



TOWN OF YARMOUTH
200 Main Street, Yarmouth, Maine 04096
www.yarmouth.me.us

Planning Board Report
Railroad Square Master Plan
Concept Plans for Development Plan & Major Subdivision
Railroad Square Associates, LLC, Applicant
Map 37 Lots 28 and 29A; CD-4 Village Center Character District
Prepared by Erin Zwirko, Director of Planning and Development
Report Date: March 17, 2022; Planning Board Date: March 23, 2022



Due to the length of this Staff Report and the incremental submittals received, please look for this star icon to identify sections that have been updated with new information for the March 23, 2022 meeting.

I. Project Description

Railroad Square Associates, LLC submits for review the Railroad Square Master Plan. Railroad Square is a proposed redevelopment of the 4.4-acre Bickford Transportation site into a mixed-use neighborhood of residential, commercial and community uses. The site also includes nearly one acre of woods and wetland open space along with two active businesses (Strong Bodies and Artascope Studios), two former industrial buildings, and the open-air pavilion. Below is the conceptual master plan as presented in the application materials:

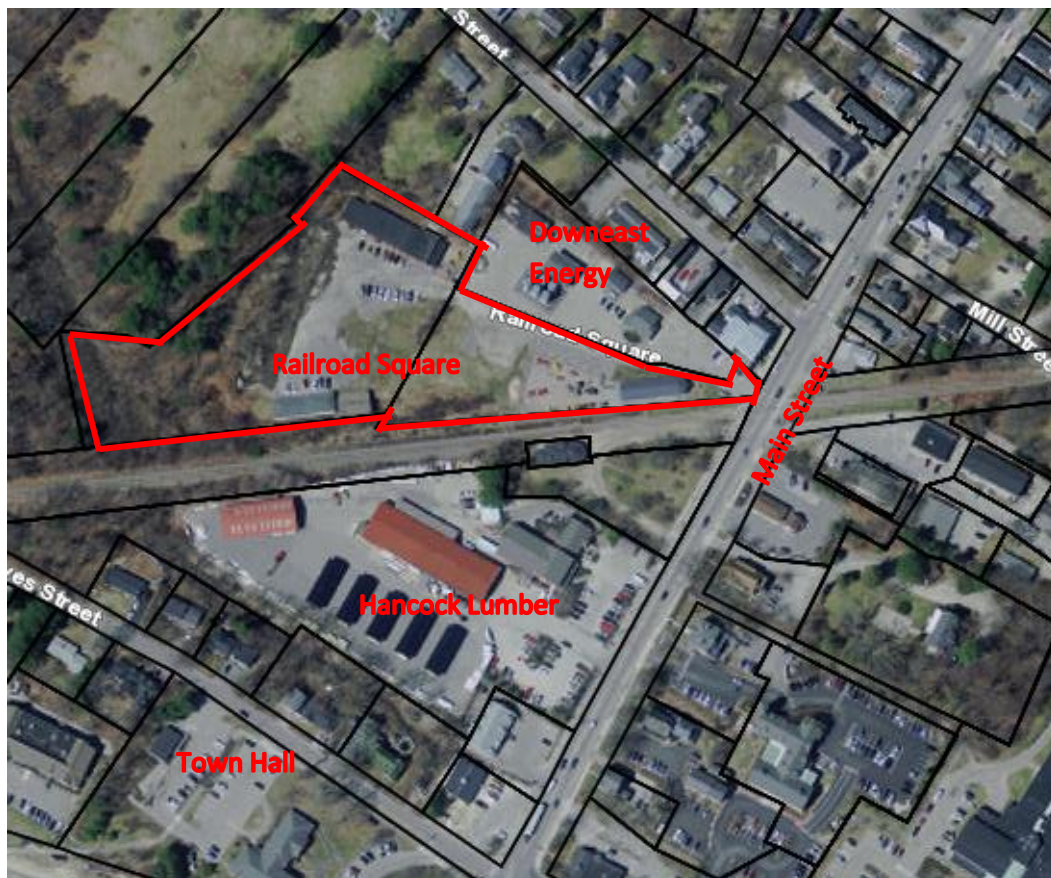


Conceptual Railroad Square Master Plan

As described in the application materials, the project will integrate a mix of residential building types with commercial uses as well as community uses:

- Active Adult Residential (Ages 55+): Located at the rear of the site, the largest residential component of the Railroad Square Master Plan is an active adult community of single level living condominiums. These residences are located in three 3-story buildings with 15 units each, for a total of 45 residences. A community center is also proposed within the active adult buildings. Parking will be provided in underground garages. Six carriage house style 2.5-story condominiums or apartments for older adults are located in the redeveloped Strong Bodies/truck garage building.
- Mixed-Use Commercial and Residential: The other buildings proposed in the Master Plan include one 3-story and one 2-story mixed-use buildings. These buildings will likely include office, retail, and possibly a restaurant on the ground level with smaller condominiums or apartments on the upper floors totaling 10 units across the two buildings. Strong Bodies and the arts studio would be relocated to spaces within these mixed-use buildings.
- Community Uses: The existing activities, new pedestrian connections and repurposed pavilion are identified as part of the Master Plan. The existing pavilion will be enclosed so that it can be opened up for warm weather events but also used year-round and continue to be available for the farmers market and art fairs. The Master Plan includes connections to the future demonstration rail trail that the Casco Bay Trail Alliance has been championing with the support of the Town, Maine DOT, and the Yarmouth Pedestrian and Bicycle Committee, and other regional partners. New sidewalks, trail connections, bike racks and storage, outdoor seating and gathering areas incorporated into new hardscape and landscaped are dispersed throughout the Master Plan.

The location in the heart of the Yarmouth Village has the potential to be transformed through the creation of an extended village into this new neighborhood. A key element of the review will be ensuring that the proposed Master Plan is integrated into the existing fabric of the community. A major aspect of that is ensuring that the intersection of Railroad Square and Main Street, as well as the intersecting driveways and streets in the immediate area, function safely for all users and is complementary to the ongoing and phased approach to the Main Street streetscape project. As a result, and in advance of new funding to advance Phase 2 of the Main Street streetscape project, the Department of Planning and Development and other Town Hall colleagues will engage with a consult to bring forward a conceptual plan for this important intersection coinciding with the review of the Railroad Square Master Plan.



Aerial photo of the location (image is rotated to mimic the layout of the Conceptual Master Plan)

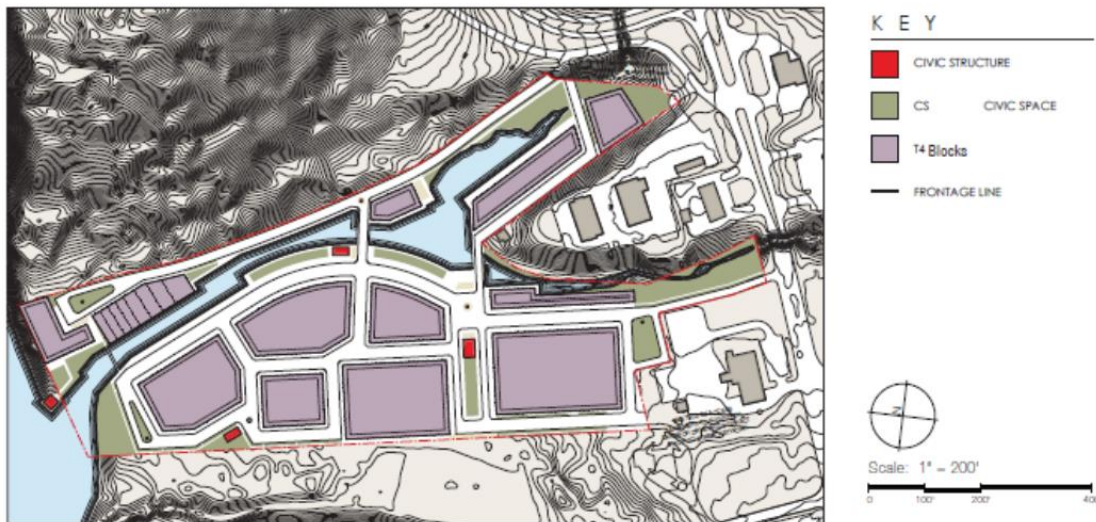
II. Project Review Process and Timeline

The Planning Board is being asked to review the proposal pursuant to the following ordinances:

- CH. 703 Character Based Development Code (CBDC) Development Plan, CD-4 Village Center Character District, and
- CH. 601, Major Subdivision.

The Railroad Square Master Plan is the first proposal to be reviewed as a Development Plan under Chapter 703, Article 6. This project is also a subdivision by virtue of the location of three or more buildings on the property, and by virtue of the creation of 3 or more dwelling units.

ILLUSTRATION 6.B EXAMPLE DEVELOPMENT PLAN



Example Development Plan from Chapter 703, Character Based Development Code

The application materials set forth a proposed review schedule with the Planning Board over the next six months. There are at least 5 meetings with the Planning Board identified, and with the exception of the January 12th meeting which was introductory, the subsequent meetings will be topic-based in order to focus the discussion with the Planning Board through the review process. Those topics include traffic, the development plan design, thoroughfare (road), lots, and parking, green spaces and pedestrian and bicycle connectivity, architectural design, and final meetings to bring everything together. As discussed in later sections of this staff report, a Development Plan really focuses on the layout of the thoroughfares, common spaces, density, landscaping, and the block structure, among other items, but the additional context will provide the detail likely desired by the Planning Board and the community. The Planning Board may want to identify a good time during the review process to schedule a site visit to the property.

This staff report is organized in the same format as the staff reports that the Planning Board typically receives. However, the section on the Character Based Development Code (CBDC) focuses on the standards for Development Plans, primarily the thoroughfares and the blocks, rather than the form of buildings. As the applicant submits basic information about the architectural design, the CBDC section may expand to include basic CBDC consistency information for the buildings. In general, however, additional information will be necessary from the applicant to fully assess compliance with Chapter 703 and Chapter 601. It is anticipated that this information will be provided at future meetings for the Town staff and the Planning Board to fully assess the Railroad Square Master Plan.

Should the Planning Board ultimately approve the Development Plan and the Subdivision Plan, the applicant will be required to return to the Planning Board in the future to receive approval for each new building and lot (or group of buildings and lots) under Major Site Plan Review (Chapter 702) and Building & Lot Review (Chapter 703). These future reviews will look more familiar to the Planning Board in the level of detail provided and review process. In these future

reviews, the Planning Board will be asked to confirm that each detailed proposal is consistent with the previously approved Development Plan. Should there need to be amendments to the Development Plan that come to light due to further developing each building and lot, the applicant would need to request those Development Plan amendments as well. Obviously, the required review process for this project will be lengthy but is what is appropriate for the scale of the project proposed.

The project also requires approvals from Maine Department of Environmental Protection and the US Army Corps of Engineers under Maine's Natural Resources Protection Act and the Chapter 500 Stormwater Rules. A traffic analysis is necessary to determine whether a Maine DOT Traffic Movement Permit will be required.



III. Meetings and Engagement

March 23, 2022 Planning Board Meeting

For the March 23, 2022 meeting, the applicant will present information on the lots, uses, and thoroughfares, landscape, buffers, and open space, and the utility master plan.

March 9, 2022 Planning Board Meeting

On March 9, 2022, the applicant presented information regarding the initial trip generation data, parking data, and the Pedestrian Shed illustration.

January 12, 2022 Planning Board Meeting

On January 12, 2022, the applicant presented an overview of the project. In addition to a detailed overview of the project, the developer's team discussed the economic benefits of the proposed project.

2021 Meetings

The Planning Board discussed the Railroad Square Master Plan previously in December 2020 and held a site visit on January 9, 2021. In early 2021, the Master Plan was tabled, and the related project at 298 Main Street advanced. The project at 298 Main Street was ultimately approved by the Planning Board on August 11, 2021.

Community Engagement

Community meetings have been held on January 5 and March 3, 2022. The neighborhood meetings are intended to cover the topics that would be discussed at the Planning Board meeting following each scheduled neighborhood meeting. The next neighborhood meeting is scheduled for April 6, 2022.

In 2021, the applicant reports that they have hosted three public group events and several individual meetings with neighbors and stakeholders.

The applicant has also created a website to communicate information and updates regarding the project:

www.rrsqyarmouth.com.



IV. Public Notice and Comment

Notices of the March 23, 2022 public hearing were sent to 76 property owners within the vicinity (within 500 feet) of the proposed development. **For the March 23, 2022 meeting, we have comments from one individual.**

March 9, 2022 Planning Board Meeting

For the March 9, 2022 meeting, notices were sent to 76 property owners within the vicinity (within 500 feet) of the proposed development. We received comments from six individuals. [These comments can be found posted with the March 9th meeting.](#)

January 12, 2022 Planning Board Meeting

For the January 12, 2022 meeting, notices were sent to 76 property owners within the vicinity (500 feet) of the proposed development. We received comments from three individuals. [These comments can be found posted with the January 12th meeting.](#)

Uses in Vicinity: The surrounding neighborhood consists of: **South Street** – to be redeveloped structure at the corner of Main Street and South Street, Consolidated Communications, a bicycle shop, several 3-unit residential, many single family homes up to Cumberland Street, and 2 two-family homes. **Railroad Square** – Downeast Energy (adjacent), Strong Bodies fitness, Bickford Education Center, Artascope, antique truck pavilion. **Main Street (east)** – Village Green Park, Gorham Savings Bank in Depot Building, Hancock Lumber, Dunkin Donuts, Chinese Restaurant, Brickyard Hollow, Peoples United Bank, office building, Intermed and other office uses, office/commercial, Irving gas station, Peachies Smoothies (across street). **Main Street (west)** – 298 Main Street redevelopment property, Sacred Heart Church and Parish, 3-family residential, mixed commercial, 3-unit residential, office, 317 Main Community Music Center, 2-family residential, mixed-use commercial. **Yarmouth Crossing** – Hancock Kitchen Center, Whilde Tutoring School, River School, Farmhouse Florist, offices. **Mill Street** – single family, 2-family, single family.

V. Character Based Development Code Review

The project is subject to the Character Based Development Code (CBDC) and the applicant shall address all applicable standards. As noted in the earlier section, the Railroad Square Master Plan is the first Development Plan to be reviewed under Chapter 703 Article 6. As described in Chapter 703, a Development Plan applies to the following parcels of land (Article 6.A.1):

1. Which either alone or together with one or more other parcels under a common development scheme, program or plan is five (5) gross acres or more; or
2. With respect to the development of which any new Thoroughfare or extension or change of the design of any existing Thoroughfare will be made or proposed; or
3. With respect to which any Character District designation, Special District designation or general Thoroughfare alignment is proposed to be changed by a Regulating Plan amendment.
4. Which constitutes a subdivision under Chapter 601 (Subdivision).

The proposed Railroad Square Master Plan triggers the Development Plan as there are new Thoroughfares proposed and the proposal would constitute a subdivision.

The following is the conceptual Development Plan provided in the application materials. As can be seen in the illustration below, the proposed lots, uses, and thoroughfares are identified.



Proposed Railroad Square Development Plan



The meeting on March 9, 2022, was the second meeting with the Planning Board, and the first meeting on January 12, 2022 was an introductory meeting. Conceptual information is still acceptable, but as the review becomes more detailed, more detailed plans and an assessment of compliance with the applicable standards will be required from the applicant. In the sections that follow, the staff has provided the initial assessment for the Planning Board's consideration, but in summary, the applicant will be required to provide more detailed information, in particular, the Thoroughfare arrangement and sections that illustrate the pedestrian, bicycle, and vehicular accommodations and connections, public landscaping, public lighting, and the public frontages. The Thoroughfare arrangement and sections are particularly important in order to determine compliance with the Chapter 601, Subdivision, which still needs to be documented as of this March 17th staff report. Additional details about Civic Spaces must also be provided. With these additional details, Town staff will be able to more fully assess consistency with the requirements of Chapter 703.

The applicant has identified the need for at least one waiver from the CBDC standards. A waiver of the Lot Frontage requirement may be required to accommodate the pre-existing condition on Lot 1 with the pavilion which requires 170 feet of frontage due to the size of the existing structure and lot shape. The staff support this minor waiver, and the Planning Board should provide feedback to the applicant on the request. Additional waivers may be identified as additional details are provided.

VI. Development Plan Requirements (Article 6.D)

As further described by Article 6, the following materials are required for a Development Plan. The status of each item is provided below.

1. Existing and any proposed Thoroughfares, including any extension or change of design;



Provided in illustrative form. The Development Plan proposes new Thoroughfares. No existing Thoroughfares will be extended or changed as a result of the proposal.

2. Thoroughfare Types and Standards;



Provided in illustrative form. Some additional details may be needed for Town staff to confirm compliance with Chapter 703.

3. Thoroughfare sections and specifications consistent with Chapter 601, (Subdivision, Technical Appendix, Roadway Design and Construction Chart), if applicable, or subject to the approval of the Town Engineer if not otherwise specified;



Provided in illustrative form. Some additional details may be needed for Town staff to confirm compliance with Chapter 601.

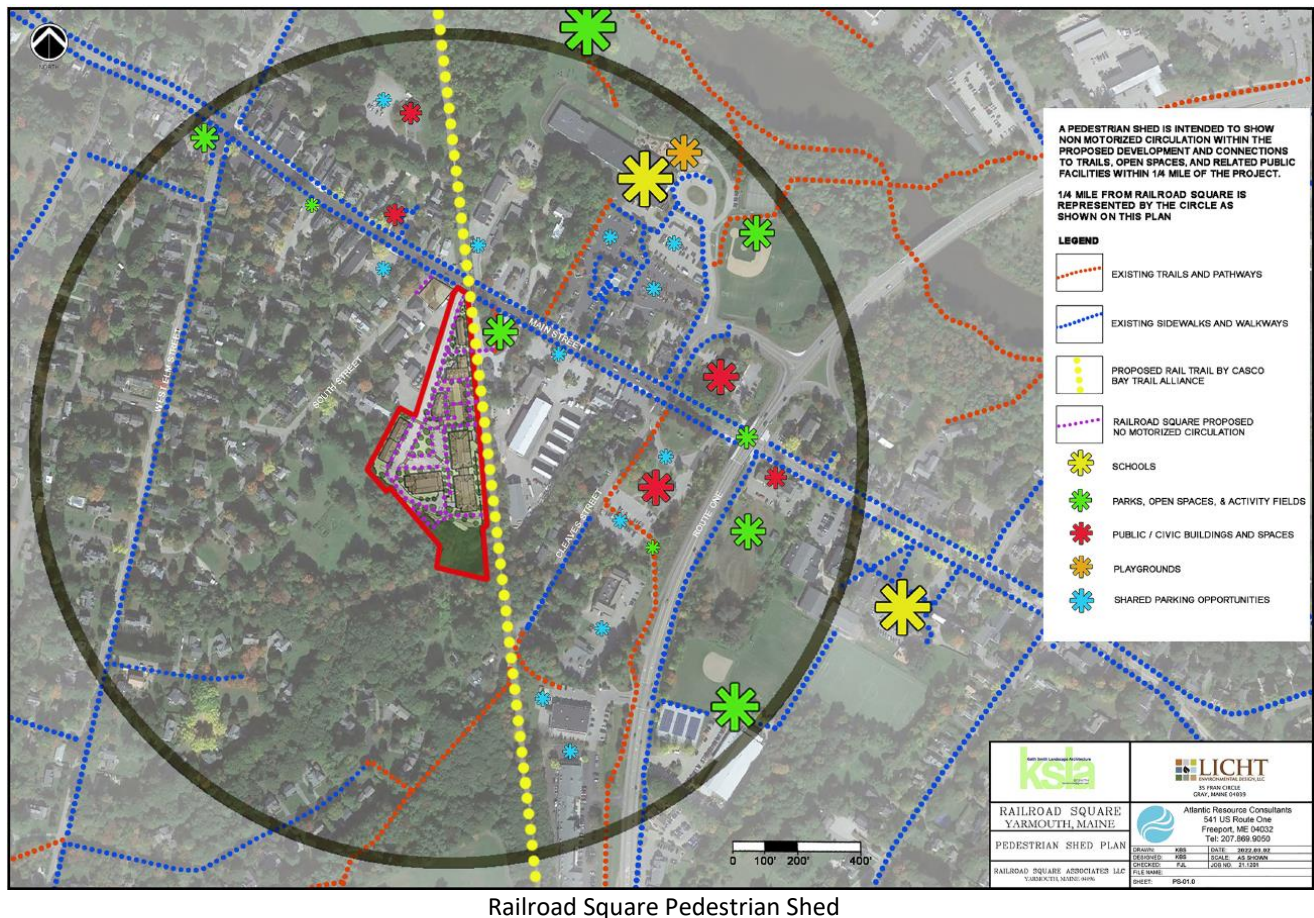
4. Pedestrian Sheds and their respective Common Destinations;

Per Article 6.D, Pedestrian Sheds and their respective Common Destinations must be shown on the Development Plan. The section goes on to state, *"Any proposed Development Plan shall include demonstration of connections and creation of non-motorized pathways and circulation systems within the Development Plan Pedestrian Shed(s) and demonstrate connection to any existing or planned trails, Open Spaces, or related public facilities in the vicinity."*

ILLUSTRATION 6.D STANDARD PEDESTRIAN SHED



A Pedestrian Shed illustration was discussed at the March 9, 2022 meeting. The applicant wrote, “This plan provides a context of all trails and walkways – existing and proposed, open spaces and civic buildings within ¼ mile of the project. What can be identified from the plan is that the RRSQ neighborhood is both centrally located adjacent to existing sidewalks and the proposed rail-trail and is directly or indirectly linked to the Town Hall, Library, William Rowe School and the Village Green to name a few locations. This plan demonstrates again, the strength of Railroad Square as a walkable-bikeable neighborhood located in the heart of Yarmouth Village.” The following is the applicant’s Pedestrian Shed illustration.



The staff agreed with the applicant’s assessment and find the Pedestrian Shed illustration to be adequate, although may be missing some Common Destinations in the Village. Those locations that may be missing is the NYA Campus, the Route One bridge, the Log Cabin, trails within Royal River Park, 317 Main Music Center, the Community Center at the Masonic Hall, the Old Meeting House, the Center Street Island, and the Butterfly Park and Beth Condon Memorial. The Village is the heart of the community, and the proposed development will be well-connected to the existing network for pedestrians and bicyclists to access the Common Destinations present in the Village.

5. Existing and any required or proposed Civic Spaces and Civic Buildings;



Civic Squares, Civic Plazas, and Open Space as defined by the CBDC are proposed for the Development Plan. No Civic Buildings are proposed.

6. Existing and any proposed Character Districts;

The Development Plan is located within the CD-4 Village Center Character District. No new character districts are proposed.

7. Existing and proposed Special Districts, if any;

The Development Plan is located within the CD-4 Village Center Character District. No new special districts are proposed.

8. Existing and proposed Special Requirements, if any;



Special Requirements are identified in Chapter 703, Article 6.I. The Special Requirements include retail frontage, terminated vistas, cross block passage, buildings of value, and residential development. Additional information is required to determine consistency regarding retail frontage as discussed elsewhere in this staff report. It appears that the other special requirements are met.

9. The proposed mix of uses and residential density per Character District. A Development Plan with three or more Building and Lot Plan sites in any mixed-use Character District (all variations of CD4) is encouraged to include a mix of residential and commercial functions;

As documented in the application materials, the Development Plan provides information on the mix of uses and the residential density. A mix of uses are proposed.

10. The proposed Block Structure for the site in compliance with applicable Block Perimeter Standards, if the Development Plan site is 5 gross acres or more;

The Development Plan site is less than 5 gross acres. Railroad Square is 4.4 acres total, and even if 298 Main Street were included, the total acreage is 4.62 acres.

11. Public Landscaping;



Provided in conceptual form. Additional details are required to assess consistency.

12. A conceptual or illustrative Building and Lot Plan for a first phase of Development;

Provided in conceptual form. However, it is anticipated that massing diagrams will be provided.

13. If associated with a Regulating Plan Amendment, a massing diagram of the proposed or allowable Development;

A Regulating Plan Amendment is not required for the Railroad Square Master Plan.

14. All existing and proposed Preserved or created Open Space; and



Provided in conceptual form. Note that Article 6.H, Open Space, is reserved with no standards. The applicant indicates that the approximately 0.5-acre wood wetland at the rear of Railroad Square will be preserved as open space and buffer.

15. All Buildings of Value present on the site.

There are no Buildings of Value as identified by Chapter 701, Article IX present on the site.

VII. Development Plan Review Standards (Article 6.E)

Article 6.E.2.a, b, and c. Thoroughfare Standards

Thoroughfare standards are identified in Chapter 703, Article 6.E.2 as follows:

Thoroughfares shall be intended for use by vehicular and non-vehicular traffic and to provide access to Lots and Open Spaces.



Staff Comments: Based on the illustrative Development Plan, the Thoroughfares proposed, the Thoroughfare Sections, and the application materials, it appears that vehicular and non-vehicular traffic will be allowed on each Thoroughfare and access to Lots and Open Spaces are provided. Additional pedestrian and bicycle connectivity are proposed and should be refined over the review process.

It should be noted that the Town Staff, including the Fire Chief, the Town Engineer, and the DPW Director, previously stated that providing emergency access to each of the lots will be critical and must meet the requirements of the Fire Department as well as the various regulations such as Chapter 601 and the National Fire Prevention Association (NFPA) Codes. Additionally, it is important to be proactively thinking about providing space to store snow within the Development Plan.

Thoroughfares shall consist generally of vehicular lanes, Sidewalks, Bikeways and Public Frontages.



Staff Comments: The proposed thoroughfares include Roads, Village Streets, Shared Space Streets, and Multi-Use Path. Vehicular lanes, sidewalks, bikeways and public frontages are all elements of these Thoroughfares. The sections provided suggest general compliance with this standard, although additional details on the Public Frontages may be necessary for a full assessment.

Thoroughfares shall be designed in context with the urban form and desired design speed of the Character Districts through which they pass.



Staff Comments: It appears that the selection of Thoroughfares is appropriate for the urban form and desired design speed of the overall CD-4 Village Center Character District. However, as noted in the later analysis of the Thoroughfares proposed, the Road Thoroughfare (TF-1) is a Thoroughfare type allowed in the SD-1 District only, rather than the CD-4 District. However, it is likely the best fit for this existing condition at the intersection of Railroad Square and Main Street and for the first 120 feet of the access into Railroad Square, which is constrained by the pavillion and Down East Energy access easement.

The Public Frontages of Thoroughfares that pass from one Character District to another shall be adjusted where appropriate or, alternatively, the Character District may follow the alignment of the Thoroughfare to the depth of one Lot, retaining a single Public Frontage throughout its trajectory.

Staff Comments: The Development Plan spans only a single Character District. It appears that there is an appropriate relationship between the Public Frontages and the Thoroughfares.

Pedestrian access, circulation, convenience, and comfort shall be primary considerations of the Thoroughfare, with any design conflict between vehicular and pedestrian movement generally decided in favor of the pedestrian.



Staff Comments: At the intersection of TF-4, TF-3, TF-2, and the parking area on Lot 3, there is concern about conflicts between motorized and nonmotorized traffic. This standard suggests that pedestrian access should be prioritized. A large raised table has been suggested, but the applicant should give consideration how they will accomplish providing a safe intersection that prioritizes pedestrian traffic over motorized traffic.

Additionally, the intersection of Railroad Square at Main Street will require further detailed review. As noted in the introduction, the Department of Planning & Development and other Town staff will focus on this intersection and the

relationship to the upcoming Phase 2 of the Main Street streetscape project. This effort is planned to coincide with the review of the Development Plan. The town's traffic peer review also notes in his memo dated February 18, 2022, that the intersection of Railroad Square and Main Street is a complicated location when considering the multi-modal conditions, proximity of nearby driveways, and traffic volumes. The peer reviewer recommends that the applicant complete a detailed review of the intersection as part of the final traffic study. Further discussion on the traffic study and its elements is discussed in the section on Chapter 601, and with future submissions from the applicant including a full traffic study.

Thoroughfares shall be designed to define Blocks not exceeding any applicable perimeter size prescribed in Table 6.F (Block Perimeter Standards), measured as the sum of Lot Frontage Lines and subject to adjustment by Waiver at the edge of a Development Parcel.



Staff Comments: As noted in Article 6.D.2, which outlines the requirements for a Development Plan, the Block Perimeter Standards are required if the Development Plan site is 5 or more gross acres. Railroad Square is 4.4 acres total, and even if 298 Main Street were included, the total acreage is 4.62 acres. This standard is not applicable.

Thoroughfares shall terminate at other Thoroughfares, forming a network, with internal Thoroughfares connecting wherever possible to those on adjacent sites.

Staff Comments: The proposed Thoroughfares in the Development Plan contribute to the larger network of Thoroughfares throughout the CD-4 District. Based on the conceptual plan and the layout of the adjacent properties and neighborhood, although Thoroughfares that provide primarily vehicular access do not connect to the larger network, pedestrian and bicycle connections help to advance a network in the Village. Within the Development Parcel, the arrangement of Thoroughfares for vehicles, pedestrians, and bicyclists is such that a network is created.

Cul-de-sacs and dead end Thoroughfares are not allowed unless approved by Waiver to accommodate specific site conditions, and except that one single Lot may Enfront a dead end Thoroughfare to create a back Lot.



Staff Comments: The arrangement of the proposed Thoroughfares ensures that there are no dead ends or cul-de-sacs. When considering the entire extent of the CD-4 District, the proposed arrangement of Thoroughfares is consistent with the development pattern of the Yarmouth Village. When layering the bicycle, pedestrian, and vehicular access within the Development Plan as well as considering the shape of the Development parcel, the network created ensures that there are no dead ends or cul-de-sacs. The staff previously recommended one-way clockwise circulation through the parking area at Lot 3 as well as designating that area as a Thoroughfare in order to create the sense of a New England village green or town center around Civic Space F and Lot 3. This change has been incorporated by the applicant and this area is designated as a woonerf (although not a Thoroughfare as it is still just a general parking lot).

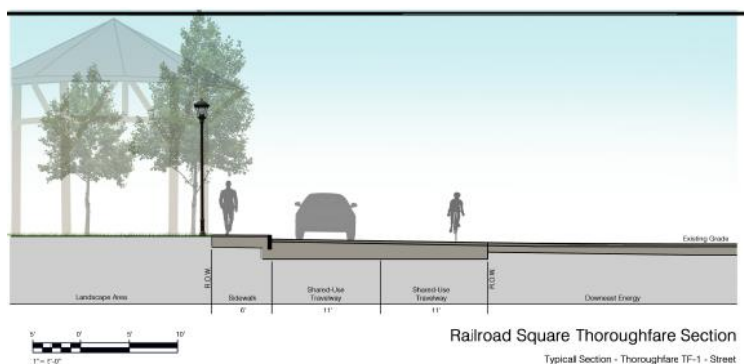
Each Lot shall Enfront a vehicular Thoroughfare, except that 20% of the Lots may Enfront a Passage.

Staff Comments: The conceptual plan indicates that Lot 4 utilizes this provision, and while additional details may be necessary to document the allowed use of the provision, it appears to be consistent. However, as noted in a comment letter received prior to the January 12th Planning Board meeting, there may be another approach to Lot 4 that could be assessed in balance with the other requirements for a Development Plan and future Building & Lot plans.

Thoroughfares shall conform to the Thoroughfare Standards of Table 6.E.2A-6.E.2I (Thoroughfare Assemblies and Standards). See Illustration 6.E.1 (Turning Radius).



Staff Comments: The submission for March 23rd included sections of the proposed Thoroughfares:

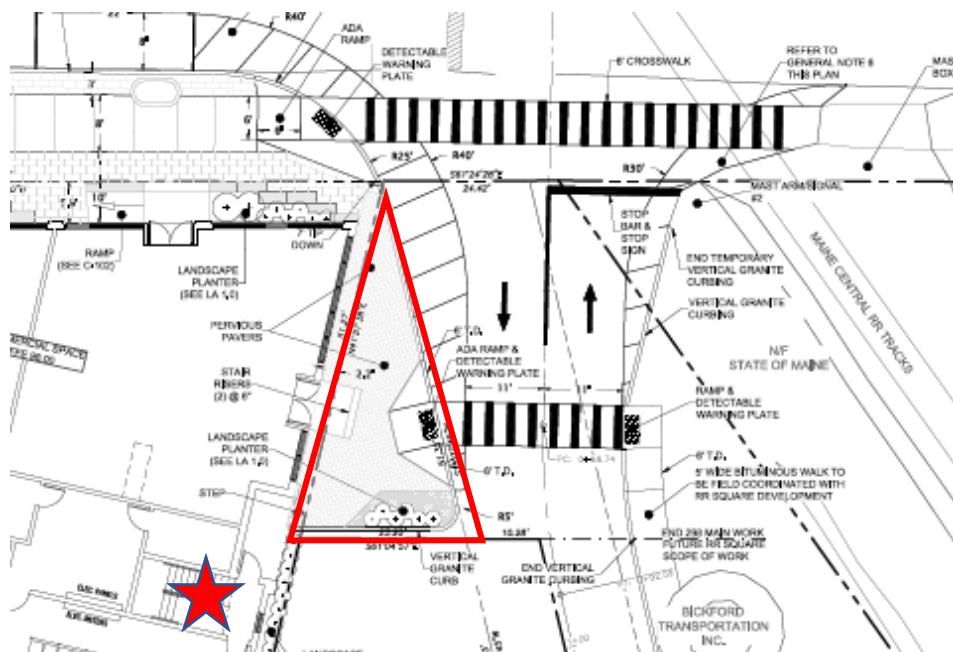


See Table 6.E.2B for detailed design requirements.

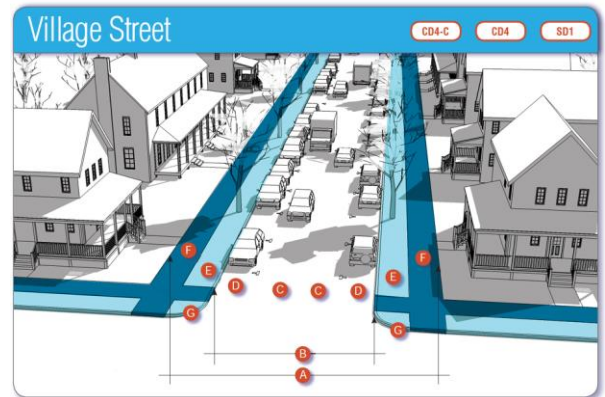
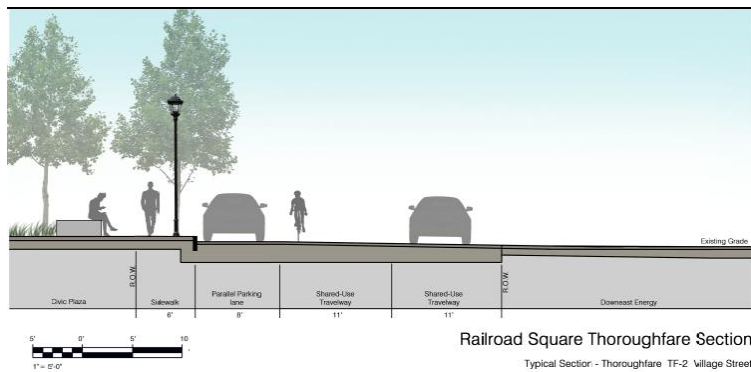
Thoroughfare TF-1: The Road Thoroughfare is technically not a Thoroughfare option for the CD-4 District, where Railroad Square is located, as only SD-1 appears in the heading of Table 6.E.2B (see the illustration above). However, it is likely the best fit for this existing condition at the intersection of Railroad Square and Main Street and for the first 120 feet of the access into Railroad Square. The condition is along the shared easement with Down East Energy, two 11-foot shared travel lanes, and one 6-foot sidewalk is proposed. No parking is proposed on either side of the roadway. No planter type (E in the illustration above) is provided, although the existing conditions on both sides (Down East Energy and the pavillion) likely make this difficult to comply with this standard. No information on the turning radius is provided either.

As noted elsewhere in this report, the condition along Down East Energy needs more thought to ensure that appropriate delineation and control/management of movements is provided. As noted by the peer reviewer, *“Otherwise the roadway appearance may promote higher speeds and vehicle turn conflicts (similar to a wide open parking lot without delineation).”* The Bike and Pedestrian Committee notes that the radius at Main Street is quite large and should be minimized with curb bump outs and a raised crossing, to the extent that it would be feasible due to the size of Down East Energy vehicles as well as service vehicles accessing the commercial or residential buildings in Railroad Square. As noted in the introduction, the Department of Planning & Development and other Town staff will focus on this intersection and the relationship to the upcoming Phase 2 of the Main Street streetscape project.

In addition, residents leaving 298 Main Street will have some shelter upon leaving the residential entrance as a curbed patio is proposed along the edge of the building with a second crosswalk accessing the sidewalk along TF-1 as shown in the screenshot of the approved 298 Main Street plan below.



Approved 298 Main Street Site Plan (Residential Entrance/Exit shown with the star, patio outlined in red)

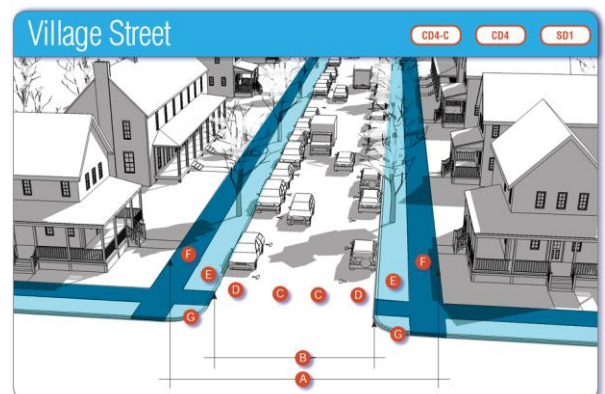
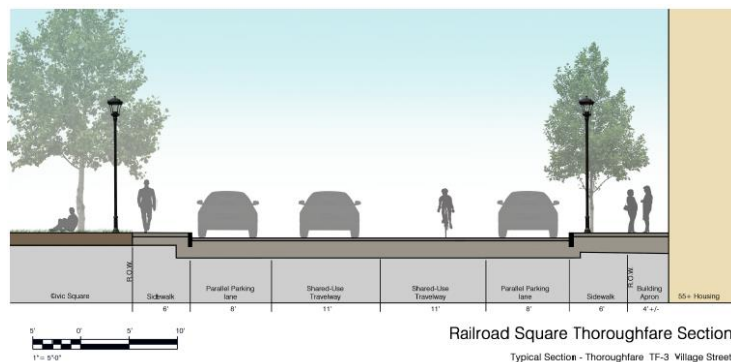


See Table 6.E.2F for detailed design requirements.

Thoroughfare TF-2: The Village Street is a Thoroughfare type allowed in the CD-4 District. The section provided in the application materials meet the requirements for a Village Street as outlined in Table 6.E.2F, including for the type, assesmby, planter, and walkway. The curb radius is not provided for assessment.

The Town's peer reviewer noted that the 6-foot sidewalk may not be sufficient given the sidewalk amenities illustrated in the section, but in the areas where the Civic Plaza abuts the sidewalk there is likely sufficient space. This is an example where more detailed drawings of the Public Frontages are necessary to understand whether the sidewalk will be too constrained with the amenities called for by the CBDC. Parallel parking is proposed and is an allowed element in the Village Street Thoroughfare, although it should be noted as called out by the Bike and Pedestrian Committee that occupied parallel parking slows traffic only when it is occupied. The Committee suggests that there may be a better use for this area by occupying it with plantings, benches, bike racks, public art, and other amenities. The Planning Board will note that the applicant must balance providing adequate parking for the uses proposed, including on-street parking, and providing public amenities within the Public Frontages.

As shown on the illustrative site plan, the TF-2 includes curb extensions at the Passage C and where TF-2, TF-3, and TF-4 meet. Comments that have been received suggest that where TF-2, TF-3, and TF-4 meet, a raised table should be utilized to draw attention to merging motorized, pedestrian, and bicyclist traffic. The applicant should provide additional details on how pedestrian traffic will be prioritized in this location as required by one of the other Thoroughfare standards.



See Table 6.E.2F for detailed design requirements.

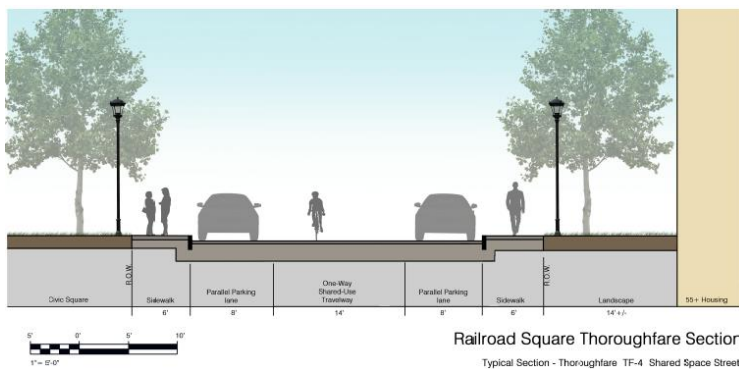
Thoroughfare TF-3: TF-3 also utilizes the Village Street, a Thoroughfare type allowed in the CD-4 District. The section provided in the application materials meet the requirements for a Village Street as outlined in Table 6.E.2F, including for the type, assesmby, planter, and walkway. The curb radius is not provided for assessment.

TF-3 spans the area between the Civic Square and the six carriage house units on Lot 6 and Lot 7. It also intersects with the driveway to the underground parking serving Lot 4 and Lot 5 as well as the TF-4 Shared Space Street on the opposite side of the Civic Square. The Town's peer reviewer suggested that the 6-foot sidewalk width on the west side may not be sufficient given the Public Frontage amenities, but with the additional 4-foot building apron it should be

acceptable. The Town's peer reviewer also supports a reduction in the travel lane width to 10 feet, for a total of 20 feet, consistent with the Fire Department's requirements for the width of an access road. The CBDC allows 9- to 11-foot travel lanes for Village Streets.

The Planning Board previously discussed how the rear of Railroad Square becomes primarily residential and private. At the intersection with the driveway to the underground parking, the transition from public to private is more stark as it only provides access to private parking. The Planning Board and applicant may want to consider a specific treatment at this intersection that suggests this transition and avoids the general public from needing to make k-turns to turn around as presumably the garage entrances will be secured. It could be narrowing the driveway access more substantially to make it uncomfortable to access or simply include signage. It may also make the very last on-street parking space unusable.

At the transition to TF-4, a change in the pavement, a change in canopy with street trees proposed on both sides of the Thoroughfare, and the Public Frontage amenities should suggest to motorized and nonmotorized traffic that there is a distinct residential appearance. Raised pedestrian crossings may be appropriate at this intersection as well.

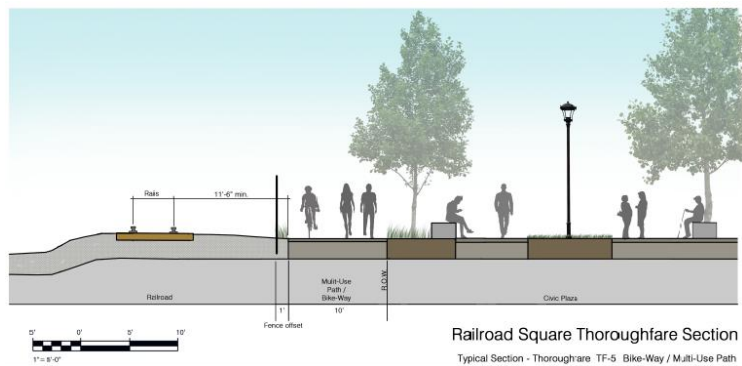


See Table 6.E.2H for detailed design requirements.

Thoroughfare TF-4: TF-4 utilizes the Shared Space Street, another Thoroughfare type allowed in the CD-4 District. The section provided in the application materials meet the requirements for a Shared Space Street as outlined in Table 6.E.2F, including for the type, assembly, planter, and walkway. The one-way condition is not necessarily envisioned in the CBDC but supports the intention of the Thoroughfare type. Also note that the sidewalk is curbed, so it does not provide exactly the freeflowing motorized and nonmotorized traffic envisioned for a Shared Space Street (see the illustration above) since the sidewalk is still separated from the travel and parking lanes. The Planning Board discussed how a change in pavement type could be beneficial to TF-4.

However, the Fire Department has indicated that there needs to be 20 feet of obstructed width per the NFPA regulations. As proposed, the one-way shared use travelway is proposed at 14 feet with two parking lanes of 8 feet each. The applicant will need to resolve this discrepancy to the Fire Chief's approval.

At the intersection of TF-4, TF-3, TF-2, and the parking area on Lot 3, there is concern about conflicts between motorized and nonmotorized traffic. One of the other Thoroughfare standards suggests in cases where there may be conflicts, the pedestrian access should be prioritized. A large raised table has been suggested, but the applicant should provide more details on how they will accomplish providing a safe intersection that prioritizes pedestrian traffic over motorized traffic.



See Table 6.E.3D for detailed design requirements.

Thoroughfare TF-5: TF-5 is a multi-use path proposed along the existing railroad between Cleaves Street and Main Street. Note that this is not located on Railroad Square property, but the applicant has been supportive of the Bike and Pedestrian Committee's efforts to establish a demonstration trail along this stretch in advance of the creation of the Casco Bay Trail. At the end of February, the Town Council passed a resolution endorsing an application to MaineDOT to request approval to install the trail under the trail until rail concept.

The Multi-use Path is a Thoroughfare type allowed within the CD-4 District. It is shown on the section as a 10-foot wide path, but as noted in the presentation to the Town Council for their endorsement, the demonstration trail concept includes:

- A 12-foot wide asphalt pathway approximately 1,250 feet in length and would be aligned with the siding rail in this stretch. This location was selected as it has the least amount of grade changes within the rail right-of-way cross-section.
- A small retaining wall and fence would be required along approximately 400 feet of steep bank along the right of way.
- A fence is also required for separation from the main rails under MaineDOT policy. However, it is anticipated that a request will be made to withhold installation of the fence until such time that there is tariff traffic pending on the line.

Because of the approvals needed from MaineDOT, the demonstration trail may be constructed with a different timeline than the rest of Railroad Square.

This is a key connection for the Crosstown Pathway and for the Casco Bay Trail, as well as for the Railroad Square development. The Town Engineer also notes that the applicant's illustrative plan shows a separate pedestrian rail crossing closer to Main Street which would require an additional public rail crossing designation from MaineDOT.

Parking Area on Lot 3 (Not a designated Thoroughfare)

The Planning Board noted that there is a tension between this area Lot 3 serving as general parking as well as remote parking for 298 Main Street and the looser woonerf concept. The circulation was revised to provide a clockwise one-way circulation as recommended in prior staff reports and at prior meetings. This area is not technically a Thoroughfare, and the applicant has indicated that they intend to use a variety of pavement materials to delineate parking from shared spaces. The Planning Board may want to see additional details on how this will be accomplished to ensure these demands and priorities are met.

Driveway to Underground Parking (Not a designated Thoroughfare)

The driveway to the underground parking may provide the best opportunity for advisory lanes within Railroad Square. The applicant has provided no details on the driveway section, and as it is not designated as a Thoroughfare it may not be necessary. However, as noted above, this driveway is more distinctly private than anywhere else in Railroad Square. The Planning Board and applicant may want to consider a specific treatment at this intersection that suggests the transition to private spaces and avoids the general public from needing to make k-turns to turn around as presumably the garage entrances will be secured.

Standards for any new types of Thoroughfares, if any, within proposed new Special or Character Districts associated with a Regulating Plan Amendment shall be established as part of the Regulating Plan Amendment approval and all Thoroughfares within such a Special or Character District shall conform to existing or any such new Thoroughfare Standards.

Staff Comments: A Regulatory Plan amendment is not necessary to advance this Development Plan within the existing CD-4 District.

Thoroughfares may be public (dedicated for Town ownership) or private;



Staff Comments: It appears that the developer intends to keep the Thoroughfares in private ownership but open for public access. Town staff have commented on the need for a detailed association agreement that outlines all roles and responsibilities, both operationally and financially, for road and sidewalk infrastructure, among other infrastructure. Additionally, the association agreement shall include a binding clause requiring approval by the Town Engineer for any potential future changes to the agreement. Once approved, no changes to the association agreement may be made without explicit consent from the Town of Yarmouth. In addition, snow removal and storage must be thought through at this stage.

All Thoroughfares in any mixed-use district (all variations of the CD4 districts), whether publicly or privately owned and maintained, shall be open to the public.

Staff Comments: Although not explicit in the application materials, it is anticipated that the proposed Thoroughfares will be open to the public.

All Thoroughfares shall comply with the Complete Streets Policy adopted by the Town.



Staff Comments: Based on the conceptual review, it appears that the mix of Thoroughfares proposed and the goals established for the Development Plan is consistent with the Complete Streets Policy. The Complete Streets Policy states, *"The Town of Yarmouth seeks to provide for all of its residents and visitors a transportation network that is safe, efficient, interconnected, and sustainable for all modes of travel. Doing so will help the Town remain competitive in economic growth and investment, and help appeal to a diverse, healthy, and motivated population and workforce that values transportation options and sustainability. A Complete Street is one that safely accommodates the needs of all street users – pedestrians, wheelchair users, bicyclists, transit users and motor vehicle users."*

The Thoroughfare requirements of providing space for motorized and nonmotorized travel within the Thoroughfare right of way is consistent with the Complete Streets Policy. While there are a number of details that the applicant will still need to respond to regarding the Thoroughfares, it appears that the project is compliant with the Complete Streets Policy.

Thoroughfare design and construction standards shall adhere to Chapter 601 (Subdivision) Technical Appendices (Infrastructure Specifications), as determined to be the closest fit by the review authority, provided that the specifications of Table 6.E.2A - 6.E.2I shall pertain where in conflict with such Chapter 601 provisions.



Staff Comments: Additional details regarding each Thoroughfare type will be necessary to document compliance with the standards of Chapter 601. No information has been provided regarding compliance with Chapter 601, and the illustrative plan and sections do not provide all of the pertinent information necessary for the Planning Board to issue a final approval under Chapter 601.

Thoroughfares may include vehicular lanes in a variety of widths for parked and for moving vehicles, including bicycles, subject to the standards for vehicular lanes shown in Tables 6.E.2A-6.E.2I (Thoroughfare Assemblies and Standards).



Staff Comments: As noted above, it appears that the Thoroughfares meet the standards for vehicular lanes as documented in Tables 6.E.2A-6.E.2I with the exception of TF-4, which does not meet the requirements for a Fire Department access road per the NFPA regulations. A 20-foot unobstructed width is required, and the Thoroughfare section illustrates a 14-foot one-way travel lane with 8-foot parking lanes on either side. The applicant will need to resolve this discrepancy for the Fire Chief's satisfaction.

A bicycle network consisting of Multi-Use Paths, Buffered Bicycle Lanes, Protected Bicycle Lanes, and Shared Use Lanes should be provided throughout the area, with Bicycle Routes and other Bikeways being marked and such network being connected to existing or proposed regional networks wherever possible. See Table 6.E.3 (Bikeway Types).



Staff Comments: The application materials suggest that the Development Plan will provide strong bicycle connections to the larger network through the support of the multi-use pathway demonstration project along the adjacent rail line. As noted in comments from the Bike and Pedestrian Committee, it appears that the Development Plan includes only one single bike facility in the Civic Plaza labeled D. The Committee recommends that bicycle parking should be provided for long-term (covered and secured for residents and employees) and short-term (immediately accessible for visitors) users. Although more detailed information would likely be provided with future Building & Lot Plan and Major Site Plan applications, the applicant should incorporate the design recommendations for bicycle accommodations from the Main Street Streetscape Master Plan into the Thoroughfares.

Advisory bike lanes are bicycle priority areas delineated by dashed white lines. The automobile zone should be configured narrowly enough so that two cars cannot pass each other in both directions without crossing the advisory lane line. Motorists may enter the bicycle zone when no bicycles are present. Motorists must overtake with caution due to potential oncoming traffic. See Table 6.E.3F. Such lanes are also beneficial to pedestrians in areas without dedicated sidewalks.



Staff Comments: Based on the conceptual review, advisory lanes may not be appropriate for the Development Plan, perhaps with the exception of the driveway to the underground parking. Additional details and assessment may be necessary to make a final determination.

Pedestrian accommodations for all users shall be provided in all Development in keeping with the Complete Streets Policy. Walkways or Sidewalks along all Thoroughfares, trails and/or maintained paths or other pedestrian infrastructure shall be provided.



Staff Comments: As noted above, it appears that the project is compliant with the Complete Streets Policy. Additional details are still needed to determine whether the pedestrian accommodations throughout the Development Parcel include ADA compliance and universal access design within Thoroughfares and Public Frontages.

Pedestrian paths of travel to and within all sites shall be delineated in all Development Plans and Building and Lot Plans, with direct, convenient, and protected access to all Building entrances and site amenities.

Staff Comments: It appears that the Development Plan identifies the potential pedestrian paths of travel in the conceptual plan.

Where Thoroughfares require Sidewalks, equivalent or better alternative means of pedestrian access may be considered by the reviewing authority.



Staff Comments: In particular, the Planning Board may want to take a close look at the Thoroughfare that abuts the Down East Energy property for an appropriate treatment. This comment was echoed by the Town's traffic peer reviewer in his memo dated February 18, 2022, and the Planning Board discussed at the March 9th public meeting. As noted in many comments, without a clear delineation along this edge, it could be very confusing for users.

In his updated comments for the March 23rd meeting, the Town's traffic peer reviewer recommended additional details be provided and control/management of the movements along this open edge be refined to avoid future conflicts.

Article 6.E.3. Public Frontages

Public Frontage standards are identified in Chapter 703, Article 6.E.3 as follows:

The Public Frontage shall contribute to the character of the Character District or Special District, and include the types of Sidewalk, Curb, planter, bicycle facility, and street trees, allocated within Character Districts and designed in accordance with Table 6.E.2A-6.E.2I (Thoroughfare Assemblies and Standards), Table 6.E.3 (Bikeway Types), Table 6.E.4 (Public Planting), and Table 6.E.5 (Public Lighting).

Staff Comments: In order to fully assess this standard, more detailed plans depicting the proposed Public Frontages contribute to the overall character of the CD-4 District. The proposed Public Frontages should also be assessed for compatibility with the Main Street Streetscape Master Plan, which provides an accepted arrangement of bike facilities, public plantings, and public lighting. ADA and universal design elements need to be incorporated as well. Various sections of Chapter 703 detail the requirements for these elements which the applicant should consult in the preparation of more detailed plans.

Within the Public Frontages, the prescribed types of Public Planting and Public Lighting shall be as shown in Table 6.E.2A-6.E.2I (Thoroughfare Assemblies and Standards), Table 6.E.4 (Public planting), and Table 6.E.5 (Public Lighting); provided that the spacing may be adjusted by Waiver to accommodate specific site conditions.



Staff Comments: As noted above, additional details are necessary to fully assess the arrangement of public plantings and public lighting along Public Frontages. The development of the public frontages should be complementary to the Main Street Streetscape Master Plan. Until such details are provided, the need for a waiver is unknown.

The Thoroughfare sections illustrate that the public plantings and public lighting is at an appropriate scale to be integrated into the existing Village Center, and the illustrative details appears to be consistent. Although specifications and a planting list have not been provided, the public lighting along the Thoroughfares and in the Public Frontages appears to be consistent with the CBDC. Various sections of Chapter 703 detail the requirements for these elements which the applicant should consult in the preparation of more detailed plans.

It should be noted that comments have been received relative to public lighting and the proximity of adjacent residential areas in the Village. Article 5.P, which is relevant to Building and Lot Plans, and Chapter 701, Site Plan Review, include specific lighting and intensity standards that will need to be met as the phases of development seek approval from the Planning Board. Included in these requirements is documentation that there will not be light trespass over the property line. The Parks and Lands Committee recommends utilizing dark sky compliant fixtures.

The introduced landscape shall consist primarily of durable native species and hybrids that are tolerant of soil compaction and require minimal irrigation, fertilization and maintenance.



Staff Comments: It is anticipated that the landscape plan will consist of native plants. The Parks and Lands Committee noted that some of the plantings on the CBDC approved and prohibited planting lists should be reevaluated due to evolving invasive pests, and that species identified by the State of Maine as invasive or nuisance should not be planted. However, a planting list is not provided to assess whether the proposed public landscaping is consistent with the lists found in the CBDC and documented elsewhere.

The Public Frontage shall include trees planted in a regularly-spaced Allee pattern of single or alternated species with shade canopies of a height that, at maturity, clears at least one Story.



Staff Comments: Based on the illustrative plans, it appears that street trees will be planted in a regularly-spaced Allee pattern. Regarding the height, the Fire Chief commented that the planting selections must be carefully

considered so that the upper windows and floors of any building are not obstructed by vegetation as this can impede rescue operations during a fire.

Article 6.E.4. Public Landscaping

Public Landscaping standards are identified in Chapter 703, Article 6.E.4 as follows:

Thoroughfare Trees and any other landscaping within the Public Frontage shall comply with the standards of Article 5.N (Private Lot Landscape Standards).



Staff Comments: The illustrative plan showing street trees planted along the Thoroughfares does not provide enough information for the staff to assess whether the street trees and other landscaping complies with the standards of Article 5.N.

Article 5.N outlines a number of standards regarding placement, horizontally and vertically, from upper story building elements, underground and aboveground utilities, and pavement surfaces. The sections provided suggest that the street trees will be planted in an appropriate location along pavement surfaces, but does not show the relationship of street trees with utilities, upper story building elements, ground level obstructions, etc. In particular, the Fire Chief commented that the planting selections must be carefully considered so that the upper windows and floors of any building are not obstructed by vegetation as this can impede rescue operations during a fire. The NFPA regulations are set forth specific unobstructed vertical access around Fire Department access roads, although the requirement to setback street trees and regular maintenance of such landscaping by the association will ensure that the NFPA regulations will be met.

Article 5.N also provides details on approved plantings and prohibited plantings. The Parks and Lands Committee noted that some of the plantings on the CBDC approved and prohibited planting lists should be reevaluated due to evolving invasive pests, and that species identified by the State of Maine as invasive and nuisance should not be planted. However, a planting list is not provided to assess whether the proposed public landscaping is consistent with the lists found in the CBDC and documented elsewhere.

Thoroughfare Trees shall be placed minimally two (2) feet from walkways, curbs, and other impervious surfaces if planted in a tree well or continuous planter; or with such placement as described in Article 5.N.1.b.



Staff Comments: As noted above, once additional details are provided regarding street trees within the Public Frontages (and throughout the Development Plan), staff will provide an assessment of consistency with this particular standard and the standard identified in Article 5.N, which provides detailed information about the spacing required. (Note that the reference in the standard above should be 5.N.2.b.)

The sections provided suggest that the street trees will be planted in an appropriate location along pavement surfaces, but does not show the relationship of street trees with utilities, upper story building elements, ground level obstructions, etc.

The soil structure of planting strips shall be protected from compaction with a temporary construction fence. Standards of access, excavation, movement, storage and backfilling of soils in relation to the construction and maintenance of deep utilities and manholes shall be specified.



Staff Comments: Construction details as required by this standard must be submitted as the illustrative plans do not provide enough detail to assess compliance with this standard.

VIII. Block Perimeter Standards (Article 6.F)

Each Block shall conform to the applicable Block Perimeter Standards. The CD-4 standard is a maximum of 2,000 feet.

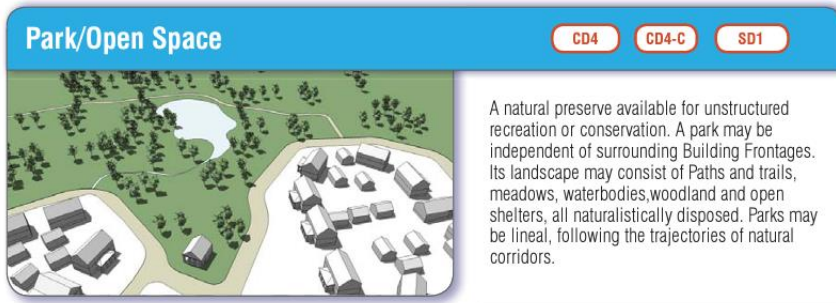
Staff Comments: As noted in Article 6.D.2, which outlines the requirements for a Development Plan, the Block Perimeter Standards are required if the Development Plan site is 5 or more gross acres. Railroad Square is 4.4 acres total, and even if 298 Main Street were included, the total acreage is 4.62 acres. This standard is not applicable.

IX. Civic Space Standards (Article 6.G)

Each Pedestrian Shed of which the area covered by the plan is a part shall contain at least one Main Civic Space conforming to one of the types specified in Table 6.G (Civic Spaces), unless topographic conditions, pre-existing Thoroughfare alignments or other circumstances prevent such location. Civic Spaces should connect to existing Civic Spaces, trails, Paths, or other bike/ped connectors.

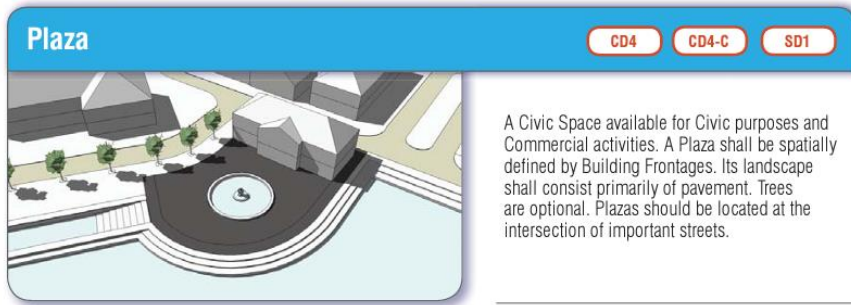
★ Staff Comments: The applicant previously submitted a Pedestrian Shed illustration and for the March 23rd meeting, submitted a Landscape, Buffer, and Open Space Plan. The Development Plan for Railroad Square includes a variety of Civic Spaces, including Civic Square, Civic Plaza, and Open Space. These proposed spaces are appropriately located along the main Thoroughfare and at locations with bicycle and pedestrian connections exist or plan to be provided as shown on the Pedestrian Shed illustration. The proposed Civic spaces are in addition and complement the existing Civic Spaces in Yarmouth Village.

The Open Space area is designated as H on the Development Plan, and the applicant has indicated that it will feature a trail connection for passive recreation:

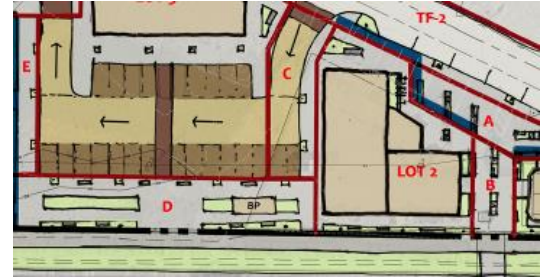


The Civic Square is designated as F on the Development Plan, a public green and square with canopy trees:





Two Civic Plazas are proposed, designated as A and D on the Development Plan, connected to other elements of the Development Plan through sidewalks, shared spaces, and passages:



The staff believe that the proposed Civic Spaces are appropriate for the scope of Railroad Square. It also appears that the proposed Civic Spaces generally meet the standards identified in Table 6.G as shown above. The exact details regarding pavement, amenities, pathways, and landscaping may be warranted now, but would also be detailed with future Building & Lot Plans and Major Site Plan applications.

Within 1/4 mile (1,320 feet) of every Lot in Residential use, a Civic Space designed and equipped as a Playground conforming to Table 6.G (Civic Spaces – Playground) shall be provided;

Staff Comments: The CBDC describes a playground as: *“A Civic Space designed and equipped for the recreation of children. A playground may include an open shelter. Playgrounds shall be interspersed within Residential areas and may be placed within a Block. Playgrounds may be included within parks and greens.”*

The Development Plan does not include a playground on the Railroad Square property proper, but the Pedestrian Shed illustration indicates that an existing playground is located at the Rowe School, within ¼ mile of the lots proposed to be residential use. Yarmouth Community Services describes the Rowe School playground as being designed for kindergarten and first grade students.

The staff believe that the availability of this playground within a ¼ mile of the property meets the intent of this standard.

Each Civic Space shall have a minimum of 50% of its perimeter enfronting a Thoroughfare, except for Playgrounds.



Staff Comments: The applicant will need provide a calculation showing that the proposed Civic Spaces meet this requirement. Based on a visual review of the plans submitted, the Civic Square and the Civic Plazas appears to meet this standard. The applicant will need to document how the Open Space meets this requirement, or it may be appropriate to determine that the Open Space is not intended to be a Civic Space. The CBDC definition of Open Space allows this type of space to be considered a Civic Space. Being at the rear of the property and in an area of wooded wetland, it appears that it is more appropriate to be Open Space (as defined) and not a Civic Space.

Any Civic Building provided or required should be located within or adjacent to a Civic Space, or at the axial termination of a significant Thoroughfare;



Staff Comments: No Civic Buildings are provided or required.

X. Open Space (Article 6.H)



Staff Comments: Although the CBDC reserves this section for future amendments, the Parks and Lands Committee provided comments regarding open space. In particular, the Committee recommends that the applicant submit a deed restriction (or other regulating document) naming the responsible party and identifying the perpetual maintenance of the following elements:

- Wood wetlands and preservation of their natural states;
- Trail connections and maintenance of trails and amenities;
- Impacts of runoff from the site's impervious surfaces and related stormwater control structures or bioswales;
- Minimization of current and potential nuisance and invasive species (such as honeysuckle, multiflora rose, and bittersweet); and
- Erosion into the wetland due to steep slopes.

As noted by the Town Engineer and the DPW Director, the entire property needs an association that clearly outlines all roles and responsibilities, both operationally and financially, for the sewer infrastructure, road and sidewalk infrastructure and open space infrastructure to the satisfaction of Town staff. Additionally, the association agreement shall include a binding clause requiring approval by the Town Engineer for any potential future changes to the agreement. Once approved, no changes to the association agreement may be made without explicit consent from the Town of Yarmouth. The elements recommended by the Parks and Lands Committee should be included in this agreement.

XI. Special Requirements (Article 6.I)

Retail Frontage. Block frontages may be designated for mandatory and/or recommended Retail Frontage requiring or advising that each Building satisfy the Frontage Buildout requirement with a Shopfront Frontage at Sidewalk level along the entire length of the Private Frontage, except at any allowed Driveways or Streetscreen areas. The Shopfront Frontage shall be no less than 70% glazed in clear glass and shaded by an awning overlapping the Sidewalk as generally illustrated in Table 5.H.2 (Private Frontage Types) and specified in Article 5. The first floor shall be confined to Retail Principal Use through the depth of the Second Lot Layer. See Illustration 5.F.1 (Lot Layers).

Staff Comments: Within the mixed-use blocks, the applicant has identified that some spaces may be utilized for offices, retail, restaurant, or other commercial uses. Although the review of individual Building and Lot Plans will come in the future, the applicant, in consultation with the Planning Board, may want to identify and designate the appropriate locations for Shopfront Frontages on the proposed mixed-use buildings based on the layout of the Thoroughfares and Civic Spaces as well as the logical orientation of future buildings.

Terminated Vistas. Designations for mandatory and/ or recommended Terminated Vista locations, may require or advise that the Building or Structure that terminates the vista be provided with architectural articulation of a type and character that responds visually to the location, as approved by the Planning Board.

a. Architectural features required at a Terminated Vista shall intersect the centerline axis of the view to which they respond, and may encroach into the front setback if necessary.

b. Terminated Vista features may comprise a Cupola, chimney, steeple, entry feature, tower, or other significant architectural features.

Staff Comments: As defined in Chapter 703, a Terminated Vista is *"a location at the axial conclusion of a Thoroughfare or other visual axis. A Building located at a Terminated Vista designated on a Regulating Plan is required or recommended to be designed in response to the axis."* It does not appear that the Regulating Plan adopted with Chapter 703 identified any Terminated Vistas within the Railroad Square property. It also does not appear that the Development Plan would create any Terminated Vistas.

Cross Block Passage. A designation for Cross Block Passages, requiring that a minimum 10-foot-wide pedestrian access be reserved between Buildings.

Staff Comments: It appears that the Development Plan includes appropriate Cross Block Passages of the appropriate width, but a more detailed plan will confirm this requirement.

Buildings of Value. Buildings and Structures of Value may be altered or demolished only in accordance with the provisions of Chapter 701 (Zoning), Article IX, (Demolition Delay).

Staff Comments: There are no buildings within the Railroad Square Master Plan that have been deemed Buildings of Value per Chapter 701, Article IX. Additionally, the project site is not located within either the Upper Village Historic District or the Lower Village Historic District as recently incorporated into Chapter 701 as Article X.

Residential Development. A Development Plan with three or more Building and Lot Plan sites in any mixed-use Character District (all variations of CD4) is encouraged to include a mix of residential and commercial functions.

Staff Comments: As documented in the application materials, the Development Plan provides information on the mix of uses and the residential density. A mix of uses are proposed.

XII. Subdivision Review (Chapter 601)

The proposed Railroad Square Development Plan will trigger Major Subdivision Review, not only that it creates 3 or more lots, but also due to the multifamily units proposed. The applicant will need to provide the Subdivision Application Form for a future meeting as well as the corresponding subdivision plans that meet the requirements of Chapter 601 and a response to the subdivision criteria identified below.

As discussed in the previous sections on the CBDC, additional detailed plans will need to be provided, and in particular, there is a relationship between the Thoroughfares proposed and the subdivision regulations. It will be important for the Town Engineer and others to be able to review compliance with the subdivision regulations. At this stage in the review, where there are applicable Town staff comments, those have been identified below.

- 1 Will not result in undue water or air pollution. In making this determination it shall at least consider: The elevation of land above sea level and its relationship to the flood plains, the nature of soils and sub-soils and their ability to adequately support waste disposal; the slope of the land and its effect on effluents; the availability of streams for disposal of effluents; and the applicable State and local health and water resources regulations;**

Staff Comments: It is unlikely that the project will result in undue water or air pollution. Additional permitting through the Maine DEP and the USACE is identified as required. Additionally, the applicant previously indicated that the site is subject to a Voluntary Response Action Program (VRAP) through the MaineDEP, a tool that is used to encourage the cleanup and redevelopment of contaminated properties. Additional details may be necessary to fully assess this standard.

- 2 Has sufficient water available for the reasonably foreseeable needs of the subdivision;**



Staff Comments: Although a capacity to serve letter has not been issued, the Yarmouth Water District Superintendent has offered to consult with the applicant. The Superintendent also reviewed with the Utility Master Plan submitted for the March 23rd meeting. He found that there was generally proper separation between the proposed water system and other utilities, the hydrant locations would need approval from the Fire Chief, and there needs to be separate domestic service from the proposed eight-inch main for each meter as the Water District does not submeter. Fire service connections are billed by the size tapped into the eight-inch main and one bill is issued for the building. The Superintendent makes these comments to point out that the developer must be prepared to determine how the association will define roles and responsibilities, both operationally and financially, for domestic service, fire service, and hydrants, echoing comments from the Town Engineer.

The Superintendent also notes that a phased project will require a series of valves to allow service to flow to occupied buildings as other buildings are under construction.

- 3 Will not cause unreasonable burden on an existing water supply and the project can be served as planned, if one is to be utilized;**



Staff Comments: A capacity to serve letter has not been issued by the Yarmouth Water District Superintendent. See the comments above.

- 4 Will not cause unreasonable soil erosion or reduction in the land's capacity to hold water so that a dangerous or unhealthy condition results;**

Staff Comments: Although construction of any element of the Railroad Square Master Plan would be in the future, the applicant will be required to provide an Erosion and Sedimentation Control Plan for any initial work in order to prepare the site for construction. The plan shall meet all requirements of Chapter 500 Stormwater requirements and MDEP Erosion and Sedimentation Control (ESC) measures. During construction erosion and

sedimentation control Best Management Practices (BMP's) shall be installed prior to construction activities and shall be maintained by the contractor until permanent stabilization.

- 5 The proposed subdivision will not cause unreasonable highway or public road congestion or unsafe conditions with respect to the use of the highways or public roads existing or proposed and shall adhere to the street connectivity requirements of Article I.E.7, Street Access to Adjoining Property, herein. If the proposed subdivision requires driveways or entrances onto a state or state aid highway located outside the urban compact area of an urban compact municipality as defined by MSRA Title 23, section 754, the Department of Transportation has provided documentation indicating that the driveways or entrances conform to Title 23, section 704 and any rules adopted under that section;**

Staff Comments: The March 9, 2022 Planning Board meeting included a presentation of the initial trip generation data. The Town has been engaged with Tom Errico, of TY Lin, over the last year to provide peer reviews of traffic impact analyses of major projects within the village, and as a result, will be able to provide input into the development of the traffic analysis prepared for the Railroad Square Master Plan. Mr. Errico and Steve Johnson, the Town Engineer, provided an initial review of the materials provided.

Regarding the initial trip generation data, Mr. Errico found that the initial methodology was acceptable with the following comments, which are supported by the Town Engineer. Those specific comments include, and should be wrapped into the final traffic analysis that will be submitted at a later date:

1. It is appropriate to continue developing trip generation estimates for both Railroad Square and for 298 Main Street;
2. The trip generation analysis takes a "credit" for the previous trip generating uses (fitness center and art studio) and to appropriately document for the final analysis, the applicant shall demonstrate that these previous uses have been active for the last 10 years; and
3. The applicant shall obtain a letter from Maine Department of Transportation concurring that a Traffic Movement Permit (TMP) will not be required based on the estimated trips.

It should be noted that there is a relationship between the credit and the need for a TMP. If the uses operating at Railroad Square have not been operating for at least 10 years and there is sufficient documentation to provide the estimated trip generation credit, then a TMP will likely not be necessary with MaineDOT concurrence. However, to document the 10-year span may be difficult if the applicant cannot produce traffic data. Discussing this with the Town Engineer, the applicant may be able to provide lease documentation and class information and attendees stretching back 10 years. This credit is not a given and must be proved by the applicant.

The above 3 assumptions shall be incorporated into a final traffic analysis prepared by the applicant. Traffic counts will be taken in April or later consistent with MaineDOT requirements. Mr. Errico recommends that the study area include the project driveway, School Street, Elm Street, and South Street. The analysis should include an evaluation of intersection capacity, pedestrian and bicycle conditions, safety capacity, and neighborhood traffic impacts to South Street. Finally, the study should evaluate the cumulative impacts of other approved projects in the area. The Planning Board at the meeting on March 9th also requested that the applicant consider the unsignalized intersections at Mill Street and the InterMed driveway on Main Street.



Additionally, the intersection of Railroad Square with Main Street is an important element. Efforts from the Department of Planning & Development in conjunction with Town staff will take a closer look at that intersection over the course of the review as well as anticipation of funding for the Phase 2 of the Main Street streetscape project. As noted by Mr. Errico, *"The access road intersection with Main Street will need to be designed with consideration of vehicle movements (passenger cars and trucks), pedestrian movements (crossing both Main Street and the driveway and ADA compliance), and bicyclists. It is a complicated location when considering multi-modal conditions, proximity of nearby driveways and traffic volumes both on Main Street on*

entering and exiting the site. A detailed review will be required as part of the Traffic Study.” The Bike and Pedestrian Committee expressed similar sentiment in their comments issued for the January 12th Planning Board meeting.

The applicant has provided a parking supply calculation based on the requirements of Chapter 703, Character Based Development Code (CBDC). For residential uses, the CBDC allows a minimum of 1 space per unit and a maximum of 2 spaces per unit. The calculation includes a minor adjustment relative to shared parking for the commercial uses and documents the residential parking ratio of 1.3 spaces per residential unit. Mr. Errico notes that the Institute of Transportation Engineers (ITE) parking generation data and other precedent data supports this ratio, and there would likely be on-street parking supply to support the commercial uses.



Although this criteria and Section 601 does not discuss parking requirements (it defers to the zoning/ CBDC requirements), the Town Engineer and the Traffic Peer Reviewer recommend that the applicant be required to submit a Transportation Demand Management Plan/Parking Management Plan as understanding how parking will be utilized can contribute to an overall understanding of congestion.

The Bike and Pedestrian Committee also note that the Metro BREEZ bus stop at Town Hall is just 1,000 feet from Railroad Square. The applicant should consider how they can capitalize on their proximity to transit by including measures such as: posting schedule and fare payment information in common areas, displaying real-time arrive information on an interior screen in common areas, provision of transit passes to all residents, “Ride to Work” day incentives, and other measures.

The comments must be incorporated into the preparation of a full traffic analysis.

6 Will provide for adequate sewage waste disposal and will not cause an unreasonable burden on municipal services if they are utilized;



Staff Comments: The Town Engineer reviewed the Utility Master Plan and provided detailed comments about sewage disposal. In particular, the Town Engineer will require that all sewer infrastructure, including the sewer main, manholes, services, cleanouts, and the pump station shall remain privately owned and the applicant shall create an association to own, operate, maintain, and capitalize the sewer infrastructure. The association shall be acceptable to the Town Engineer and Planning Director and shall be tied to each property deed and registered in the Cumberland County Registry of Deeds. The association agreement shall clearly outline all roles and responsibilities, both operationally and financially, including fair cost allocation and assessment, for the sewer infrastructure, road and sidewalk infrastructure and open space infrastructure to the satisfaction of Town staff. Additionally, the association agreement shall include a binding clause requiring approval by the Town Engineer for any potential future changes to the agreement. Once approved, no changes to the association agreement may be made without explicit consent from the Town of Yarmouth.

In addition, all of the sewer infrastructure should be constructed to Town standards and inspected prior to backfill.

Regarding the sewer pump station in particular, the Town Engineer recommended consulting with the Superintendent of Wastewater and the Town Engineer as the pump station design is developed. The comments from the Town Engineer are focused on the type of pump station, design calculations, back up generator power, operations and maintenance, inspections, and an emergency operation plan.

Finally, the Town Engineer recommends that Down East Energy be connected to the proposed sewer infrastructure as the existing sewer connection to Down East Energy is located within the Development Parcel and will need to be adjusted with construction.

7 The proposed subdivision will not cause an unreasonable burden on the municipality's ability to dispose of solid waste, if municipal services are to be utilized;



Staff Comments: The DPW Director notes that many of the residential units are proposed to be condominiums and those future owners will be eligible to utilize the Yarmouth Transfer Station/Recycling Center. The applicant indicated that the final sources of solid waste removal (internal or external, dumpster, totes, etc) will be coordinated with each Building & Lot Plan and Major Site Plan review as the project is potentially permitted in phases in the future.

8 Will not have an undue adverse effect on the scenic or natural beauty of the area, aesthetics, historic sites, significant wildlife habitat identified by the Department of Inland Fisheries and Wildlife or the municipality, or rare and irreplaceable natural areas or any public rights for physical or visual access to the shoreline;

Staff Comments: None of the buildings on the site are Buildings of Value and the properties are not included in the Upper Village Historic District or the Lower Village Historic District. The property is almost entirely impervious and will require approvals from Maine Department of Environmental Protection and the US Army Corps of Engineers under Maine's Natural Resources Protection Act and the Chapter 500 Stormwater Rules.

9 It is in conformance with a duly adopted subdivision regulation or ordinance, comprehensive plan, development plan, or land use plan, if any. In making this determination, the Planning Board may interpret these ordinances and plans;

Staff Comments: An excerpt from the 2010 Comprehensive Plan is attached to this staff report. The 2010 Comprehensive Plan did not envision proposed development at Railroad Square, but discusses Village in general and goals for the Village (page 18-19):

- *Maintaining Main Street as a truly mixed-use area with viable businesses and services, community and educational facilities, and people who live there...*
- *Ensuring that new construction or the modification of buildings along Main Street is done in a way that is compatible with the visual character and development pattern of the Village...*
- *Accommodating additional residential uses within the Village in ways that reinforce the concept of a walkable village and expand the diversity of housing available...*
- *Increasing the diversity of the housing available in Yarmouth and, therefore, increasing the diversity of the Town's population.*

The 2010 Comprehensive Plan goes on to identify the Vision for the Village as (age 19):

Yarmouth Village will continue to be a highly desirable, walkable New England Village with a vibrant, mixed-use center along Main Street. The Village will continue to offer a wide variety of housing from large, historically significant single-family homes, to smaller, more modest homes for both older residents and young families, to apartments and condominiums, to small flats in mixed-use buildings or older homes. Main Street or the Village Center will be a vibrant, pedestrian friendly, mixed-use street where people can live, work, shop, and take care of their other daily needs. A balance between residential and nonresidential activities in the Village Center will be maintained.

Ultimately, as directed by the 2010 Comprehensive Plan, the Character Based Development Code (Chapter 703) was adopted in response to the strategies identified to maintain the architectural and visual character of the Village. The proposed Railroad Square project is designed to be consistent with Chapter 703 and is consistent with the goals laid out for the Village.

It should be acknowledged that the Town is embarking on an update to the Comprehensive Plan, which would update the vision for the Village, and certainly the Town as a whole. It is also acknowledged that the scope of

the proposed project may seem out of scale with the Yarmouth Village. The Planning Board will need to assess whether the scale and scope and proposed design expands the Village network into this underutilized and unproductive property in the heart of the community.

10 The subdivider has adequate financial and technical capacity to meet these standards of this ordinance;

Staff Comments: Additional information is necessary to assess this standard.

11 Whenever situated, in whole or in part, within the watershed of any pond or lake or within two hundred fifty (250) feet of any wetland, great pond or river as defined in Title 38 M.R.S. §436-A, will not adversely affect the quality of that body of water or unreasonably affect the shoreline of that body of water;

Staff Comments: This standard is not applicable.

12 Groundwater. The proposed subdivision will not, alone or in conjunction with existing activities, adversely affect the quality or quantity of groundwater;



Staff Comments: It is not anticipated that the proposed project will adversely affect the quality or quantity of groundwater, but additional details are required to fully assess this standard. The Parks and Lands Committee also suggests that if the monitoring wells are on the site to monitor groundwater, it would be appropriate to continue the monitoring through construction and occupancy.

13 Flood areas. Based on the Federal Emergency Management Agency's Flood Boundary and Floodway Maps and Flood Insurance Rate Maps, and information presented by the applicant whether the subdivision is in a flood-prone area. If the subdivision, or any part of it, is in such an area, the subdivider shall determine the 100-year flood elevation and flood hazard boundaries within the subdivision. The proposed subdivision plan must include a condition of plan approval requiring that principal structures in the subdivision will be constructed with their lowest floor, including the basement, at least one foot above the 100-year flood elevation;

Staff Comments: This standard is not applicable.

14 Freshwater wetlands. All freshwater wetlands within the proposed subdivision have been identified on any maps submitted as part of the application, regardless of the size of these wetlands. Any mapping of freshwater wetlands may be done with the help of the local soil and water conservation district;

Staff Comments: The project requires approvals from Maine Department of Environmental Protection and the US Army Corps of Engineers under Maine's Natural Resources Protection Act. Additional information may be necessary to assess this standard.

15 Farmland. All farmland within the proposed subdivision has been identified on maps submitted as part of the application. Any mapping of farmland may be done with the help of the local soil and water conservation district;

Staff Comments: This standard is not applicable.

16 River, stream or brook. Any river, stream or brook within or abutting the proposed subdivision has been identified on any maps submitted as part of the application. For purposes of this section, "river, stream or brook" has the same meaning as in 38 M.R.S. §480-B (9)

Staff Comments: The project also requires approvals from Maine Department of Environmental Protection and the US Army Corps of Engineers under Maine's Natural Resources Protection.

- 17 Storm water. The proposed subdivision will provide for adequate storm water management, as per Chapter 601(IV) (L), and Chapters 320 and 330 of the Town Code.**

Staff Comments: The Applicant must complete a stormwater management plan, including drainage calculations for pre- and post-development, a drainage plan, and an assessment of any pollutants in the stormwater runoff. The Town strongly encourages the design team to consider the implementation of Low Impact Development (LID) in its design strategy. It is also recommended that the private roads include an underdrain to provide drainage of the base gravel material. It will improve the life cycle of the roadway infrastructure.



The DPW Director notes that the applicant indicates that the ravine behind Buildings B-1 and B-2 will be culverted. The DPW Director indicated that there is a culvert that connects the Development Parcel to Hancock Lumber. This culvert, when it was last inspected, was nearly plugged or had partially failed. It has become a control point for all of the water in the ravine west of the railroad tracks which eventually drains behind Brick Yard Hollow. The applicant should investigate the condition of this culvert if it will be incorporated into the future stormwater management on the site.

Any stormwater BMPs and their maintenance will remain the responsibility of the Applicant and thought should be given to future maintenance of the BMPs. Future submissions should also include post construction operation and maintenance plans for any proposed stormwater management BMPs.

Lastly, the overall development should be assessed for the total impervious area that is being redeveloped. Depending on the final redeveloped impervious area, the project may necessitate a Stormwater Law Permit from the Maine Department of Environmental Protection, triggering the General Standards for water quality treatment.

- 18 Spaghetti-lots prohibited. If any lots in the proposed subdivision have shore frontage on a river, stream, brook, great pond or coastal wetland as these features are defined in 38 M.R.S. §480-B, none of the lots created within the subdivision have a lot depth to shore frontage ratio greater than 5 to 1;**

Staff Comments: This standard is not applicable.

- 19 Lake phosphorus concentration. The long-term cumulative effects of the proposed subdivision will not unreasonably increase a great pond's phosphorus concentration during the construction phase and life of the proposed subdivision;**

Staff Comments: This standard is not applicable.

- 20 Impact on adjoining municipality. For any proposed subdivision that crosses municipal boundaries, the proposed subdivision will not cause unreasonable traffic congestion or unsafe conditions with respect to the use of existing public ways in an adjoining municipality in which part of the subdivision is located; and**

Staff Comments: This standard is not applicable.

- 21 Lands subject to liquidation harvesting. Timber on the parcel being subdivided has not been harvested in violation of rules adopted pursuant to 12 M.R.S. §8869(14). If a violation of rules adopted by the Maine Forest Service to substantially eliminate liquidation harvesting has occurred, the municipal reviewing authority must determine prior to granting approval for the subdivision that 5 years have elapsed from the date the landowner under whose ownership the harvest occurred acquired the parcel. A municipal reviewing authority may request technical assistance from the Department of Agriculture, Conservation and Forestry, Bureau of Forestry to determine whether a rule violation has occurred, or the municipal reviewing authority may accept a determination certified by a forester licensed pursuant to 32 M.R.S. §5501 et seq. If a municipal reviewing authority requests technical assistance from the bureau, the bureau shall respond within 5 working days regarding its ability to provide assistance. If the bureau agrees to provide assistance, it shall make a finding**

and determination as to whether a rule violation has occurred. The bureau shall provide a written copy of its finding and determination to the municipal reviewing authority within 30 days of receipt of the municipal reviewing authority's request. If the bureau notifies a municipal reviewing authority that the bureau will not provide assistance, the municipal reviewing authority may require a subdivision applicant to provide a determination certified by a licensed forester.

For the purposes of this subsection, "liquidation harvesting" has the same meaning as in 12 M.R.S. §8868(6) and "parcel" means a contiguous area within one municipality, township or plantation owned by one person or a group of persons in common or joint ownership. This subsection takes effect on the effective date of rules adopted pursuant to 12 M.R.S. §8869(14).

Staff Comments: This standard is not applicable.

XII. Motions – Development Plan and Major Subdivision

At this concept stage, a motion is not recommended for the Planning Board. Ultimately, the proposed motion may be more detailed than what is outlined below.

A. DEVELOPMENT PLAN AND SUBDIVISION

Based on the application, plans, reports and other information submitted by the applicant, information from the public hearing, information and the findings and recommendations contained in Planning Board Report dated XXXX for Development Plan and Major Subdivision, Railroad Square Associates, LLC, Applicant; Railroad Square, Map 37 Lots 28 and 29A, regarding the compliance with the applicable regulations of Chapter 703, Character Based Development Code, and the applicable regulations and standards of Chapter 601, Subdivision, the Planning Board hereby finds and concludes that the Development Plan and Major Subdivision **[meets/does not meet]** the required standards and is therefore **[approved/not approved]** subject to the following conditions of approval:

1. Conditions...

Such motion moved by _____, seconded by _____,
and voted ____ in favor, ____ opposed, _____.
(note members voting in opposition, abstained, recused, or absent, if any).

Attachments:

1. Steve Johnson, Town Engineer – Memo 3/7/2022
2. Erik Street, Public Works Director – Memo 3/10/2022
3. Thomas Errico, TY Lin, Traffic Peer Review – Letter 3/14/2022
4. Eric Gagnon, Yarmouth Water District – Email 3/7/2022
5. Chief Robitaille, Yarmouth Fire Rescue – Memo 3/4/2022
6. Mike Tremblay, Bike and Pedestrian Committee – Email 3/7/2022
7. Ron Dupuis, Parks and Lands Committee – Memo 3/3/2022
8. Erin Zwirko, Planning Director – Memo 3/3/2022
9. Public Comment – Ed Ashley, 3/1/2022
10. Excerpt from 2010 Comprehensive Plan

Steven S. Johnson, P.E., LEED AP, Town Engineer
E-Mail: sjohnson@yarmouth.me.us

Tel: 207-846-2401
Fax: 207-846-2438



TOWN OF YARMOUTH
INTERNAL MEMORANDUM

TO: Erin Zwirko, AICP, Director of Planning
FROM: Steven S. Johnson, P.E., Town Engineer
DATE: March 7, 2022
RE: Major Site Plan and Subdivision Application for 1 and 48 Railroad Square: Thoroughfares, Open Spaces and Utilities

Erin:

I have reviewed the subject project application submitted by Rick Licht, P.E., of Licht Environmental Design, LLC on behalf of Bickford Transportation dated February 23, 2022. I have the following technical comments.

As you know this submission of the Development plan is submitted under Article 6 of Chapter 703 Character Based Development Code and provides conceptual information for thoroughfares, open spaces, and utilities. As such the current application remains a conceptual plan and may not have all pertinent information required for final approval particularly as required by Chapter 601 Subdivision Ordinance. Also, as a reminder to the applicant, the comments in the technical review performed by Will Savage, P.E., of Acorn Engineering in November 2020 will need to be addressed in due time. Additionally, the Development Plan will be required to meet the technical requirements outlined in the appendices of Chapter 601, particularly as they pertain to private road widths.

It appears that the geometric layout is suited to the site and proposed development. The applicant should take particular care to ensure access for first responders, particularly large firefighting apparatus, which typically require 20 feet of clear width. Additionally, the applicant should provide information confirming that the geometric layout can support the turning movements of all vehicles anticipated to be on site, which may include, but is not limited to, large delivery trucks, fire apparatus, rubbish trucks and other large vehicles.

The concept plan indicates that the applicant is proposing another separate pedestrian rail crossing just to the south of the intersection with Main Street. This is acceptable,

however, as configured this proposed new crossing will likely require an additional public crossing designation granted by MDOT. The applicant should be made aware of this.

I have no concerns regarding the open spaces proposed and will leave that to your review. However, the applicant should provide information clearly defining how the open spaces will be maintained, since I assume that they will remain private. This includes winter and summer maintenance, irrigation (if proposed), litter collection and disposal, lighting maintenance and all associated capital improvements that may be required over the life of the development. Additionally, the applicant shall be responsible for summer and winter maintenance of the trail connections.

Regarding the conceptual utility plan, I have the following comments, in no particular order:

1. All sewer infrastructure including the sewer main, manholes, services, cleanouts, and the pump station shall remain privately owned and the applicant shall create a Homeowners Association (HOA) to own, operate, maintain, and capitalize the sewer infrastructure. The HOA shall be acceptable to the Town Engineer and Planning Director and shall be tied to each property deed and registered in the Cumberland County Registry of Deeds. The HOA agreement shall clearly outline all roles and responsibilities, both operationally and financially, including fair cost allocation and assessment, for the sewer infrastructure, road and sidewalk infrastructure and open space infrastructure to the satisfaction of Town staff. Additionally, the HOA agreement shall include a binding clause requiring approval by the Town Engineer for any potential future changes to the agreement. Once approved, no changes to the HOA agreement may be made without explicit consent from the Town of Yarmouth;
2. All sewer infrastructure shall meet the Town of Yarmouth standards and shall be inspected by the Town Engineer or their designee prior to backfill. A note to this effect shall be placed on the final sewer construction drawings;
3. The proposed new sewer pump station shall include the following:
 - a. The station shall be of commercial quality and shall be a duplex system (two pumps, lead, and lag) each sized appropriately for the full projected project build out. All design drawings and shop drawings shall be approved by a licensed professional engineer licensed in the State of Maine;
 - b. The applicant shall submit to the Town Engineer for review and approval all design calculations for the sizing and operation of the proposed pump station per applicable codes and good design practice;
 - c. The pump station shall be equipped with a dedicated automatic start backup generator sized to run the pump station at maximum operational flow. The generator should be natural gas or propane powered and shall include a full sound attenuation enclosure;
 - d. The pump station and back up generator shall be alarmed and monitored full time to ensure system operational status and integrity;
 - e. The applicant shall provide a written operation and maintenance plan for the pump station and back up generator that provide for the following at a minimum:

- i. Weekly station checks and inspections, including documentation and responsible party for the work;
 - ii. Weekly generator exercise and maintenance checks, including documentation and responsible party for the work;
 - iii. Periodic and scheduled maintenance required for both the pump station and the back up generator and the plan for ensuring the maintenance is performed per the manufacturer's recommendation;
 - iv. Emergency operation plan that outlines the required notification, response, and mitigation of issues as well as responsible parties for action to ensure system does not surcharge or experience a sanitary sewer overflow;
 - v. Maintenance and emergency response shall be provided by experienced professionals knowledgeable in maintenance and operation of sewer pump stations and back up generation as well as sewer collection systems;
 - f. I would recommend that Chris Cline, Superintendent of Wastewater and I meet with the applicant and their designer to discuss the sewer system design as part of future submissions.
4. The sewer wet well structure and sewer manhole receiving the force main connection shall be epoxy coated per Town standards to limit hydrogen sulfide attack of the concrete.
 5. Down East Energy shall be connected to the new system per Town standards;
 6. The applicant shall provide to the Town an acceptable plan for Town sewer fee cost apportionment among each building owner/tenant. This plan shall provide for potential future abatement requests, including any senior discount requested as well as fair and reasonable apportionment between residential and commercial space uses.
 7. The applicant and HOA shall be responsible for all costs associated with the hydrants per Yarmouth Water District's (District) Terms and Conditions;
 8. The HOA shall provide for snow removal around all hydrants after every snow event within 24 hours of the end of the event;
 9. While not required for a private way, I would strongly recommend that the applicant consider installing underdrain in the proposed roadways to provide drainage of the base gravel material. This system will likely provide a much longer life cycle to the roadway infrastructure.

As always, I reserve the right to make additional comments on future submissions. If you have any questions, please do not hesitate to see me.

200 Main Street
Yarmouth, Maine 04096
Tel: 207-846-2401 Fax: 207-846-2438
E-Mail: estreet@yarmouth.me.us

Erik S. Street
Director of Public Works
Town of Yarmouth



MEMORANDUM

TO: Erin Zwirko, AICP, Director of Planning
FROM: Erik S. Street, Director of Public Works *ess*
CC: Steve Johnson – Town Engineer
DATE: 3-10-22
RE: RR Square - Major Site Plan / Subdivision – Meeting 3 - Review

Erin,

Just a few comments.

Thoroughfares & Passages

In general, the ped & traffic flow seems to work. The road segments will have to comply with the technical requirements for private roads in Chapter 601 appendices. There are a lot of pedestrian areas and common space which is good. I am however still concerned about traffic flow for B1 and B2. I am not a fan of one exit point for vehicles parking under these buildings.

As the Town Engineer mentioned, a HOA and good maintenance plan will be needed to maintain the pedestrian ways around the complex. Snow storage is also a concern and will need to be addressed in the maintenance plan.

Lot 1, 2 and 3 are labeled mixed use and event space. These areas will likely have delivery trucks of some sort. It would be good to know how delivery vehicles will interact with the site.

Regarding the shared use pathway along the tracks. Will this also serve as an emergency vehicle access? If there is a potential for that, that portion of the pathway should be constructed to withstand the vehicle weights.

Item VI under Throughfare Sections discusses piping in a section of the gully behind B2. I would like to bring to the applicant's attention that further South, within the property boundaries is a culvert that runs under the tracks and outlets behind Hancock Lumber. When last viewed, that culvert was at least 3/4s plugged or had partially failed. It has become a control point for all the water in that gully West of the tracks, that eventually drains behind Brick Yard Hollow.

200 Main Street
Yarmouth, Maine 04096
Tel: 207-846-2401 Fax: 207-846-2438
E-Mail: estreet@yarmouth.me.us

It has been several years since I have looked at that culvert. If the gully is to be a location for Storm water discharge, the applicant needs to review the condition of the culvert and how it may impact future runoff from the site and upstream /downstream areas.

Neighborhood Design & Open Space

Design seems to work for the site. I support the engineers' comments that clear language for an HOA maintenance plan needs to be developed to ensure these areas are maintained appropriately. It is my position that all roads, pedestrian walkways and open spaces within the complex will be private.

Utilities

Locations proposed seem to work. I support the engineers' comments regarding specifications, installation standards, materials, ownership, and operations associated with the proposed utilities. I also support the use of underdrain within the private road system. I will withhold further comment until there are more detailed plans to review.

Snow Storage

I will stress this again - The site has a lot going on and to maintain walkability, parking and traffic flow, snow management will be a priority. Most every street and parking lot appears to be bordered by a sidewalk and trees. This is a large area to clear. Careful thought should be given to snow storage areas, plow ability, snow removal practices, temporary vehicle parking; captured in the O&M plan for the property.

If you have any questions, please let me know.



March 14, 2022

Steven Johnson, P.E.
Town Engineer
Town of Yarmouth
200 Main Street
Yarmouth, Maine 04096

Subject: Railroad Square Development Master Plan (CBDC Development Plan –Submittal #3 –
Thoroughfares, Neighborhood Design, Green Spaces, Utilities and Bike-Pedestrian Network) –
Traffic Peer Review

Hi Steve:

In accord with your request, TYLin is pleased to submit our traffic peer review comments with respect to the Railroad Square Development Master Plan project. My review is based on the CBDC Development Plan –Submittal #3 – Thoroughfares, Neighborhood Design, Green Spaces, Utilities and Bike-Pedestrian Network dated February 23, 2022, prepared by Licht Environmental Design, LLC. My comments are noted as follows.

1. TF-1 and TF-2 (Road and Village Street) – I find these roadway sections to be acceptable with the following comments:
 - Additional detail needs to be provided for the western edge that abuts Downeast Energy. I recommend delineation and control/management of movements along the open edge. Otherwise, the roadway appearance may promote higher speeds and vehicle turn conflicts (similar to a wide open parking lot without delineation). As I have noted in previous comments, I would also like to understand how pedestrians from the 298 Main Street project will be accommodated given direct walking routes.
 - For TF-2, The 6-foot sidewalk width may not be sufficient given streetscape amenities. It does appear that in locations where the civic plaza space abuts the sidewalk sufficient space appears to be provided. I assume a public easement will be provided for the civic plaza space.
2. TF-3 (Village Street) – I find this roadway section to be acceptable with the following comment:
 - The 6-foot sidewalk width on the west side may not be sufficient given streetscape amenities, although with the 4-foot building apron it should be acceptable. I would support 10-foot travel lanes to attain improved sidewalk facilities, although this would need to be acceptable to other Town departments.
3. TF-4 (Shared Space Street) – I find this roadway section to be acceptable from a traffic circulation and multi-modal perspective.
4. TF-5 (Bike-Way/Multi-Use Path) – Ten feet is considered to the minimum width of a shared use path according to national guidelines. Given anticipated use, different mode types and



- connectivity, I would recommend that the path be a minimum of 12-feet wide. Additionally, the 1-foot offset to the fence should be checked for meeting lateral clearance requirements.
5. My comments only include a review of the typical sections of the proposed street types. Vehicle turning template analyses will be required to demonstrate the adequacy of vehicles to circulate through the site.
 6. My review does not include an evaluation of the Site Drive and Main Street intersection. That review is pending the submission of the traffic study.

Please contact me if you have any questions.

Best regards,

T.Y. LIN INTERNATIONAL

A handwritten signature in black ink that reads 'Thomas A. Errico'. The signature is written in a cursive, flowing style.

Thomas A. Errico, PE
Senior Associate / NE Traffic Engineering Director

Erin Zwirko

From: Eric Gagnon <egagnon@yarmouthwaterdistrict.org>
Sent: Monday, March 7, 2022 11:59 AM
To: Erin Zwirko
Subject: Re: Railroad Square Submittal 3

For sure.

Also, Steve and I talked a bit earlier today and he asked a great question regarding hydrants and their associated fees. Since this will be a private road each hydrant will be charged a quarterly fee of \$144.68 in addition to any fire service connections for the buildings. If you can add this to my comments that would be great.

Eric Gagnon
Superintendent
Yarmouth Water District
207.846.5821 phone
207.846.1240 fax
<http://YarmouthWaterDistrict.org/>

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On Mon, Mar 7, 2022 at 8:24 AM Erin Zwirko <EZwirko@yarmouth.me.us> wrote:

Thanks Eric, May I include your comments below in our review?

Erin Zwirko, AICP, LEED AP

Director of Planning & Development

Town of Yarmouth

Office: 207-846-2401

ezwirko@yarmouth.me.us

From: Eric Gagnon <egagnon@yarmouthwaterdistrict.org>
Sent: Friday, March 4, 2022 3:00 PM
To: Mike Robitaille <MRobitaille@Yarmouth.me.us>
Cc: Erin Zwirko <EZwirko@yarmouth.me.us>; Steven Johnson <SJohnson@yarmouth.me.us>; Erik Street <EStreet@Yarmouth.me.us>; Karyn MacNeill <kmacneill@yarmouth.me.us>; Thomas.Errico@tylin.com
Subject: Re: Railroad Square Submittal 3

Hi Erin,

I looked over the master utility plan and I do not have much to comment on. Generally, there is proper separation between other utilities, hydrant locations should be approved by the Chief when appropriate, there need to be a separate domestic service from the proposed 8" main for EACH meter. We do not submeter. Fire service connections are billed by the size tapped into the 8" main and if there is one fire service to a building they will have one bill and the developer needs to be prepared to have that billing set up in an association or some fashion. This needs to be decided before construction of the utilities as it will change the number of services if each unit will require individual billing of fire service systems. These are just general notes to think about while they are in the design stage.

Installing water mains in phases will require multiple in-line valves to allow the separate phases to be tested individually and to keep folks in service while the next phase is constructed. This can be discussed as each phase is designed but we always have pushback as to why we are requiring another valve so close to the previous valve (reasons stated above). We would prefer to avoid the phased approach, which would eliminate the necessity of multiple valves, as we would rather not maintain so many valves in the pavement.

Eric Gagnon
Superintendent
Yarmouth Water District
207.846.5821 phone
207.846.1240 fax
<http://YarmouthWaterDistrict.org/>

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Town of Yarmouth,
Maine
Incorporated 1849
YARMOUTH FIRE RESCUE
178 NORTH ROAD (PO BOX 964)
YARMOUTH, MAINE 04096



MICHAEL ROBITAILLE, CHIEF OF DEPARTMENT

DAN MASSELLI, DEPUTY CHIEF
BILL GODDARD, DEPUTY CHIEF

To: Erin Zwirko, Town Planner
From: Michael Robitaille, Fire Rescue Chief
Date: March 4, 2022
RE: Railroad Square Submittal #3

I have reviewed the memorandum regarding the Railroad Square Master Plan and make the following recommendations:

1. Thoroughfare 4 (TF-4) does not meet the standards 1 for Fire Department Access Roads. Fire department access roads shall have an unobstructed width of not less than 20 feet. *NFPA 1, Chapter 18.2.3.5.1.1*

Fire Department access roads shall have an unobstructed vertical clearance of not less than 13 feet 6 inches. *NFPA 1, Chapter 18.2.3.5.1.2*
2. Further consideration should be given to the type of vegetation around the buildings. It is our recommendation that the vegetation does not obstruct the upper windows / floors of any building. This impedes the fire department rescue operations during a fire.
3. NFPA requires that there be a minimum of 36 inches clear space around fire department connections, control valves and equipment. It also states that there shall be an unobstructed and approved clear path provided and maintained for access to inlet connections. *NFPA 1, Chapter 13.1.4, 13.1.5, and 13.1.5.1*
4. All buildings on site will require separate sprinkler and fire alarm systems. Permits will be required to be filed with the Town of Yarmouth and the State Fire Marshalls Office. This must also be coordinated with the Yarmouth Water District.
5. KNOX boxes will be required for all buildings.

6. Gas alarms will be required, per state law, for any building that has propane or natural gas utilities. Detectors must be located in each room that an appliance exists.
7. A hydrant will be required on the site and the location shall be coordinated between Yarmouth Water District and Yarmouth Fire Rescue.
8. All elevators shall be able to handle a Stryker Power Pro XT Stretcher. The dimensions are 81"x23"x29" and the stretcher must have free space around it for staff to work.

Please feel free to contact me regarding this submittal if you have any questions, comments, or concerns.

From: Mike Tremblay <mtrem225@gmail.com>

Sent: Monday, March 7, 2022 9:54 AM

To: Wendy Simmons <WSimmons@Yarmouth.me.us>

Cc: Andrew Dolloff <andrew_dolloff@Yarmouthschools.org>; Dan Gallant <DGallant@Yarmouth.me.us>; Eric Gagnon <egagnon@Yarmouthwaterdistrict.org>; Erik Donohoe <edonohoe@Yarmouth.me.us>; Karyn MacNeill <kmacneill@Yarmouth.me.us>; Mike Robitaille <MRobitaille@Yarmouth.me.us>; Nat Tupper <ntupper@Yarmouth.me.us>; Scott LaFlamme <slaflamme@Yarmouth.me.us>; Ben Thompson <bthompson@cumberlandcounty.org>

Subject: Re: Request for comment - Railroad Square - DUE 3/9/22

Good morning,

The Yarmouth Bike and Pedestrian Advisory Committee (Yarmouth BPAC) have compiled the following comments on the packet for the Railroad Square Master Plan. We thank you for the opportunity to comment. Please let me know if you or the Applicant have any clarifying questions.

- In general, we applaud the developer's commitment to creating a safe, accessible walkable and bikeable project. We believe this is exactly the type of project we need to see in the village and it builds on the town's commitment to safe biking and walking conditions throughout town, especially in the village center.

- Given the above points, Yarmouth BPAC is interested in seeing how this project will integrate with the downtown fabric of Main Street. While Yarmouth BPAC agrees that the proposed uses and scale is appropriate for Main Street, the Railroad Square site is set back from the street somewhat. What does the Applicant propose in order to activate the site from Main Street? What signage, amenities, and other features will be used to draw in people walking, bicycling, and driving? This is especially notable given the site's three uses that will be open to the general public (2 retails paces and one restaurant).

The Applicant appropriately avoids assigning public, on-street parking spaces to their project as "available" spaces; however, their memo does note that parking is generally available on-street. Yarmouth BPAC notes that on-street parking has a traffic calming effect only if and when it is occupied. So long as parking is made available within sites, on-street parking may not be necessary along certain frontages, if not entire blocks or more. Yarmouth BPAC suggests that curbside use along development sites be considered for appropriateness. Selective use of curb extensions, with trees or other plantings, benches, bike racks, public art, or other amenities will be a better use of public space than oft-unused street parking, in some locations. This also has the added benefit of providing traffic calming without the need for parked vehicles to be present.

- We believe the use of raised crossings throughout the development should be required. Additionally, we believe the town must work with the developers to incorporate a raised crossing and much tighter turning radius at the entrance from Main St. As designed, this radius is too large, allowing vehicles to make turns at fast speeds, endangering bicyclists and pedestrians. A raised crossing here will be critical given the high walking and biking traffic. The marked lines in the entrance at the side of 298 should not be paint but rather a curb bump out.

- Yarmouth BPAC strongly supports the developer's support of a pilot rail with trail project and appreciates the work they have already done to make this a reality. This component of the project is extremely exciting not only for the project but for the town and region.

- We strongly support the addition of a woonerf treatment to Lot 3 to improve safety and prioritize walking and biking throughout the development. It will be exciting to see this type of street design incorporated into a project. We recommend considering adding to the TF4 driveway as well so the smaller driveways have consistent treatment.
- There still only appears to be one bicycle parking facility. Yarmouth is extremely bicycle friendly, and this location should fully embrace the potential for recreational and commuter bicycling. Bicycle parking should be located at both buildings. Bicycle parking should be provided for both long-term (covered and secure) and short-term (immediately accessible) users. Bicycle parking should be convenient and apparent, with signage directing users to bicycle parking where it is not immediately visible from the driveway. Bicycle racks, in all cases, should allow for multiple points of contact to the bike, allowing the frame and the front wheel to be locked independently. Most importantly, certain common but problematic bicycle racks should be avoided outright. [The Cambridge, MA Bike Parking Guide](#) has a bounty of information on suitable bicycle racks as well as bicycle parking policy. The Bicycle Coalition of Maine is an official dealer of DERO bicycle racks, which have numerous options for appropriate bicycle racks.
- The Railroad Square development is a mere 1000 feet (0.4 mi) from the Yarmouth Town Hall Metro BREEZ stop, which serves downtown Portland as well as points in Freeport and Brunswick. As such, this is one of the most transit-proximate locations in the Town. The Applicant should take appropriate measures to ensure that this proximity to transit is capitalized upon. Such measures include, but are not limited to: posting schedule and fare payment information in common areas, displaying real-time arrival information on an interior screen in common areas, provision of transit passes to all residents, "Ride to Work" day incentives, and other measures. Metro's Planning Director serves on Yarmouth BPAC and would be happy to discuss how to execute some or all of these efforts.
- The close proximity of the Metro stop at Yarmouth Town Hall should be noted in the Applicant's Pedestrian Shed plan.
- The Applicant's Pedestrian Shed Plan is a useful analysis for what is immediately available within 1/4 mile of the site. A 1/4 mile radius is indeed an appropriate measurement for quick, 5-minute trips. However, it should be noted that, for certain, less frequent trips, pedestrians will tolerate a longer walk. The project site is located within a mile (20 minute walk) of both Rosemont's and Hannafords, as well as numerous recreational and dining options outside of the 1/4 mile radius.
- Similarly, the Applicant should develop a bike shed plan, showing a similar graphic, with a suggested 2.5-mile radius, which is typically a 15 minute bicycle ride. This graphic, in addition to the expanded pedestrian shed graphic suggested above, will show a much broader and realistic picture of how walkable and bikeable this site is.
- Verify with MDOT that trips associated with the prior use of 298 Main Street development can be properly reduced from the Project trip generation total. Typically, the prior use has to have been active within 5 years of the application. Given that this reduction results in an MDOT Traffic Movement Permit not being required, this verification is necessary.
- Regardless of whether an MDOT Traffic Movement Permit is required, the site should be analyzed by the Town or a Town traffic engineering consultant to ensure that the resulting movements do not create

any additional operational or traffic safety issues. In particular, the ~80 additional PM trips will likely predominantly come from the east, specifically the School Street/Main Street intersection, before making a left turn onto the site from the single general purpose travel lane on Main St. eastbound. Stopped vehicles waiting to turn left could have a detrimental effect on bicyclists if motorists pass stopped vehicles on the right.

- Best practices in urban planning suggest that on-site parking for office and residential tenants be *unbundled* from the base cost of rent. This would allow tenants to choose to rent a parking space rather than having space(s) automatically included in the cost of rent for a unit/office space, which in turn can encourage walking, bicycling, and transit use. Additionally, the Applicant should show how they are taking advantage of differences in periods of peak parking demand to minimize the amount of parking required on-site. In other words, tenants of the office space may not require any dedicated parking, as many parking spaces related to residential uses will be vacant over the course of the day.

Thank you again for allowing us to comment. We look forward to reviewing future submittals related to this exciting project.

Thank you,
Mike Tremblay, P.E.
On behalf of the Yarmouth Bike and Pedestrian Advisory Committee

Erin Zwirko

From: Dupuis, Ron <Ronald-DupuisJr@idexx.com>
Sent: Monday, March 7, 2022 8:34 AM
To: Erin Zwirko; Wendy Simmons
Cc: Karyn MacNeill; Mary Thorp
Subject: Railroad Square comments - PLC

TO: Planning Board Members
c/o Erin Zwirko, Planning Director

DATE: March 3, 2022

RE: Railroad Square – Development Master Plan
Submittal #3 – Thoroughfares, Neighborhood Design
Green Spaces, Utilities, and Bike-Pedestrian Network



The Parks and Lands Committee reviewed this Master Plan on Wednesday, March 2, 2022 and has the following comments.

- **Public safety, health, and environmental factors**
 - **Adequacy of site**
 - General site is dominated by miscellaneous fill material.
 - General site has historical use that included oils, gasoline and a storage location for trucks, vehicles, and fuel.
 - **Pedestrian and vehicular circulation within the site**
 - This development appears to provide adequate pedestrian and bicycle connectivity.
 - Safety of access to the Landuse Items H and I are concerning. Rather than adding more fill to the slopes, it is recommended the proposal pull back the top of the slope and stabilize its current location rather than add more fill and steeper slopes to address environmental concerns and appropriate, accessible construction of these features.
 - **Layout of parking** – Recommends the incorporation of, and infrastructure for future additional, electric vehicle charging stations regularly spaced throughout the development.
 - **Provisions for emergency access** – Access to open space and recreational areas seems appropriate at this time.
 - **Handicapped (HC) and Universal Accessibility (UA)** – Consider design improvements to partner with the town’s effort in providing more Universal Accessibility to the development’s “passive open space for sitting and relaxation” to include HC/UA inclusive seating and paths where that is reasonable given the topography of the hillside nearby and our desire to see less incursion or grading done in the designated open space.
 - **Natural resources (conservation lands, easements, habitats, etc.)**
 - PLC recommends requiring a plan submitted to the Town naming the responsible party and identifying the perpetual maintenance of: a.) wooded wetlands and preservation of their natural states; b.) impacts of runoff from the site’s impervious surfaces and related storm-water control structures or bioswales; c.) minimization of current and proposed nuisance plants that could yield future problems; d.) any erosion into the wetland due to the steep slopes; and e.) general landscaping throughout the property avoids any species listed by the State of Maine as invasive.

- The development's "natural wooded wetlands" should be managed to control invasive plants like honeysuckle, multiflora rose, and bittersweet. Consider removal of these all invasive and potentially spreadable species (and a replanting with native species) during or post construction to eliminate and minimize the further spread invasive plant species.
 - There appears to be monitoring wells on site. An understanding of why they are there and their purpose is recommended. Also, if those wells are used to monitor and test the ground water, it is recommended that reports continue during and well after the development is completed.
 - Fill material on the site could pose environmental problems on future wetland and retention areas.
 - **Other**
 - Recommend fitting the numerous roof tops with solar energy and/or including alternative energy capacity for charging stations, lighting, and other uses within the development. Several other solar roof installations are used to power electric car charging stations.
- **Good neighbor factors**
 - **Buffering and screening** –
 - Where trees are planted along the rail line or future trail, outermost property lines, and along fencing and buildings, consideration for species that can grow and mature in the limited spaces is highly recommended.
 - It is recommended that design for runoff from all impervious surfaces can accommodate at least a 100-year storm events to minimize the impact this could have on the Royal River, via Brickyard Hollow and the downstream facilities, fisheries, and ecosystems.
 - Design and grading consideration for potential future erosion due to the steep slopes in and around the designed retention/biofilter areas. If vertical walls are used in retention ponds, recommend fencing for public safety, and ensure adjacent grades can and do support the vegetation needed to reduce run-off impacts and soil erosion.
 - Concerned there is not enough capacity for mitigating stormwater runoff.
 - Ensure design and location of sidewalk, parking, and buildings do not impinge on the efficacy of stormwater and retention areas.
 - **Noise levels** – Adequately sized trees are important to mitigate noise to and from the development, Main Street, the proposed Rail Trail, and residential neighbors. The committee is concerned about the viability of trees as depicted in some diagrams due to space constraints.
 - **Exterior lighting** – Minimize dark-sky impacts with appropriate exterior lighting.
 - **Pedestrian, bicycle, and vehicle traffic** – Confirmation of the adequacy of public bicycle and vehicle parking for public uses of public spaces is recommended.
- **Visual design**
 - **Landscape design**
 - Recommends selecting trees and landscaping to be successful within a busy, urban surrounding. With large tracts of impervious surfacing, tree roots that grow down and not out are highly recommended.
 - Species selected should be considered for their location and impact on, or by the pedestrians nearby. For example, sidewalk-based trees should grow up and not out to be in the way for bicycle, pedestrian, or vehicular traffic.
 - Please confirm "Approved" species lists both with the town and state level. Many of changed and a few species have now been added to the "Not Approved" list.
 - Please avoid Callery Pears as a species of choice because of negative impacts on pollinators, however other species could be chosen that have a positive contribution to pollinators.

- Please use and confirm an adequate depth and width of *quality* soil and drainage to withstand root zone growth of mature trees selected. For example, if a mature tree species selected is anticipated to grow up to 30' in canopy size, it is necessary for the surface and area below ground to accommodate the same diameter root zone for the success of the tree's health. This entire area must receive soil amendments to ensure sustainability of the tree.
- **Visual and scenic impact** – Maintaining as much of a buffer around the edges of this development is highly recommended for stormwater, good neighbor relations, and aesthetics.

Respectfully submitted,

Ron Dupuis

Ron Dupuis, Chair
Parks and Lands Committee
(207)415-1998



Erin Zwirko, AICP, LEED AP
E-mail: ezwirko@yarmouth.me.us

Tel: 207-846-2401
Fax: 207-846-2438

TOWN OF YARMOUTH
200 Main Street, Yarmouth, Maine 04096
www.yarmouth.me.us

To: Chair Holden and Members of the Yarmouth Planning Board
From: Erin Zwirko, Director of Planning & Development
Re: Railroad Square Master Plan – Development Plan and Major Subdivision Meeting 3
Date: March 3, 2022

Overview

The purpose of this memorandum is to give the Planning Board a preview of the next Railroad Square Master Plan review scheduled. The meeting on March 23, 2022, continues the review pursuant to the following ordinances:

- CH. 703 Character Based Development Code (CBDC) Development Plan, CD-4 Village Center Character District, and
- CH. 601, Major Subdivision.



Conceptual Railroad Square Master Plan

The application materials set forth a proposed review schedule with the Planning Board over the next six months. There are at least 5 meetings with the Planning Board identified. With the exception of the first introductory and concept

meeting on January 12, 2022, the next several meetings will be topic-based in order to focus the discussion with the Planning Board through the review process. Those topics include traffic, the development plan design, thoroughfare (road), lots, and parking, green spaces and pedestrian and bicycle connectivity, architectural design, and final meetings to bring everything together.

Ultimately at the end of the review, the Planning Board will be asked to approve the Development Plan and Major Subdivision Plan. A Development Plan and Subdivision Plan are similar to each other as they both focus on the layout of new roads, new blocks, and new lots. The Development Plan ensures compliance with the CBDC standards for Thoroughfares (roads), lots, and the public realm, and references compliance with the Subdivision. The Subdivision Plan ensures compliance with the Town's technical standards for the layout of roads, utility connections, transportation network connections, trees, open space, and trail connectivity. The reviews are concurrent and overlap to a large extent

On March 23, 2022, the Planning Board will review the lot, use and thoroughfare plan, landscape, buffer, and open space plan, and the utility master plan. These documents are available on the Planning Board's portion of the Town's website.

Thoroughfares

There is a bit to digest here because the design and layout of Thoroughfares is the meat of a Development Plan. Article 6.D.2 requires a Development Plan to include:

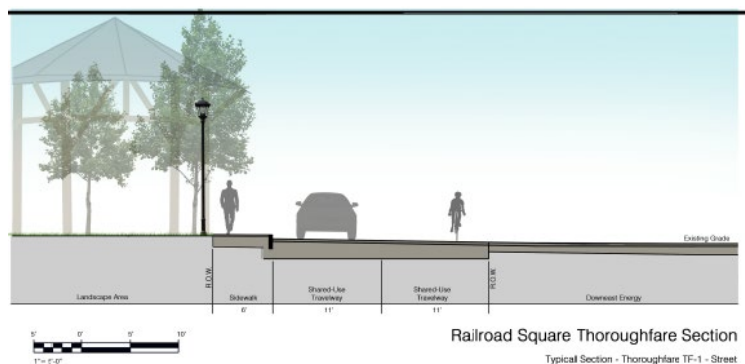
- Existing and any proposed Thoroughfares, including any extension or change of design.
- Thoroughfare Types and Standards.
- Thoroughfare sections and specifications consistent with Chapter 601, (Subdivision, Technical Appendix, Roadway Design and Construction Chart), if applicable, or subject to the approval of the Town Engineer if not otherwise specified.

The applicant submitted an updated Lot, Use and Thoroughfare Plan:

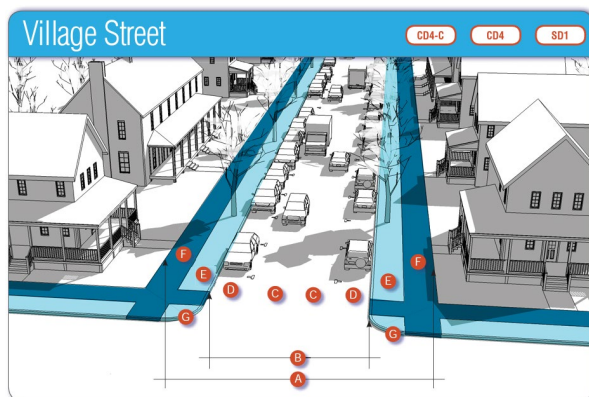
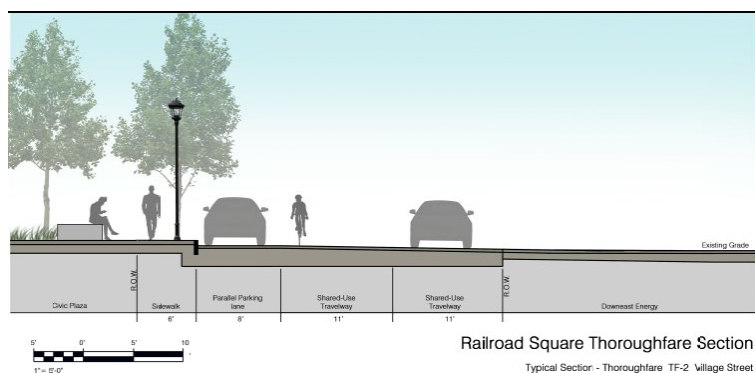


For this submittal, the applicant revised the circulation through the parking lot on Lot 3 to be one-way circulation consistent with comments made at the January 12th meeting. All other aspects remain the same, including the need for a waiver for the pre-existing condition existing at Lot 1.

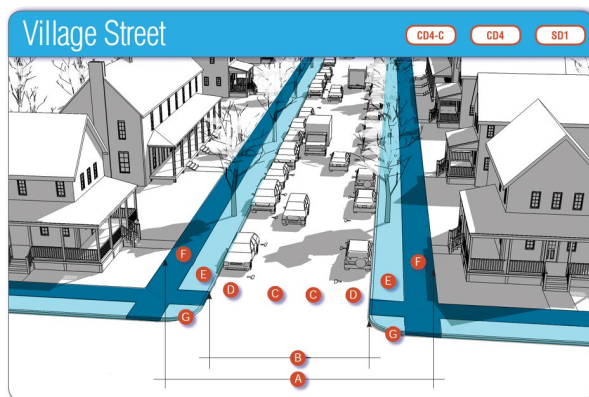
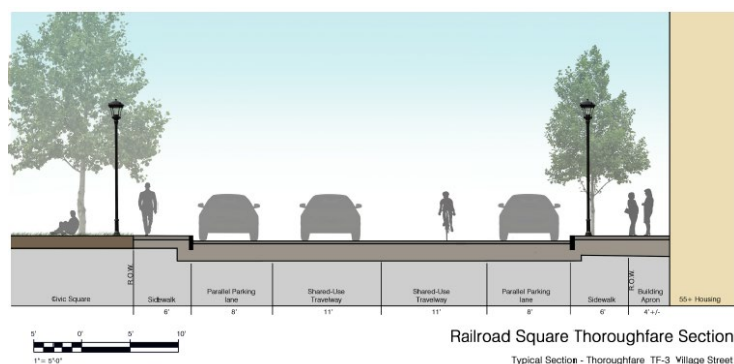
In addition, sections of each Thoroughfare proposed were submitted for discussion. As documented, the applicant is utilizing *Road*, *Village Street*, *Shared Space Street* and *Bike-way/Multi-Use Path*. Below are the sections provided with the design requirements from the CBDC.



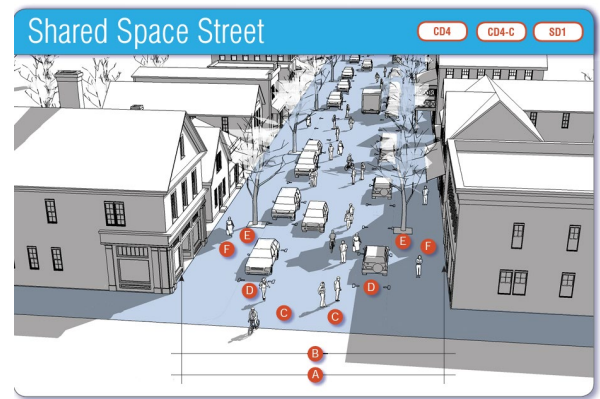
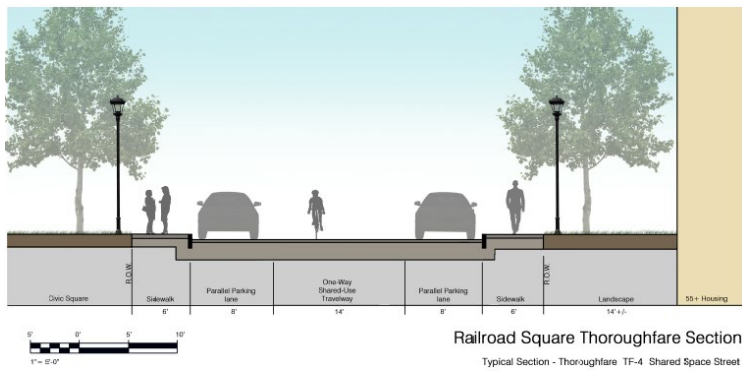
See Table 6.E.2B for detailed design requirements.



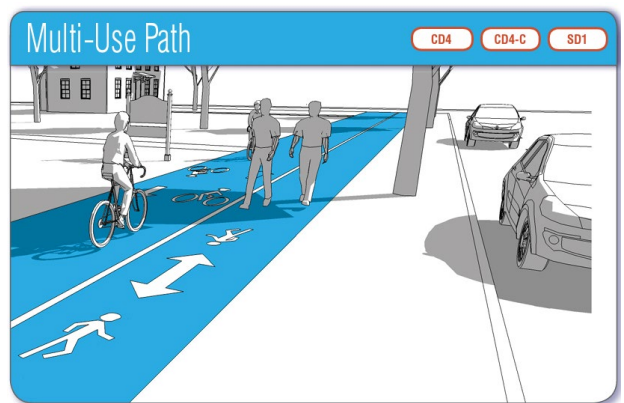
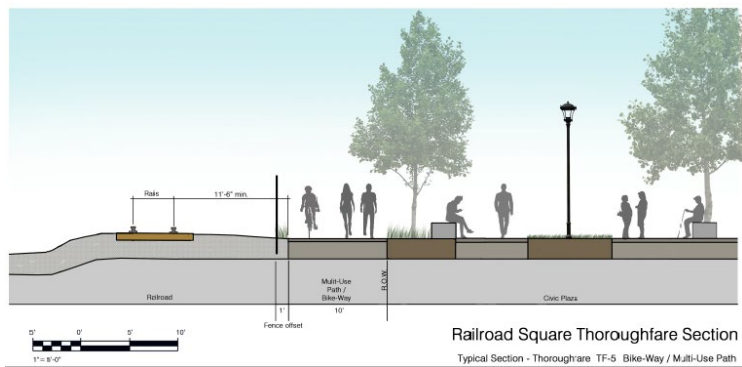
See Table 6.E.2F for detailed design requirements.



See Table 6.E.2F for detailed design requirements.



See Table 6.E.2H for detailed design requirements.



See Table 6.E.3D for detailed design requirements.

Article 6.E.2 and Article 6.E.3 are the various standards for Thoroughfares and Public Frontages. Within these standards are qualitative standards as well as threshold standards regarding the layout of the Thoroughfares. The applicant will need to respond to these details in order to document compliance, and the Planning Board will want to review the sections provided to confirm whether it is compliant with the requirements of the CBDC

Relationship to Chapter 601

As part of documenting compliance with Chapter 703, the applicant will need to document compliance with the Chapter 601 technical standards or have the Town Engineer approve the layout of the Thoroughfares if a specific section does not cleanly match those technical standards. The road classifications outlined in Chapter 601 are based on the average daily traffic estimated to use the streets. The technical standards found in Chapter 601, Appendix A and B, establish right of way sections much like the illustrations and tables shown above in Chapter 703.

In order to document compliance with Chapter 601 technical standards, the applicant will need to provide details on the relationship between the proposed Thoroughfares and the Technical Standards or seek approval from the Town Engineer for variations. Chapter 703 also defers to Chapter 601 regarding the construction standards for new roads.

Landscape, Buffer, and Open Space

The CBDC requires Development Plans to illustrate the following relevant items (Article 6.D.2):

- *Existing and any required or proposed Civic Spaces and Civic Buildings;*
- *Public Landscaping;*

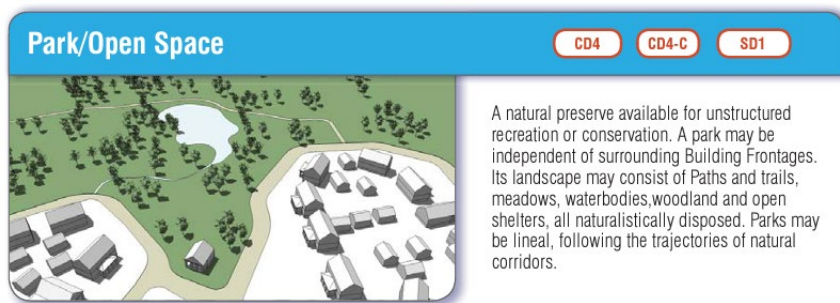
- All existing and proposed Preserved or created Open Space.

The applicant submitted a plan that documents the landscaping, buffer, and open space. The applicant writes that the plan is for illustrative purposes and that detailed plans will be provided through the permitting process for compliance. The Planning Board will need to determine whether that is sufficient for reviewing the Development Plan.



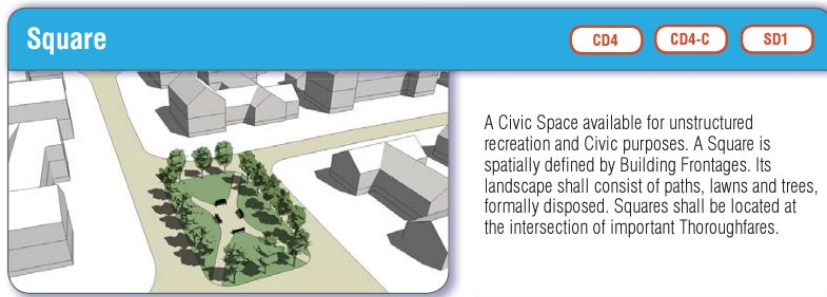
Civic Spaces and Civic Buildings

The applicant has previously indicated that they are incorporating Civic Squares, Civic Plazas, and Open Space as defined by the CBDC (see Table 6.G):

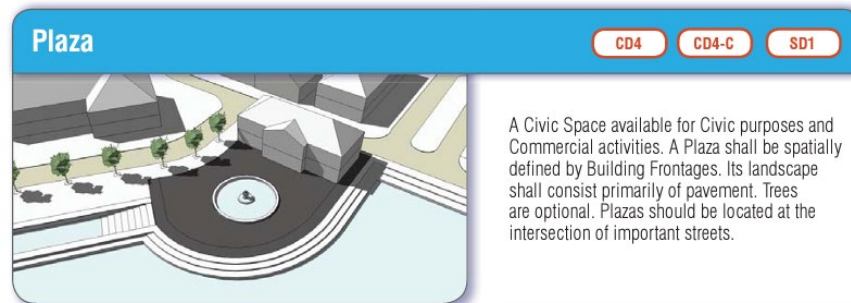


The Park/Open Space area is designated as H on the Development Plan, and the applicant has indicated that it will feature a trail connection for passive recreation:

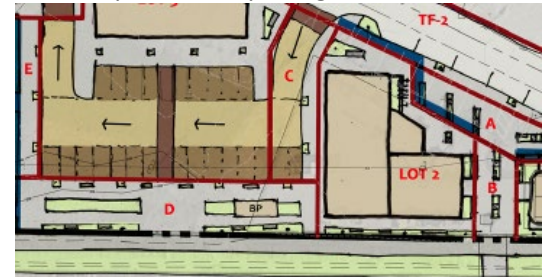




The Civic Square is designated as F on the Development Plan, a public green and square with canopy trees:



Two Civic Plazas are proposed, designated as A and D on the Development Plan, connected to other elements of the Development Plan through sidewalks, shared spaces, and passages:



Article 6.G sets forth standards for Civic Spaces including:

- *Each Pedestrian Shed of which the area covered by the plan is a part shall contain at least one Main Civic Space... Civic Spaces should connect to existing Civic Spaces, trails, Paths, or other bike/ped connectors.*
- *Within 1/4 mile (1,320 feet) of every Lot in Residential use, a Civic Space designed and equipped as a Playground shall be provided.*
- *Each Civic Space shall have a minimum of 50% of its perimeter enfronting a Thoroughfare, except for Playgrounds.*

At the March 9th Planning Board meeting, the playground at Rowe School was identified as a playground that meets the second standard. Of the various civic spaces described in the CBDC, the Planning Board will want to consider whether these are appropriate selections for the development proposed, and how the civic spaces meet these standards.

Public Landscaping, Buffers, and Open Space

The public landscaping standards for a Development Plan (Article 6.E.4) indicates that the Thoroughfare trees (street trees) must comply with the standards of Article 5.N and additional location and construction standards. Table 6.E.4 also lists approved plantings, while Article 5.N.2.kk lists prohibited plantings. Article 5.N outlines specific details about the types of trees, spacing and location details, parking lot landscape requirements, and protection during construction. The applicant will need to respond to these details in order to document compliance.

Article 6.H titled Open Space is reserved with no standards. The applicant indicates that the approximately 0.5-acre wood wetland at the rear of Railroad Square will be preserved as open space and buffer.

8.6

Relationship to Chapter 601

Chapter 601 requires a Landscape Plan as part of the Preliminary and Final Subdivision Plan: *The Board may require that a proposed subdivision design include a landscape plan that will show the preservation of existing trees (10" in diameter or more), the replacement of trees and vegetation, graded contours, streams and the preservation of scenic, historic or environmentally desirable areas.* (Article I.D.8).

Street trees are also required for new subdivisions, but as the Railroad Square roads are likely intended to be private, this may not be required. Additionally, the CBDC supersedes this requirement due to the requirement for street trees regardless of the road ownership.

Utility Master Plan

Chapter 601, Subdivision, calls for a utility plan, specifically the requirements for a Preliminary Subdivision Plan and Final Subdivision Plan call for the location of all water and sewer infrastructure (Article II.B):

- *The location and size of any existing sewers and water mains, culverts and drains on the property to be subdivided.*
- *Connection with existing water supply or alternative means of providing water supply to the proposed subdivision meeting the requirements of Article V.T.*
- *Connection with existing sanitary sewerage system or alternative means of treatment and disposal proposed meeting the requirements of Article V.U.*
- *If a private sewage disposal system is proposed, the location and results of tests to ascertain subsurface soils and ground water conditions meeting the requirements of Article V.U.*

Further, Chapter 601 calls for the Planning Board to consider the following general requirements pertaining to Utilities (Article I.E.4):

- *The size, type and location of public utilities, such as street lights, electricity, telephones, gas lines, fire hydrants, etc., shall be approved by the Board and installed in accordance with Appendix A and B.*
- *Utilities shall be installed underground except as otherwise approved by the Board.*

The applicant has submitted a conceptual utility master plan that generally outlines the location and size of water and sewer, gas and electric, and communication lines. The utility master plan also includes the locations of a sewer pump station and fire hydrants. In the applicant's materials, there is indication that the final utility layout will be developed as the project is phased in.

The Planning Board will want input from the Town Engineer, the Fire Chief, and the Yarmouth Water District Superintendent regarding this conceptual layout and the phased approach where detailed utility plans would be provided at a later date.

Relationship to Chapter 703

The CBDC does not contemplate utilities at the Development Plan level, or at the Building & Lot Plan level. Building & Lot Plans usually also trigger Major Site Plan Review, where information regarding utilities is a requirement.

Questions

Planning Board members can be in touch with me to discuss these elements and how it fits into the larger Development Plan and Major Subdivision Plan Review.

Chapter 703, Character Based Development Code, is found online:

[https://yarmouth.me.us/vertical/sites/%7B27541806-6670-456D-9204-5443DC558F94%7D/uploads/CBDC_As-Passed_04-12-18_CD4_CD4-C\(1\).pdf](https://yarmouth.me.us/vertical/sites/%7B27541806-6670-456D-9204-5443DC558F94%7D/uploads/CBDC_As-Passed_04-12-18_CD4_CD4-C(1).pdf)

Chapter 601, Subdivision, is also found online: https://yarmouth.me.us/vertical/sites/%7B27541806-6670-456D-9204-5443DC558F94%7D/uploads/601_Subdivision.pdf

March 9, 2022 Materials: https://yarmouth.me.us/index.asp?SEC=629E1BD4-C041-417B-BBBD-FE8E3715114C&DE=9CEC3457-5B3B-47A3-AA75-C9C61ED63713&Type=B_BASIC

January 12, 2022 Materials: https://yarmouth.me.us/index.asp?SEC=629E1BD4-C041-417B-BBBD-FE8E3715114C&DE=B728284F-D418-4EBB-B7C9-18ABEA6344CB&Type=B_BASIC

Erin Zwirko

From: Edward Ashley <eashley@maine.rr.com>
Sent: Tuesday, March 1, 2022 4:14 PM
To: Erin Zwirko
Cc: Matt Teare; Rick Licht; dostrye@gmail.com; Mike Tremblay; tspresco@gmail.com
Subject: Railroad Square Thoroughfare Plan

Hi Erin-

I have a few comments on the February 23, 2022 Thoroughfare Plan.

First, I am happy to see the Woonerf concept applied to the loop around lot 3, and agree with the one way traffic and choice of entrance and exit for the loop. I do think it should be a designated Thoroughfare, of the Shared Space Street (Woonerf) type, perhaps designated as TF-5.

On TF-2, I am concerned about potential incoming traffic speeds, which militates against the Shared Use Lane concept. With the open area of the DownEast property on the right of incoming traffic, probably designated only by a paint stripe, with no other buffer, there will predictably be an unconscious tendency on the part of drivers to increase speed. Even with the painted line, during business hours with DownEast traffic, this could be a confusing and dangerous area for cyclists and pedestrians. One possibility would be to make TF-2 an Advisory Bike Lane roadway, with a center motor vehicle lane and striping for (primarily) cyclists. Another reason for raising this suggestion is the anticipated use of the alley behind 298 Main onto South Street by cyclists and pedestrians, both Railroad Square residents and visitors. Hopefully that will not be an issue with non-298 Main motorists, but you can foresee the need for signage of some sort, and crossing that free wheeling zone adjacent to Railroad Square Drive could be hazardous. For out-going pedestrians one answer could be to stay on the sidewalk on the easterly side until they get to the meeting point with TF-1, where there could be a designated crossing towards 298 Main, and its alley, restaurant, and retail amenities. (A disadvantage to the Advisory Bike lane would be to put outgoing cyclists in the "door zone" of cars parked on the easterly side.) Short of adopting the advisory bike lane approach, cyclists should be advised to take the lane, and motor vehicle speeds must be calmed sufficiently to make that feasible for cyclists of all abilities.

I have left TF-1 out of this discussion, thinking to avoid confusion at the Main St.ingress/egress point.

At the meeting point of TF-2 and TF-3, I firmly suggest that the pedestrian crossing be raised, constituting a speed bench, to further reduce incoming vehicle speed. This is the entry point to the purely residential component of the development. There should be an immediately sensed difference in pace and atmosphere, a slower, more pedestrian oriented pace. The experience along TF-3 and TF-4 and the Civic Square and residential structures, with a heavier tree canopy, should have a distinctly calmer feel, noticeably different from the mixed use area. Also note that the raised crossing would be beyond the DownEast property, with no interference to their traffic.

Wherever possible, especially in Civic Square F, Civic Plaza D, enfronting Buildings B1, B2 and B3, and at the passage C interface with the Rail/Trail, provision should be made for benches, and shady resting spots. Opportunities for micro-pocket parks may emerge as the plans are refined, and we all should be alert to them, as an overarching goal.

Thank you for your attention,
Ed Ashley

remain in place during this period and that major policy changes be undertaken as part of the transition. This may result in some inconsistencies between the Town's policies and land use regulations during that period. A fundamental strategy for implementing this Plan is to fund and undertake the background work needed to adopt Form-Based Codes.

C. THE VILLAGE

1. BACKGROUND

The "Village" – ask any two residents what Yarmouth Village is and you are likely to get two different responses. For some people, the Village is Main Street and the historic homes adjacent to it. For others, the Village is the older built-up area of the Town that includes Main Street and the residential



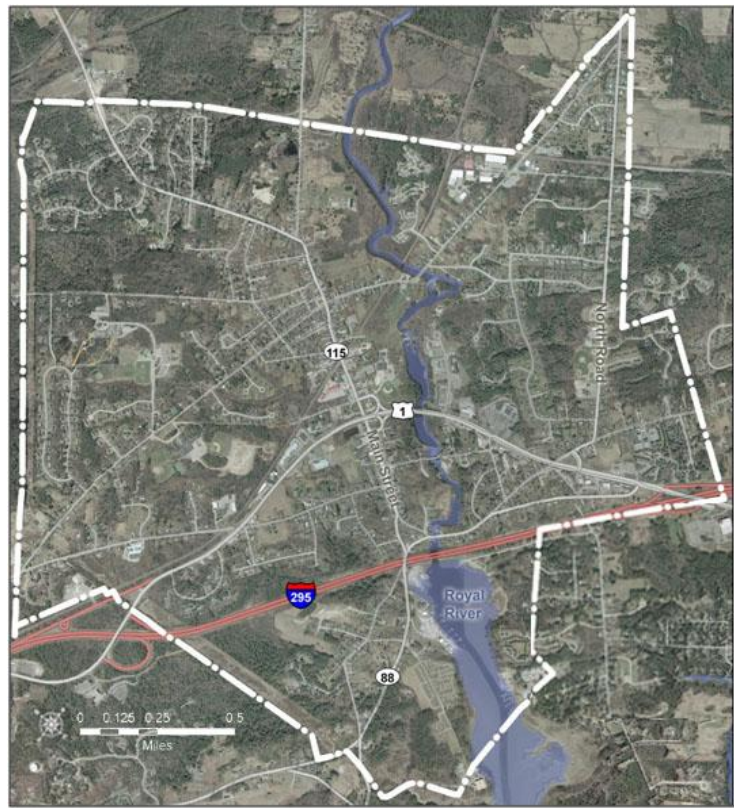
areas developed before 1970 where the lots are small and people can easily walk around. And for some people, the Village includes most of the town except for the coast and the islands.

For the purpose of this plan, the "Village," in conceptual terms, is considered to include the following:

- Main Street
- the historic residential neighborhoods adjacent to Main Street
- the older residential neighborhoods developed through the 1960s
- the newer, more suburban residential areas developed since the 1970s on the fringe of the older portion of the Village.

This “Village” area encompasses the area that potentially is an integrated walkable community. This concept of the “Village” is larger than what some people currently consider the village to be. It includes the area that is currently zoned Village I & II along Main Street, the entire Medium Density Residential Zone, and the commercial areas along Route One. This “Village” extends, generally, from the town line with Cumberland on the south to North Road/East Main Street on the north, and from the railroad line on the west to I-295 on the east including the Pleasant Street neighborhood east of I-295 (see Figure 1-3). When this plan talks about the “Village,” it refers to this area.

FIGURE 1-3: THE “VILLAGE”



Historically the Village offered residents a full lifestyle. You could live in the Village, send your children to school in the Village, do much of your shopping on Main Street, work in the Village or nearby coastal areas, go to church in the Village, and do most of what you needed to do in the Village. In the 1970s, Yarmouth began to change and the Village changed with it. That pattern of change continued and even accelerated in the 1980s. The construction of I-295 fueled the transformation of Yarmouth into a bedroom community. The grocery store on Main Street was replaced by a supermarket on Route One. Vacant land on the fringe of the older village was transformed into housing developments, single-family subdivisions and apartments at first, and later condominium developments. Yarmouth became an “upper class suburb.” Older homes along Main Street were converted into offices and other non-residential uses. Fewer people lived in the center of the Village.

The Town responded to these changes and tried to manage or limit the change. The required lot size for housing in the village area and fringes was gradually increased to the one acre per unit that is the current requirement to try to control new residential development. The zoning for Main Street, the Village-I Zone, limited the conversion of homes to non-residential uses and prohibited new infill commercial buildings as a way of “protecting” the older homes and trying to maintain a residential base in the center of the Village. In the process of trying to manage the change in the community, many older homes were made non-conforming and the ability of property owners to use their homes “creatively” was limited. Investment in non-residential property along Main Street was limited.

Recently, the Town has been working to address some of these concerns. Adjustments have been made in some of the zoning requirements to reduce the number of properties that are nonconforming. The provisions for home occupations and accessory dwelling units have been liberalized. The Town has used contract zoning to accommodate desirable development and expansion of nonresidential uses along Main Street.

During the preparation of this revision of the Town’s Comprehensive Plan, a number of key issues emerged with respect to the Village including:

- Maintaining Main Street as a truly mixed-use area with viable businesses and services, community and educational facilities, and people who live there.
- Ensuring that the historic homes along Main Street are not demolished or inappropriately modified to allow commercial development.
- Ensuring that new construction or the modification of buildings along Main Street is done in a way that is compatible with the visual character and development pattern of the Village.

Contract or Conditional Zoning

Contract or conditional zoning is an approach to zoning that allows the Town to create special zoning requirements that apply to a particular property. It is a technique to allow a use or development that might not otherwise be allowed by imposing additional requirements on it to make it acceptable. In many cases, the provisions of the contract or conditional zone establish additional requirements on the use and development of the property beyond what are typically addressed in traditional zoning standards such as design requirements or limits on the types of occupants of the building. A contract or conditional zone must be consistent with the Town’s adopted Comprehensive Plan. Once a contract or conditional zone is established, the development and future use of the property must follow the detailed requirements of the “contract” or “conditional” zone.

- Reducing the amount of non-conforming situations resulting from the Town's zoning provisions.
- Allowing the owners of older homes some flexibility in the use of their property to allow them to continue to maintain them.
- Accommodating additional residential uses within the Village in ways that reinforce the concept of a walkable village and expand the diversity of housing available.
- Increasing the diversity of the housing available in Yarmouth and, therefore, increasing the diversity of the Town's population.

2. *VISION*

Yarmouth Village will continue to be a highly desirable, walkable New England Village with a vibrant, mixed-use center along Main Street. The Village will continue to offer a wide variety of housing from large, historically significant single-family homes, to smaller, more modest homes for both older residents and young families, to apartments and condominiums, to small flats in mixed-use buildings or older homes.

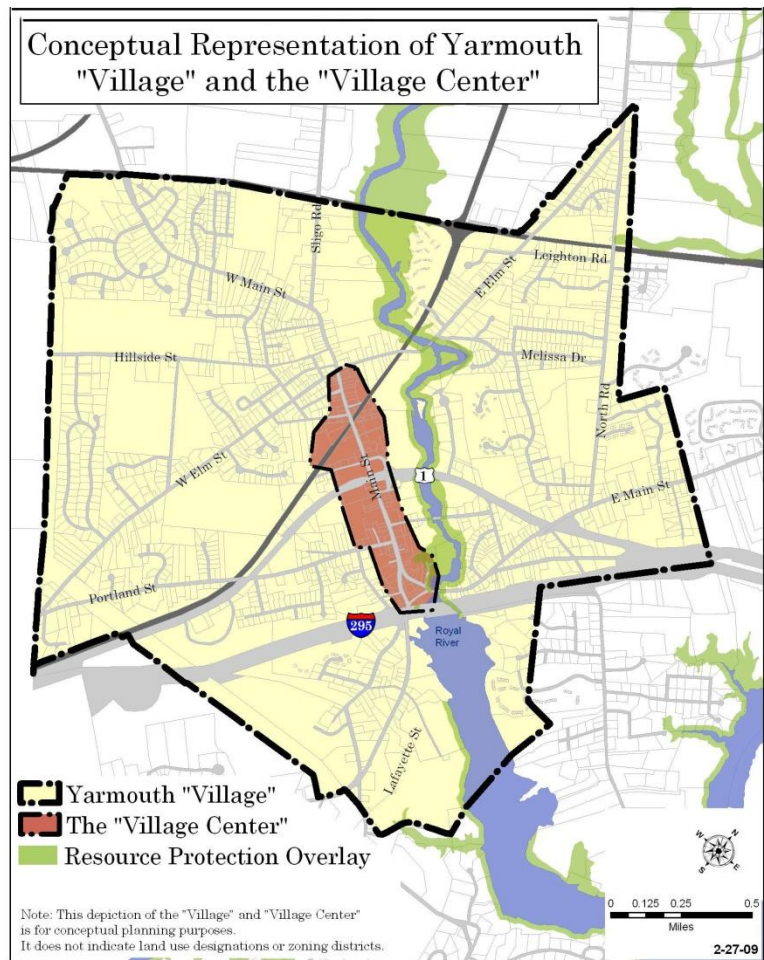
Main Street or the Village Center will be a vibrant, pedestrian friendly, mixed-use street where people can live, work, shop, and take care of their other daily needs. A balance between residential and nonresidential activities in the Village Center will be maintained. Historic properties will be well maintained and their historic character preserved while allowing for the creative use of these properties. New buildings or modifications of existing buildings shall be of similar scale, form, and disposition to the Village's historic buildings and development pattern, thereby maintaining the visual integrity, livability and walkability of Main Street. Parking will be improved to support a financially viable core of businesses and services but without detracting from the residential livability of the Village Center or adjacent residential neighborhoods and parks. Key municipal, community, and educational facilities will continue to be located in the Village Center. Pedestrians and bicyclists can move easily and safely throughout the Village Center and to and from the Village residential neighborhoods.

The older Village Residential neighborhoods will continue to be desirable, walkable areas. Historic residential properties will be well maintained and their



historic character preserved. Sidewalks, pedestrian paths, and bicycle facilities will be improved to provide universal accessibility and allow safe movement within the neighborhood as well as movement to and from the Village Center and community facilities such as the schools and recreation areas. Well-designed infill development will occur at density, scale, form and disposition that is compatible with the historic pattern of development. The types of housing and the availability of affordable housing may be expanded through creative use of existing buildings. Property owners in these neighborhoods will have flexibility to use their properties creatively as long as the use is compatible with the neighborhood and new development standards are satisfied.

FIGURE 1-4 CONCEPTUAL REPRESENTATION OF YARMOUTH "VILLAGE"



The Village Fringe areas that experienced lower-density suburban style development will become more integrated into the Village. Sidewalks, pedestrian paths, and bicycle facilities will be improved to allow universal accessibility and safe movement from these areas to the Village Center and community facilities such as the schools and recreation areas. Infill development will occur at higher densities than 1 unit per acre and property owners outside of the larger subdivisions will have flexibility to use their property creatively.

3. POLICIES AND STRATEGIES

For the Town to achieve this vision, we must establish clear policy directions that will guide both the Town's land use regulations and its day-to-day decisions about operations and expenditures and identify the actions that the Town will need to take to implement those policies.

Policy C.1. Ensure that the immediate Main Street area that is the Village Center continues to be a vibrant mixed-use area with residential uses, businesses, services, and municipal and community facilities.

Strategy C.1.1 – Adopt a formal policy that key municipal uses that are used by the public continue to be located in the Village unless no viable option exists.

Strategy C.1.2 – Revise the current zoning requirements for the Village I and II Districts (and consider renaming them Village Center I and II) to allow existing buildings to be converted to nonresidential use or modified or expanded to create additional nonresidential space, and new buildings to be constructed that include nonresidential space provided that there are provisions for residential occupancy within the building.

Strategy C.1.3 – Revise the current zoning requirements for the Village I District and the nonconforming use provisions to allow existing nonresidential uses that might not otherwise be allowed in the Village Center to modernize and expand as long as they become more conforming with the village character as defined by the study proposed in Strategy C.2.2.

Strategy C.1.4 – Develop a strategy for marketing and promoting the Village Center as a desirable business location for offices, service businesses, and small-scale, low-intensity retail uses.

Strategy C.1.5 – Adopt a “renovation code” for older properties to allow modifications that are consistent with the age of the property while ensuring basic standards of safety and accessibility.

Strategy C.1.6 – Consider revising current zoning requirements of Village I and II District to allow for construction of new infill commercial structures.

Form-Based Codes

Form-Based Codes foster predictable built results and a high-quality public realm by using physical form (rather than separation of uses) as the organizing principle for the code. These codes are adopted into city or county law as regulations, not mere guidelines. Form-Based Codes are an alternative to conventional zoning. Form-Based Codes typically address both site design and building design considerations to establish a relatively consistent development pattern. Further explanation of Form Based Code can be found beginning on page 76.

Policy C.2. Maintain the architectural and visual character of the Village Center as a New England village and ensure that renovations/expansions of existing buildings as well as

new buildings reflect this character both in the design of the building as well as the location of the building, parking, and other improvements on the lot.

The goal of this policy is to ensure that the scale, massing, and treatment of the building and the location of the building with respect to the street are consistent with the village character as defined by the study proposed in Strategy C.2.2. It is not the goal to require that new buildings or changes to existing buildings that are not of historic significance be designed to look like “old New England buildings.”

Strategy C.2.1 – Establish “Form-Based” development standards for the Village I and II Districts that focus on the design and placement of the building on the site with less emphasis on the specific use of the property to ensure that the modification/expansion of existing buildings and the construction of new buildings including the replacement of existing buildings conform to the visual character and traditional development pattern of Main Street.

Strategy C.2.2 – Adopt design standards for the Village I and II Districts. These standards should address site design, building configuration and disposition, landscaping, pedestrian movement and bicycle facilities, signage, low-impact lighting and similar elements of the built-environment. The proposed standards should be based on a study/analysis of the visual characteristics of the Village center to identify the features and patterns that should be incorporated into the proposed standards. The proposed standards should be consistent with the proposed revisions to the zoning requirements (see Strategy C.2.1.).

Policy C.3. Work with property owners to maintain the exterior appearance of historically significant properties while allowing these owners the opportunity to improve and update the buildings in ways that respect their historical importance (see historic character section for additional details and strategies).

This character includes both the exterior of the building and the public frontage (portion of the lot between the building and public street(s)). The following strategy is also included in Section E that addresses historical character.

Strategy C.3.1 – See Strategy E.2.2.

Policy C.4. Allow residential use of property within the Village in ways that are more similar to the historic pattern of development and intensity of use than is allowed by the current zoning requirements.

This policy supports increasing the allowed density of residential use within the Village but with two important limitations:

- 1) New residential units within the Village (in either new buildings or modifications of existing buildings) be designed and built to be compatible with the character of the village (density, scale, form, and disposition) and minimize impacts on adjacent properties.
- 2) Property owners who take advantage of the opportunity for higher density pay an offset fee to be used by the Town to protect open space, make infrastructure improvements, enhance the village character such as with streetscape improvements, the upgrading of pedestrian and bicycle facilities, or adding pocket parks, or provide for affordable housing by either setting aside units as “affordable housing” or paying an affordable housing offset fee to the Town to be used for maintaining or creating affordable housing (see housing diversity section for additional details).

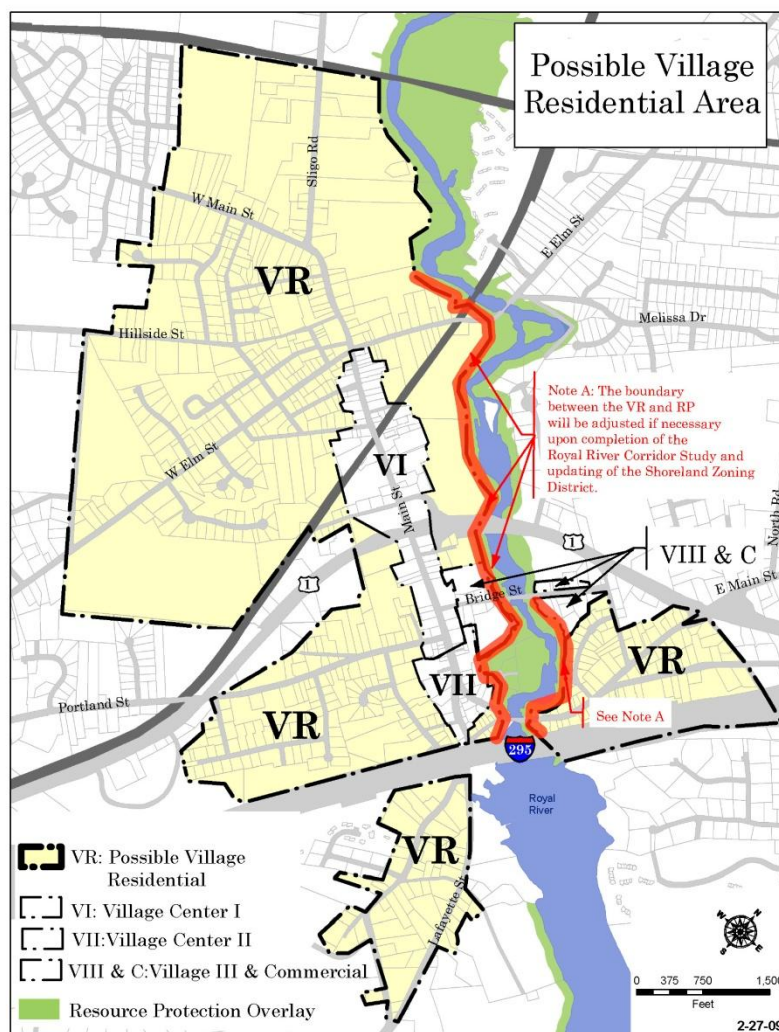
Strategy C.4.1– Create a new Village Residential (VR) zone out of part of the current Medium Density Residential District. The new VR District should include the older built-up areas of the Village. Figure 1-5 on the following page shows the possible boundaries of the proposed VR area. The final location of the boundaries will need to be determined when this proposal is implemented and will need to take into consideration the ongoing planning process of the Town including the Royal River Corridor Study and the updating of the Town’s Shoreland Zoning. The major objectives in creating this new zone are to reduce the number of existing lots/buildings that are nonconforming in terms of the Town’s zoning requirements and to allow residential uses (including infill development and more flexible use of existing properties) at higher densities than the current one acre per unit requirement of the MDR District. In return for allowing increased density in this area of the Village, the new VR District should include expanded development standards (excluding architectural design standards) to ensure that new buildings or modifications to existing buildings occur in a manner that is compatible with the village character and minimizes impacts on adjacent properties.

Strategy C.4.2 –Revise the development standards for the MDR District. Consider incorporating the MDR into the new “Village Residential” district. The major objectives in revising these requirements are to reduce the number of existing lots/buildings that are nonconforming in terms of the Town’s zoning requirements and to allow residential uses (including infill development and more flexible use of existing properties) at higher densities than the current 1 acre per unit requirement of the MDR District. The revised MDR District should include expanded development standards to ensure that new buildings or modifications to existing buildings occur in a manner that is compatible with the village character and minimizes impacts on adjacent properties. To accomplish this strategy, the Town shall:

- Analyze existing land use development patterns to determine appropriate adjustments in development standards, including but not limited to block size, street assemblies, density, building configuration and disposition, setbacks, lot occupation, and standards for conversion of single-family homes.

Policy C.5. Ensure that the Village is “walkable” and “ADA compliant” so that all people can easily and safely travel within their neighborhood as well as being able to walk or bike to the Village Center and other key centers of activity such as the schools and recreation areas.

FIGURE 1-5 POSSIBLE VILLAGE RESIDENTIAL AREA



Strategy C.5.1 – Develop and implement a plan to provide appropriate pedestrian and bicycle facilities and link the various parts of the Village including the established residential areas in the existing MDR zone.

Strategy C.5.2 – Revise the Town’s development standards to require that new development in the Village be “pedestrian and bicycle friendly” in terms of site layout, pedestrian and bicycle facilities and circulation to/from/within the site.

Policy C.6. Improve the availability and management of parking in the Village Center in a manner that does not detract from the essential character of the surroundings to maintain an attractive, diverse, and vibrant mixed-use area.

Strategy C.6.1 – Conduct a parking study in the Village Center to determine the actual use of existing public and customer parking, identify deficiencies in the supply or management of parking, identify opportunities to encourage alternative transportation and explore ways to improve parking in the Village Center in a way that is compatible with the character of the area.

Strategy C.6.2 – Explore possible approaches for funding parking improvements in the Village Center including the creation of a parking district, the use of impact fees, and similar techniques.

Strategy C.6.3 – Establish reduced parking standards for development or redevelopment in the Village Center if the parking study determines that the actual demand for parking is less than that required by the current parking standards.

D. DIVERSITY OF THE POPULATION

1. BACKGROUND

Historically, Yarmouth was “home” to a wide range of people – young families and elderly residents; people who worked in the community and people who commuted elsewhere; people of relatively modest means and those who were more affluent. The population of Yarmouth is getting older. The number of residents over 45 years of age is projected to increase significantly while those under 45 are projected to decrease. The number of younger households has been decreasing and is projected to continue to decrease. The number of Yarmouth residents between 30 and 44 years old dropped by almost 15% during the 1990s and is projected to drop another 20% by 2015. Similarly, the number of school aged children is projected to drop over 5% between 2000 and 2015.