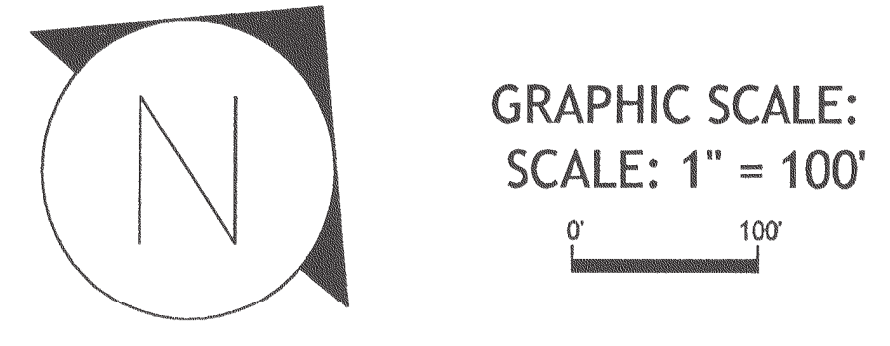


**AMENDMENT TO MASTER DEVELOPMENT PLAN**  
 THE MASTER DEVELOPMENT PLAN FOR WEST FALMOUTH CROSSING, AS APPROVED BY THE FALMOUTH TOWN COUNCIL ON JANUARY 26, 1998, IS HEREBY AMENDED BY ADDING THE FOLLOWING NOTES TO THE APPROVED PLAN:  
**NOTE REGARDING HEIGHT:**  
 A THREE STORY OFFICE BUILDING SHALL BE PERMITTED IN THE TURNPIKE BUILDING ENVELOPE (TBE) AT A HEIGHT NOT TO EXCEED 44 FEET, AS MEASURED FROM THE AVERAGE FINISH GRADE WITHIN 20' OF SUCH BUILDING. PROVIDED THAT ANY BUILDING CONSTRUCTED IN THE TBE IN EXCESS OF 39 FEET AS MEASURED FROM THE AVERAGE FINISH GRADE WITHIN 20' OF SUCH BUILDING, SHALL BE SUBJECT TO THE FOLLOWING CONDITIONS:  
 1. THE ARCHITECTURE OF SUCH BUILDING SHALL BE IN SUBSTANTIAL CONFORMANCE WITH THE ARCHITECTURAL GUIDELINES TO THE TOWN COUNCIL, AS SET FORTH IN THE BUILDING ELEVATION PLANS DATED MARCH 14, 2001 AND THE CONCEPT DESIGN DRAWING DATED FEBRUARY 9, 2001; AND  
 2. THE EXTERIOR FINISH MATERIALS OF SUCH BUILDING SHALL BE SUBSTANTIALLY EQUIVALENT TO THE MATERIALS SUBMITTED TO THE TOWN COUNCIL BY THE DEVELOPER AND ACCEPTED BY THE TOWN'S ARCHITECTURAL CONSULTANT, DAVID TOVEY, AS SET FORTH IN THAT CERTAIN MEMORANDUM FROM DAVID TOVEY DATED MARCH 19, 2001.

**NOTES CONCERNING PERMITTED PLAN REVISIONS**  
 The West Falmouth Crossing Master Development Plan has been prepared in advance of design, final permit selection, or permitting. The layout is conceptual and requires sufficient flexibility to allow the developer to respond to the design, permit, and tenant requirements. This flexibility will be contained within the following bounds:  
 Development East 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 construction of a major food store and other retail or office buildings and other site improvements may occur. The Major Food Store Building Envelope (MFSBE) is depicted graphically on the master plan. In general, the limits of this envelope include any area below and within 100' of the major food store and connected retail store shown on this master plan.  
 • Major Food Store Impervious Envelope (MFSIE): This shall be the area of the major parking field, service and access drives around the major food store and other retail or office. The Major Food Store Impervious Envelope (MFSIE) is depicted graphically on the master plan. In general, the limits of this envelope occur along or near the edge of a loop drive around the Major Food Store Building Envelope (MFSBE). The Major Food Store Impervious Envelope (MFSIE) overlaps and contains the entire Major Food Store Building Envelope (MFSBE) as well as outlying areas.  
 The following criteria apply to allowable revisions to the master plan:  
 • The total gross floor area (including basements and floor areas below the first floor) of all buildings shall not exceed 60,000 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 nine.  
 • No building outside the Major Food Store Building Envelope (MFSBE) shall have a gross floor area in excess of 5,000 sq. ft. with the further restriction that any building footprint within 200' ft. of the centerline of Leighton Road shall not have a gross floor area in excess of 10,000 sq. ft.  
 • Outside of the Major Food Store Impervious Envelope (MFSIE) the impervious land coverage (defined as rooftops and pavements) shall not exceed the amount shown on the master plan by more than 10%.  
 Development West of the Gray Road:  
 Four envelopes have been defined for this area:  
 • Turnpike Building Envelope (TBE): This is the area where larger scale development is planned. The Turnpike Building Envelope (TBE) is depicted graphically on the master plan. In general its limit is defined on the northerly, westerly, and southerly sides as the project boundary. The easterly limit of the Turnpike Building Envelope (TBE) is generally defined as 100' in front of the face of the major building shown on the master plan within the TBE.  
 • Leighton Road Building Envelope (LRBE): This is the area of the project between adjacent residential lots on Leighton Road. It includes all area between the residential lots and within 200' of the project boundary from the Leighton Road right-of-way. This envelope is shown graphically on the master plan.  
 • Leighton Road Impervious Envelope (LRIE): This area contains the Leighton Road Building Envelope plus the area southerly of the Leighton Road Building Envelope and shown on the master plan as parking for the Leighton Road offices. This envelope is shown graphically on the master plan.  
 • Route 100 Envelope (R100E): This area is defined as all portions of the project west of the Gray Road but outside of the Turnpike Building Envelope (TBE), the Leighton Road Building Envelope (LRBE), and Leighton Road Impervious Envelope (LRIE).  
 The following provisions apply to development within the Turnpike Building Envelope (TBE):  
 • No individual building shall have a footprint which exceeds 50,000 sq. ft.  
 • The number of buildings within the Turnpike Building Envelope (TBE) shall not exceed six.  
 • The aggregate area of the building footprints within the Turnpike Building Envelope (TBE) shall not exceed 90,000 sq. ft.  
 • The Turnpike Building Envelope (TBE) shall include a landscaped buffer within the project area along the rear property lines of any residential use along Leighton Road.  
 • The impervious cover within the Turnpike Building Envelope (TBE) shall not exceed the impervious cover shown on the master plan in this envelope by more than 10%.  
 The following provisions apply to development within the Leighton Road Building Envelope (LRBE):  
 • The total gross floor area (excluding basements and areas below the first floor) of any building shall not exceed 5,000 sq. ft.  
 • The number of buildings within the Leighton Road Building Envelope (LRBE) shall not exceed 2.  
 The following provision applies to the development within the Leighton Road Impervious Envelope (LRIE):  
 • The impervious area shall not exceed that shown on the master plan by more than 10 percent.  
 The following provisions apply to the Route 100 Envelope (R100E):  
 • No building shall have a gross floor area in excess of 15,000 sq. ft. within the Route 100 Envelope (R100E).  
 • The number of buildings in the Route 100 Envelope (R100E) shall not exceed 6.  
 • The impervious cover within the Route 100 Envelope (R100E) shall not exceed that shown on the master plan by more than 10%.  
 Access and Driveways to Public Roadways (Route 100 and Leighton Road):  
 • The number of driveways to public roadways shall not be increased beyond the number shown on the master plan.  
 • The location of secondary and restricted movement driveways may be revised.  
 Stormwater Management, Water Quality, and Wetland Mitigation:  
 • The physical area and location of these elements are subject to change.  
 Landscaping:  
 • The landscaping shown is conceptual in nature and subject to change.  
 • Buffering per the design guidelines will be provided along the east side of Route 100 and adjacent to the residential properties of Leighton Road. Simultaneously with their submission to the Planning Board, the Developer shall submit to the Town Council for design review the proposed landscape buffer along the easterly side of Route 100, the buffering of the parking lot of the major food store and buffering along the rear of Leighton Road (westerly side) residential properties which abut the development. The Council shall decide within 35 days of receipt whether to exert jurisdiction, concurrent with the Planning Board, over the adequacy of the buffer. If the Council decides to exert jurisdiction, it shall hold a hearing and decide upon the adequacy of the buffer within 60 days of receipt, but in no event, later than the final decision of the Planning Board on the development application. If the Town Council decides not to exercise jurisdiction or if it fails to act within 35 days, the buffer shall be subject only to Planning Board review.  
 • The developer shall retain qualified professionals with experience in retail design and consult the Exit 10 design guidelines when preparing the designs of the project.  
 Overhead Utilities:  
 • The overhead transmission line will have certain restrictions stipulated by Central Maine Power which may affect the final layout and design. The plan may be revised to meet CMP requirements.  
 Project Signage:  
 • Pylon and building signage are not depicted on the plan. These items will be reviewed by the Planning Board.  
 Grocery Store Facade:  
 • Simultaneously with their submission to the Planning Board, the Developer shall submit the design facade of the major food store to the Town Council. The Council shall decide within 35 days of receipt whether to exert jurisdiction, concurrent with the Planning Board, over the adequacy of the facade. If the Council decides to exert jurisdiction, it shall hold a hearing and decide upon the adequacy of the facade within 60 days of receipt, but in no event, later than the final decision of the Planning Board on the development application. If the Town Council decides not to exercise jurisdiction or if it fails to act within 35 days, the facade shall be subject only to Planning Board review.  
 Revisions to the plan within the bounds stated above shall be deemed minor. Other changes beyond the bounds stated above shall require the approval of the Town Council.

- 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

- NOTES:**
1. 100 YEAR FLOOD PLAIN BASED ON ELEVATIONS SHOWN ON FEMA FLOOD MAP 230045-0007
  2. EFFECT OF DOWNSTREAM DAM REMOVAL NOT KNOWN (MAY LOWER 100 YEAR FLOOD PLAIN ELEVATIONS)
  3. WETLAND DELINEATION BY WOODLOT ALTERNATIVES WITH FIELD LOCATIONS AS FOLLOWS:
    - a. EAST OF RAILROAD TRACKS: DELINEATED DECEMBER 1996, LOCATED USING GPS BY DELUCA-HOFFMAN ASSOCIATES, INC.
    - b. BETWEEN RAILROAD AND ROUTE 100: DELINEATED JULY 1997, LOCATED BY USING GPS BY TITCOMB ASSOC.
    - c. BETWEEN ROUTE 100 AND I-495: DELINEATED NOVEMBER 1997, LOCATED USING GPS BY TITCOMB ASSOC.
  4. LIMIT OF RESOURCE PROTECTION DISTRICT IS THE 100 YEAR FLOOD PLAIN LINE



# WEST FALMOUTH CROSSING MASTER DEVELOPMENT PLAN

## Amended

REV	DATE	DESCRIPTION	REVISIONS
1	10/24/02	SUBMISSION TO PLANNING BOARD FOR DAYCARE FACILITY	