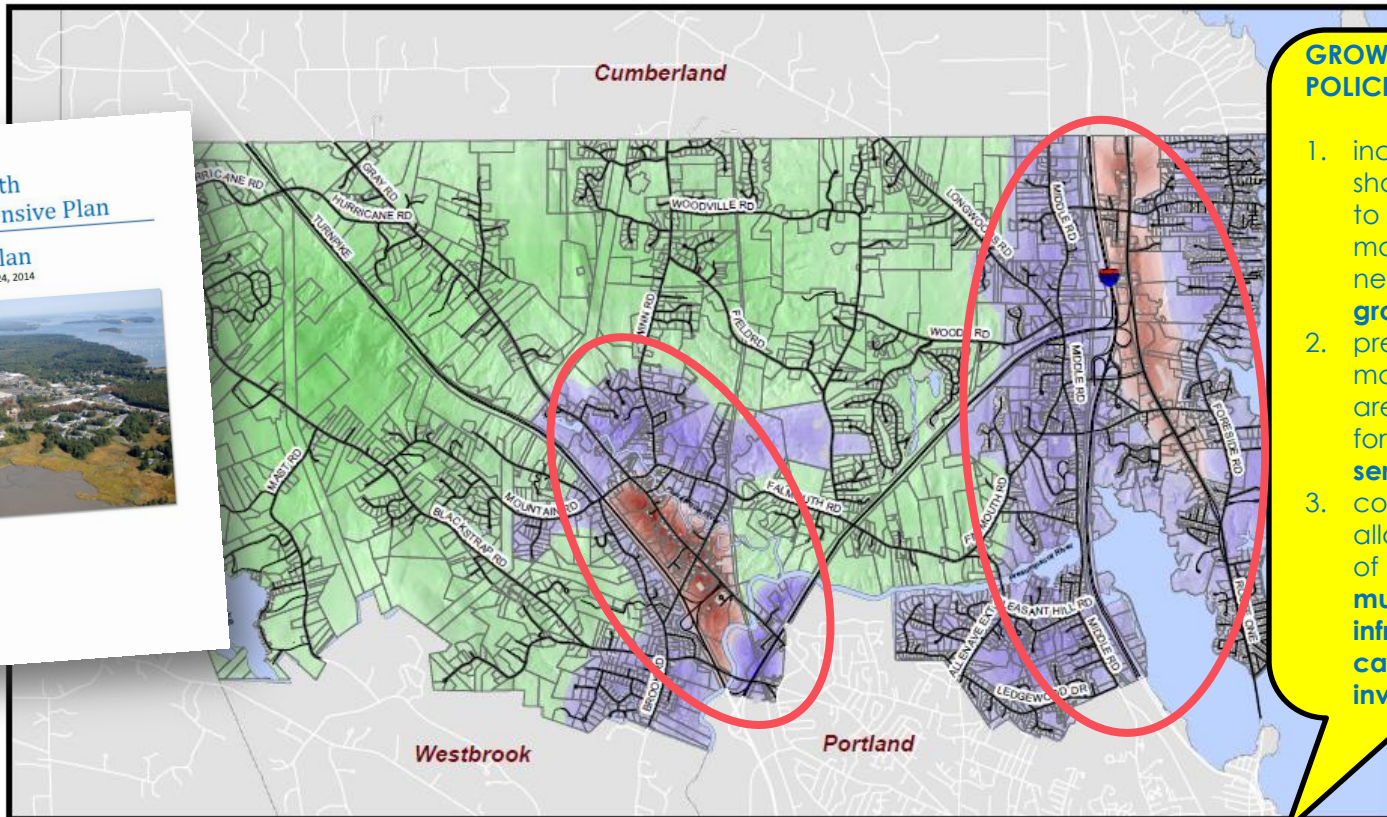
West Falmouth Neighborhood Plan

Prepared by Stantec, Inc  
For  
Town of Falmouth, Maine

Town of Falmouth  
2013 Comprehensive Plan

Volume I: The Plan

Adopted by Town Council, February 24, 2014



- GROWTH AREA POLICIES**
1. increasing the share of growth to a significant majority of all new **residential growth**
  2. preference for making more area accessible for **public sewer service**
  3. continuing to allocate to most of any new **municipal infrastructure capital investments**

Data Sources:  
Town of Falmouth  
Maine Office of GIS

Map Prepared by  
 Spatial Solutions

Map Produced: July 2013  
See 2013 Comprehensive Plan  
for further discussion.

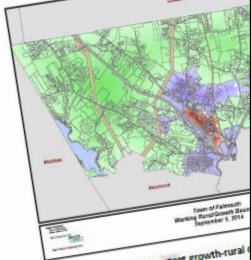
**Town of Falmouth  
Future Land Use Plan  
2013 Comprehensive Plan Update**

- Designated Commercial Growth Area
- Designated Residential Growth Area
- Designated Rural Area

Cumberland

**Comprehensive Plan Implementation  
Growth Area Recommendations – Year 1  
LPAC - February 2015  
Draft: February 10, 2015**

In February 2014 the Town Council adopted the 2013 Comprehensive Plan. This plan presented the concept of growth and rural areas for Falmouth. The plan shows two "Commercial Growth Areas" (in red) surrounded by "Rural Areas" (in green). The remainder of the community is designated as a "Rural Area" (in green).



Several considerations drove this important growth-rural plan:

- Falmouth's tradition of fiscal and management prudence should be used to the best we can.
- Most all town facilities and utility infrastructure should occur where density and commitment to growth has a long history and commitment to the community is an important aspect that should be considered.
- Falmouth's demographics are changing with the walkable community where one can age-in-place.

This led to the Plan's major adopted policies, which include:

- increasing the share of residential growth in the growth area to 25%;
- making more of the growth area accessible for public sewer service, and
- continuing to allocate most of any new municipal infrastructure capital investments into the designated growth areas.

1 | Page

**FALMOUTH**  
TOWN CHARTER AND CODE OF ORDINANCES

**Year 1 Zoning Amendments**  
Adopted July 11, 2015  
With scrivener's error corrections for VMU and MUC, July 18, 210

This version of the amendments being considered for adoption by the Town Council or represents the language as would be modified if the series of amendments passes as per Community Development Committee. For the version showing the modifications per order.

**19-1.2. Definitions**

**Dwelling, Multi-family:** A building designed or intended to be used, or used exclusively for occupancy by three (3) or more families living independently of one another and containing two or more dwelling units. [Amended 7/11/16]

**Dwelling, Two-Family:** A building designed or intended to be used, or used exclusively for occupancy by two (2) families living independently of one another and containing two or more dwelling units excluding single-family dwellings with an accessory dwelling unit as permitted under 4/4/05; 7/11/16]

**Dwelling Unit:** A room or group of rooms designed and equipped exclusively for use as a temporary living quarters for only one family at a time, and containing cooking, sleeping, and bathroom facilities. The term shall include mobile homes and rental units that contain cooking, sleeping, and bathroom facilities regardless of the time-period rented. Recreational vehicles are not residential dwellings. [5/26/09; 7/11/16]

**Multiplex - [repealed]**

**WEST FALMOUTH SEWER MASTER PLAN**  
for the  
**TOWN OF FALMOUTH, MAINE**



**SEPTEMBER 2015**

**DRAFT**

**WRIGHT-PIERCE**  
Engineering a Better Environment

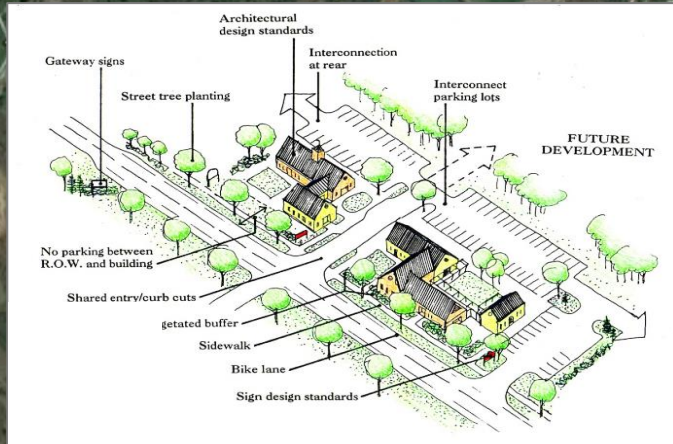
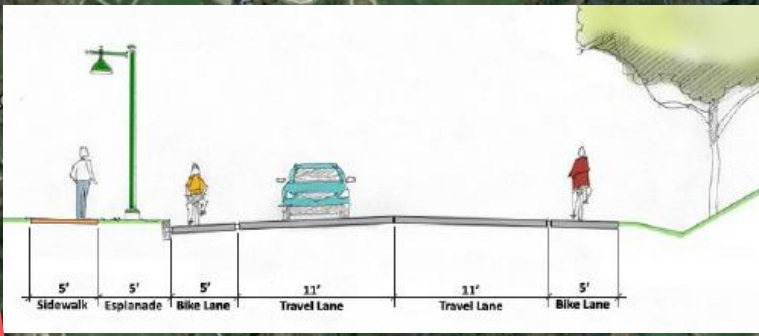
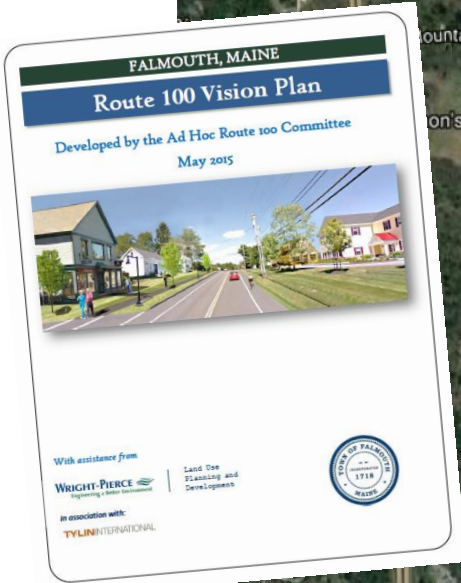
**GROWTH AREA POLICIES**

1. increasing the share of growth to a significant majority of all new **residential growth**
2. preference for making more area accessible for **public sewer service**
3. continuing to allocate to most of any new **municipal infrastructure capital investments**

Map Prepared by   
Map Produced: July 2013  
See 2013 Comprehensive Plan for further discussion.

**Town of Falmouth  
Future Land Use Plan  
2013 Comprehensive Plan Update**

-  Designated Commercial Growth Area
-  Designated Residential Growth Area
-  Designated Rural Area



**It is a 15 minute walk from Harmon's to TD Bank and Hannaford**





Planning and Landscape Architecture P.C

## West Falmouth Neighborhood Plan

DRAFT CONCEPT

TOWN OF FALMOUTH, MAINE



PDR  
ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COST  
MAINE ROUTE 100/26  
HIGHWAY IMPROVEMENTS PROJECT  
FALMOUTH, MAINE  
WIN TBD  
PREPARED BY: MARK DEBOWSKI, PE, STANTEC

Project Section	Proposed Scope for PDR	Stantec Estimate	Lower Cost Option Estimate <sup>a</sup>	Typical Town Responsibility	Typical State Responsibility	Typical Responsibility Note
1 - Sidewalk on Route 100 from Roberts Street to Liberty Road		\$42,245	\$42,245		\$42,245	
2 - Sidewalk on Route 100 from Portland North Road to Leighton Road		\$277,720	\$277,720		\$277,720	
2A - Median at West Falmouth Crossing Development		\$213,510	\$213,510			
3 - Route 100 Reconstruction from Leighton Road to Libby Bridge and Mountain Road <sup>1</sup>		\$3,926,239	\$3,926,239	\$80,874	\$3,845,365	Town Portion: Sidewalk
3A - Esplanade on West Side of Route 100 b/w Leighton Rd. and Mountain Rd. <sup>2</sup>		\$93,082	\$93,082			
3B - Granite curb on Route 100 - Additional cost over bituminous curb		\$218,587	\$218,587			
3C - Granite Curb on Side Streets - Additional cost over bituminous curb		\$0	\$104,119		\$104,119	
3D - Three Stone/Granite Welcome Walls		\$75,000	\$75,000		\$75,000	
4 - Route 100 from Winslow Farm to Hurricane Road Reconstruction		\$0	\$3,500,000		\$3,500,000	
Option A - No work from Winslow Farm north				\$0		
Option B1 - Maintenance Surface Treatment Paving				\$150,000		
Option B2 - Replace the Four Cross Culverts				\$200,000		
Option B3 - Fix the Deficient Crest Curve through Road Reconstruction				\$400,000		
Option B4 - Hurricane and Hadlock Roads Realignment				\$125,000		
Option C - Reconstruction Route 100 from Hurricane Road through Crest Curve				\$1,500,000		
Option D - Box Widening of Road for Bike Lanes with Overlay over Entire Road				\$1,500,000		
5 - Leighton Road from Brook Road to Left Turn Lane Widening at Rt. 100		\$158,502	\$158,502	\$158,502		
6 - Leighton Road at Route 100 / Left Turn Lane Widening		\$254,287	\$254,287	\$25,835	\$228,452	Town Portion: Sidewalk
7 - Mill Road		\$0	\$0			
8 - Falmouth Road & Mountain Road from Route 100 to Winn Road		\$520,435	\$520,435	\$324,257	\$196,178	State Portion: Intersection
9 - Pedestrian Lighting		\$541,239	\$541,239	\$541,239		
10 - Street light fixture replacement <sup>3</sup>		\$0	\$8,798		\$8,798	
11 - Public/private partnerships for stormwater management <sup>4</sup>		\$0	\$153,000	\$153,000		
12 - Vegetation / trees		\$53,200	\$53,200	\$53,200		
13 - River Access Trail		\$18,180	\$18,180	\$18,180		
<b>Subtotal</b>		<b>\$6,982,226</b>	<b>\$10,168,142</b>	<b>\$2,174,887</b>	<b>\$7,768,966</b>	
Public Sanitary Sewer (From Wright-Pierce)		\$1,302,030	\$1,302,030	\$1,302,030		
Property Rights (Including MaineDOT Administrative Costs)		\$1,000,000	\$1,000,000	\$25,000	\$975,000	
Preliminary and Final Engineering (Road and Sewer)		\$660,000	\$660,000	\$300,590	\$359,410	
Construction Engineering <sup>5</sup>		\$639,223	\$1,015,814	\$222,133	\$793,682	
Contingency (10%)		\$959,348	\$1,413,599	\$402,439	\$959,809	
<b>Total</b>		<b>\$10,992,828</b>	<b>\$16,648,684</b>	<b>\$4,426,828</b>	<b>\$10,867,886</b>	

**Notes**

- The cost of the traffic signals includes black-coated mast arms and pre-emption signals.
- The property acquisition cost associated with the esplanade (\$100,000) is included in the Property Rights row.
- Street light fixtures will be replaced as part of a Town-wide replacement effort.
- This item is expected to be included as a separate project in the West Falmouth Crossing TIF Program.
- Construction engineering assumed to be 10% of the construction cost, not including contingency.
- These options are in place of the cost of full reconstruction of Route 100 in Project Section 4.

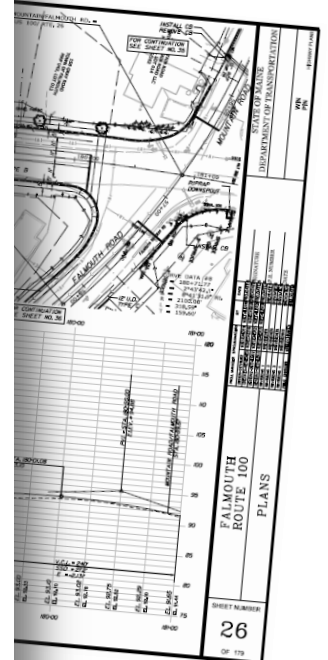
**PLAN LEGEND**

Plan, County, State Date: 1/14/16 Scale: 1" = 40' Project: Highway Improvements Client: Town of Falmouth Drawing: 26 Title: FALMOUTH ROUTE 100 PLANS Designer: M. DeBowski Checker: J. Smith Approver: J. Smith	Designer: M. DeBowski Checker: J. Smith Approver: J. Smith Date: 1/14/16 Scale: 1" = 40' Project: Highway Improvements Client: Town of Falmouth Drawing: 26 Title: FALMOUTH ROUTE 100 PLANS Designer: M. DeBowski Checker: J. Smith Approver: J. Smith
--	---

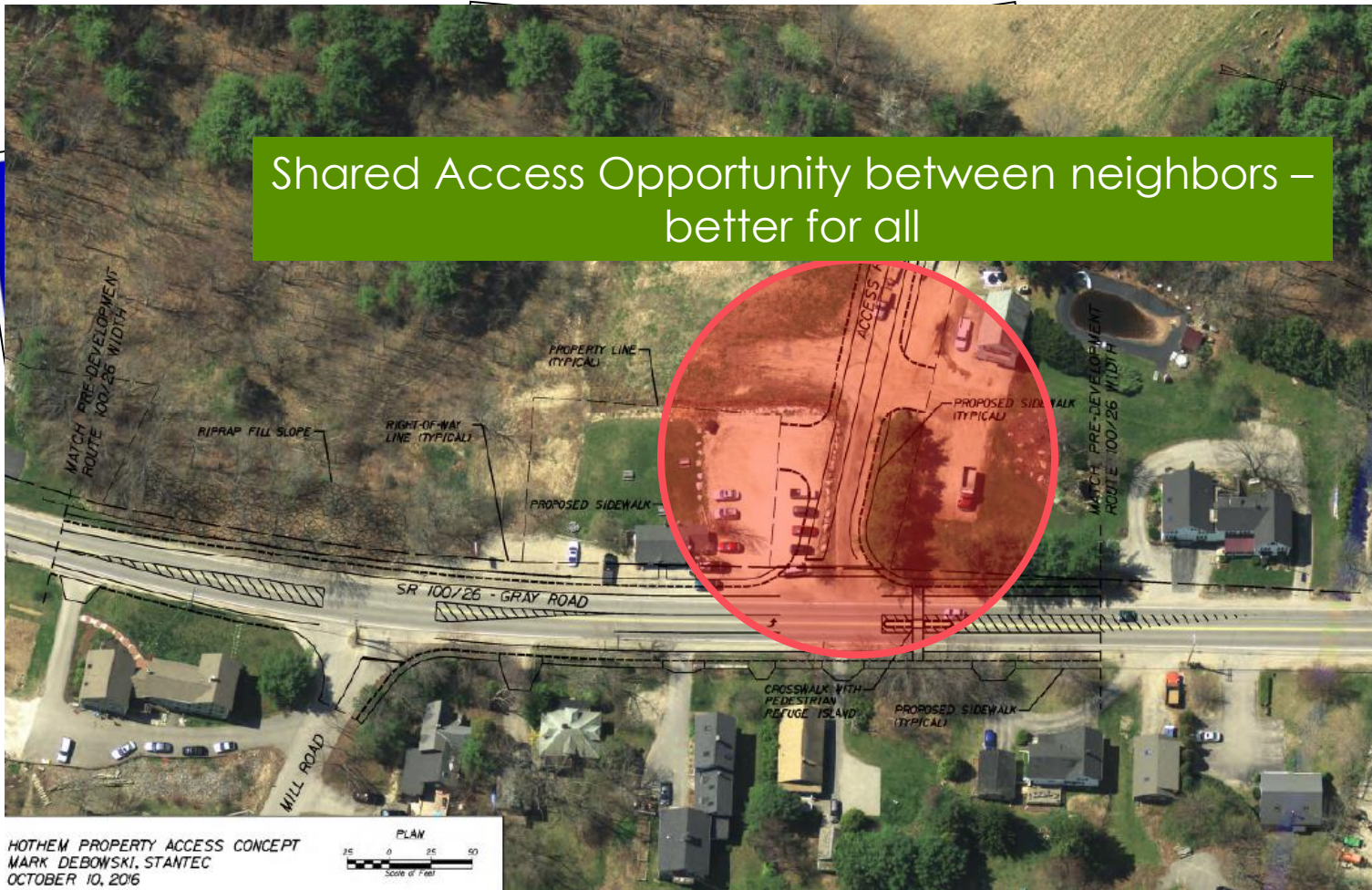
TRAFFIC DATA

IN 875 100  
NORTH ON  
LEIGHTON RD

Offset (E807) ADST .....	2990
Offset (E809) ADST .....	1650
Offset (E810) ADST .....	1650
Offset (E811) ADST .....	1650
Offset (E812) ADST .....	1650
Offset (E813) ADST .....	1650
Offset (E814) ADST .....	1650
Offset (E815) ADST .....	1650
Offset (E816) ADST .....	1650
Offset (E817) ADST .....	1650
Offset (E818) ADST .....	1650
Offset (E819) ADST .....	1650
Offset (E820) ADST .....	1650
Offset (E821) ADST .....	1650
Offset (E822) ADST .....	1650
Offset (E823) ADST .....	1650
Offset (E824) ADST .....	1650
Offset (E825) ADST .....	1650
Offset (E826) ADST .....	1650
Offset (E827) ADST .....	1650
Offset (E828) ADST .....	1650
Offset (E829) ADST .....	1650
Offset (E830) ADST .....	1650
Offset (E831) ADST .....	1650
Offset (E832) ADST .....	1650
Offset (E833) ADST .....	1650
Offset (E834) ADST .....	1650
Offset (E835) ADST .....	1650
Offset (E836) ADST .....	1650
Offset (E837) ADST .....	1650
Offset (E838) ADST .....	1650
Offset (E839) ADST .....	1650
Offset (E840) ADST .....	1650
Offset (E841) ADST .....	1650
Offset (E842) ADST .....	1650
Offset (E843) ADST .....	1650
Offset (E844) ADST .....	1650
Offset (E845) ADST .....	1650
Offset (E846) ADST .....	1650
Offset (E847) ADST .....	1650
Offset (E848) ADST .....	1650
Offset (E849) ADST .....	1650
Offset (E850) ADST .....	1650
Offset (E851) ADST .....	1650
Offset (E852) ADST .....	1650
Offset (E853) ADST .....	1650
Offset (E854) ADST .....	1650
Offset (E855) ADST .....	1650
Offset (E856) ADST .....	1650
Offset (E857) ADST .....	1650
Offset (E858) ADST .....	1650
Offset (E859) ADST .....	1650
Offset (E860) ADST .....	1650
Offset (E861) ADST .....	1650
Offset (E862) ADST .....	1650
Offset (E863) ADST .....	1650
Offset (E864) ADST .....	1650
Offset (E865) ADST .....	1650
Offset (E866) ADST .....	1650
Offset (E867) ADST .....	1650
Offset (E868) ADST .....	1650
Offset (E869) ADST .....	1650
Offset (E870) ADST .....	1650
Offset (E871) ADST .....	1650
Offset (E872) ADST .....	1650
Offset (E873) ADST .....	1650
Offset (E874) ADST .....	1650
Offset (E875) ADST .....	1650
Offset (E876) ADST .....	1650
Offset (E877) ADST .....	1650
Offset (E878) ADST .....	1650
Offset (E879) ADST .....	1650
Offset (E880) ADST .....	1650
Offset (E881) ADST .....	1650
Offset (E882) ADST .....	1650
Offset (E883) ADST .....	1650
Offset (E884) ADST .....	1650
Offset (E885) ADST .....	1650
Offset (E886) ADST .....	1650
Offset (E887) ADST .....	1650
Offset (E888) ADST .....	1650
Offset (E889) ADST .....	1650
Offset (E890) ADST .....	1650
Offset (E891) ADST .....	1650
Offset (E892) ADST .....	1650
Offset (E893) ADST .....	1650
Offset (E894) ADST .....	1650
Offset (E895) ADST .....	1650
Offset (E896) ADST .....	1650
Offset (E897) ADST .....	1650
Offset (E898) ADST .....	1650
Offset (E899) ADST .....	1650
Offset (E900) ADST .....	1650



Shared Access Opportunity between neighbors – better for all



HOHEM PROPERTY ACCESS CONCEPT  
MARK DEBOWSKI, STANTEC  
OCTOBER 10, 2016



Planning and Landscape Architecture P.C

West Falmouth Neighborhood Plan

DRAFT CONCEPT

TOWN OF FALMOUTH, MAINE



# Development Opportunity? Talk with Neighbors



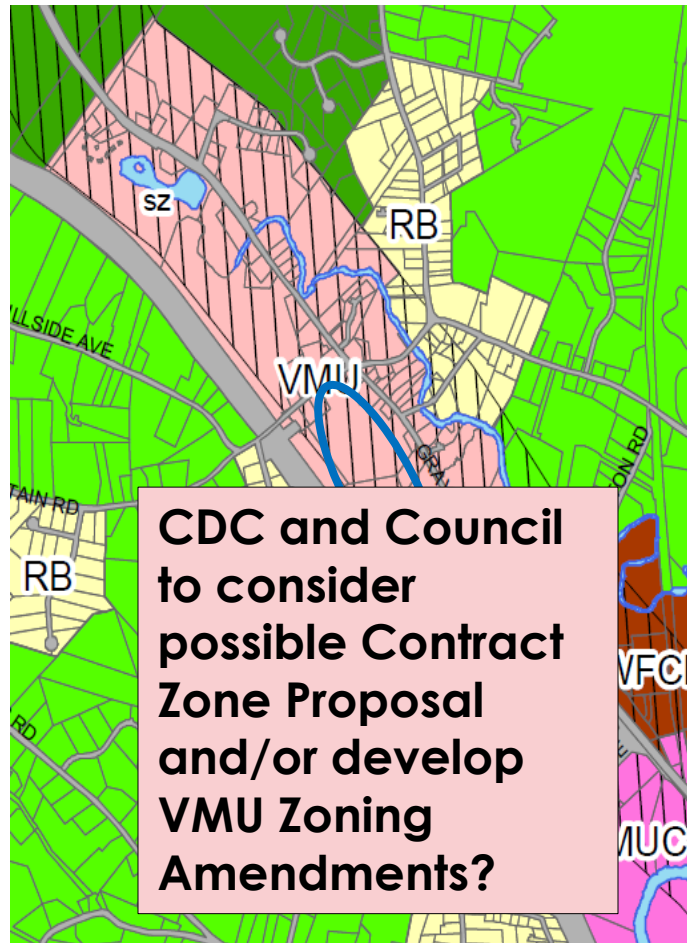
158 Gray Road





## Village Mixed Use (VMU) District –

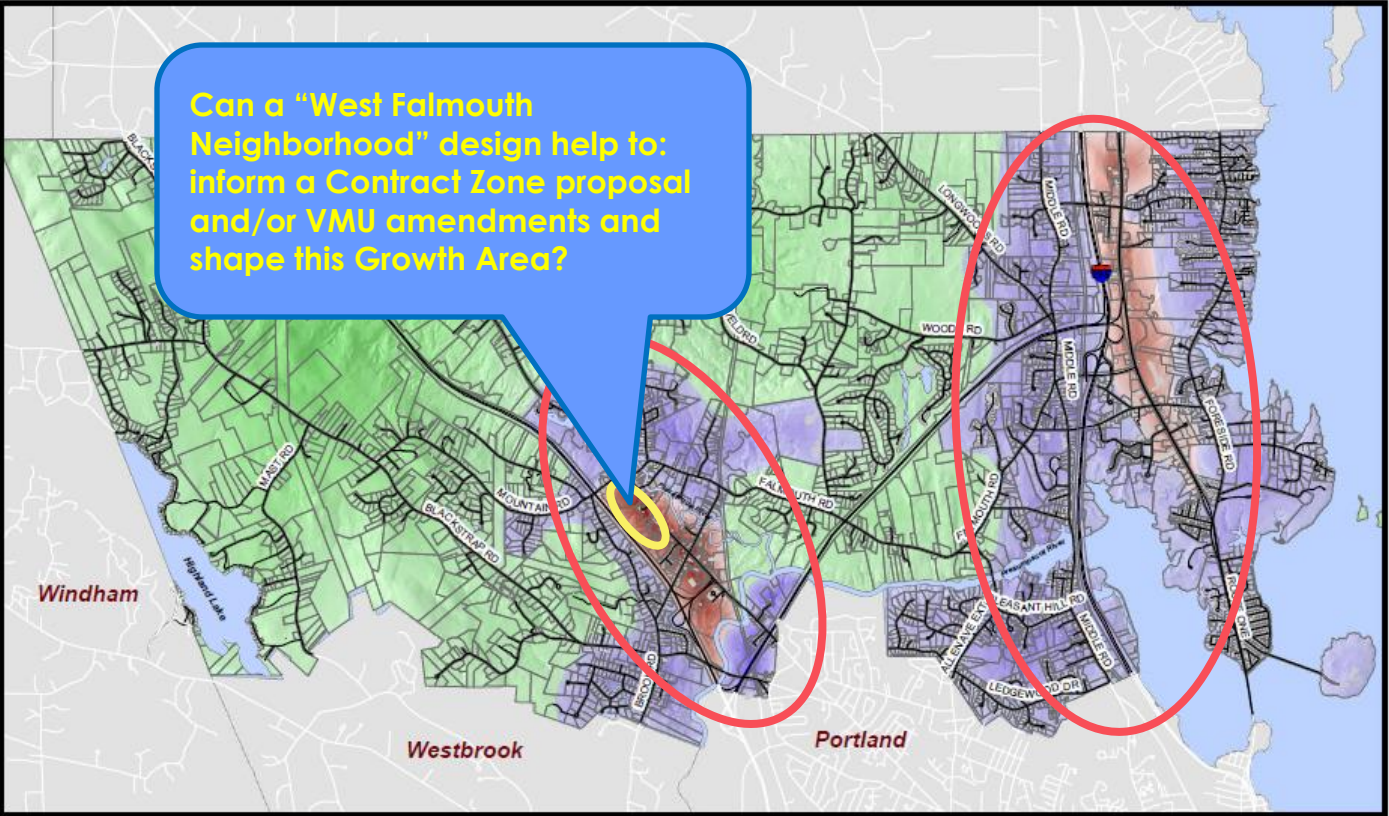
- No minimum lot size
- Density: 1 unit/10,000 sf on public sewer
- Min. lot width 150 feet



## 150 feet lot width requirement promotes inefficient use of land -

- 20,000 sf lot = 150 feet wide by 133 feet long
- 10,000 sf lot = 150 feet wide by 67 feet long
- 5,000 sf lot = 150 feet wide by 33 feet long

Can a "West Falmouth Neighborhood" design help to:  
inform a Contract Zone proposal  
and/or VMU amendments and  
shape this Growth Area?



Data Sources:  
Town of Falmouth  
Maine Office of GIS  
Map Prepared by

Map Produced: July 2013  
See 2013 Comprehensive Plan  
for further discussion.

**Town of Falmouth  
Future Land Use Plan  
2013 Comprehensive Plan Update**

- Designated Commercial Growth Area
- Designated Residential Growth Area
- Designated Rural Area



Stantec Consulting Services Inc.  
226 Causeway Street 6th Floor, Boston MA 02114-2155

November 4, 2016

Attention: **Theo Holtwijk, Director of Long-Range Planning / Economic Development**  
271 Falmouth Road  
Falmouth, ME 04105

Dear Mr. Holtwijk:

Reference: **West Falmouth Neighborhood Sketch Plan**

Thank you for the opportunity to submit this proposed Scope of Services. The following is a proposal based on our conversations with you and our professional understanding of the potential for the undeveloped properties located east of I-95, west of Gray Road /Route 100, north of Marston Street and south of Mountain Road.

**Project Summary**

At the request of the Town of Falmouth, Stantec will provide a conceptual design study for the approximately 78-acre area described above and shown to the right. This study will envision a concept for coordinated development of the entire area, including the approximately 40 acres recently proposed for development by a land owner and developer.

*Design with community in mind*



I-95

Gray Road

**TOWN OF FALMOUTH, MAINE**

**INVITATION**

January 11, 2017

Dear West Falmouth Study Area property owner,

Last November we wrote to you about the "West Falmouth Neighborhood Sketch Plan" project. This is a Council-sponsored effort to explore how future development in this area can best meet the community vision set for Route 100.

This project was prompted by a currently proposed 40-acre development off Mountain Road and Route 100. Town Councilors and staff reviewing the proposed project identified opportunities for interconnectivity with other parcels in the neighborhood and coordinated access to Route 100. The Council agreed that this proposal was a timely opportunity to have a community conversation about the possibilities for coordinated, phased development of, and best design practices for, a 78-acre area between Mountain Road, Route 100, Marston Street, and the Maine Turnpike (see map on back) through preparation of a "West Falmouth Neighborhood Sketch Plan."

At this time, we would like to invite you, the owners of property within the study area, to join us for two conversations:

- The first one will be on **Thursday, January 19, 2017 at 6:30 PM in Town Hall**. We will show the draft work to date as prepared by our consultant Stantec and would love to get your feedback.
- We plan to incorporate your January 19 feedback into the draft plan and have scheduled a subsequent discussion with the Town's Community Development Committee (a Council-subcommittee) and you, the study area property owners, for **Monday, January 30, 2017 at 6:30 PM in Town Hall**.

We hope you can come to either or both meetings!

Through this work the Town hopes to get a sense of a possible plan that can be embraced by all and help inform the zoning rules for this area. This process is moving forward with the complete understanding by all parties that this planning project involves private property. All private property owners are entitled to maintain, develop, or not develop their property as they wish, in compliance with local ordinances, but not necessarily consistent with any prospective vision plan.

If you have any questions about this effort, please contact me at [tholtwijk@falmouthme.org](mailto:tholtwijk@falmouthme.org) or 699-5340.

Thank you.

Theo Holtwijk  
Director of Long Range Planning

271 FALMOUTH ROAD FALMOUTH, MAINE 04105 207.781.5253  
[www.falmouthme.org](http://www.falmouthme.org)



A GUIDE TO LIVABLE DESIGN

# The Great American Neighborhood

Contemporary Design Principles for Building Livable Residential Communities



Maine State Planning Office  
GrowSmart Maine

Terrence J. DeWan & Associates  
Kent Associates

JUNE 2009



Creating Traditional, Walkable Neighborhoods:  
A Handbook for Maine Communities

Prepared by the Maine State Planning Office  
July 2009

### Smart Growth Principles in Maine

#### Introduction

Things seldom stay the same in our communities. Inevitably, over time, communities experience growth and change. Sometimes we welcome the change, maybe a new business adds convenience to our daily lives, and other times we may regret the change if a favorite open space becomes a new development. Often we don't think about growth in our communities until something changes and we don't like it. While growth and change are inevitable, how growth happens is something communities can manage. Communities can choose where development happens and how it looks, functions and contributes to the experiences you have in your community. **Smart growth is a choice communities can make.** Smart growth is not new; many communities already practice aspects of smart growth when making development decisions. The hope is to encourage more smart growth practices in Maine communities by providing an overview of the principles, with examples of projects that are happening in Maine. *Click on the links to explore the way inspiring, creative examples that are leading the way in Maine.* Then consider what your community might do.

#### Smart Growth Principles

Smart growth is a development pattern that promotes **creating places** that people enjoy for living, working and recreating, **providing opportunities** (economic, housing, transportation), **protecting community assets** (natural and built), and making **efficient use** of resources (land, infrastructure, financial). **Smart Growth Principles** give definition to this development pattern, providing a framework for communities to use to guide growth to maintain and enhance livable, vibrant communities.

#### Smart Growth Principles\*

1. Foster distinctive, attractive communities with a strong sense of place
2. Preserve open space, farmland, natural beauty, and critical environmental areas
3. Direct development towards built-up areas and encourage compact development
4. Promote a mix of land uses
5. Create walkable communities, downtowns, and neighborhoods
6. Create housing opportunities and choices
7. Provide transportation choices  
(\*adapted from GrowSmart Maine).

More Tools Available at [GrowSmartMaine-www.growsmartmaine.org](http://GrowSmartMaine-www.growsmartmaine.org)

If you Google "smart growth" you will find that much has been written about smart growth principles, and examples abound, nationally. But how do smart growth principles apply in Maine - a rural state characterized by small towns and just a few large cities, where people are used to driving between communities as part of their daily life, where undeveloped land seems abundant, where individual towns manage development, and where growth of any kind is sometimes welcome because jobs and tax revenue are needed? Given these circumstances, what do smart growth principles look like "on the ground" in Maine?



Augusta, Maine, photo Ramona du Houx

#### Foster distinctive, attractive communities with a strong sense of place

Creating a **sense of place** is what makes communities attractive, vibrant and distinct. Think of the Maine communities you love, chances are a unique sense of place is at the heart of what makes the community attractive. To create a meaningful sense of place it is helpful for a community to develop a vision for growth that reflects its own values and assets, and work towards implementing that vision. Comprehensive plans are a tool for developing a vision, and are the underpinning of local zoning, to guide new development. Comprehensive plans are the foundation for smart growth.

### The Great American Neighborhood

The traditional neighborhood - a place where people of all ages can live, meet their daily needs, and spend their leisure time, all within walking distance; a place where kids can walk or bike to school and play with friends in their day-to-day lives, creating a sense of shared community. Maybe you remember a neighborhood like this. Or maybe you live in one like it today. But in many of our low density suburbs, with local zoning ordinances that often prohibit this kind of neighborhood from being built, a "Great American Neighborhood" (GAN) is the exception, and is most often associated with times past.

Yet surveys by the Maine State Planning Office indicate many Maine homebuyers are looking for features often associated with older "traditional" neighborhoods. These include:

- ◆ Walkability
- ◆ Proximity to services and amenities
- ◆ Places to gather for community and socializing
- ◆ Diversity
- ◆ Settings with trees, parks, and access to nature
- ◆ A sense of privacy and quiet
- ◆ Limited traffic



The Great American Neighborhood - A Guide to Livable Design (From Time, article)

As a growing number of people seek to live in places where they can find a combination of features mentioned above, the "Great American Neighborhood" (also called "Traditional Neighborhood Design") is making a comeback. This type of neighborhood also promotes a development pattern that helps preserve natural resources and rural character, while strengthening community vitality. If your

community is looking for alternative ways to accommodate growth, a Great American Neighborhood may offer another approach.

#### What Makes a Great American Neighborhood?

A Great American Neighborhood can take many forms. Just as every community is different, every Great American Neighborhood is different. But they all share some combination of the features mentioned above. Let's look more closely at these features.

#### Walkability

The ability to walk or bicycle to where you need or want to go is at the heart of a Great American Neighborhood. So sidewalks and bike paths/lanes are key design features. Both of these amenities help ensure that walking and bicycling are convenient and safe alternatives to the car.

Compact development and an interconnected street network are also important to walkability. The desirable size of a walkable neighborhood is an area that can be walked in about 10 minutes.

#### A Mix of Uses, Services and Amenities

A Great American Neighborhood provides a mix of uses (i.e. housing, retail, civic, recreation) in close proximity. The goal is to provide for daily needs within walking or bicycling distance. A compact pattern of development, with a mix of uses, services and amenities, allows people to stay in the neighborhood to meet their needs.

#### Community Gathering Places and Identity

A Great American Neighborhood promotes community. It encourages people to interact, gather and socialize with one another. By providing features such as a town square, town hall, community center, etc., library, school, parks, people are encouraged to come together.

These features also create a distinct core to help give the neighborhood an identity. The ability to identify one's own features and boundaries, is part of the Great American Neighborhood concept.

#### Diversity

Social, economic, cultural and architectural diversity provide opportunities for variety in the day-to-day lives of people. A Great American Neighborhood encourages diversity through different types of housing, businesses, uses, landscape and building design.

More Tools Available at [GrowSmartMaine-www.growsmartmaine.org](http://GrowSmartMaine-www.growsmartmaine.org)

# Smart Growth in Maine



- Creating a sense of place
- Preserving natural areas
- Directing development towards built-up areas
- Encouraging compact development

- Promoting a mix of land uses
- Creating walkable neighborhoods
- Creating housing choices
- Providing transportation choices



# Elements of a Great American Neighborhood

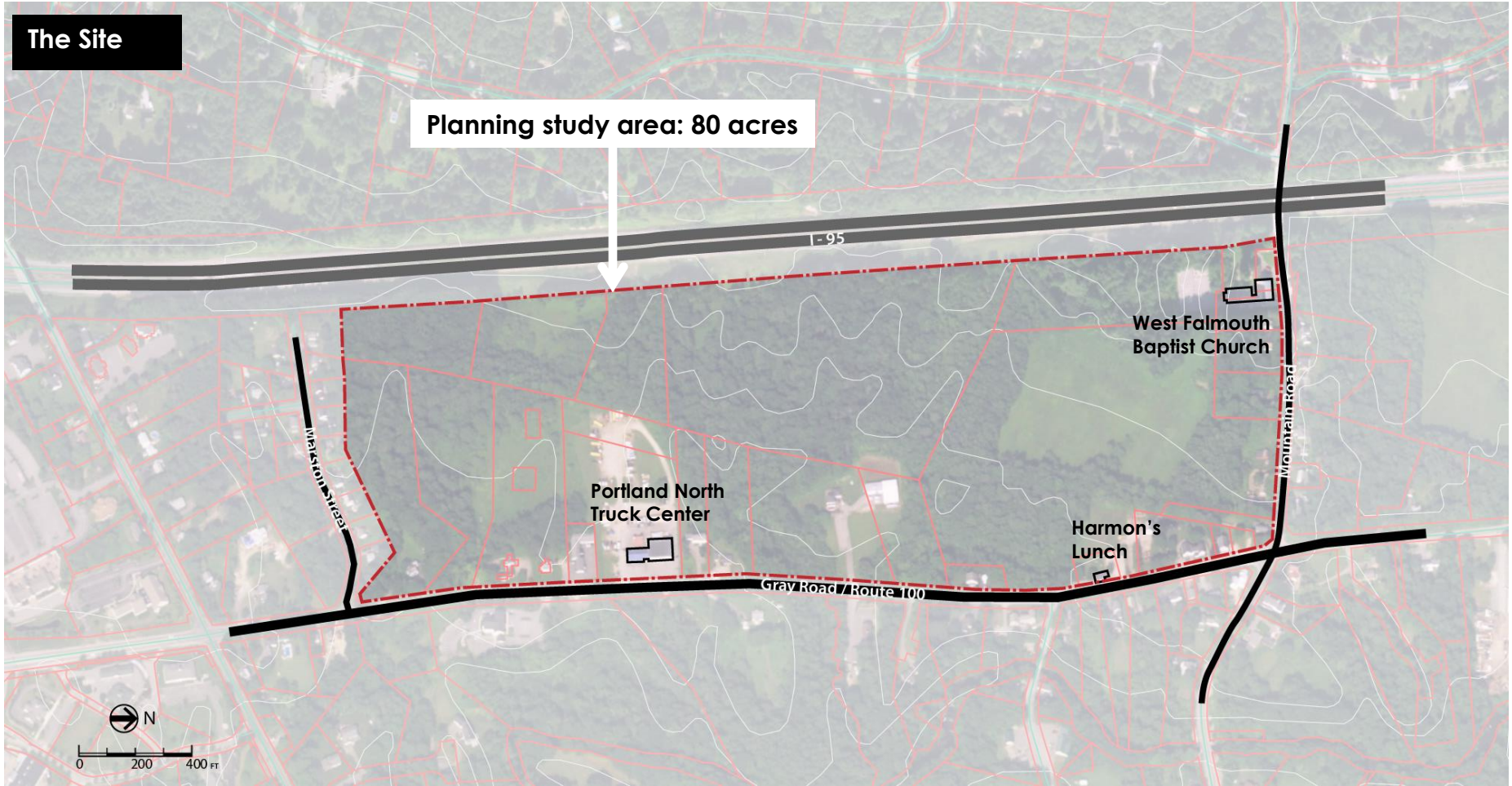


- Walkability
- Mix of Uses, Services, and Amenities
- Community Gathering Spaces
- Social and Architectural Diversity

- Connection to Nature
- Public and Private Spaces
- Protection from Excessive Traffic

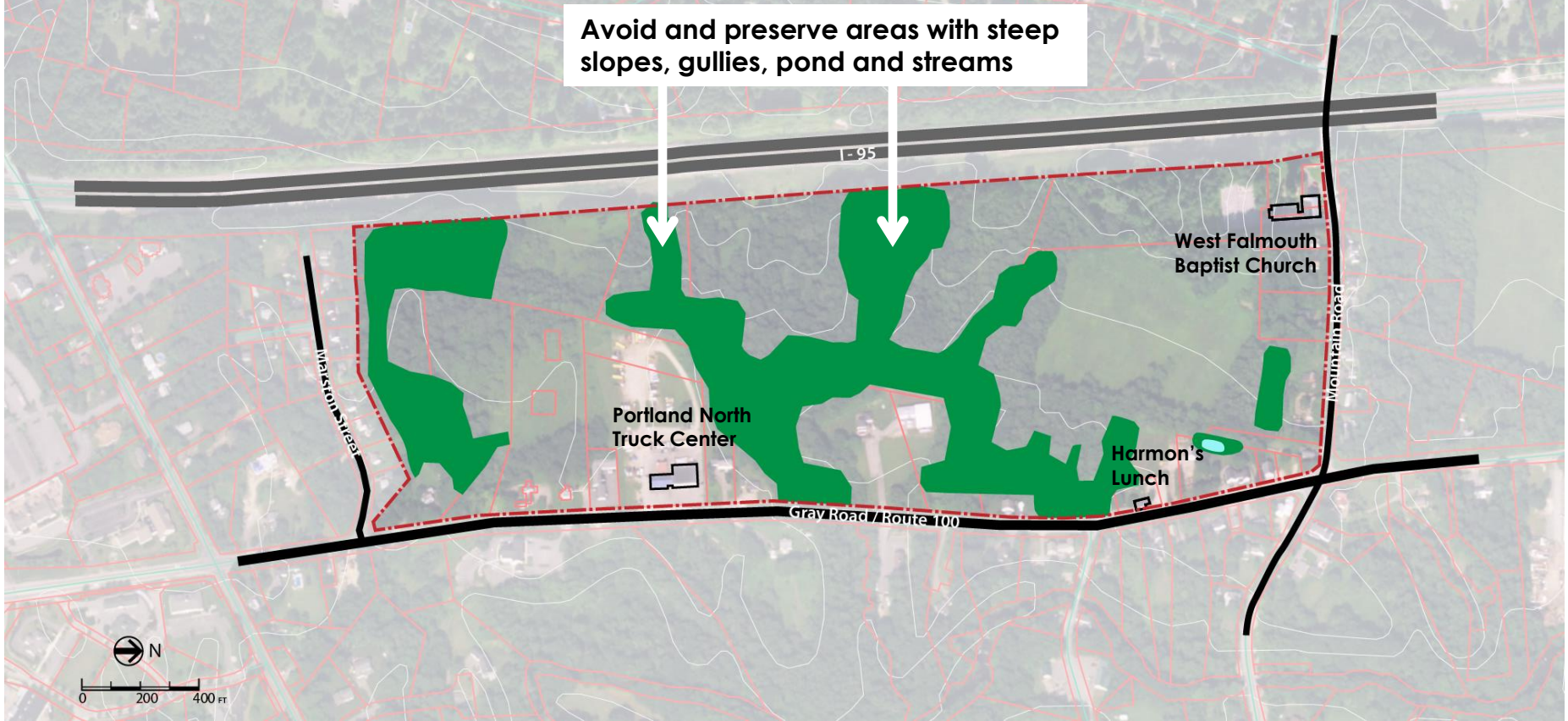
# The Site

Planning study area: 80 acres



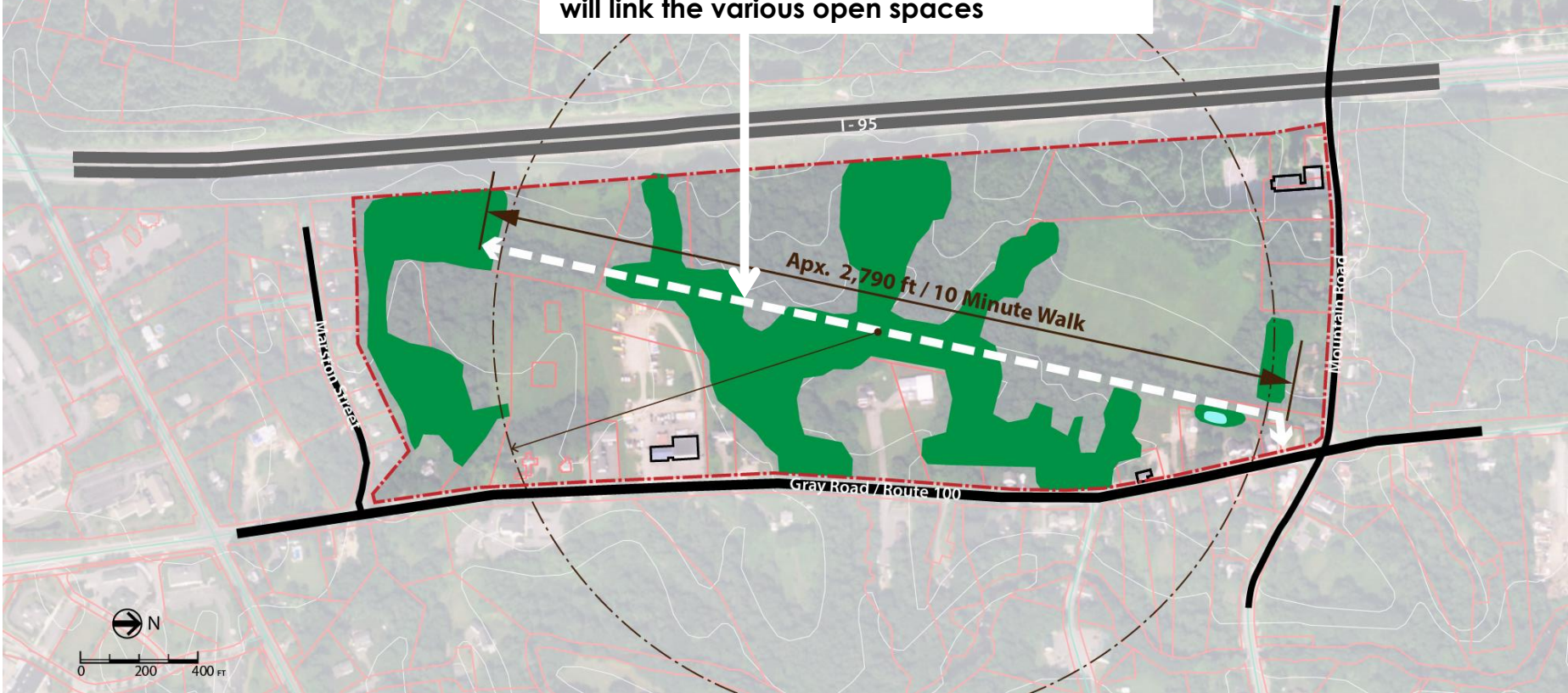
## Site Analysis - Open Space

Avoid and preserve areas with steep slopes, gullies, pond and streams

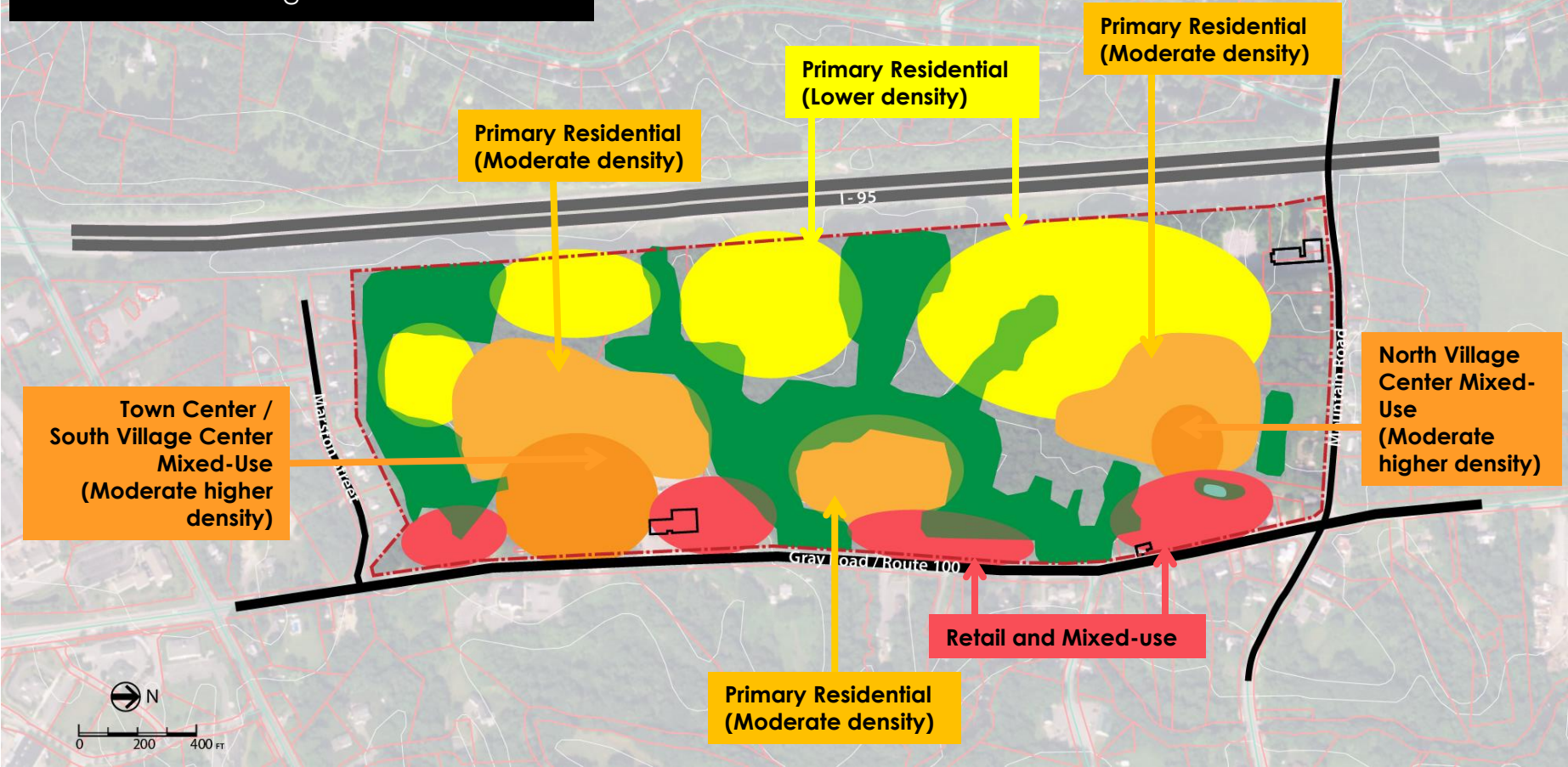


## Site Analysis - Old Trolley Line

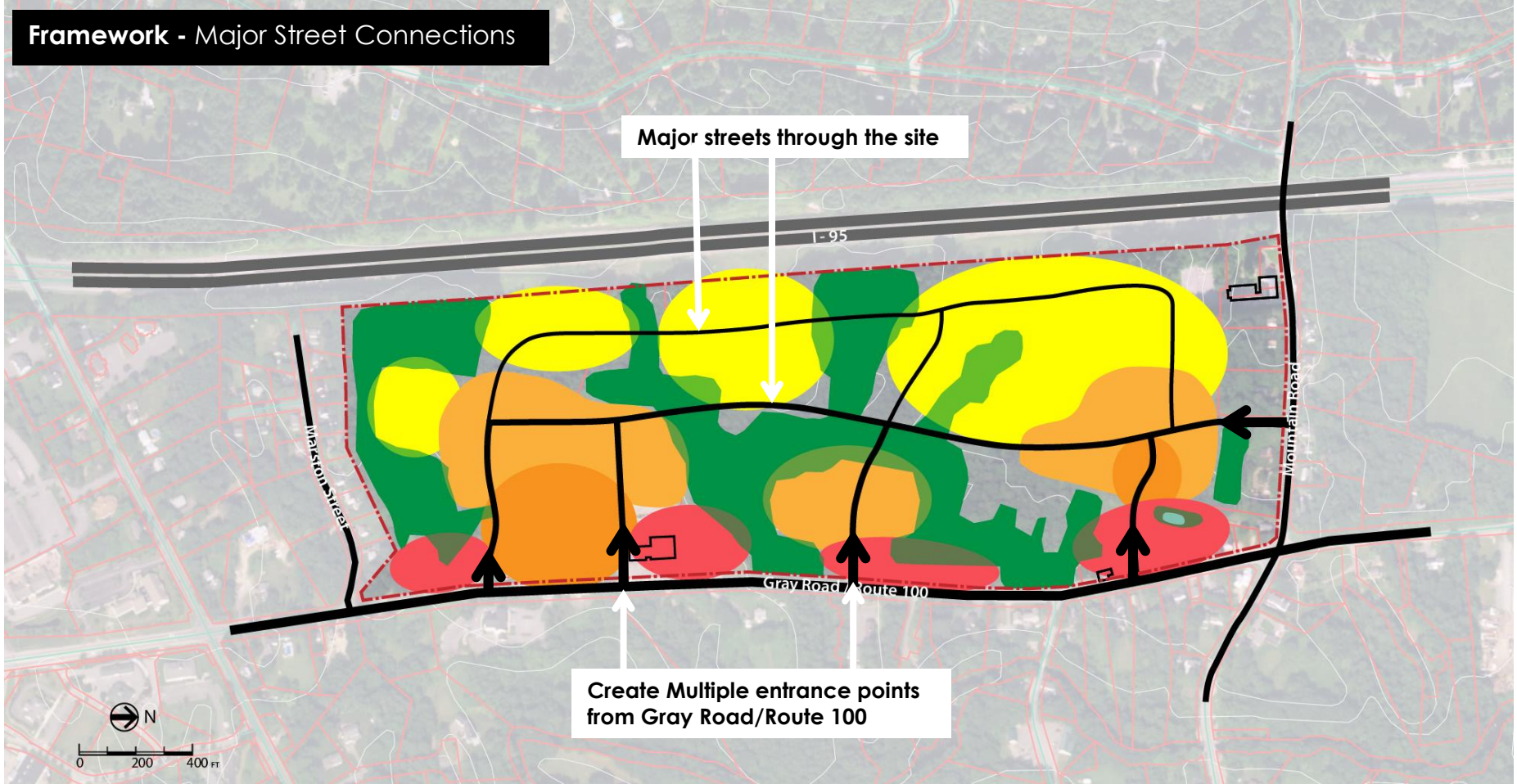
Preserve and rehabilitate the Old Inter Urban Trolley Line into a walking trail that will link the various open spaces



# Framework - Building Sites and Land Uses



# Framework - Major Street Connections

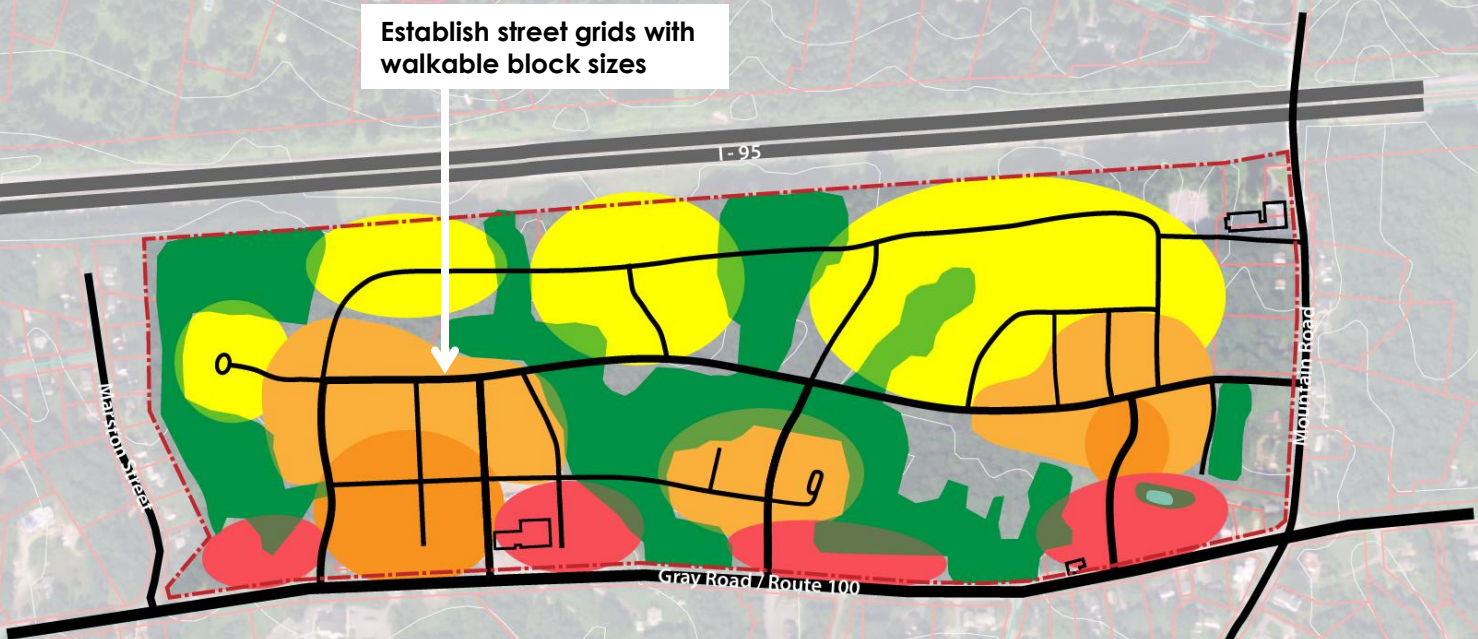


Major streets through the site

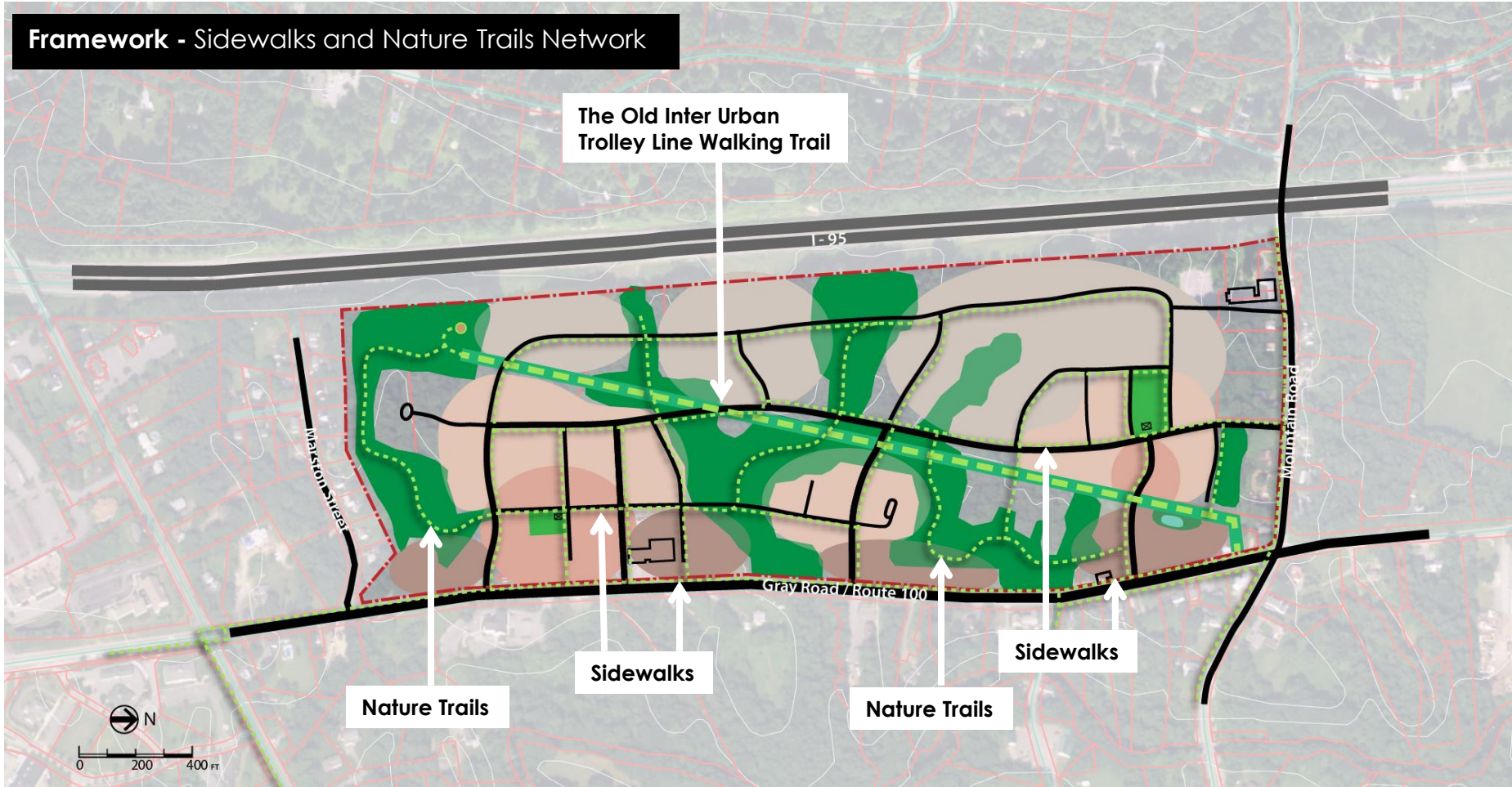
Create Multiple entrance points from Gray Road/Route 100

# Framework - Street Network

Establish street grids with walkable block sizes



# Framework - Sidewalks and Nature Trails Network



The Old Inter Urban  
Trolley Line Walking Trail

Nature Trails

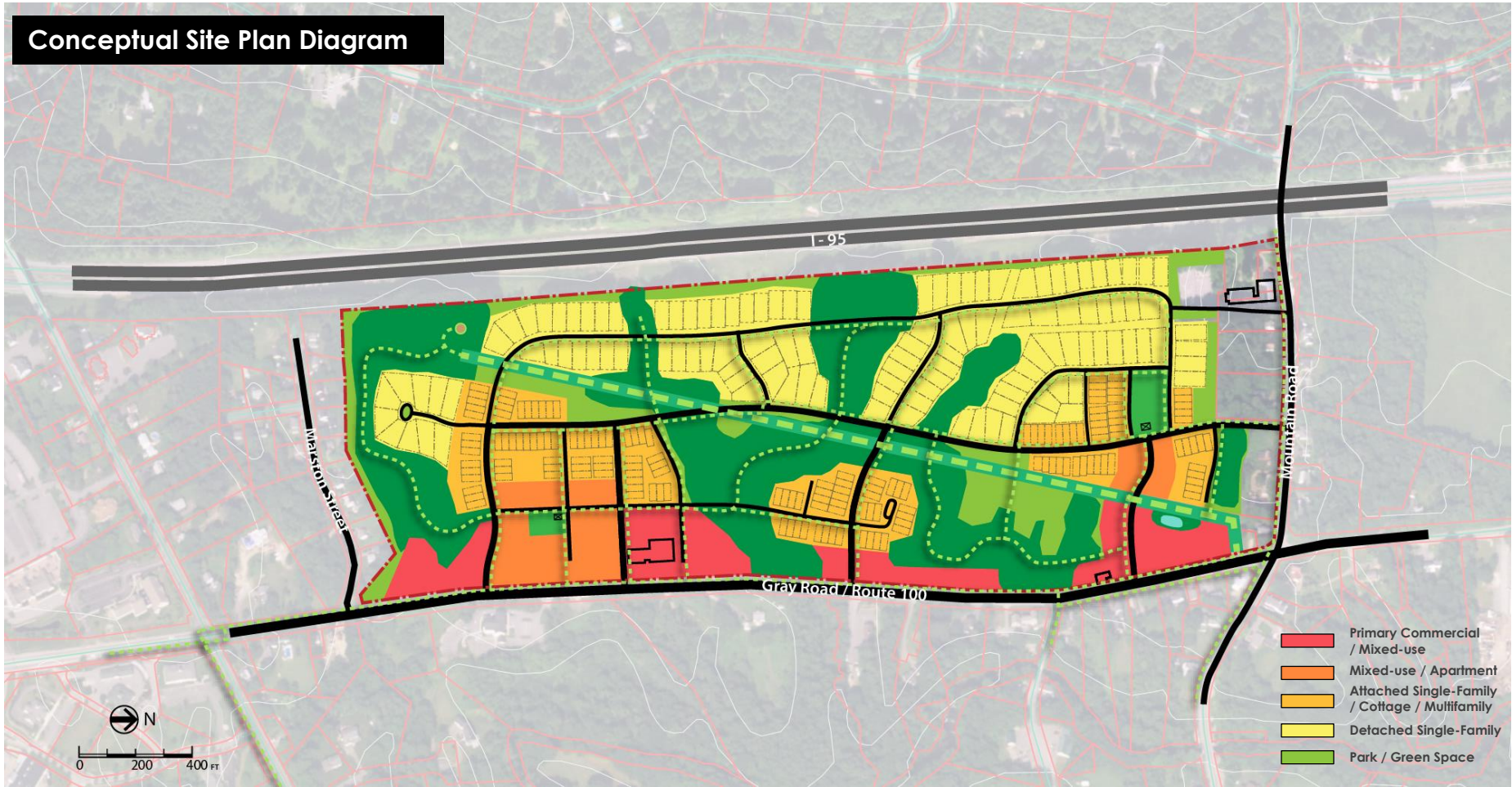
Sidewalks

Nature Trails

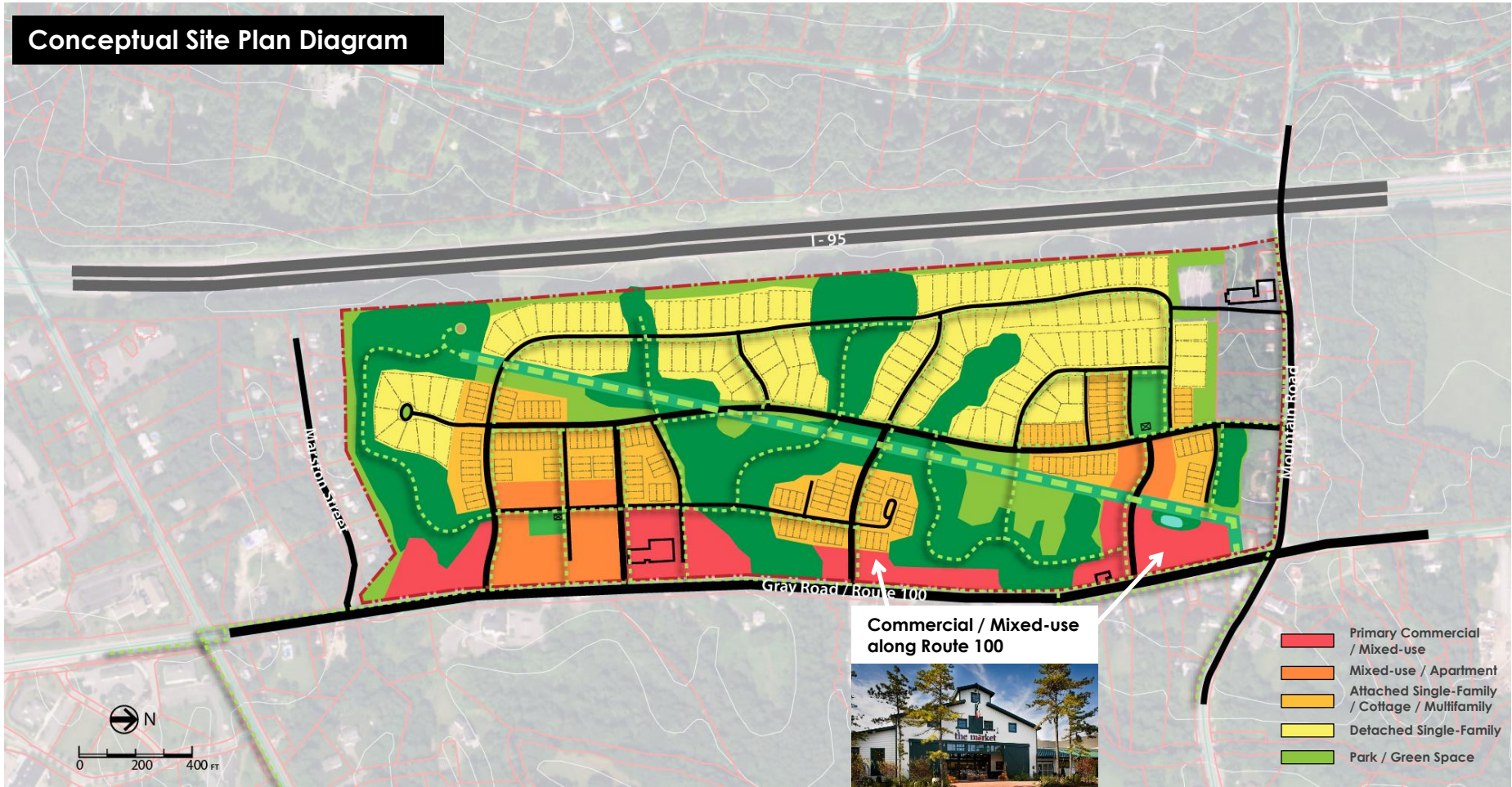
Sidewalks



# Conceptual Site Plan Diagram



# Conceptual Site Plan Diagram



Commercial / Mixed-use  
along Route 100



- Primary Commercial / Mixed-use
- Mixed-use / Apartment
- Attached Single-Family / Cottage / Multifamily
- Detached Single-Family
- Park / Green Space

# Conceptual Site Plan Diagram



# Conceptual Site Plan Diagram



Apartments /  
Townhomes



Single Family



- Primary Commercial / Mixed-use
- Mixed-use / Apartment
- Attached Single-Family / Cottage / Multifamily
- Detached Single-Family
- Park / Green Space

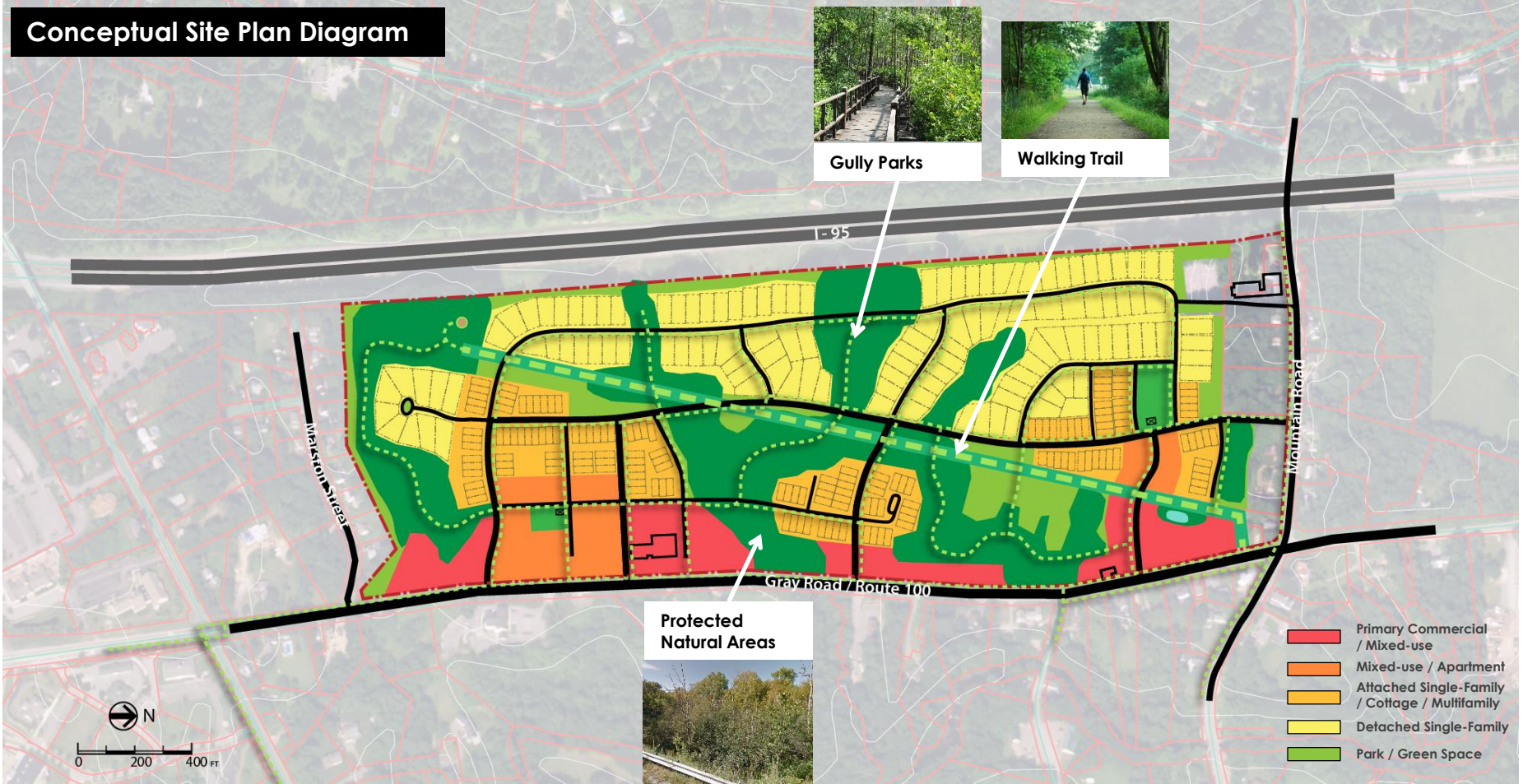
# Conceptual Site Plan Diagram



Gully Parks



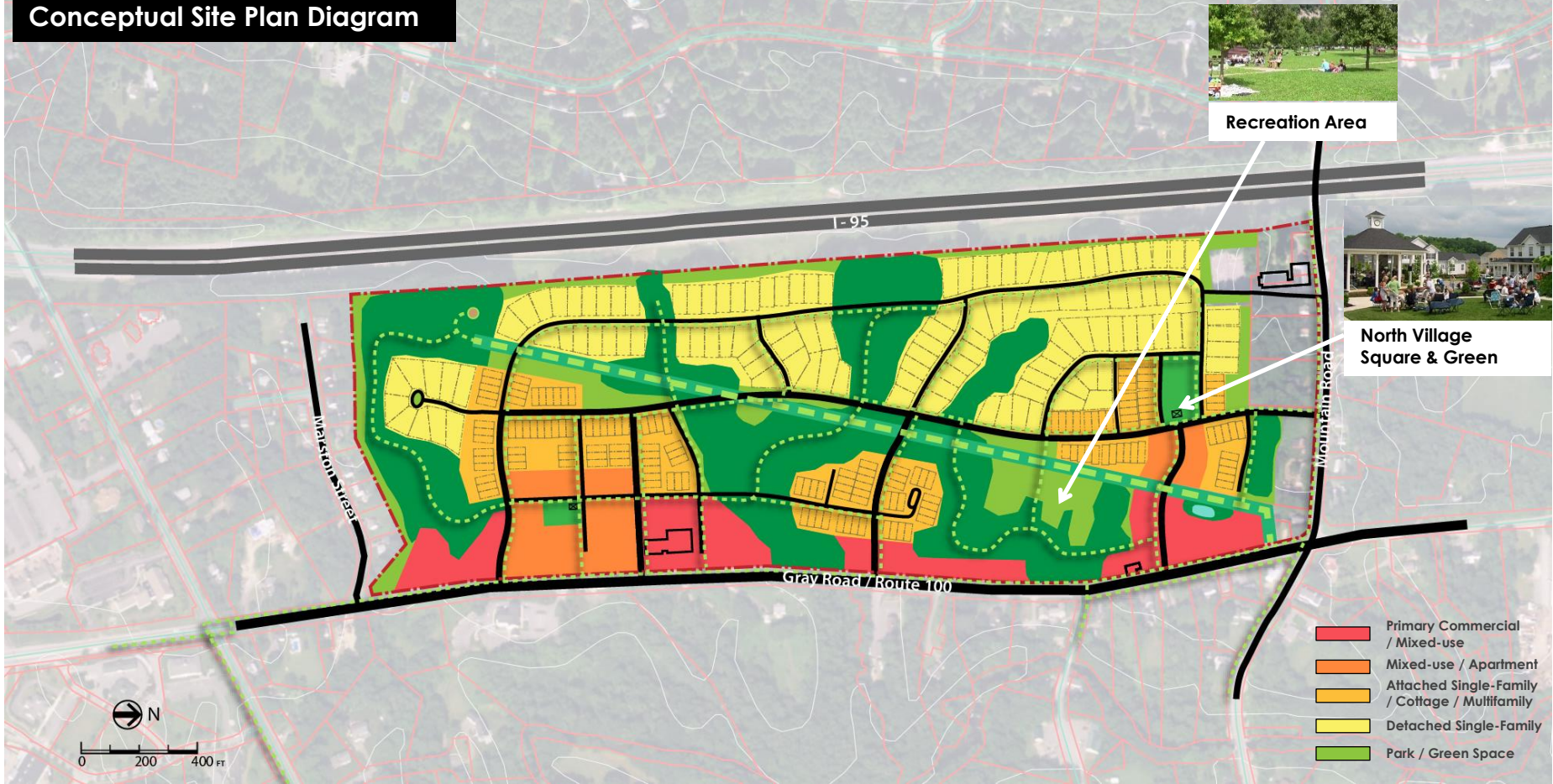
Walking Trail



Protected Natural Areas



# Conceptual Site Plan Diagram



Recreation Area



North Village Square & Green

- Primary Commercial / Mixed-use
- Mixed-use / Apartment
- Attached Single-Family / Cottage / Multifamily
- Detached Single-Family
- Park / Green Space

# Conceptual Site Plan Diagram



**Apartments /  
Townhomes**



**Single Family**



**North Village  
Square & Green**

**Town Center / South  
Village Green**



**Commercial / Mixed-use  
along Route 100**



- Primary Commercial / Mixed-use
- Mixed-use / Apartment
- Attached Single-Family / Cottage / Multifamily
- Detached Single-Family
- Park / Green Space



# Conceptual Site Plan Diagram



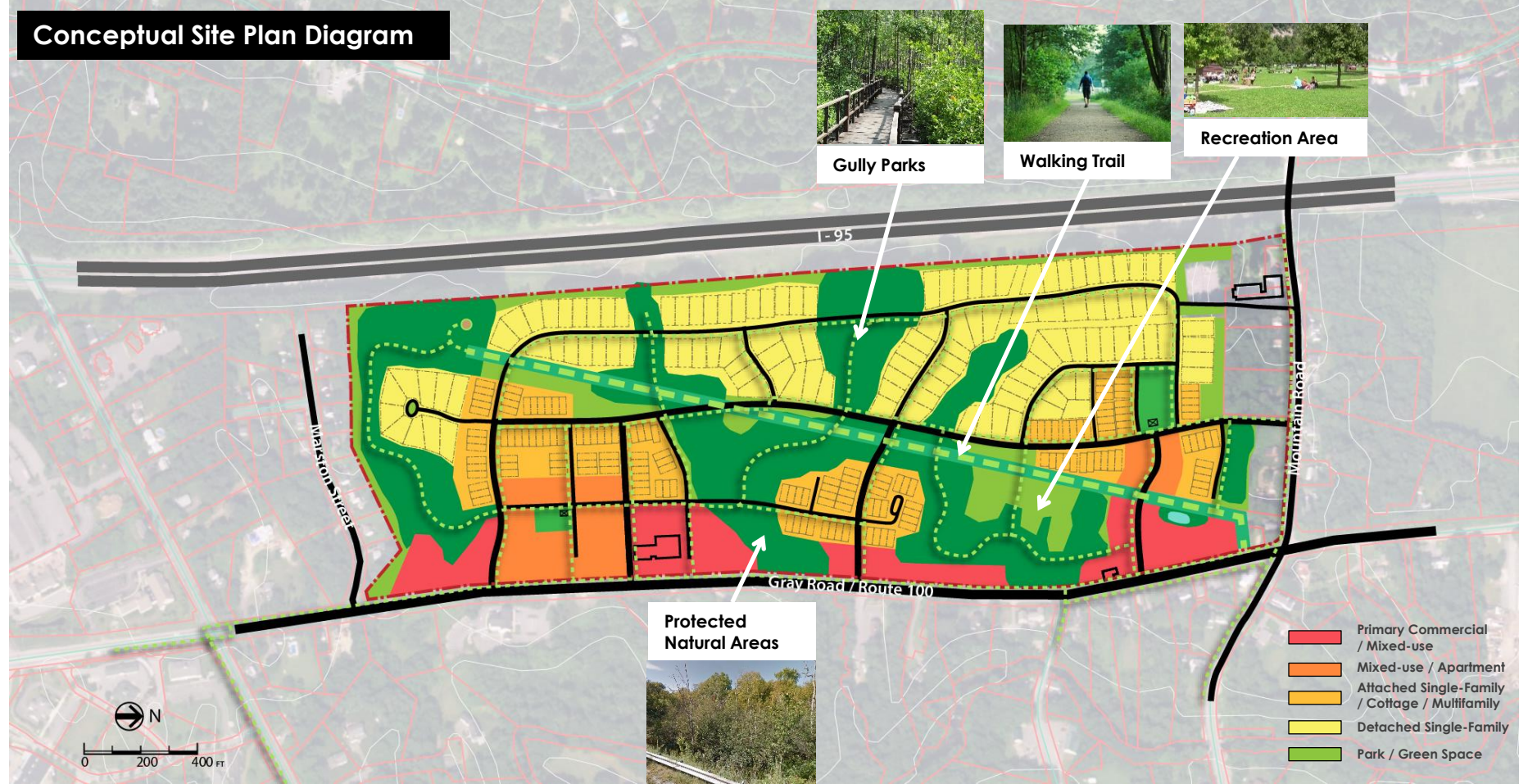
Gully Parks



Walking Trail



Recreation Area



Protected Natural Areas



- Primary Commercial / Mixed-use
- Mixed-use / Apartment
- Attached Single-Family / Cottage / Multifamily
- Detached Single-Family
- Park / Green Space



# Conceptual Site Plan Diagram



**Apartments /  
Townhomes**



**Single Family**



**Gully Parks**



**Walking Trail**



**Recreation Area**



**North Village  
Square & Green**



**Town Center / South  
Village Green**



**Protected  
Natural Areas**



**Commercial / Mixed-use  
along Route 100**



- Primary Commercial / Mixed-use
- Mixed-use / Apartment
- Attached Single-Family / Cottage / Multifamily
- Detached Single-Family
- Park / Green Space



# Precedent Images

Single Family House



Townhomes, Cottages and Multi-families



Mixed-use

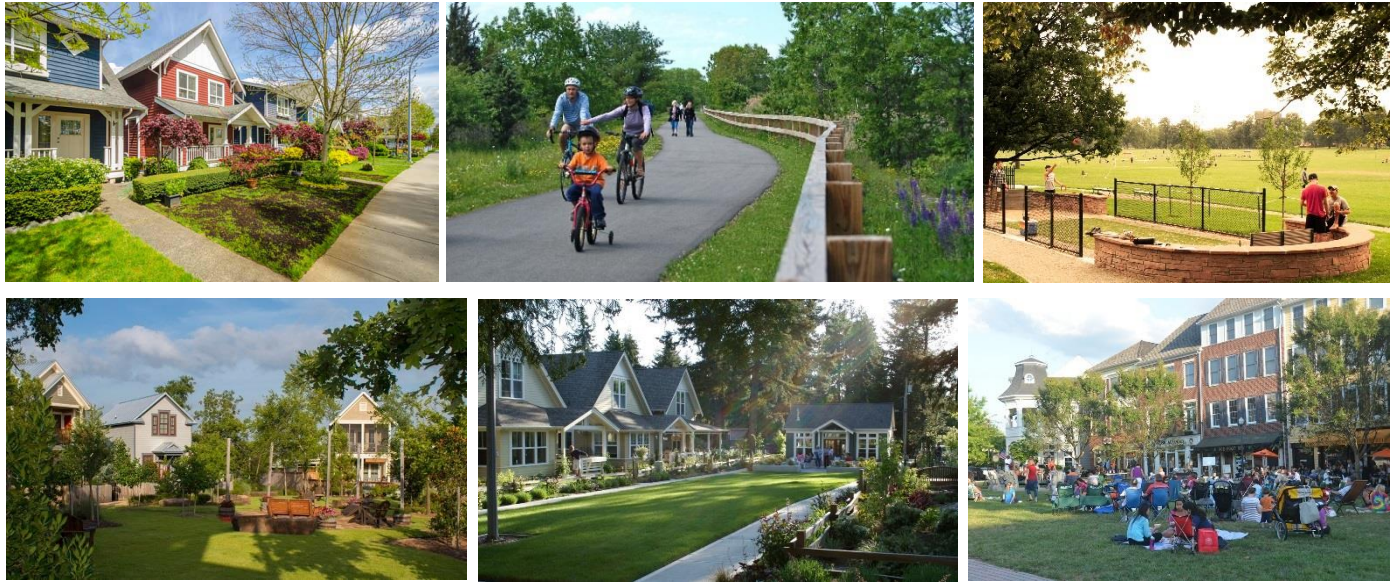


# Precedent Images

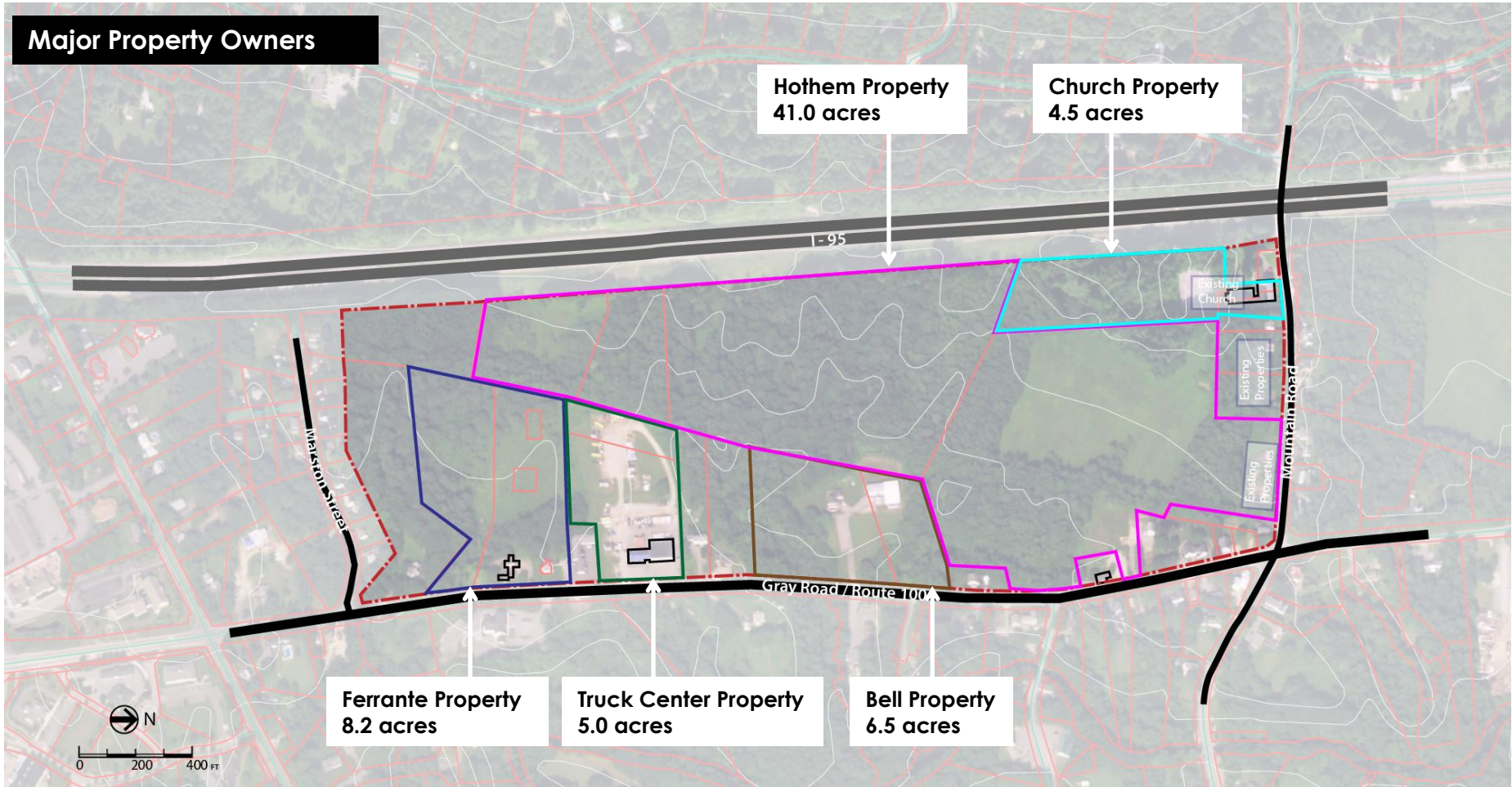
Retail and Commercial



Streets, Trails, Parks and Green Space



# Major Property Owners



# Hothem Property Concept Plan

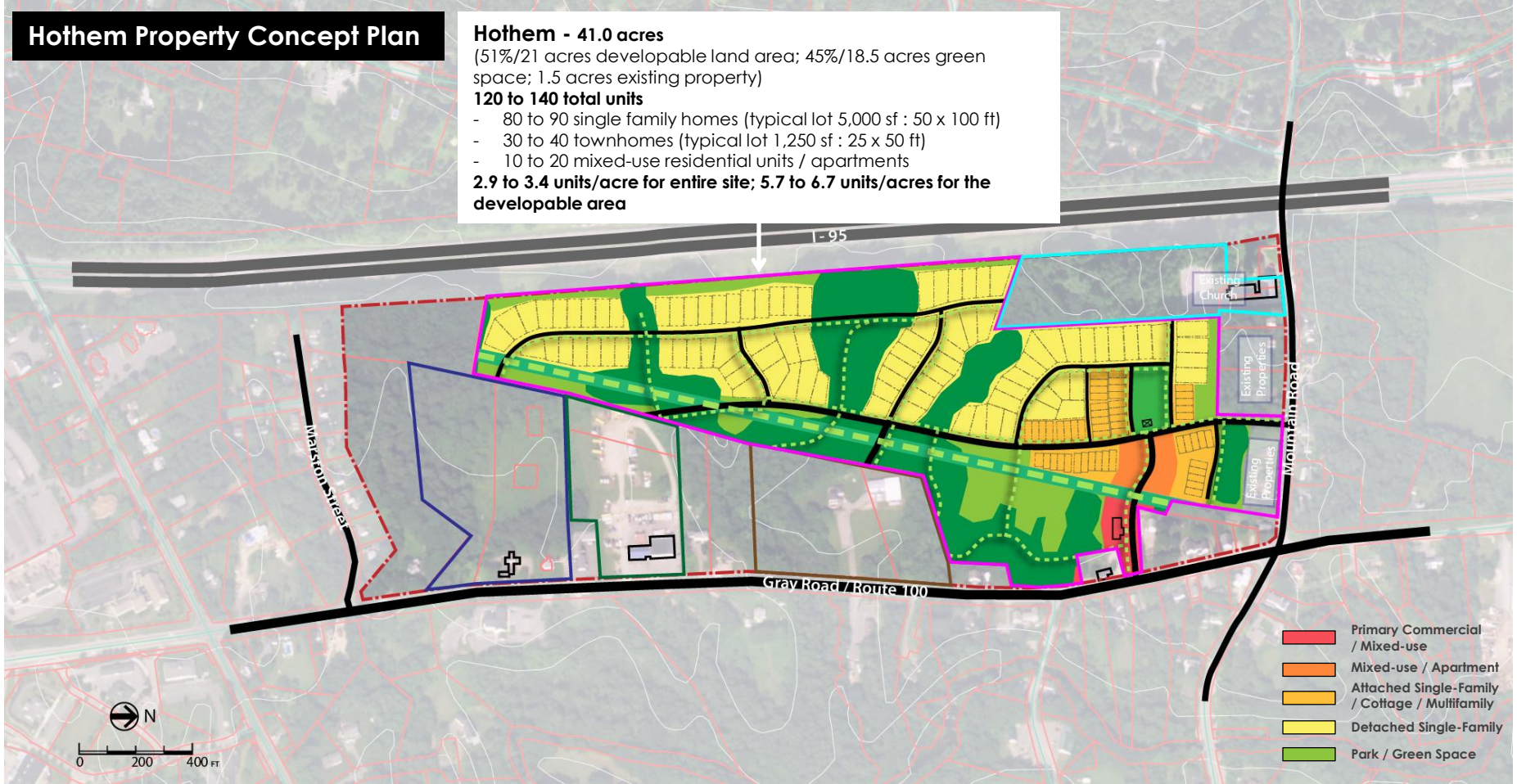
## Hothem - 41.0 acres

(51%/21 acres developable land area; 45%/18.5 acres green space; 1.5 acres existing property)

### 120 to 140 total units

- 80 to 90 single family homes (typical lot 5,000 sf : 50 x 100 ft)
- 30 to 40 townhomes (typical lot 1,250 sf : 25 x 50 ft)
- 10 to 20 mixed-use residential units / apartments

**2.9 to 3.4 units/acre for entire site; 5.7 to 6.7 units/acres for the developable area**



# Ferrante Property Concept Plan

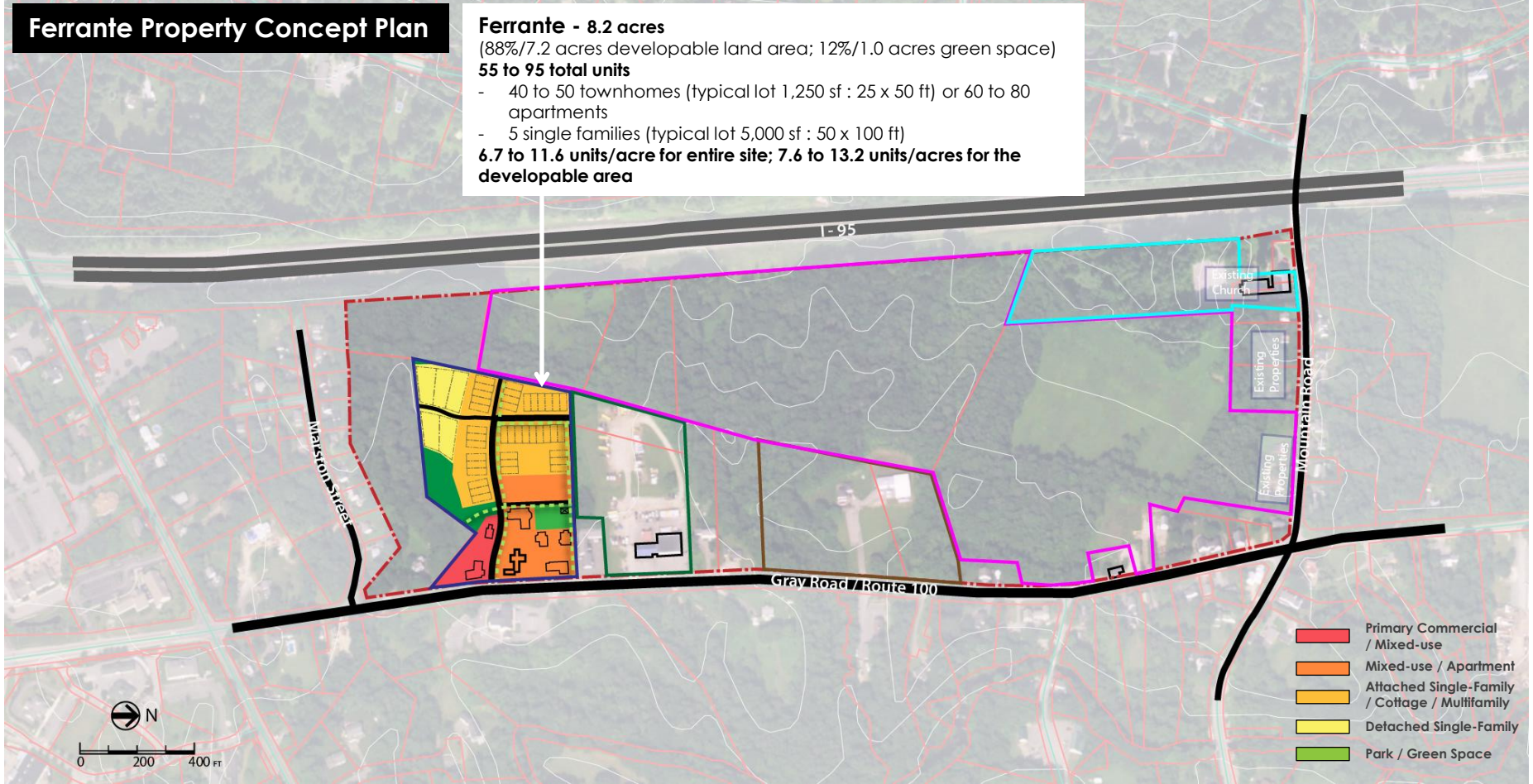
## Ferrante - 8.2 acres

(88%/7.2 acres developable land area; 12%/1.0 acres green space)

### 55 to 95 total units

- 40 to 50 townhomes (typical lot 1,250 sf : 25 x 50 ft) or 60 to 80 apartments
- 5 single families (typical lot 5,000 sf : 50 x 100 ft)

**6.7 to 11.6 units/acre for entire site; 7.6 to 13.2 units/acres for the developable area**



# Bell Property Concept Plan

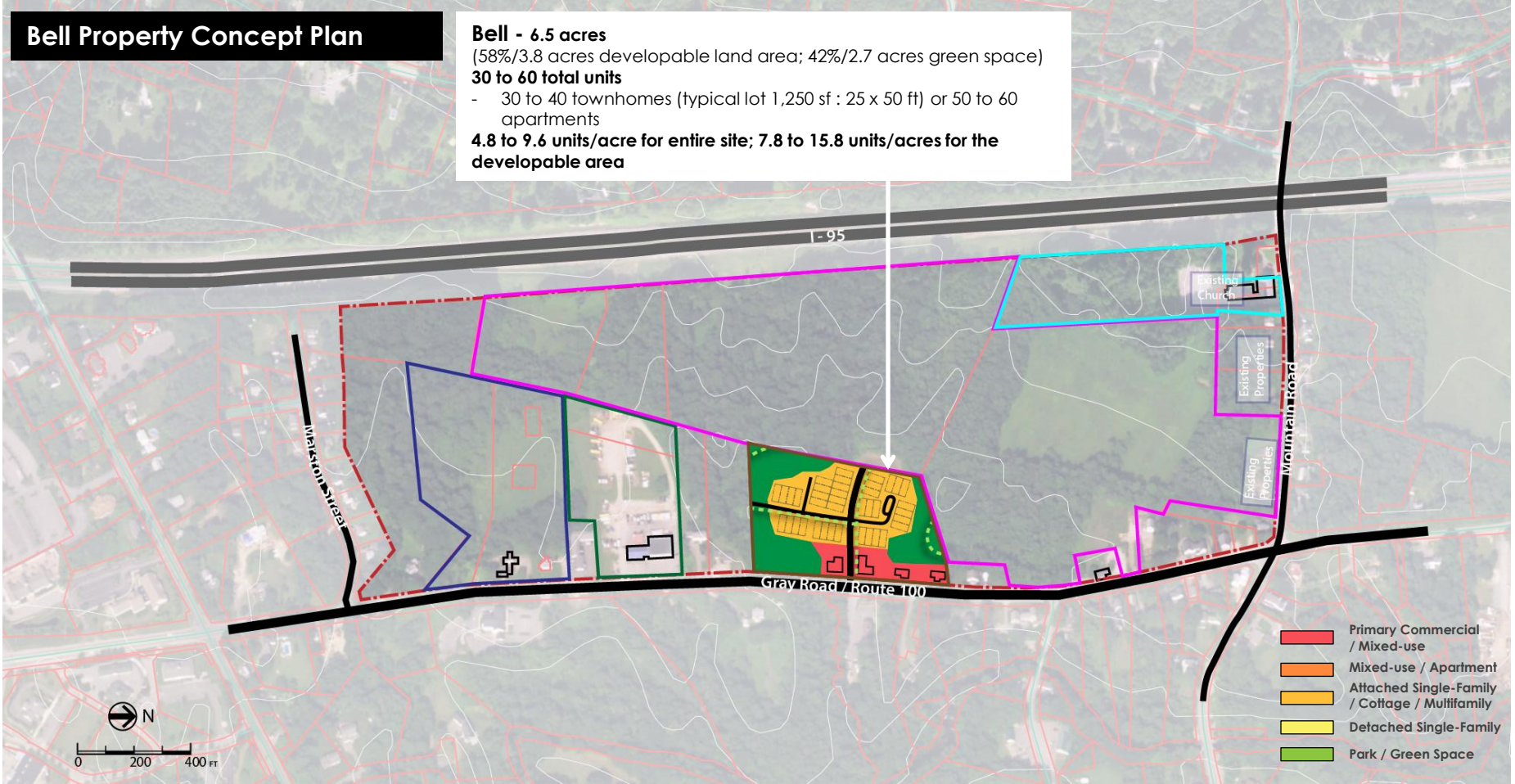
## Bell - 6.5 acres

(58%/3.8 acres developable land area; 42%/2.7 acres green space)

### 30 to 60 total units

- 30 to 40 townhomes (typical lot 1,250 sf : 25 x 50 ft) or 50 to 60 apartments

**4.8 to 9.6 units/acre for entire site; 7.8 to 15.8 units/acre for the developable area**



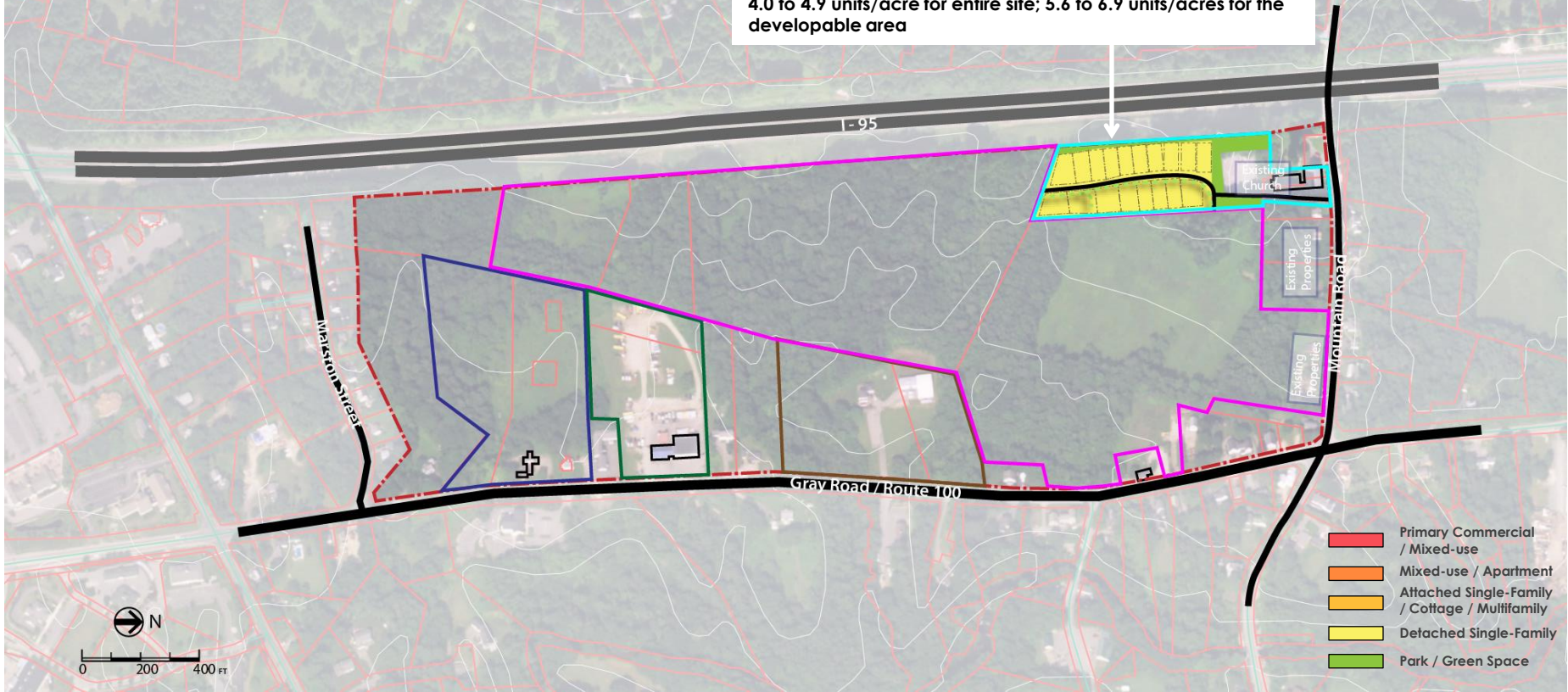
# Church Property Concept Plan

## Church - 4.5 acres

(71%/3.2 acres developable land area; 29%/1.2 acres existing Church building and parking lot with green space)

**18 to 22 total single families (typical lot 5,000 sf : 50 x 100 ft)**

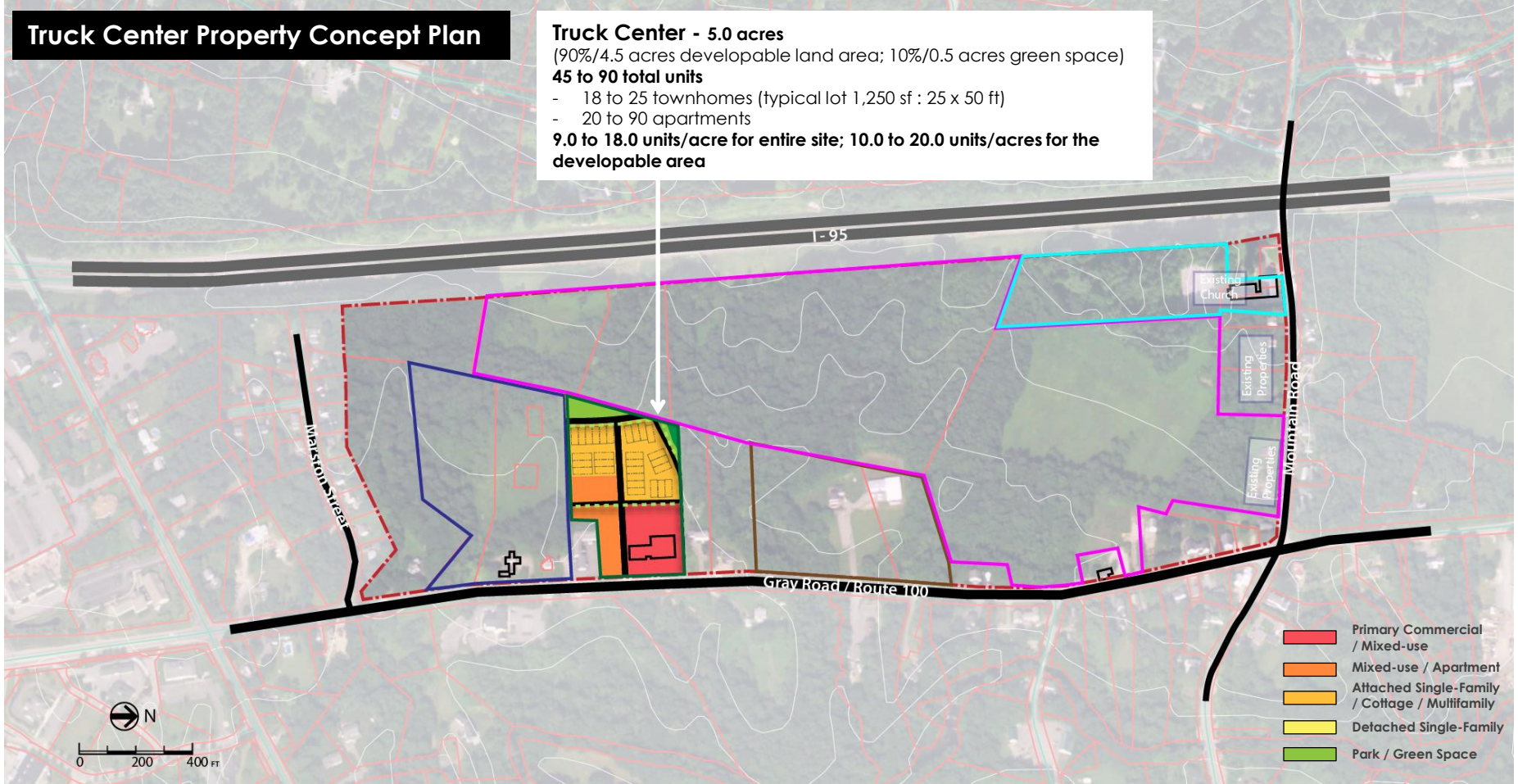
**4.0 to 4.9 units/acre for entire site; 5.6 to 6.9 units/acre for the developable area**





# Truck Center Property Concept Plan

**Truck Center - 5.0 acres**  
(90%/4.5 acres developable land area; 10%/0.5 acres green space)  
**45 to 90 total units**  
- 18 to 25 townhomes (typical lot 1,250 sf : 25 x 50 ft)  
- 20 to 90 apartments  
**9.0 to 18.0 units/acre for entire site; 10.0 to 20.0 units/acres for the developable area**



- Primary Commercial / Mixed-use
- Mixed-use / Apartment
- Attached Single-Family / Cottage / Multifamily
- Detached Single-Family
- Park / Green Space

# Concept Plan

## 80 acres total land area:

- 6% / 4.5 acres existing properties (primarily along Mountain Road)
- 54% / 43.2 acres developable land area
- 40% / 32.3 acres green spaces (including protected natural area, recreation, and village green)

## 280 to 400 total residential units

3.5 to 5.0 units/acre for entire site

6.5 to 9.3 units/acres for the developable area

Approx. 3 acres commercial along Rt 100

54% (Re)development

6% Existing

40% Green Space

Park

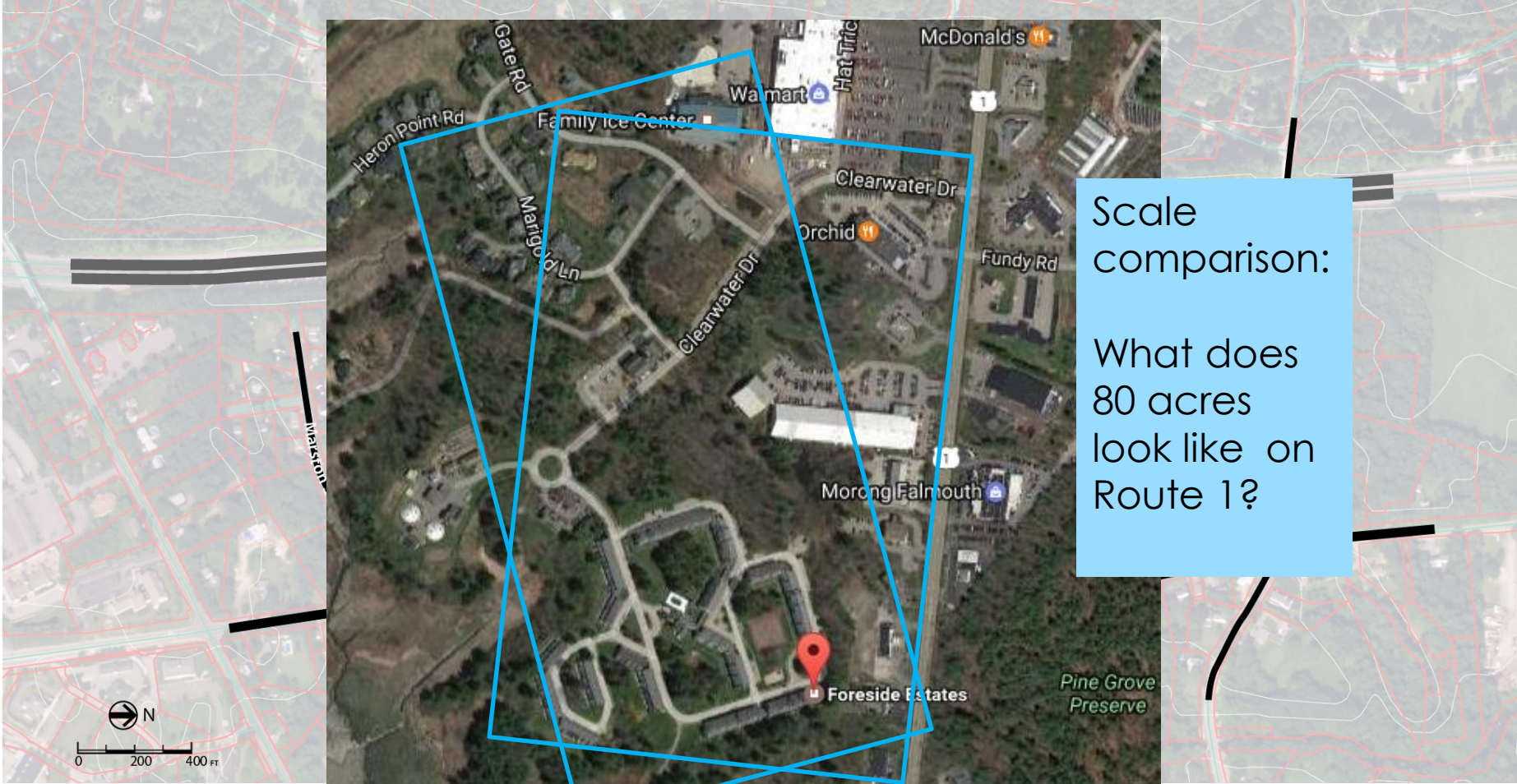
Rail Trail

Park

Av Road / Route 100

- Primary Commercial / Mixed-use
- Mixed-use / Apartment
- Attached Single-Family / Cottage / Multifamily
- Detached Single-Family
- Park / Green Space





Scale comparison:  
What does 80 acres look like on Route 1?

# Conceptual Site Plan Diagram



**Apartments /  
Townhomes**



**Single Family**



**Gully Parks**



**Walking Trail**



**Recreation Area**



**North Village  
Square & Green**



**Town Center / South  
Village Green**



**Protected  
Natural Areas**



**Commercial / Mixed-use  
along Route 100**



- Primary Commercial / Mixed-use
- Mixed-use / Apartment
- Attached Single-Family / Cottage / Multifamily
- Detached Single-Family
- Park / Green Space