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COMMISSION

Route 28 Report



PREPARED FOR THE TOWN OF YARMOUTH
JUNE 2011



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Introduction

Between November 2009 and September 2010, the Cape Cod Commission provided technical assistance to the Town of Yarmouth and worked collaboratively with both the Yarmouth Planning Board and the staff of the Community Development Department to develop options to further the town's desire to encourage re-development and re-investment on Route 28.

The Route 28 corridor is an automobile-oriented commercial area that is often congested with traffic and lacks amenities for pedestrians and cyclists. As a result of typical post-war suburban zoning, the linear commercial zone has a similar appearance for much of the corridor and lacks focal points, which means that there are few points of interest or reference points to orient people along the roadway.

The town has expressed a desire to improve the quality and form of development along this corridor and to focus redevelopment in more discreet areas. Target areas were most recently identified through the adoption of the Land Use Vision Map (LUVM) that was incorporated into the Commission's Regional Policy Plan (Figure A).

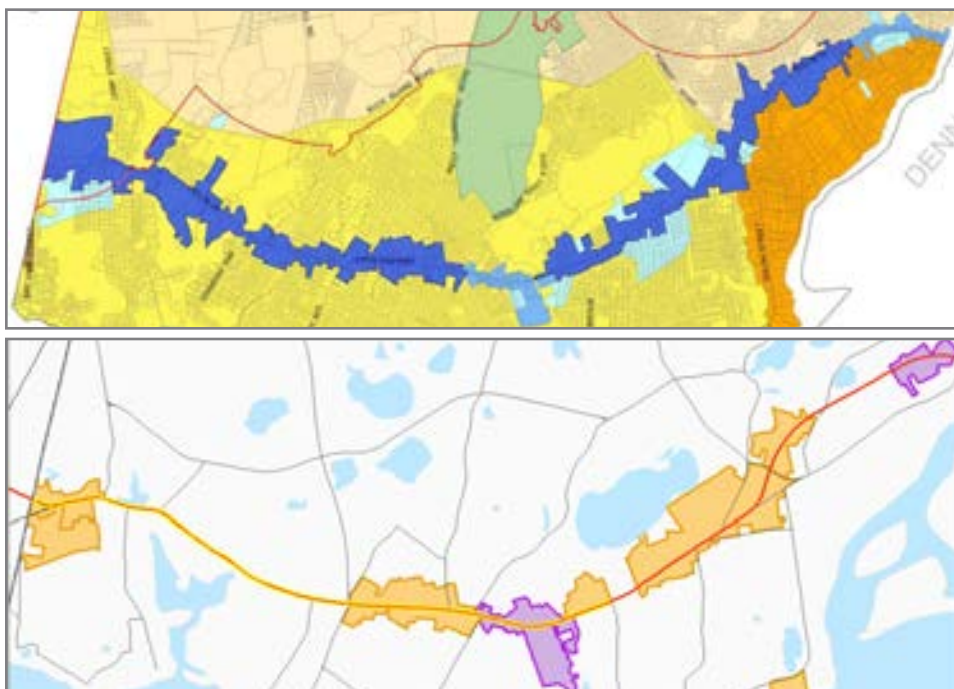


Figure A: Yarmouth zoning above (commercial zoning shown blue), and Yarmouth Land Use Vision Map below (orange represents economic centers, purple represents villages) along Route 28

The Commission efforts were focused on the Route 28 corridor between Winslow Gray Avenue and Lyman Lane (just west of Yarmouth Town Hall). The identification of this target area was based on prior work efforts to establish village or activity centers along Route 28 (including work by the Bluestone Planning Group (2005, Figure B) and the Cecil Group (2009, Figure C)).



Figure B: Bluestone Planning Group illustration

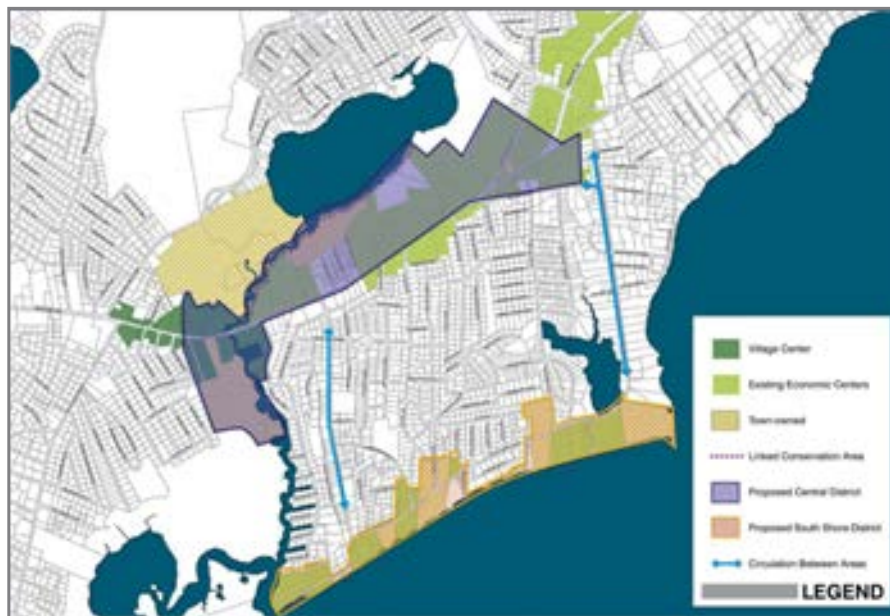


Figure C: Cecil Group “central district”



At the request of the Planning Board, the Commission was asked to provide technical assistance to help explore the feasibility of the ideas presented to the town by the Cecil Group and others, and to further the town's vision for the area. In November 2009, the Commission presented the Yarmouth Planning Board with a series of options for technical assistance that would respond to the town's request (See Section B). Following this presentation, the Planning Board requested assistance in:

- Developing the land use element of the LCP,
- Exploring the feasibility of the central district proposed by Cecil Group, and,
- Exploring alternative options for the area.

In consultation with the Yarmouth Community Development Department, the Commission focused its study on a portion of Route 28 that includes all commercially zoned property fronting on Route 28, between Winslow Gray Avenue and Lyman Lane. This study area includes parts of the corridor designated as Economic Centers or Village under the LUVM, and the central district proposed by Cecil Group as part of their Market Study (see Figure D).



Figure D: Study area



The Commission established a multidisciplinary team with expertise in planning, water resources, transportation, economic development, historic preservation, natural resources, coastal resources, affordable housing, landscape architecture and design. This team met intensively over a short period of time, gathering together information concerning the resources present in the area and understanding the variety of issues affecting the study area.

Using a buildout model, the Commission explored a variety of options and alternatives to understand the effect of different development scenarios on transportation, water resources and jobs in the area. The Commission also studied the form and pattern of development in the study area and potential changes that could be made to improve the appearance of the area and differentiate between different sections of Route 28.

The Commission assisted the Community Development Department staff with reviewing the Yarmouth Local Comprehensive Plan providing an overview of updated information that would be needed to certify the LCP under the Commission's LCP regulations. In addition, the town adopted a vision statement for the LCP update at the 2010 spring town meeting.

Over the course of the spring and summer of 2010, the Commission worked closely with the Community Development Department staff and met with the Yarmouth Planning Board in a series of workshops focused on different tasks. During these workshops, the Commission made recommendations for ways in which the town's redevelopment goals for identified areas on Route 28 could be furthered. During these workshops, town staff, planning board members, property owners and other members of the public provided comment and input that guided the Commission's recommendations. These are summarized below, and are followed by a detailed description of each recommendation. All materials, presentations and handouts distributed and discussed with the Planning Board are contained in Section B through E.



Key Recommendations

1. Adopt a vision for the Route 28 corridor which supports the concept of discrete areas of activity (nodes) with lower activity areas in between and ensure that capital expenditures further this vision. Prioritize growth in these nodes through the Land Use section of the LCP.
2. In the near term, focus redevelopment efforts on the segment of Route 28 between Winslow Gray Road to Lyman Lane with the aim of creating three pedestrian-oriented districts, separated by areas of less development.
3. Create a focal point around the Parker's River area; support redevelopment efforts by making improvements to areas under municipal control in the district, including investing in the former drive-in site and improving town amenities in the vicinity.
4. Implement plan for interim uses for the former drive in site that is compatible with the town's long term plans for a marina and which draws people to the area.
5. Revisit local regulations and tailor them to encourage the mix of uses and pattern of development desired.
6. Provide streetscape improvements to help create a stronger identity for the districts created, including amenities for pedestrians and cyclists, landscaping and beautification.
7. Explore realigning intersection of South Sea and Winslow Gray Avenues and making intersection a gateway to the Parker's River District.
8. Pursue financing options to support revitalization, including District Improvement Financing, Business Improvement Districts, grants.

Each of these recommendations is discussed more fully below.



1. ADOPT A VISION FOR THE ROUTE 28 CORRIDOR WHICH SUPPORTS THE CONCEPT OF DISCRETE AREAS OF ACTIVITY (NODES) WITH LOWER ACTIVITY AREAS IN BETWEEN AND ENSURE THAT CAPITAL EXPENDITURES FURTHER THIS VISION. PRIORITIZE GROWTH IN THESE NODES THROUGH THE LAND USE SECTION OF THE LCP.

The completion of the LCP has been identified as one of the Yarmouth Selectmen's goals. As the LCP update process continues, the Commission recommends that the town formally adopt the land use goal of establishing pedestrian oriented districts in discrete areas of the Route 28 corridor in order to focus redevelopment. This concept, explored by the Bluestone Planning Group and well supported by the town and the public provides a feasible alternative to the highway oriented commercial development currently experienced.

By formally adopting this vision within the land use section of the Yarmouth Local Comprehensive Plan, the town could prioritize their economic development goals, coordinate future capital planning decisions and regulatory review, and allow the town's resources to be targeted and used more effectively. Including a clear land use policy in the LCP ensures that infrastructure or capital expenditures along the corridor are coordinated to further this vision. For example, roadway and wastewater planning along Route 28 could be implemented in a manner that is consistent with the town's overall land use goals. If a more targeted growth strategy is successful, revitalization efforts could be replicated elsewhere in town in the longer term.

2. IN THE NEAR TERM, FOCUS REDEVELOPMENT EFFORTS ON THE SEGMENT OF ROUTE 28 BETWEEN WINSLOW GRAY ROAD AND LYMAN LANE WITH THE AIM OF CREATING THREE PEDESTRIAN-ORIENTED DISTRICTS, SEPARATED BY AREAS OF LESS DEVELOPMENT.

The Commission examined the existing pattern of development, explored a variety of alternative development options and studied the resulting buildout potential and resource impacts from each option. Although not readily discernible, the Commission believes that there are existing pattern along this stretch of Route 28 that can be built upon to set the districts apart from each other both functionally and visually. More specifically, the Cape Cod Commission recommends the study area be considered as three districts (see Figure E) , rather than a single larger district as envisioned by the Cecil Group plan.



The three districts include a:

- commercial district in the vicinity of the Parker's River (approximately Winslow Gray Road to Seaview Avenue);
- commercial district in the Forest Road area (approximately between Pine Grove Road and Lyman Road);
- residentially oriented area (hotel and residences) between these two commercial districts.

The three districts can be broadly characterized as follows (names added for ease of reference):

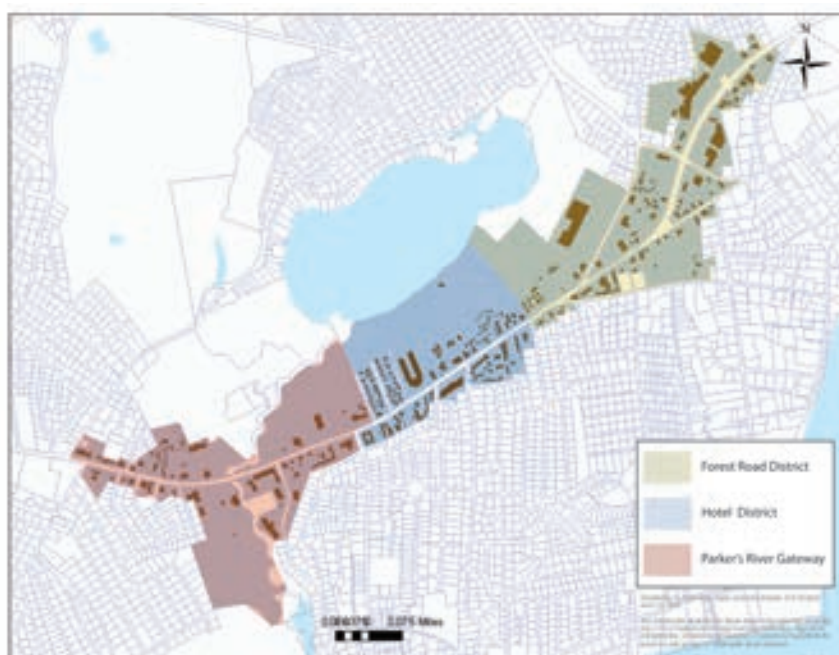


Figure E: Three Districts

Parker's River District

This district, extending roughly from Winslow Gray Road to Seaview Avenue, centers around the Parker's River and while the concept is to make the district more visitor oriented, public investment would also benefit year round. The intersection at Winslow Gray Road would serve as an important gateway to the district, with a transition to a more open and natural character around the river and bridge crossing. Existing uses in the area that cater to visitors would benefit from additional year round activity, with the publicly owned property in the area being key to



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the success of adjacent businesses. Mixed use should be encouraged, and the town should ensure that there is activity at the street level and that pedestrian and bicycle access is emphasized over vehicle access.



Figure F: In the Parker's River District, the existing roadway and development pattern (above) hides the natural resources and views present in the district (below).

Hotel/residential district

Located between the two commercial districts, the character of this area is defined by more residential uses and modest scale development. Currently, hotels, residential or smaller scale commercial development exists. The Commission recommends that these existing patterns be reinforced and emphasized so that the district offers a wide variety of housing types for local workers and places for visitors to stay that are convenient to the beaches and amenities that Yarmouth has to offer. As the district is in easy walking distance of the amenities and attractions in the Parker's River and Forest Road districts, it makes it an ideal location to provide re-development opportunities while potentially reducing the number of vehicle trips on Route 28. By providing housing, a base of



customers is provided that will be able to support businesses in the two adjacent districts year-round.



Figure G: In the hotel/residential district, the roadway is narrower and adjacent development is predominantly smaller scale, closer to the street and more residentially oriented.

Forest Road District

This district would encompass the commercially developed properties between Lyman Lane and Pine Grove Road. The uses in this district would be more focused on neighborhood and visitor services. These uses



Figure H: In the Forest Road District, the existing roadway is much wider and development is generally larger in scale, with some missing sidewalks and limited bicycle amenities. Family entertainment currently exists but shouldn't dominate this more neighborhood serving district.



are currently found in the district and provide important jobs and services for nearby residents. The Commission recommends that more office and residential uses be incorporated into this area to support the existing businesses year round. Visitor oriented uses in the area should remain, however, these types of uses should not predominate.

The existing pattern of development and land use supports the notion of breaking this segment of Route 28 into three districts, as illustrated by the existing land use and building footprint information (see Figure I). The close proximity of these districts means that residents or visitors located in the hotel/residential district are within easy walking distance of the commercial districts and amenities on either side. Figure J illustrates quarter mile walking distances from the center of each district and from district boundaries.



Figure I: Existing land use and building placement and size show fragments of three potential districts



Figure J: Three districts showing quarter-mile walking radius

The Commission also studied the resource limitations to the larger central district proposed by the Cecil Group. As noted by the Cecil Group, there are large undeveloped properties to the north of Route 28 adjacent to Swan Pond that will likely be key to re-development in the area. However, there are also several wetland areas that the Commission believe would likely preclude the street interconnections and development envisioned by the Cecil Group. As an alternative, it is possible that redevelopment of these key sites could further a three-district concept as the properties are located at the edges of the two commercial districts. If the design of these sites focuses on creating a transition from one area to the next, they can be successfully integrated into the overall vision for the area. Furthermore, Commission staff believe that it is feasible for a pedestrian or bicycle connection to be made in the area north of Route 28 and south of Swan Pond that could provide an amenity for visitors and residents and a safer alternative to travel on Route 28.

Redevelopment of these areas in the short term will likely be influenced heavily by the availability of wastewater infrastructure along the corridor. The current Phase 1 sewer plan extends from the western end of Route 28 as far as the Parker's River bridge, with the remainder of the area currently part of Phase 3.



3. CREATE A FOCAL POINT AROUND THE PARKER’S RIVER AREA; SUPPORT REDEVELOPMENT EFFORTS BY MAKING IMPROVEMENTS TO AREAS UNDER MUNICIPAL CONTROL IN THE DISTRICT, INCLUDING INVESTING IN THE FORMER DRIVE-IN SITE AND IMPROVING TOWN AMENITIES IN THE VICINITY.

The portion of Route 28 in the immediate vicinity of the Parker’s River is one of the few places on Route 28 in Yarmouth where there are views past the development along the roadway to more natural areas beyond. This river crossing offers a focal point that orients visitors and people travelling the roadway. The Commission recommends that the town focus its attention on improving the public amenities in the area (fishing deck and pocket park) and by making improvements in the street right-of-way that encourage pedestrian and bicycle activity and calm traffic.

While structurally sound, the existing bridge is in a poor state of repair and limits flushing of Swan Pond to the north of Route 28. The town is currently studying alternatives to replace this culvert which provides the town with an opportunity to explore designing a river crossing that is in itself an attraction or amenity (similar to the Bass River Bridge). The Commission recommends that in the short term, the town consider making more cosmetic improvements to the bridge to create a focal point, as illustrated in Figure K. The Commission developed cost estimates for cosmetic and short term improvements that could be made to the bridge crossing to improve the appearance (see Section D).



Figure K Existing Parker’s River bridge crossing (left) and illustration of potential short-term improvements possible (right, see page 97/98 for larger version)



In the long term, the town could explore alternative bridge designs that would move away from the standard crossing design adopted by MassDOT, to a more distinctive and recognizable structure. This would likely require securing additional funding for bridge design.

The Parker's River area has many existing amenities, but movement around the district is somewhat difficult without driving, particularly crossing the street at key locations. The Commission recommends that a crossing in close proximity to the bridge is needed to provide safe access across the street, particularly for pedestrians wishing to use the sidewalk on the north side of the road to cross the bridge.

Other improvements to the streetscape can also be made, including installing landscaping at the road edge, planted road medians, street trees and improving the appearance of the former drive-in site (discussed below). Town initiated improvements in the district will improve the character of the area and demonstrate the town's prioritization of redevelopment efforts in the area. The character of the area can be further improved by installing street furniture and signage unique to the district (as discussed further below).

4. IMPLEMENT A PLAN FOR INTERIM USES FOR THE FORMER DRIVE IN SITE THAT IS COMPATIBLE WITH THE TOWN'S LONG TERM PLANS FOR A MARINA AND WHICH DRAWS PEOPLE TO THE AREA.

The Parker's River district includes the site identified by the town as a future marina. While the development of the marina awaits the necessary approvals, the site remains vacant and under-utilized. The Commission staff recommend that the town explore initiating interim uses of this site to draw visitors to the district while the permitting process for the marina proceeds. The Commission explored many alternative uses that would be compatible with the current marina design and with the town's wastewater planning goals. This included seasonal uses/events, recreation uses and walking trails that could be configured in a manner that would support or be compatible with any future marina development. Public parking on the site could also support the district by improving visitor access to the amenities nearby. Based on feedback from the Planning Board, the Commission established concept plans and visualizations that illustrated how non-permanent structures and uses could be arranged on the site with their associated parking (see Figure L, M and Section D).



Figure L: Concept Plan for former drive-in site (see page 109/110)



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Figure M: Entry to the former drive-in site today (above) and a visualization of the same location with improved landscaping, parking and amenities (below, see page 110 for more)

5. REVISIT LOCAL REGULATIONS AND TAILOR THEM TO ENCOURAGE THE MIX OF USES AND PATTERN OF DEVELOPMENT DESIRED.

The length of the Route 28 corridor in Yarmouth is mostly zoned commercial, resulting in the homogenous pattern of development seen today. The Commission recommends that the town explore varying the dimensional and use provisions of the zoning to encourage greater variety in the development pattern for the three districts. For example, making modifications to the setback and height provisions of the zoning in certain locations could bring structures closer to the road edge and increase the sense of enclosure of the roadway in those areas. Greater enclosure of the roadway tends to reduce traffic speeds and makes a more comfortable pedestrian environment. Visualizations of these concepts were provided to the Planning Board (see Figure N and Section E). In addition, modifying the allowed uses in each of the districts so that the



types of uses most desired are clearly articulated and varied from one district to the other would also reinforce the changing character of the districts. The town should also consider reexamining the current parking requirements to ensure that they are not inadvertently restricting the amount of development permitted in the district.

The Commission also recommends that the town consider providing incentives through zoning for redevelopment and reinvestment in the area, including possible density bonuses. Incentive based zoning could also be explored to encourage consolidation or removal of curb cuts, or improved landscaping/streetscape improvements by private development.

In addition, the town should explore alternative options for implementing the design guidelines currently in place in the ROAD district and find ways to modify and vary these guidelines specifically to this part of Yarmouth to produce the character desired in each of the districts.

Section E includes a more detailed analysis of these possible zoning and regulatory changes.

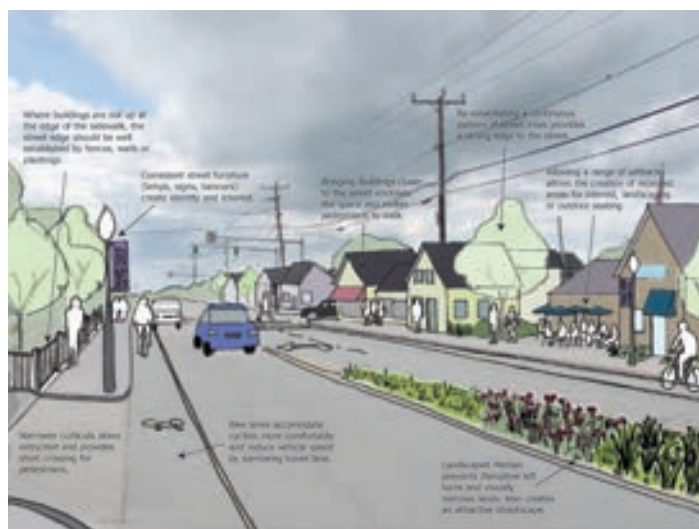


Figure N: Route 28 at Winslow Gray Road today (above) and an illustration of the effect of changes in zoning dimensional standards and other streetscape improvements (below, see page 129-138 for more).



6. PROVIDE STREETScape IMPROVEMENTS TO HELP CREATE A STRONGER IDENTITY FOR THE DISTRICTS CREATED, INCLUDING AMENITIES FOR PEDESTRIANS AND CYCLISTS, LANDSCAPING AND BEAUTIFICATION.

Large sections of Route 28 in the study area lack appropriate landscaping at the road edge, with many properties designating parking directly adjacent to the roadway. The area is used heavily by pedestrians and bicyclists, but in many locations is not a comfortable pedestrian or bicycle environment. Sidewalks are provided in many locations and more limited bicycle amenities are present. However, the high number of curb cuts, narrow shoulders, missing sidewalk segments, infrequent crosswalks and speed/volume of traffic contribute to an uncomfortable pedestrian/bicycle experience.

The Cape Cod Commission provided detailed recommendations for ways in which pedestrian access, bicycle amenities and landscaping could be improved by changes within the road cross-section and right-of-way (Figure P below and Section E). These suggested cross section improvements would take place within the existing roadway and would not require any additional right-of-way. Bicycle accommodations on the street, linked to nearby bike paths, would improve alternative modes of transport and help reduce traffic congestion. Simple changes in the street pattern, additional street furniture and landscape requirements could also help create a more human-scale and comfortable walking environment.

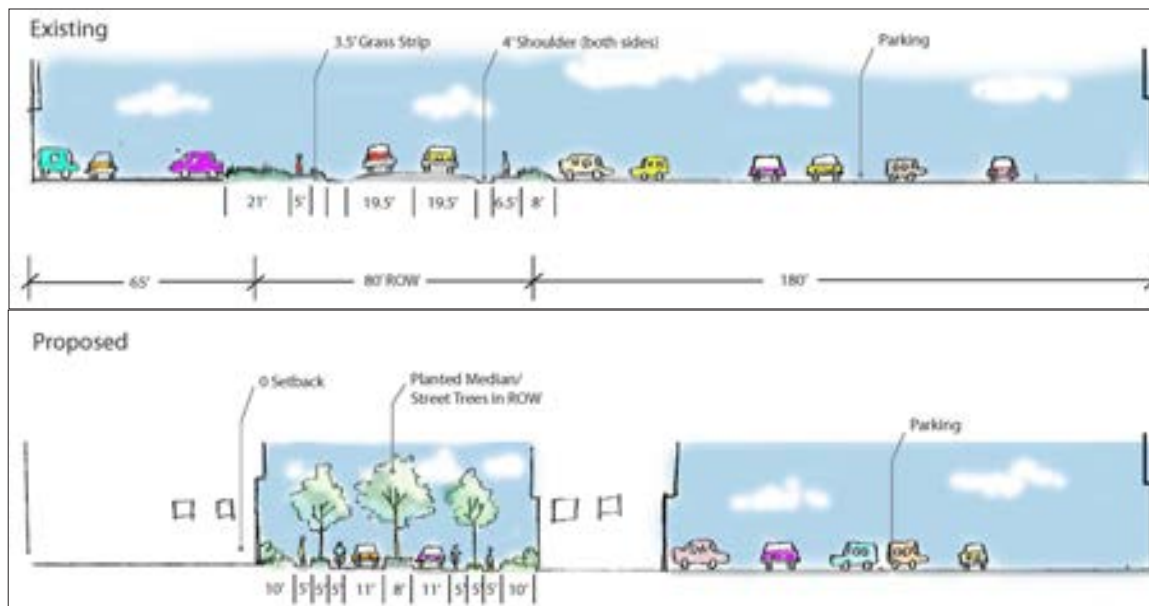


Figure P: Illustration of existing road cross section in Forest Road District (above) and cross section with altered zoning standards, bicycle amenities and landscaping (below, see page 129-138 for more).



7. EXPLORE REALIGNING INTERSECTION OF SOUTH SEA AND WINSLOW GRAY AVENUES AND MAKING INTERSECTION A GATEWAY TO THE PARKER'S RIVER DISTRICT.

During discussions of the character of the Parker's River district, the configuration of the intersections of Route 28 and Winslow Gray Road, and Route 28 and South Sea Street, was identified as a potential location for improvement. The intersections are located in close proximity to each other and present a confusing intersection for drivers and many conflict points for pedestrians/bicyclists. The Commission staff observed many unsafe turning movements to adjacent uses in this vicinity. The realignment of these intersections has been studied at a concept level by the town and the Commission recommends that the town further pursue options for re-aligning these intersections and seek funding via the Transportation Improvement Program. In addition to providing a safer environment and smoother travel, realignment could also provide an opportunity to incorporate street improvements that establish the intersection as a gateway, or point of arrival to the Parker's River District. Redevelopment that takes place should also be guided by zoning to bring the buildings close to the street and to provide a strong identity for this entry.



Figure Q: Illustration of potential Route 28/Winslow Gray/South Sea Avenue re-alignment



8. PURSUE FINANCING OPTIONS TO SUPPORT REVITALIZATION, INCLUDING DISTRICT IMPROVEMENT FINANCING, BUSINESS IMPROVEMENT DISTRICTS, GRANTS.

With limited budgets and resources, many of the steps needed to implement plans for redeveloping the area will require securing alternate sources of funding. Several options are available for consideration, including District Improvement Financing, Business Improvement Districts, MassWorks Infrastructure Program and other State and Federal grant programs. Re-investment in the area will re-invigorate the town's tax-base but cannot be encouraged by utilizing existing municipal budgets alone. Grant opportunities to support infrastructure improvements such as wastewater and transit should be pursued to support the kind of redevelopment efforts consistent with the town's Land Use Vision Map. The Commission is available to assist the town in securing grants and/or further developing information provided to date once the town has committed to a desired approach.



SECTION B

Presentation to Planning Board - November 2009

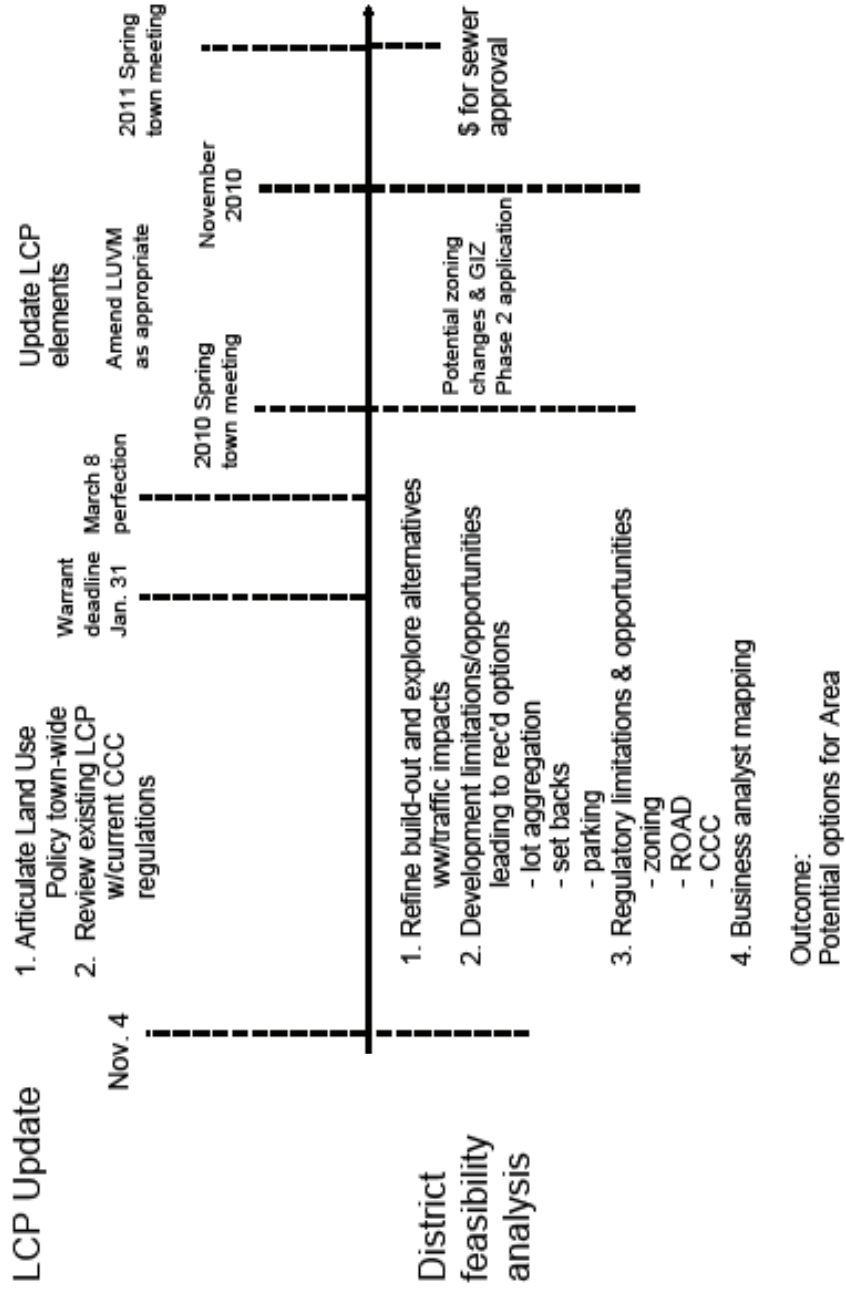


Cape Cod Commission Technical Assistance Options

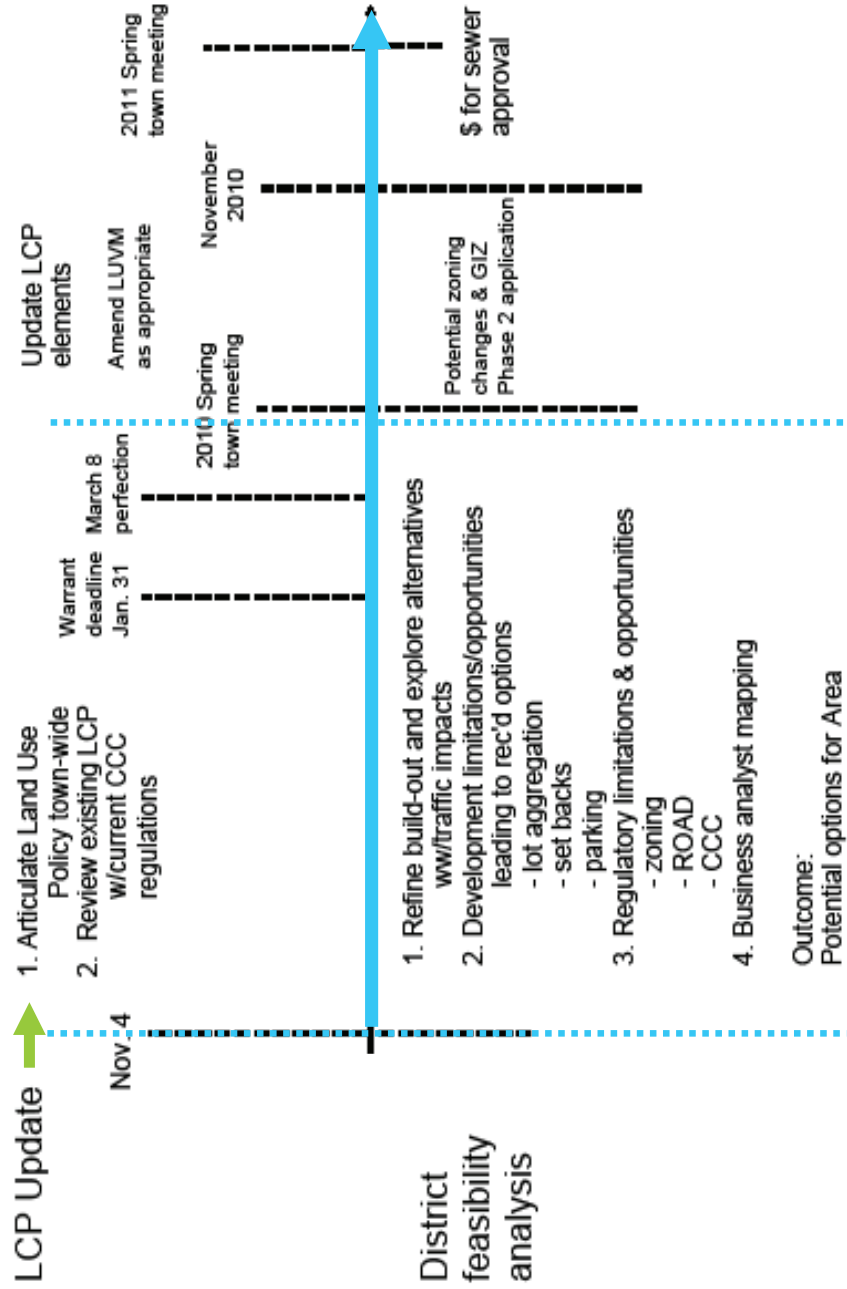
Yarmouth Planning Board

November 4, 2009

Timeline



Timeline



Local Comprehensive Plan Update

- LCP update is a priority for the town
- LCP can help town establish priorities in the community
- Supports economic development goals in discreet areas that will encourage investment
- Commission certification provides additional benefits:
 - Allows Yarmouth to enter into development agreements
 - Allows Yarmouth to establish impact fees

Local Comprehensive Plan Update

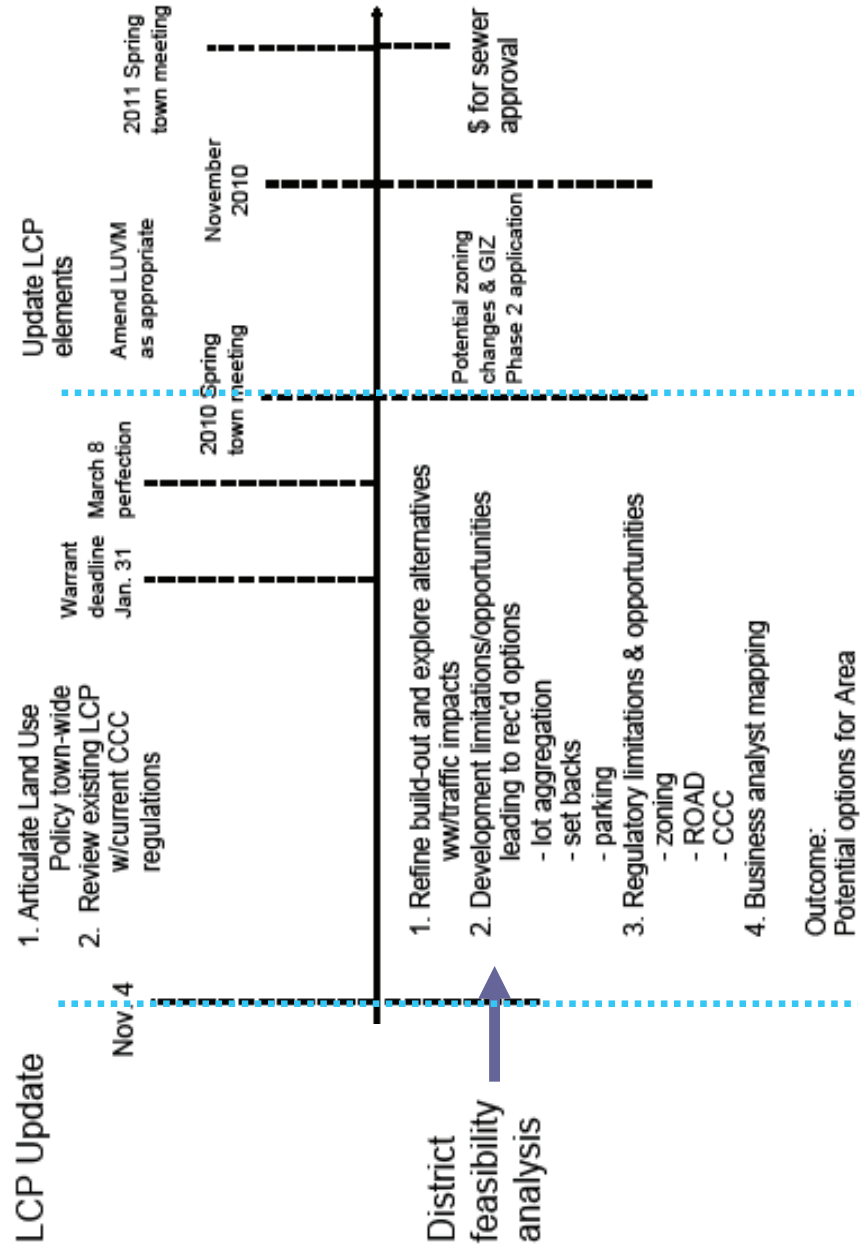
- Why finalize Land Use Element ?
 - Gets town, development community and citizens on same page and creates unified vision
 - Identifies specific areas to focus growth and areas to protect
 - Allows town to match capital improvement projects to priority areas
 - Provides framework for update of rest of LCP elements

Local Comprehensive Plan Update

- CCC assistance:
 - Review existing LCP for RPP consistency
 - Review draft elements of plan
 - Provide resources to inform land use discussions (particularly water resources/transportation information)
 - Assist with public outreach and education

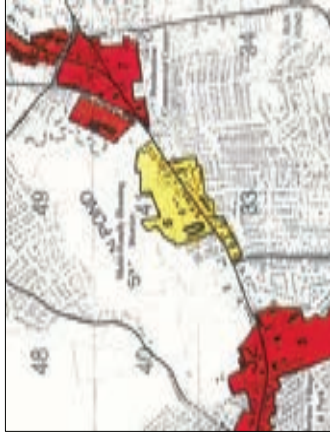


Timeline

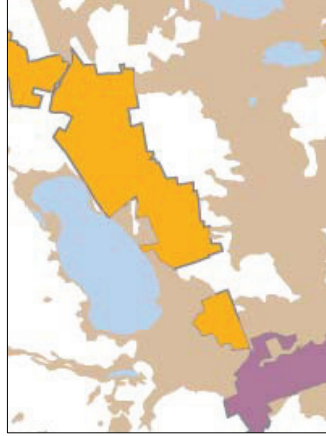


District feasibility analysis: Concepts to date

Bluestone Group
Commercial center & Multi-family
Housing Nodes



Land Use Vision Map (LUVV)
Economic Centers & Village Center



Cecil Group
Amusements/Entertainment District linked to
Hotel District on South Shore Drive



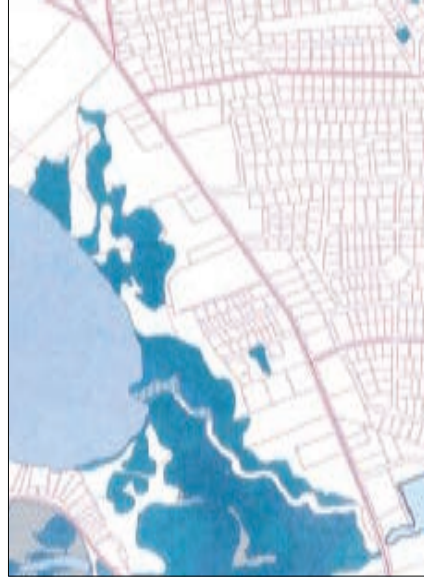
District feasibility analysis: What next?

- Finalize Build-out Analysis:
 - Review and refine Cecil Group analysis
 - Document methods & assumptions
 - Explore alternative scenarios



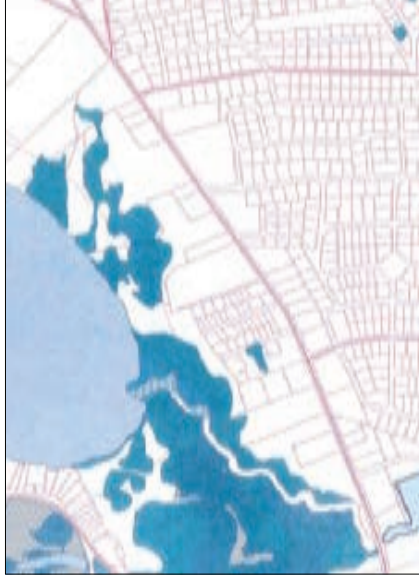
District feasibility analysis: What next?

- **Finalize Build-out Analysis:**
 - Review and refine Cecil Group analysis
 - Document methods & assumptions
 - Explore alternative scenarios
- **Assess limitations/constraints:**
 - Natural Resources/wetlands
 - Transportation/access
 - Wastewater/nitrogen loading
 - Regulatory constraints



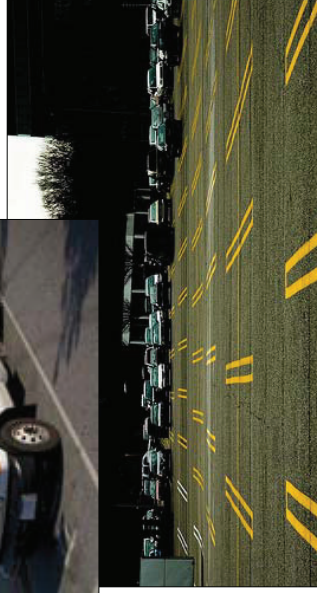
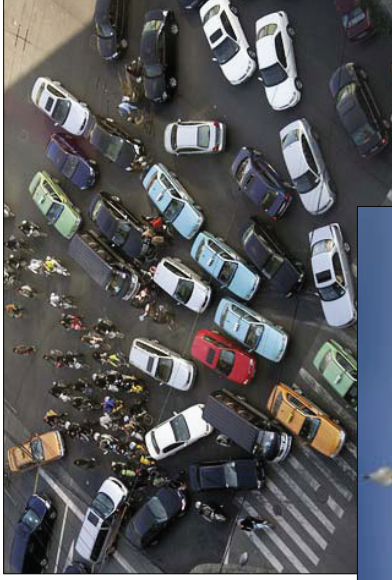
District feasibility analysis: What next?

- **Finalize Build-out Analysis:**
 - Review and refine Cecil Group analysis
 - Document methods & assumptions
 - Explore alternative scenarios
- **Assess limitations/constraints:**
 - Natural Resources/wetlands
 - Transportation/access
 - Wastewater/nitrogen loading
 - Regulatory constraints
- **Identify redevelopment Opportunities:**
 - Lot aggregation
 - Regulatory streamlining (local and regional)
 - Impacts of various use options and mixes on the economy, infrastructure, and natural resources



District feasibility analysis: tools to use

- Impact Calculators:
 - Transportation impacts
 - traffic volumes
 - trip generation
 - roadway capacity
 - travel times
 - intersection delay (LOS)
 - traffic safety
 - safety concerns
 - bicycle/pedestrian/transit opportunities



District feasibility analysis: tools to use

- Impact Calculators:
 - Transportation
 - Wastewater
 - assess and analyze wastewater/nitrogen loading implications of additional development in the district
 - Review MEP and TMDL information for affected watersheds and compare to Yarmouth's *preliminary* Wastewater Needs Assessment
 - Place district development in context with townwide Comprehensive Wastewater Management Planning



District feasibility analysis: tools to use

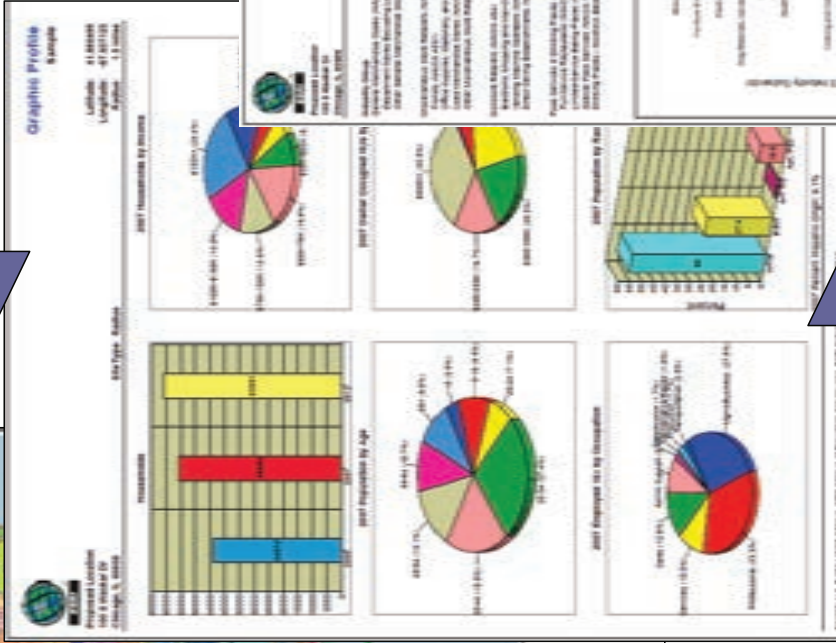
- Impact Calculators:
 - Transportation
 - Wastewater
 - Economic

Business Analyst Software

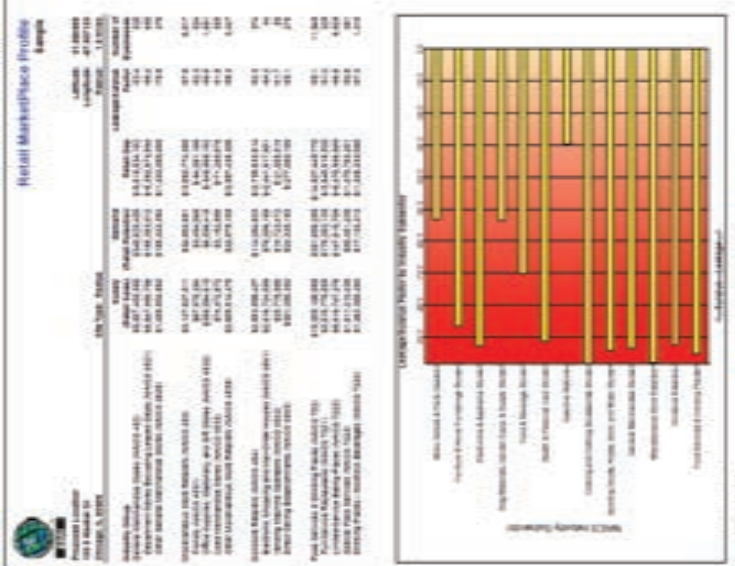




Analytic Mapping



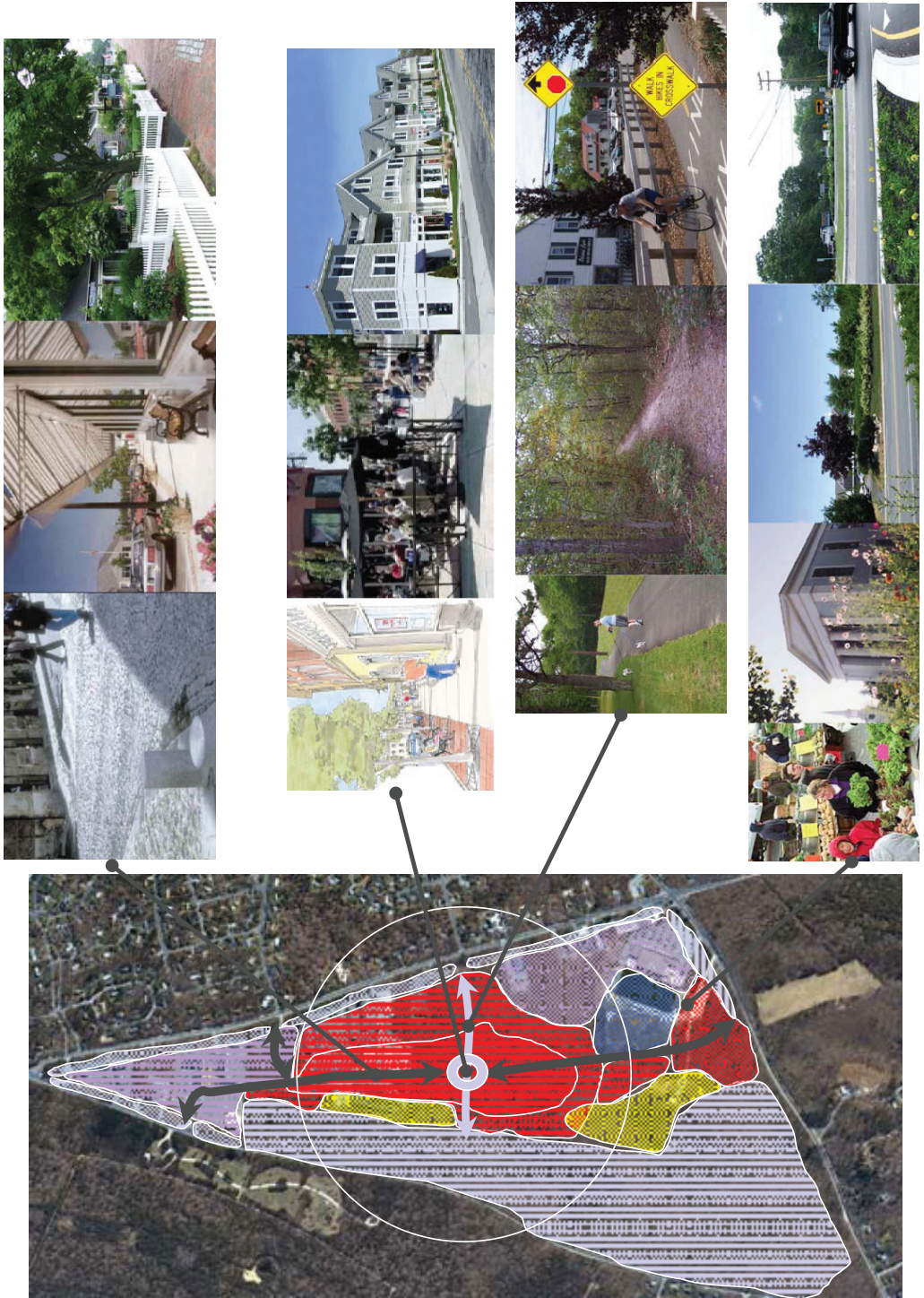
Trends & Mix



Individual Business Information

District feasibility analysis: tools to use

- Visualizations:
 - Concept plans



District feasibility analysis: tools to use

- Visualizations:
 - Concept plans
 - Photo-simulations





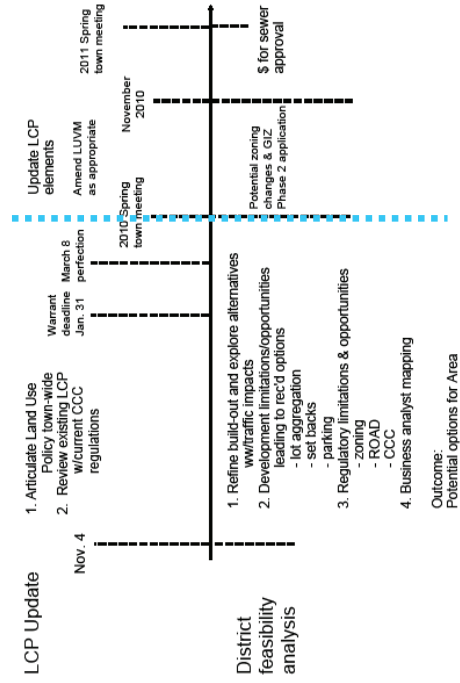
District feasibility analysis: tools to use

- Visualizations:
 - Concept plans
 - Photo-simulations
 - **Massing studies**



District feasibility analysis

- Outcomes:
 - potential options for area
 - analysis that can be used in a GIZ application





SECTION C

Presentation to Planning Board - January 2010



CCC Technical Assistance Central District Options

Yarmouth Planning Board
January 27, 2010

What we were tasked to do...

- Explore feasibility of Cecil Group Program
- Explore alternative scenarios
 - Understand resource issues in area
 - Understand development limitations
 - Refine buildout analysis
 - Understand relative impacts



Why we are here...

- **Tonight:**
 - **Present preliminary findings:**
 - Overview of facts learned
 - Summary of buildout findings
 - Provide preliminary thinking for area
 - Answer questions from Board
- **After tonight:**
 - Get further comments and direction from Board
 - P. Board select strategy to pursue
 - Explore options for mass, scale and placement of buildings

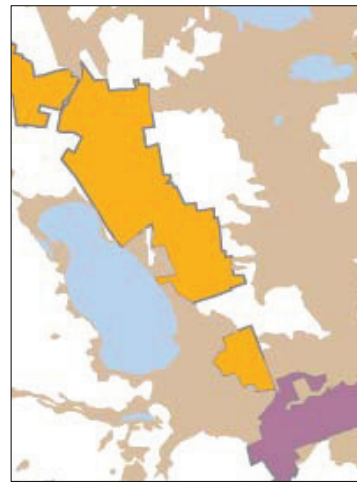
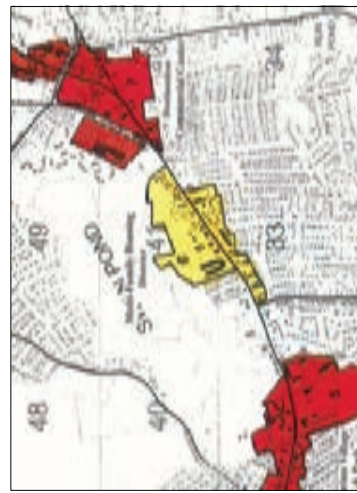
What we have done so far...

- Multi-discipline team established
 - Looking holistically at district
 - Meeting weekly
 - Worked with Karen/Terry & other town staff (ongoing)
- Reviewed Cecil Group Final Report
 - Reviewed buildout methodology
 - Explored findings and feasibility
- Started exploring alternatives

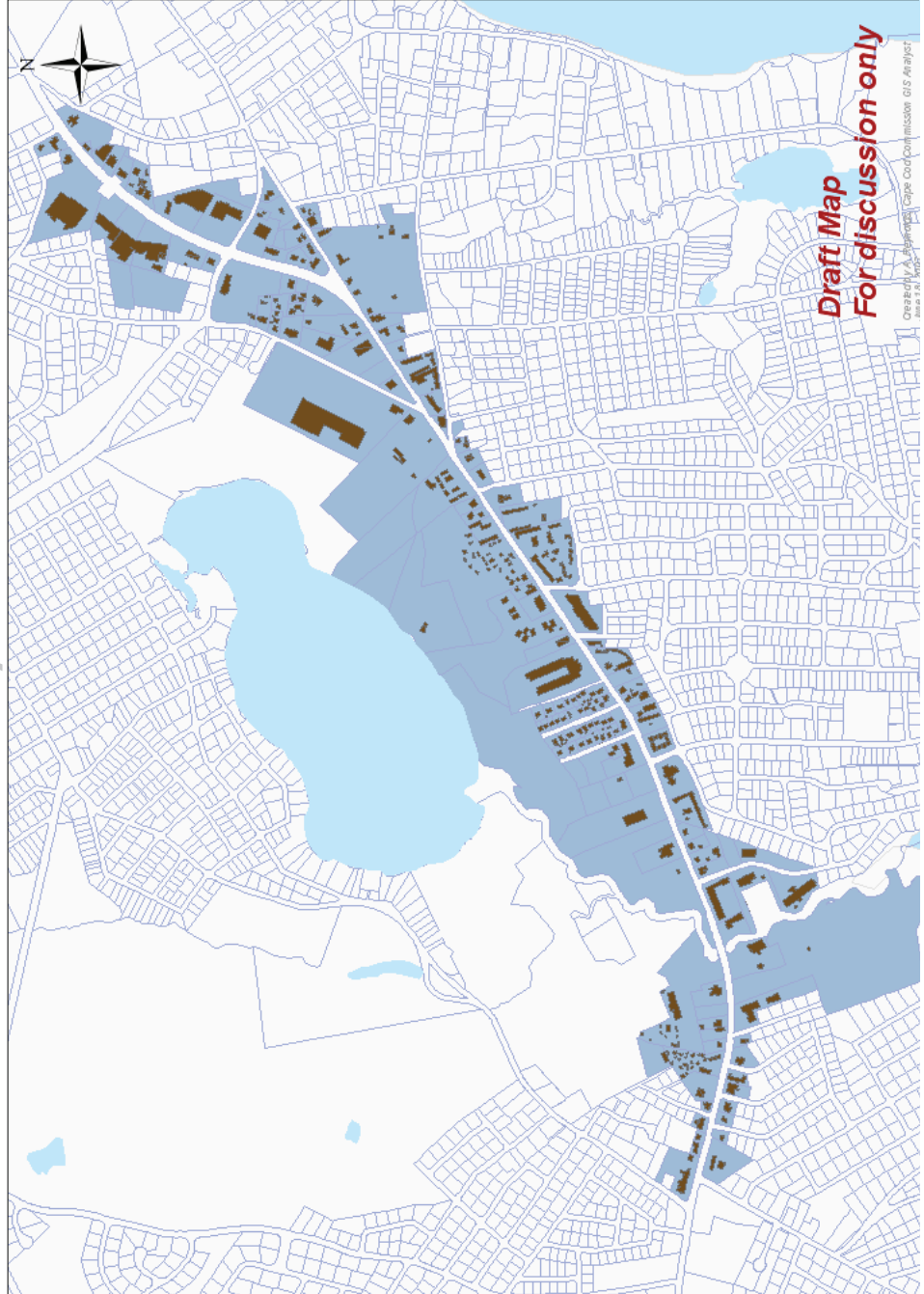
Commission work to date.....

- Study Area

Study Area



Study Area

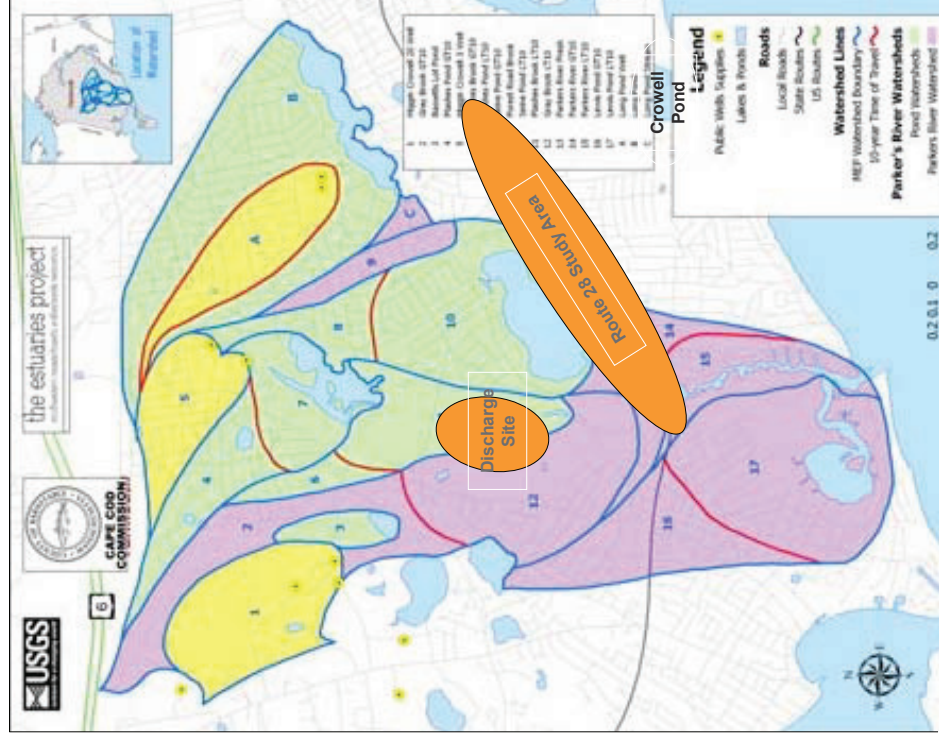


Commission work to date.....

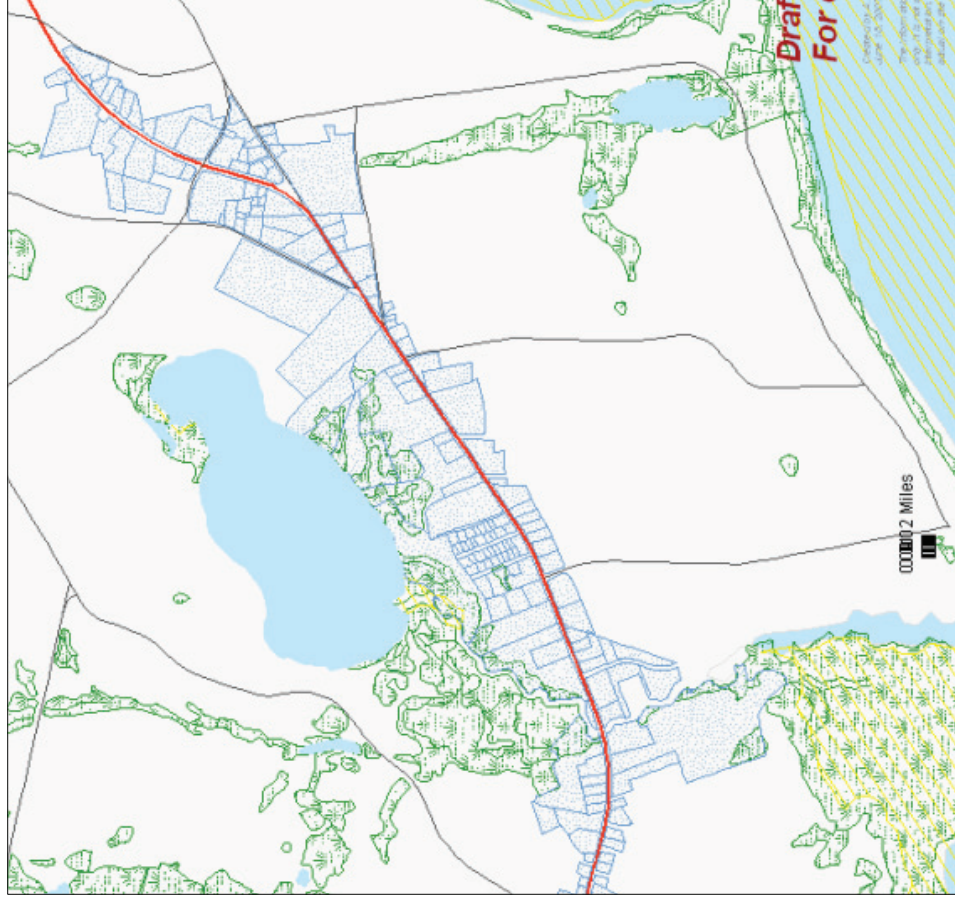
- Study Area
- Resource information gathered
 - Water Resources
 - Natural Resources
 - Historic Resources
 - Affordable Housing
 - Transportation

Water Resources

- **CWMP underway:**
 - Addressing nitrogen-overloading of coastal waters
 - meet Total Maximum Daily Loads (TMDLs) for nitrogen under the Clean Water Act
 - Phase 1 sewer from Barnstable to Parkers River
- **District in two watersheds:**
 - West portion in the Parker R. watershed
 - possible discharge site for highly treated WW effluent
 - East portion may be in the Bass River watershed
 - TMDLs may present an upper limit on development potential in coastal watersheds



Natural Resources

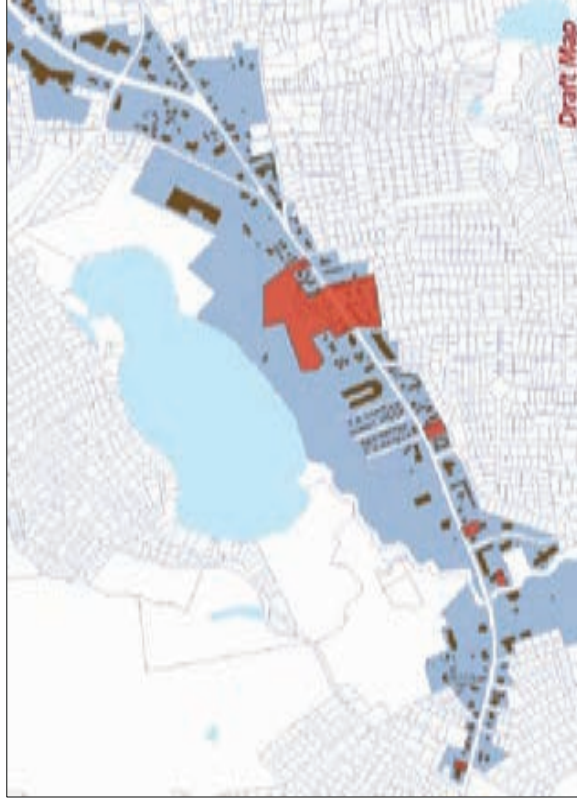


- Development limited by:
 - Wetlands along Parkers River and Swan Pond
 - naturally vegetated wetland buffers exist
 - Would likely preclude roadway through this entire area
- Parker's River bridge
 - Renovation aims to increase flushing
 - Some limited flooding into upland areas may result
 - Flood modeling results not yet available
- Rare Species:
 - Most of Swan Pond is mapped rare species habitat
 - Upland areas do not appear to be mapped as significant habitat

January 2010

Historic/Scenic Resources

- Not many historic properties along this stretch of Route 28
- Some remain from tourism development (early 1900s)
 - bungalow style structures and small cottage colonies set close to the roadway
 - A few hotel structures represent mid 19th century tourist development (A-frame and moderne style buildings directed toward the roadway)
- Open views along the Parker's River
 - scenic asset to the area
 - possibly a cultural landscape



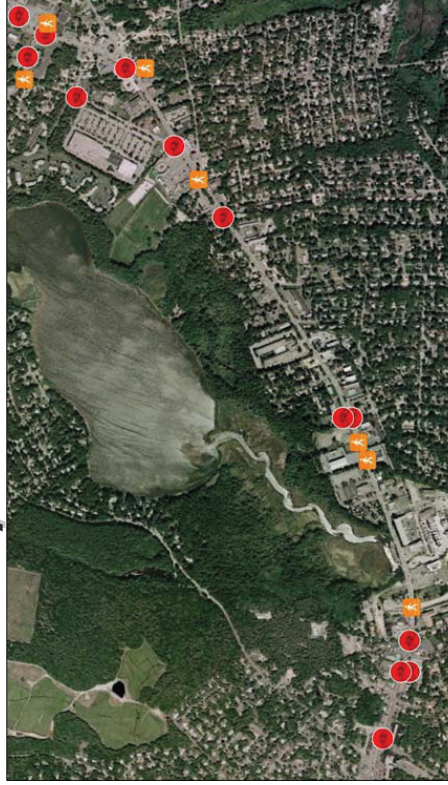
Affordable Housing

- Rental Wage Gap:
 - **\$18.68:** 2008 Barnstable County Average Wage (\$38,844/year)
 - **\$22.92:** Hourly wage to afford average 2 bedroom rent of \$1,192/month
 - **Countywide:** Need a **23%** raise in hourly wages to reach average affordable rent

- Ownership Income Gap:
 - **\$75,400:** County median family income (2009)
 - **\$93,000:** Approximate income needed to afford Cape median-priced single family home of \$311,000 (2009)
 - **Countywide:** Need a **23%** increase in median family income to afford median-priced home

Type of Use	Number of Employees per 10,000 sf	Number of Employees per 10,000 sf Earning less than regional average wage	% of jobs earning less than regional average
Office	40	16.5	41%
Retail	25	22	88%
Restaurant/ Food service	33.3	31.5	94%
Hotel/Motel	5	4.5	90%

Traffic - Safety



- Among most dense areas in the county for pedestrian/bicycle incidents
 - 20 between 2002-07
 - 16 injury/death

Source: 2005-7 MassDOT crash records



- Vehicle incidents
 - Several high crash locations
 - More than 3 crashes/year for at least 3 years
 - Yarmouth PD may have more detailed information

Traffic – Level of Service

- Several intersections are operating at level of service F currently
- Summer weekday traffic in the corridor is 17,800 trips per day
- Travel time along Route 28:
 - 65% less than the speed limit in the summer
 - 50% less in some locations



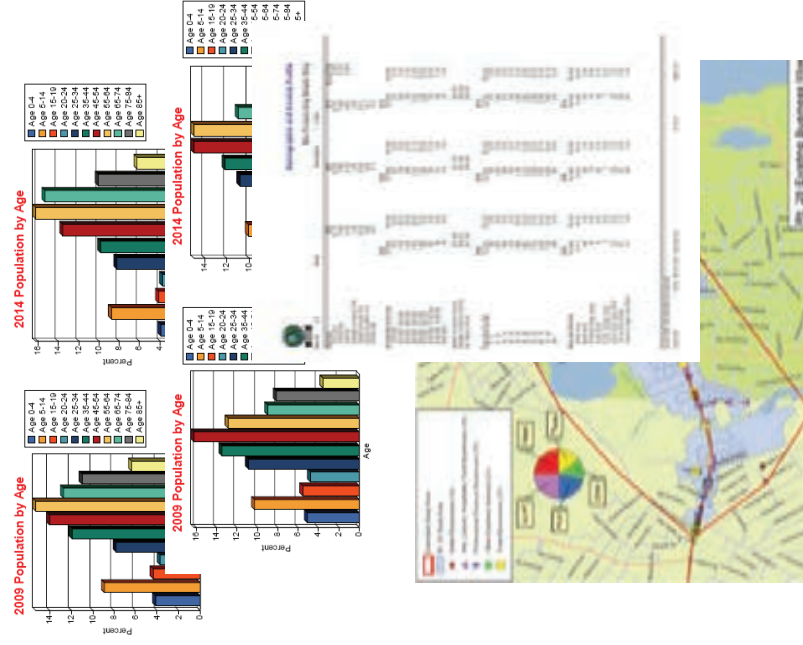
LOS for unsignalized intersections are determined by their worst approach

Commission work to date.....

- Study Area
- Resource information gathered
 - Water Resources
 - Natural Resources
 - Historic Resources
 - Affordable Housing
 - Transportation
- Economic Analysis

Economic/Market Information

- Population:
 - Growth flat – little new demand
 - Growth of aging population segments – likely different demand patterns in future
- Resident demand met or exceeded with existing levels of development (*typical of seasonal areas*)
- Residents are employed in office occupations not available within the study area (*American Community Survey data*)
- ~50% of houses in 1 mile radius are seasonal (*Yarmouth 30%*)
- 22% of seasonal residents may convert to full-time within the next 15 years (*The 2007 Second Home Study*)
- Redevelopment can respond to changes in preferences, wealth, population make-up
- With limited growth potential, greatest opportunity for successful district is through compact redevelopment

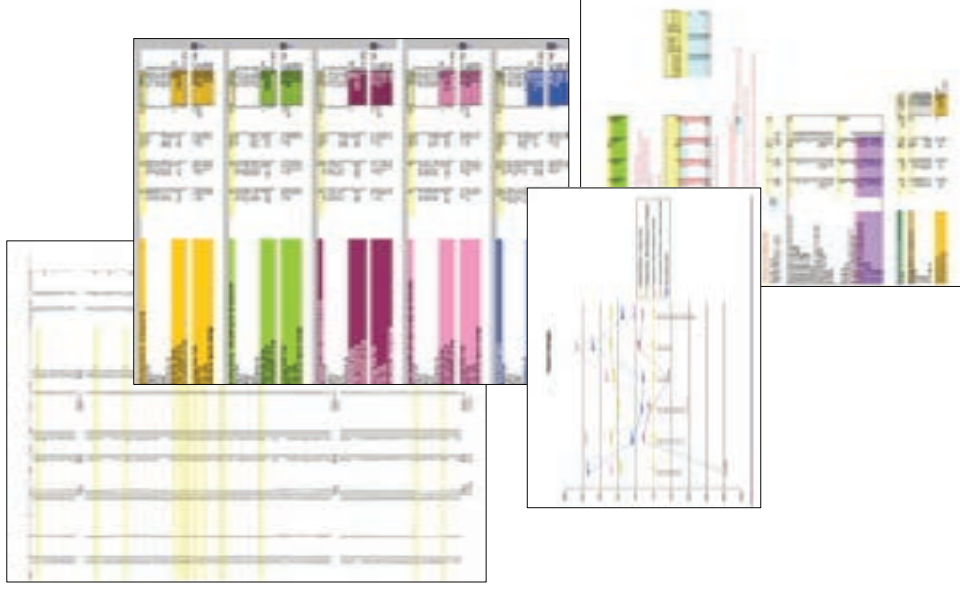


Commission work to date.....

- Study Area
- Resource information gathered
 - Water Resources
 - Natural Resources
 - Historic Resources
 - Affordable Housing
 - Transportation
- Economic Analysis
- Land Use Analysis
 - Developed more refined buildout model to test scenarios
 - Understand factors affecting development

Buildout scenarios

- What is a Buildout:
 - Helps understanding of dev. patterns
 - Allows testing of scenarios
- Explored different scenarios
 - Existing buildout
 - Reduced parking requirements
 - All commercial in B1 and B2
 - Cecil Group mix of uses



Buildout scenarios

- What is a Buildout:
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- Explored different scenarios
 - Existing buildout
 - Reduced parking requirements
 - All commercial in B1 and B2
 - Cecil Group mix of uses

Town	Off Street Parking Standard (from zoning by-law)	Spaces per 1000 sf. ¹
Yarmouth	1 space per 7 occupants	22 spaces/1000 sf ²
Barnstable	1 space/3 seats + 1 space/2 employees + 5 take-out area	7.9 spaces per 1000 sf (+ employee & take out area pkg.)
Brewster	1 space/3 seats	7.9 spaces/1000 sf
Chatham	1 space/4 seats +1 space/3 employees	5.9 spaces/1000 sf (+ employees)
Falmouth	1 space/2 seats (waivers by right, & by sp possible for Main. Street businesses, parking reduction factors as well.	11.8 spaces/1000 sf
Mashpee	1 space/2 seats or 12 spaces/1000 sf (whichever is greater)	11.8 spaces/1000 sf
Harwich	1 space/4 seats + 1sp/3 employees	5.9 spaces/1000 sf (+ employees)
Orleans	1 space/4 seats + 1 space/2 employees	5.9 spaces/1000 sf (+ employees)
Wellfleet	1 space/4 seats +1 space/3 employees	5.9 spaces/1000 sf (+ employees)

- Key findings:
 - Plenty of potential under existing zoning
 - A mix of uses creates more development potential compared to commercial alone
 - Increasing office use in mix creates higher proportion of better-paid jobs
 - Parking limiting development potential

Factors affecting development...

- Traffic Issues deter customers, many avoid area
 - Safety, Access, Congestion
- Lack of supporting infrastructure
 - Wastewater limitations
- Character
 - Lack of clear identity along corridor
 - hard to identify where you are in the corridor
 - Auto-oriented, poor pedestrian environment
- Regulations
 - Cecil Group: note this not a significant deterring factor
 - 80% of properties would not trigger CCC review
 - Zoning regulations – parking particularly limits development
- All may play a role in the underinvestment in area

January 2010

Commission work to date.....

- Study Area
- Resource information gathered
 - Water Resources
 - Natural Resources
 - Historic Resources
 - Affordable Housing
 - Transportation
- Economic Analysis
- Land Use Analysis
 - Developed more refined buildout model to test scenarios
 - Understand factors affecting development
- Preliminary recommendation for area

Preliminary Recommendations

- No preconceived ideas when we set out
- Three Districts or nodes:
 - Visitor Oriented District centered around the Parker's River
 - Neighborhood Oriented District centered around Forest
 - Residentially/hotel Oriented District in between
- Incorporates elements of other studies:
 - Cecil Group and Bluestone analysis
 - Focuses redevelopment effort in this area
 - Entertainment/amusements can be accommodated if the market supports it
 - Links could still be provided to South Shore Drive
 - Redevelopment around Parker's River would be encouraged



Three District Option

- Observations
 - Central District Area is large



	Downtown area	Length
Yarmouth Study Area	313 acres	2 miles
Hyannis Main Street	120 acres	1.12 miles
Falmouth Main Street	28 acres	.45 miles
Mashpee Commons	40 acres	.31 miles
Chatham	38 acres	.52 miles

Three District Option

- Observations
 - Central District Area is large
 - Existing pattern not entirely homogenous
 - existing pattern is well hidden but can be built on



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Three District Option



- Observations
 - Central District Area is large
 - Existing pattern not entirely homogenous
 - existing pattern is well hidden but can be built on
 - Breaks neatly into 1/4 mile walkable areas



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Three District Option

- Districts:
 - Parker' River District
 - Destination centered around bridge/views/attraction
 - Visitor oriented
 - Year-round destinations support surrounding businesses



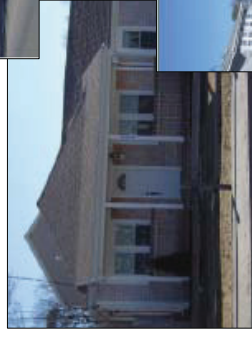
Three District Option

- Districts:
 - Parker River District
 - Destination centered around bridge/views/attraction
 - Visitor oriented
 - Year-round destinations support surrounding businesses
 - Neighborhood Serving District
 - Already have range of services (grocery, banks, post office)
 - Encourage greater proportion of office to bring daytime customers
 - Entertainment can be part of this picture



Three District Option

- Districts:
 - Parker' River District
 - Destination centered around bridge/views/attraction
 - Visitor oriented
 - Year-round destinations support surrounding businesses
 - Neighborhood Serving District
 - Already have range of services (grocery, banks, post office)
 - Encourage greater proportion of office to bring daytime customers
 - Entertainment can be part of this picture
 - In between
 - hotel/residentially focused
 - Build on established pattern
 - Easy walking distance to services
 - Housing for employees



Three District Option

- How to spur redevelopment:
 - **Traffic**
 - Roadway improvements can improve safety/access
 - Curb cuts should be consolidated
 - Pedestrian/bicycle access can be improved (less congestion)
 - Future roadway design must be consistent with the vision
 - **Supporting Infrastructure**
 - Phase 1 sewer could be extended to include Parker's River District as a whole
 - Public parking (park and walk)
 - Street improvements (signage, landscaping)
 - **Character**
 - More compact nodes more cohesive (Parker's River easily identifiable) – build on existing mix of uses
 - Design guidelines for each area can reinforce identity
 - Distinct areas create variety of corridor experiences
 - Make more pedestrian/bicycle oriented
 - **Regulatory**
 - Town could review development regulations (parking)
 - Traffic, WW and design changes could support Phase 2 GIZ

Conclusion

- Focusing redevelopment efforts here makes sense
 - Prioritize/coordinate capital planning for this district (LCP)
 - Mix of uses better, rather than exclusively entertainment
 - Year-round/resident serving uses would better support surrounding businesses
 - A destination/redevelopment could spark re-investment, especially if infrastructure/improvements provided by the town
 - Encouraging housing/visitors brings customers
- Regional tools
 - Effort could support a GIZ application
 - Use LCP process to support any regulatory changes
- Route 28 Corridor
 - Successful strategy here could be replicated for other nodes along the corridor
 - LCP should identify areas where additional growth is/is not desirable
 - LCP can help support/prioritize capital planning and inform economic development choices

What next?

- Absorb information from tonight
- CCC return to answer further questions or look deeper into some of issues (*if necessary*)
- Need Board direction to select a vision for the area
- Develop visualizations, models to explore dimensional options for zoning to accommodate the mix of uses desired



SECTION D

Interim Uses of Former Drive-in Site

- a. Use Options (May 2010)
- b. Concept and Cost Estimates
(August 2010)



Interim Uses for Drive-In Site: Yarmouth, MA

OVERVIEW

The Yarmouth Drive-in site is a 21.89 acre town-owned parcel of land in South Yarmouth, including 19.320 acres of upland and 2.59 acres of marsh. This is a large site with little street frontage or identity, and limited legibility from road. Currently the town of Yarmouth is considering plans for a Parkers River Marine Park and Marina, and is researching temporary uses for the land until decision is made on the project.

SCOPE OF WORK

- Inventory & Analysis Descriptions.....2
- Inventory & Analysis Maps.....5
- Matrix of Temporary Uses.....9
- Interim Use Options.....10
- Visualizations of Parkers River Bridge, Entrance.....20
- Conceptual Site Plan: Entrance to Drive-In Site.....23

SITE INVENTORY

Map 1: Topography, Soil, and Hydrology

Soils on the site are sandy and degraded, with remnant glass and pavement debris from 1970's era Drive-in movie theater. This former automobile use is evident in the flat topography and patchy pavement throughout the site. Stormwater percolates rapidly into the sandy and pervious soil and flows E/SE into lowland areas, where it eventually meets the Parkers River.

The river bounds the sites entire eastern edge, connecting the Seine and Long Ponds north of the site to Nantucket Sound. The site is entirely within A-zone (subject to 100 year flooding), and partially in a V-zone (subject to hazardous flooding, wave impact and significant erosion). There has been groundwater found in the soil nearest the river at depths of 7-8.5 feet.

Topography, Soil, and Hydrology Constraints:

- V zone designation dictates that permanent structures can only be built in the NW portions of the site.
- Soil is low in nutrients and humus, contains glass and pavement debris.
- Cost to remove glass and contaminated soils: cost is approx. \$1.50/CY (taking into account OSHA standards, digging loading and unloading...disposal would be subject to disposal costs). Asphalt removal costs are a bit higher \$2.50/\$3.00 SF, and include the use of jackhammers, bulldozers and hauling trucks. The estimated amount of soil removal/amendment has been factored into each interim use scenario.

Topography, Soil, and Hydrology Opportunities:

- Flat topography is appropriate for pedestrian pathways, sports fields and ADA accessibility.

Map 2: Landscape Conditions

Vegetation is primarily disturbed and weedy throughout the site, with pockets of upland trees (Pitch Pines) and shrubs at the site entrance and bounding the western and southern edges. A small landscaped bed with signage is situated at the entrance to the site. Pockets of boulders are located along the SW and SE edges of the graded area. Marsh habitat along the Southern end of the site is primarily intact and undisturbed. The site lies outside areas of priority habitat. Given the poor soil quality throughout; a triangular area of approximately 3.5 acres presents the greatest opportunity for planting and recreation. This has been designated by the direction of overland stormwater flow, vegetation appearance, and lack of soil disturbance in this area.

Landscape Conditions Constraints:

- Poor soil quality and disturbed vegetation will need amendment for turf and ornamental establishment.

Landscape Conditions Opportunities:

- Boulder areas present opportunity for free play/alternative uses.
- Vast area of open space is a 'blank slate' for interim park planning.

Map 3: Land Use, Circulation & Viewsheds

Currently the site is rarely used except for shellfishing activity and passive recreation. Dumping was observed, and dilapidated gates, fencing and apparent debris give the impression that the site is unused. This notion is accentuated by the sheer expanse of the site, which leaves a visitor exposed and feeling vulnerable with only one entry/exit. Sidewalks connect the site to route 28, although at this time no crosswalk exists to locations north of route 28, including the Parkers River bridge overlook and marsh areas connecting to Seine Pond.

The site is zoned B2 to the north and R-25 at the upland/marsh interface. It is bounded by residential and commercial uses to the west, Route 28 to the North, the Parkers River and marshland to the South and East. Neighboring uses include Parkers Pub and Lobsterboat restaurant to the north, residential uses along the western edge, and Skippy's Pier 1 and Marina (a timeshare/hotel property) to the east. Primary viewsheds were

identified at the small beach in the NE corner with views of the Parkers river bridge and adjacent Marina, as well as at the informal boat landing to the SE with views of the marsh. Viewsheds are depicted as the approximate area viewed from a fixed point by the naked eye.

Socio-cultural Constraints:

- The sheer size of the open space (at approximately 19 acres) is dauntingly open to visitors, and may need to be broken up into smaller zones in order to bring the site to pedestrian scale.
- The long driveway and entranceway landscaping as it exists creates a barrier between route 28 and the main portion of the site. This lack of visibility can lead to safety and security issues.

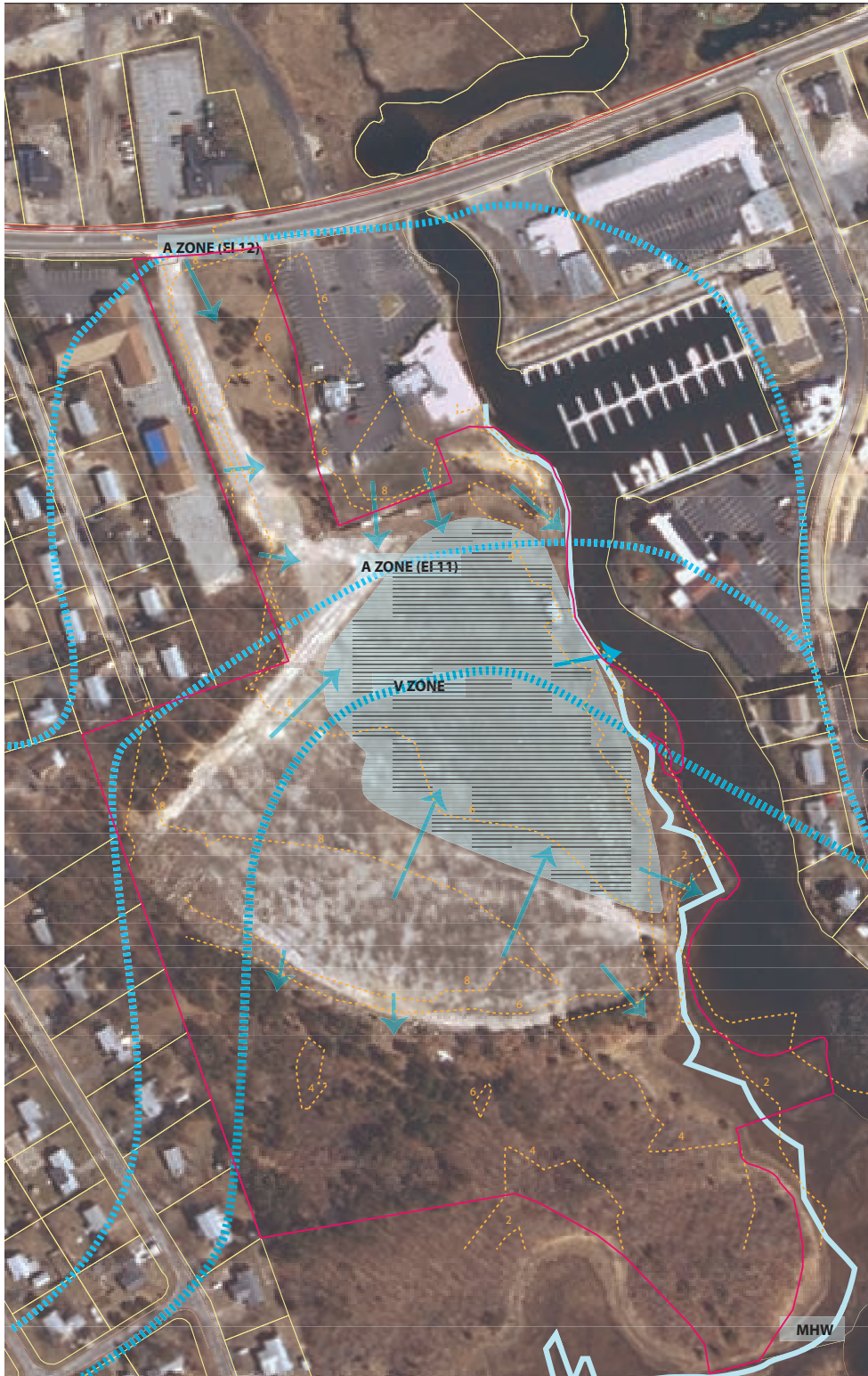
Socio-cultural Opportunities:

- Entranceway areas can be improved with minimal landscaping to link the site to areas north and show stewardship.
- The site presents a linkage in a potential greenway which runs could run north/south.
- An additional opportunity lies via the Parkers River, which bounds the sites eastern edge and presents waterway access via boat, with recreational boaters at peak hours on Saturdays from 11-5.

Map 4: Site Opportunities and Initial Concepts

Because of the large size of the site, breaking it up into smaller, more manageable ‘zones’ may give the space a safer, pedestrian-scaled treatment. Linkages to the marsh areas north and south can be strengthened into a cohesive greenway and roadway frontage should be designed to entice pedestrians and motorists, identify that the site is useable space, and establish a recreational link between two proposed districts, with an improved Parkers River Bridge in-between.

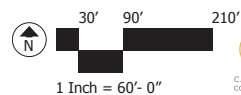
The easy grade of the topography on site presents an opportunity to create pedestrian accessible recreation areas. Areas of interest could be strengthened, including the waterfront, entranceway, and boulder fields.



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Topography, Soil, and Hydrology (Map 1)

-  DIRECTION OF OVERLAND FLOW
-  AREA OF GREATEST RECHARGE
-  A ZONE
-  V ZONE
-  PARCEL BOUNDARY
-  TOPOGRAPHY (2' INTERVAL)

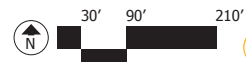




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Landscape and Habitat (Map 2)

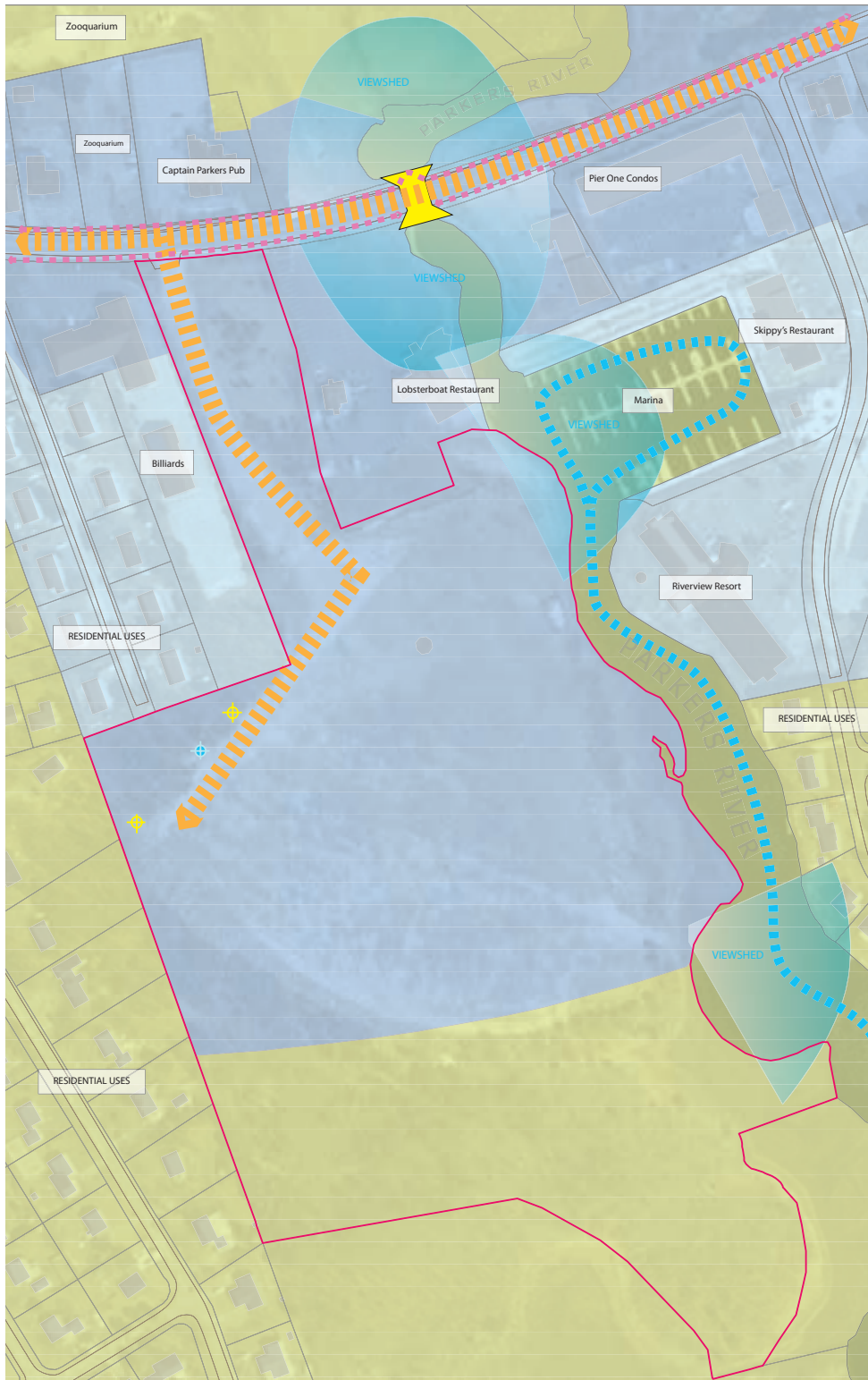
- UPLAND TREES & SHRUBS
- DISTURBED / GRADED
- BOULDERS
- PARCEL BOUNDARY
- SALT MARSH
- REMANANT PAVING
- BEACH
- TOPOGRAPHY (2' INTERVAL)



1 Inch = 60'- 0"



CAPE COD
COMMISSION

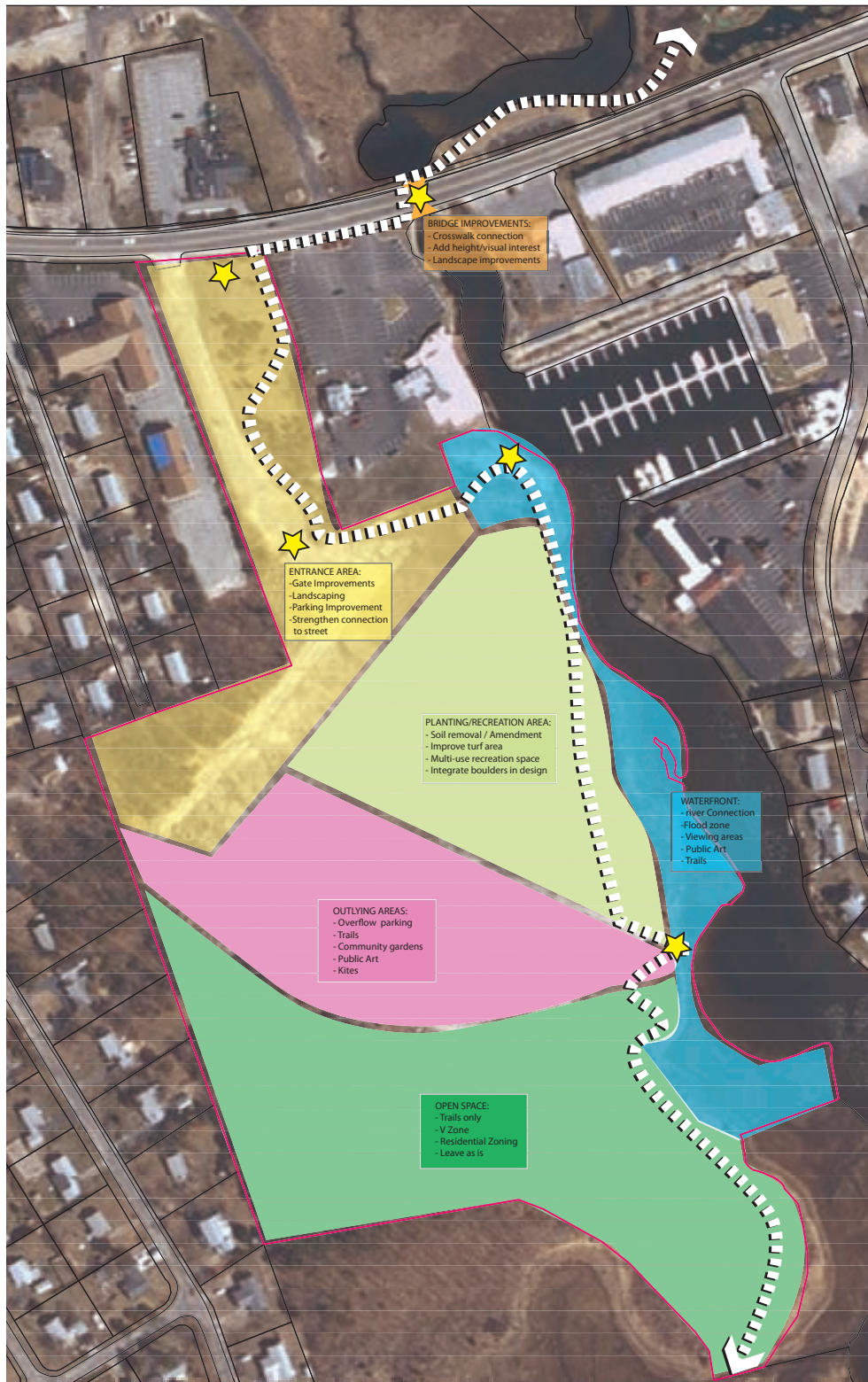


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Land Use, Circulation and Viewsheds (Map 3)

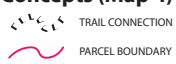
PARKERS RIVER BRIDGE	AUTO CIRCULATION	WATERCRAFT CIRCULATION	WATER, ELECTRIC UTILITY	 1 Inch = 60'- 0"
VIEWSHED	PED CIRCULATION	PARCEL BOUNDARY	B1 ZONING B2 ZONING R-25 ZONING	

CAPE COD COMMISSION

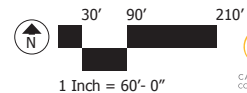


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Site Opportunities / Initial Concepts (Map 4)



- ENTRANCE ZONE
- PLANTING/RECREATION ZONE
- WATERFRONT ZONE
- OUTLYING ZONE
- OPEN SPACE










Interim Use Options

Interim Uses are being explored as a temporary solution to create vibrant public space at the heart of South Yarmouth. Proposed uses range from those that can be easily implemented with little infrastructure or planning, to those which require more funding and coordination. Many uses can be established alongside each other, as noted in the compatibility matrix.

When determining interim uses for the site, the estimated hours of operation, seasonal interest and inter-compatibility of uses should be considered in a planning framework that promotes maximization of the site to draw visitors year-round.

Items marked by  indicate that a low level of planning is needed to establish the use on this site.

		TEMPORARY USES											
		Farmers Market/Art Shows/Flea Market	Antique Car/ Motorcycles	Pumpkin Patch	Christmas Tree Sales	Plant Sales	Corn Maze	Multi-Use Sports	Kites	Outdoor Movies/Concerts	Public Art Installation	Nursery/Community Gardens	Walking Trails
SEASON	Spring												
	Summer												
	Winter												
	Fall												
HOURS	Weekends												
	Weekdays												
	AM												
	PM												
	Evening (after 8pm)												
SHARED SITE COMPATIBILITY	 Farmers Market/Art Shows/Flea Market	X											
	Antique Car/ Motorcycle Shows		X										
	 Pumpkin Patch			X									
	 Christmas Tree Sales				X								
	 Plant Sales					X							
	Corn Maze						X						
	Multi-Use Sports							X					
	 Kites								X				
	Outdoor Movies/Concerts									X			
	 Public Art Installation										X		
	Nursery/Community Gardens											X	
 Walking Trails												X	
LOCATION	Entrance Zone												
	Waterfront												
	Planting/Recreation Zone												
	Outlying Areas Trails												

1. Farmers Market/Art Show/Flea Market

Season/Hours:

- Late Spring, Summer, Fall
- Weekly (Sunday or Monday)
- Anytime from 8am-6pm

Needs:

- Leadership, vendors, partnership with Buy Local
- Electricity and potable water hookups (hose ok), portable toilets
- Folding tables, chairs
- Signage and advertising
- Parking for Vendors trucks behind tent sites
- Parking for visitors

Approximate Size needed:

- 10 vendors (@10'x10'): 3,000 SF
- 20 vendors: 6,000 SF
- 50 vendors: 15,000 SF
- Parking: 1 (10x20') parking space per 2 people in entrance area (ex: 50 people: 5,000 SF parking, 25 sp).
- If overflow parking elsewhere on site ('other'), building inspector can review

Work that needs to be done:

- Develop leadership team to book vendors, oversee budget and scheduling
- Market research: What other markets are in town/nearby, when, how many vendors
- How large of a market does Yarmouth want
- Signage, lot clearance must comply with current zoning
- Draft temporary use agreement

Permits:

- Farming and Retail allowed by right in B2 zoning
- Permits for water, electricity hookups



2. Antique Car/Motorcycle Shows

Season/Hours:

- Late Spring, summer, Fall
- Monthly/Bi-Monthly
- Saturday/Sunday anytime

Needs:

- Leadership, vendors, event staff
- Landscape Improvements
- Electricity and potable water hookups (hose ok), portable toilets
- Entertainment (DJ, band, awards ceremony) needs stage, sound system, podium
- Food vendors
- 10x10 Tents, trailer space for vendors
- Folding tables, chairs, trash
- Signage and advertising
- Insurance for antique cars, bikes
- Parking

Size Needs:

- Approx. 10' x 40' (400SF) per car/bike shown
- Approx 3,000 SF for vendors, trailers, stage, pathways, lawn
- Parking: 1 (10x20') parking space per 2 people on site (ex: 100 people: 10,000 SF parking)

Work that needs to be done:

- Market research on what other shows are/will be in area
- Determine approx. number of vendors/public wanted
- Insurance, registration with antique car clubs and orgs
- Develop leadership team to book entertainment, oversee budget and scheduling, hire staff, plan event
- Signage, lot clearance must comply with current zoning.
- Draft temporary use agreement

Permits:

- Misc. amusement/Municipal recreation need special permit by Board of Appeals in B2 zoning
- If overflow parking elsewhere on site ('other'), building inspector can review
- Permits for water, electricity hookups



3. Seasonal Agriculture Sales

Season/Hours:

- Pumpkin Patch (Fall Sept 1-Oct 31)
- Open 7 days a week 5-10pm, Weekends 8-4
- Christmas Tree Sales (Winter, day after Thanksgiving-Christmas)
- Open 7 days a week 5-10pm, Weekends 8-4
- Spring Plant Sales (Spring, March-May)
- Open 7 days a week 5-10pm, Weekends 8-4

Needs:

- Leadership, groups to support (boy scouts, churches, etc), staff
- Retailers (local farmers?) Trees, pumpkins and plants do not have to be grown on-site
- Electricity (temporary night floodlights) and water hookups (hose ok), portable toilets for staff
- 10x10 tents or shacks for retail needs (cash register, staff)
- 10x10 tents or shacks for vendors
- Fencing and security
- Site amenities: trash, seating, etc
- Signage and advertising

Size Needs:

- Approx 5,000-10,000 SF fenced area for agricultural stock
- Approx 2,000 SF for vendors, trailers, retail staff base, pathways
- Parking: 1 (10x20') parking space per 2 people on site (ex: 50 people: 5,000 SF parking)

Work that needs to be done:

- Market research on what other vending of this type is/will be in area
- Determine vendors wanted
- Hire lead staff, advertisements
- Signage, lot clearance must comply with current zoning
- Draft temporary use agreement

Permits:

- Farming and Retail allowed by right in B2 zoning
- Permits for water, electricity hookups?
- If overflow parking elsewhere on site ('other'), building inspector can review



4. Corn Maze

Season/Hours:

- Plant in May, Oversee growth through summer
- Fall Sept 1-Oct 31
- Open several days a week 5-10pm, Weekends 8-9

Needs:

- Leadership, groups to support (boy scouts, churches, etc), staff
- Retailer/crop farmer to oversee planting, operational staff
- Electricity and water hookups (for temporary night floodlighting & crop irrigation), portable toilets
- 10x10 tents or shacks for retail needs (cash register, staff)
- 10x10 tents or shacks for vendors
- Fencing and security
- Site amenities: trash, seating, etc
- Signage and advertising
- Maze plan
- Tractor (& GPS?)
- Soil amendment, clean up for glass and debris, corn seedlings
 - Soil removal, amendment per 1' soil: 807-4,840 CY @ cost 1.50-3.00/CY: \$1,210-\$9,680, no asphalt

Size Needs:

- Approx 0.5-3 acre area for agricultural corn maze
- Approx 2,000 SF for vendors, trailers, retail staff base, pathways
- Parking: 1 (10x20') parking space per 2 people on site (ex: 50 people: 5,000 SF parking)

Work that needs to be done:

- Develop leadership team to oversee development, budget and scheduling
- Consider wastewater, nitrogen load, irrigation
- Amend soil, prepare for farming
- Market research on what other corn mazes are/will be in area
- Determine vendors wanted
- Hire lead staff, advertisements
- Signage, lot clearance must comply with current zoning
- Draft temporary use agreement

Permits:

- Farming and Retail allowed by right in B2 zoning
- Permits for water, electricity hookups?
- If overflow parking elsewhere on site ('other'), building inspector can review



5. Multi-Use Sports Fields

Season/Hours:

- Spring, Summer, Fall
- Open several days a week 5-10pm, Weekends: dawn-dusk

Needs:

- Determine groups to support (schools, sports clubs etc)
- Electricity and water hookups (for temporary night floodlighting & turf irrigation), portable toilets
- Can install multi-use field for shared soccer/football/baseball surface
- Fencing and security
- Site amenities: trash, seating, etc
- Site plan, installation of Turf, or sport court/artificial surface (\$\$)
- Irrigation
- Soils clean up for glass and debris
- Soil amendment costs @ 1 foot: approx. 2500 CY @ cost 1.50-3.00/CY: \$3750-\$7500, no asphalt
- Maintenance contract
- Signage and advertising

Size Needs:

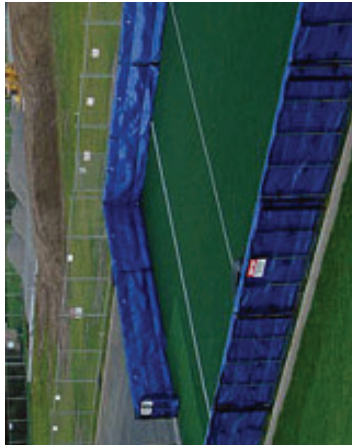
- Football: 160'x360'
- Soccer: 60'x100'
- Baseball: 90'x 90'
- Parking: 1 (10x20') parking space per 2 people on site (ex: 50 people: 5,000 SF parking)

Work that needs to be done:

- Develop leadership team to oversee development, budget and scheduling
- Consider wastewater, nitrogen load from fertilizer, irrigation
- Market research on what other recreation fields in the area: Sandy Pond recreation site is closest (baseball fields, tennis, basketball and soccer)
- Decide on structural needs (if desired year round, in rain): tented structure vs. blow up bubble, and costs
- Signage, lot clearance must comply with current zoning
- Draft temporary use agreement

Permits:

- Permits: Municipal recreation needs Special Permit by Board of Appeals in B2 zoning.
- Permits for water, electricity hookups?
- If overflow parking elsewhere on site ('other'), building inspector can review



6. Kites

Season/Hours:

- Late Spring, summer, Fall
- Any day, dawn to dusk

Needs:

- Leadership, volunteer groups to support
- Landscape Improvements, trails
- Signage and advertising
- Parking
- On-site kite sales? Could have shack set up with operational staff

Size Needs:

- At least .5 acre space, away from trees or obstacles.
- Parking: 1 (10x20') parking space per 2 people on site (ex: 10 people: 2,000 SF parking)

Work that needs to be done:

- Signage, lot clearance for landscape must comply with current zoning.
- Draft temporary use agreement

Permits:

- Misc. amusement/Municipal recreation need special permit by Board of Appeals in B2 zoning



/. Outdoor Movies / Concerts

Season/Hours:

- Summer
- One day week/ Weekend after dusk (8pm-11pm)

Needs:

- Leadership, volunteer groups to support (boy scouts, volunteers, churches, etc)
- Musicians, performance groups
- 10x10 tents or shacks for vendors
- Electricity and water hookups (for temporary night lighting, stage and movie screen, crop irrigation), portable toilets
- Landscape Improvements
- Soils clean up, turf installation
- Signage and advertising
- Parking
- Site amenities: trash, screen (inflatable ok), Stage for concerts

Size Needs:

- Approx 3,500 SF minimum for lawn area, stage, pathways
- Parking: 1 (10x20') parking space per 2 people on site (ex: 50 people: 5,000 SF parking)

Work that needs to be done:

- Signage, lot clearance for landscape must comply with current zoning
- Draft temporary use agreement
- Develop leadership team to book entertainment, oversee budget and scheduling

Permits:

- Theatrical productions need Special Permit by Board of Appeals in B2 zoning
- Permits for water, electricity hookups
- If overflow parking elsewhere on site ('other'), building inspector can review



8. Public Art Installation

Season/Hours:

- Year-round
- Any day, dawn to dusk

Needs:

- Leadership, volunteer groups to support stewardship
- Landscape improvements, trails
- Clean up glass, broken pavement
- Site amenities: trash, benches
- Artist call for proposals, funding
- Signage and advertising
- Kick off event?
- Parking

Size Needs:

- Approx. 500 SF per piece, adjacent to trail network
- Parking: 1 (10x20') parking space per 2 people on site (ex: 10 people: 2,000 SF parking)

Work that needs to be done:

- Can boulders be used in creating art (ex: paint the boulders)
- Signage, lot clearance for landscape must comply with current zoning.
- Draft temporary use agreement

Permits:

- Misc. amusement/Municipal recreation need special permit by Board of Appeals in B2 zoning



9. Nursery/ Community Gardens

Season/Hours:

- Spring-Fall
- Open to members 7 days a week, dawn to dusk

Needs:

- Leadership, groups to support (CSA, gardeners groups etc)
- MOA with group
- Water hookups (hose ok), portable toilets
- Fencing, shacks for supplies, security?
- (6-10) 3'x8' Raised garden beds, soil to fill (approx 11-17 CY @ 2')
- Site amenities: trash, seating, etc
- Signage and advertising
- Site plan

Size Needs:

- Approx 3,000-6,000 SF for beds and shack
- Parking: 1 (10x20') parking space per 2 people on site (ex: 50 people: 5,000 SF parking)

Work that needs to be done:

- Develop leadership team to oversee development, budget and scheduling
- Build temporary garden beds, fencing, prepare for gardeners
- Market research on what other community gardens are/will be in area
- Establish list of users
- Signage, lot clearance must comply with current zoning
- Draft temporary use agreement

Permits:

- Farming allowed by right in B2 zoning
- Permits for water hookups?
- If overflow parking elsewhere on site ('other'), building inspector can review



9. Walking Trails



Season/Hours:

- Year-round
- Any day, dawn to dusk

Needs:

- Leadership, volunteer groups to support stewardship, trail building (boy scouts)
- Landscape Improvements, trail building (6' wide, layer of surfacing)
- Site amenities: trash, benches, gravel or mulch trail surfacing, trail edging: 1/2 mile loop perimeter trail: 6' wide = 49 CY surfacing
- Signage and advertising
- Parking

Size Needs:

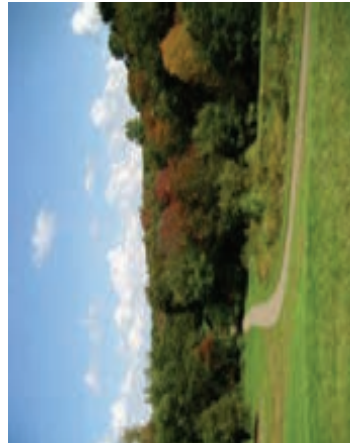
- Site can support 1/2 mile loop perimeter trail w/ 5-6 interpretive areas @ 200 SF ea: total of 17,000 SF
- Parking: 1 (10x20') parking space per 2 people on site (ex: 10 people: 2,000 SF parking)

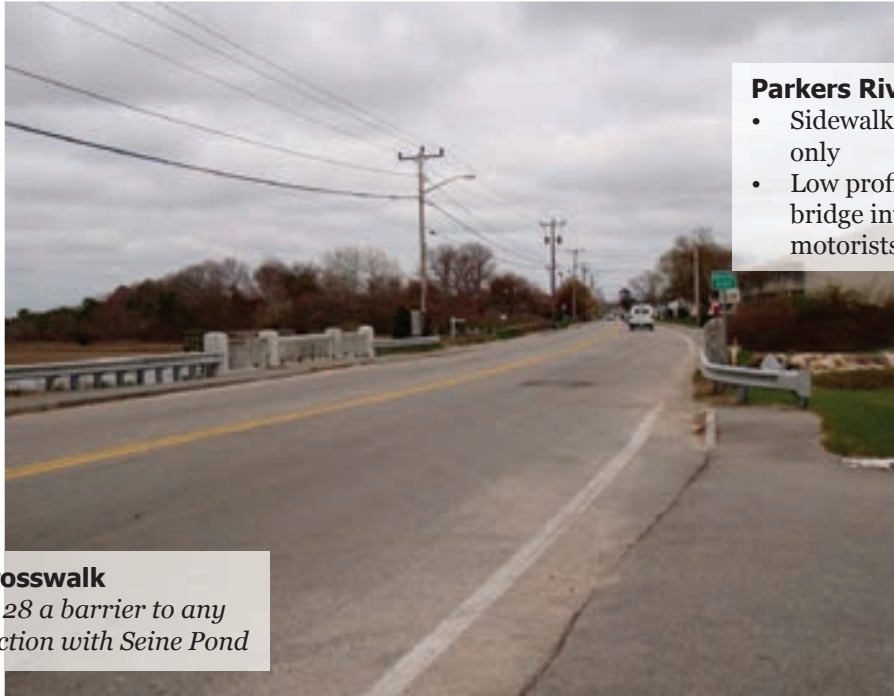
Work that needs to be done:

- Trail creation, surfacing
- Signage, lot clearance for landscape must comply with current zoning.
- Draft temporary use agreement

Permits:

- Misc. amusement/Municipal recreation need special permit by Board of Appeals in B2 zoning





- Parkers River Bridge**
- Sidewalk on one side only
 - Low profile makes bridge invisible to motorists

No Crosswalk
Route 28 a barrier to any connection with Seine Pond

Existing: Parkers River Bridge Looking East



- Bridge Improvements**
- Calms traffic
 - Sidewalk on both sides adds safety element
 - Landscape Improvements make bridge a centerpiece in

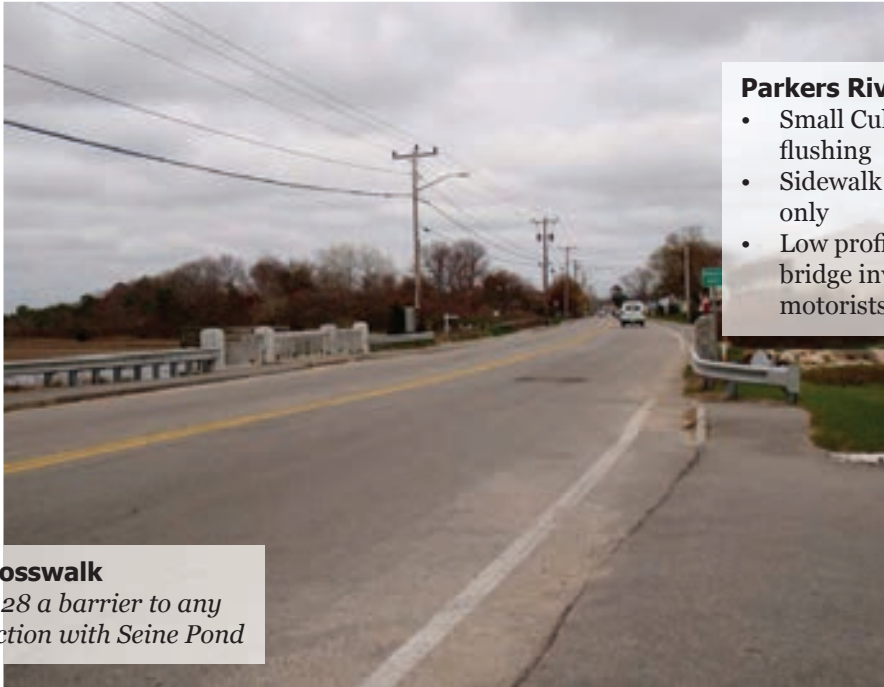
Flags out of ROW: attached to rear deck area

Pedestrian Crosswalk facilitates North/South connection

Proposed: Parkers River Bridge Looking East

Current Bridge with Improvements





- Parkers River Bridge**
- Small Culvert restricts flushing
 - Sidewalk on one side only
 - Low profile makes bridge invisible to motorists

No Crosswalk
Route 28 a barrier to any connection with Seine Pond

Existing: Parkers River Bridge Looking East



- Raised Bridge**
- Allows for larger culvert: *increased tidal flushing*
 - Calms traffic
 - Landscape Improvements make bridge a centerpiece in streetscape design: *creates sense of place*

Pedestrian Crosswalk facilitates North/South connection

Proposed: Parkers River Bridge Looking East

Raised Bridge (Bridge Replacement)





Lack of defined Uses
Ok for criminal activity, dumping

Trash dumping & dilapidated gates
Dismiss site as un-cared for space

Existing: Drive In Site Entrance



Attractive Gates & Temporary Uses

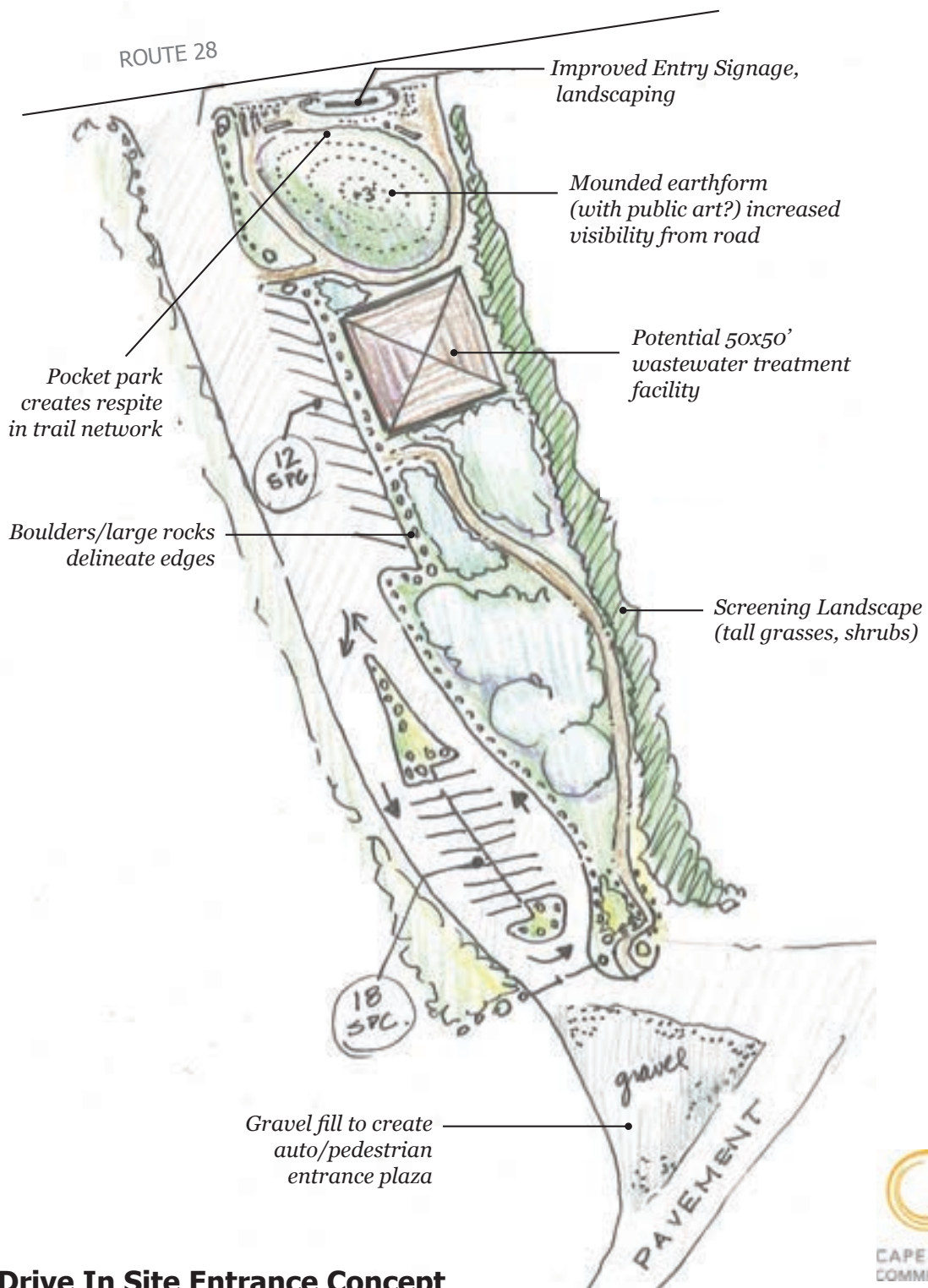
- Creates lively atmosphere
- Brings vibrancy to neighborhood
- Creates a destination
- *Shows that someone cares*

Landscape Improvements
Show stewardship over site

Proposed: Drive In Site with Temporary Uses, Gate, Landscape Improvements



Entrance to Site: Proposed Improvements



Drive In Site Entrance Concept



SECTION D

Interim Uses of Former Drive-in Site

- a. Use Options (May 2010)
- b. Concept and Cost Estimates
(August 2010)



Parkers River Gateway Improvements

OVERVIEW

The Parkers River Gateway is a proposed 3 phase plan for improvements to the Parkers River Bridge and environs along Route 28 in Yarmouth. This would include the small pocket park to the north along Seine Pond, the Parkers River bridge and surrounding street edge, and the Yarmouth Drive-in site (a 22 acre town-owned parcel of land).

This plan for the Parkers River Gateway is intended as an interim approach to improving the aesthetics and functionality of the designated area while the Marina and Parkers River bridge replacement are in the planning stage. Research shows that interim plans such as these are a way of 'starting with the petunias': approaching a long term vision through low-budget enhancement benchmarks which show a town's dedication to an area in order to attract private investment.

The attached plan and cost estimate have been broken out into 3 phases:

Phase I: Marina Park Gateway and Bridge Interim Improvements

Phase II: Seine Pond Pocket Park Improvements

Phase III: Parkers River Marina Park Interim Improvements

SCOPE OF WORK

- Cost Estimate
- Phased Plan
- Conceptual Site Plan For the Parkers River Gateway



PARKERS RIVER MARINA PARK
 Conceptual Plan



PHASE I: BRIDGE, STREET & ENTRANCE to PARKERS RIVER MARINA PARK IMPROVEMENTS

	QTY	UNITS	EST COST.	TOTAL EST COST	NOTES
BRIDGE: Interim Improvement					
Planting Boxes	4	EA	250.00	\$1,000.00	1'x3' hanging basket
Plants, Soil	6	Per Box	60.00	\$360.00	Est (8) 1 gal plants, 1 bag potting soil per box
Powerwash/Epoxy Paint/Labor	937	SF	4.50	\$4,216.50	"Hydrosesal 75" epoxy per SF (75"x5'x2.5")
Painters Labor @ Prevailing Wage	30	HRS	46.00	\$1,380.00	2 Painters, Driver at prevailing wage
Lighting Fixtures (Post/Luminary)	4	EA	800.00	\$3,200.00	Post and Luminary
Wiring & Installation Labor (prev. wage)	40	HRS	50.00	\$2,000.00	Est 1 days work: Driver, Equip Op, electrician, Installer
Crosswalk Striping Install	500	SF	5.00	\$2,500.00	Est 50'x10' painting
Crosswalk Signage (DOT)	2	EA	250.00	\$500.00	MA DOT #s
			Subtotal	\$15,156.50	
			Plus 10% Contingency	\$1,515.65	
TOTAL BRIDGE COST W/PAINTING ONLY				\$16,672.15	
					*Note: Hydrosesal 75 is specialized waterproof epoxy which stops rust, provides flexible coverage.

**PHASE I: BRIDGE, STREET & ENTRANCE
to PARKERS RIVER MARINA PARK
IMPROVEMENTS (Con't)**

FLAGS AND BANNERS					
Flags	3	EA	100.00		\$300.00
Flagpole: 30"	6	EA	1,000.00		\$6,000.00
Nautical Flagpole & yardarms	1	EA	2,600.00		\$2,600.00
Banner Brackets (30")/Double set	2	EA	75.00		\$150.00
Banners (30x60)	6	EA	125.00		\$750.00
Flagpole Lighting	3	EA	125.00		\$375.00
Labor (est. prevailing wage)	80	HRS	50.00		\$4,000.00
			SUBTOTAL		\$9,800.00
			Plus 10% Contingency		\$980.00
TOTAL FLAGS/BANNERS COST					\$10,780.00

*Aluminum Pole

Decorative Banners: ea (2 per pole)

Downturned lighting

PHASE I: BRIDGE, STREET & ENTRANCE to PARKERS RIVER MARINA PARK IMPROVEMENTS (Con't)						
MARINA PARK ENTRANCE AREA						
Demolition/Site Prep*	16000	SF	1.00		\$16,000.00	*Includes earth moving, boulder moving (in-kind?) excludes demo nec. for pump house.
Driveway/Parking Lot Improvements*	3000	SF	1.00		\$3,000.00	*Addition of gravel spaces to east, median parking area, striping and curbing
Planting: Trees	4	EA	30.00		\$120.00	
Planting: Shrubs	175	EA	5.00		\$875.00	
Decking	600	SF	18.00		\$10,800.00	Simple decking flush with ground, on low piers over swale.
Irrigation*	20000	SF	0.50		\$10,000.00	@ 1 head per 100SF @ \$50 (pipe, head and fittings)
Trail Surfacing	60	CY	8.00		\$480.00	Approx 5000 SF of trail, crushed gravel surface
Signage	1	EA	5,000.00		\$5,000.00	
Public Art*	1	EA	10,000.00		\$10,000.00	*RFP/RFQ to address artist fees, travel, fabrication, installation and all related expenses with the exception of engineering.
Decorative Gates	1	EA	8,000.00		\$8,000.00	
Elec./Water hookups	1	TOTAL	10,000.00		\$10,000.00	
Benches/trash cans	4	TOTAL	400.00		\$1,600.00	
Design*/Labor	300	HRIS	100.00		\$30,000.00	*Construction documents, engineering, prevailing wage labor.
			SUBTOTAL		\$105,875.00	
			Plus 10% Contingency		\$10,587.50	
			TOTAL MARINA PARK ENTRANCE COST		\$116,462.50	

PHASE II: SEINE POND POCKET PARK IMPROVEMENTS						
SEINE POND POCKET PARK						
Deck Improvements/Expansion	1088	SF	23.00		\$25,024.00	*Approx. average for pressure treated/Trex. Deck expansion and raised viewing platforms to east
Piers and supports	6	EA	1,000.00		\$6,000.00	
Plant Removal	2300	SF	0.50		\$1,150.00	*Approx cost for total labor
Trail re-surfacing	28	CY	10.00		\$280.00	
Fencing	190	LF	13.00		\$2,470.00	
Planting	2300	SF	4.00		\$9,200.00	*Would require irrigation or dedicated gardening group w/ quick coupler hookup.
Amenities: Benches	5	EA	400.00		\$2,000.00	
Amenities: Trash cans	2	EA	400.00		\$800.00	
Amenities: signage	1	EA	5,000.00		\$5,000.00	
Design*Labor	100	HRS	100.00		\$10,000.00	*Construction documents, engineering, prevailing wage labor.
			SUBTOTAL		\$61,924.00	
			Plus 10% Contingency		\$6,192.40	
			TOTAL POCKET PARK COST		\$68,116.40	

PHASE III: MARINA PARK INTERIM SITE IMPROVEMENTS						
ON SITE INTERIM IMPROVEMENTS						
	730	CY	6.00	\$4,380.00		
Gravel Surfacing (plaza, parking)						
Trail Surfacing	366	CY	6.00	\$2,196.00		5000 feet of trail
Sod Installation	80,000	SF	0.25	\$20,000.00		Est roll of sod .8 to .30 cents/SF
Amenities: Benches	9	EA	400.00	\$3,600.00		
Amenities: Concrete Picnic tables	8	EA	600.00	\$4,800.00		
Amenities: Trash Cans	4	EA	200.00	\$800.00		
Trenching/Earth Moving	25000	SF	1.00	\$25,000.00		
Stage (concerts)	1	EA	10,000.00	\$10,000.00		In-kind? Could be RFP for artist to create
Public Art*	3	EA	10,000.00	\$30,000.00		*RFP/RFQ to address artist fees, travel, fabrication, installation and all related expenses with the exception of engineering.
Planting: Shrubs, swales	2000	SF	5.00	\$10,000.00		
Irrigation	80000	SF	0.50	\$40,000.00		(for turf only) 1 head per 100SF @ \$50 (pipe, head and fittings)
Fencing	267	LF	13.00	\$3,471.00		
Demo/Earthmoving	82000	SF	1.00	\$82,000.00		Could be provided in-kind.
Elec./Water hookups	1	EA	10,000.00	\$10,000.00		*Construction documents, engineering, prevailing wage labor.
Design*/Labor	500	HRS	100.00	\$50,000.00		
			SUBTOTAL	\$296,247.00		
			Plus 10% Contingency	\$29,624.70		
			PHASE III INTERIM IMPROVEMENTS	\$325,871.70		





PARKERS RIVER BRIDGE GATEWAY & MARINA PARK | Conceptual Improvements





SECTION E

Corridor/streetscape

- a. Initial Concepts (June 2010)
- b. Recommendations (September 2010)





Parker's River District

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Parker's River District - Concepts

1. Re-establish the roadway edge with street trees, fencing, or buildings as appropriate. Narrowing the perceived width of the road slows traffic and makes a more comfortable pedestrian environment.



2. Amenities. Add "official" transit stop to district, and provide bicycle amenities and connections. Add pedestrian crossings and amenities throughout.



3. In core area, limit structures and taller landscaping to retain/enhance views. Focus on the bridge/river as centerpiece.



Gateway/
Transition Area

"Main Street" Sub-district
(enclosed roadway - built environ.)

Parker's River Core Sub-district
(open views - natural)

"Main Street" Sub-district
(enclosed roadway - built environ.)

Gateway/
Transition Area



4. At Window Grey gateway/transition point, improve traffic circulation by either aligning intersections, or providing median to limit turning movements and provide entrance foot. Draw buildings closer to the street, orient to the street and limit parking in front yard.

5. Develop wayfinding (signs), street lighting and landscaping guidelines to create a unified theme for the district. Theme could be unique to the district, and/or tied to major uses in the area.

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Hotel Moderne District

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Hotel Moderne District - Concepts

1. Maintain the roadway edge with street trees or landscaping. Landscaping and trees are dominant characteristics in this area, encourage replacement where pattern interrupted by parking lots. Retain setbacks for structures, emphasis at street edge should be on landscaping in the front yard and reducing number of curb cuts. Scale and form of buildings more residential.



2. Amenities. Add "official" transit stop to district, and provide bicycle amenities and connections. Add pedestrian crossings and amenities throughout. Area is heavily used by pedestrians and pedestrian safety and comfort should be enhanced wherever possible, i.e. benches and pocket parks (either public or private).



3. Develop a wayfinding, lighting and landscaping guidelines. Could look to the styles of models in the area for sign guidance. Lighting/signage should be more pedestrian oriented and complimentary to adjacent districts.



1. Source: Planning Model 1716 on 4/16/11. The information shown in this graphic is intended for planning purposes only and does not constitute an official recommendation or approval by the Cape Cod Commission. It is not intended to be used as a basis for any legal action or liability. It is not intended to be used as a basis for any legal action or liability.



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Forest Road District

Concept: Offsetting Urban Effects
in Rural. The plan seeks to create a
rural environment with modern
amenities and to be a model for
the future of rural development.
The plan is a conceptual and general
guide for the development of the
district and is not intended to be
a regulatory instrument.





Forest Road District - Concepts

2. Transit and bicycles. Add "official" transit stop to district on Route 28 to complement the two existing stops (Stop and Shop, Shaw's). Provide bicycle assemblies (bike lanes) and connections to Forest Road bike route.



1. Form of the buildings larger, with structures generally set further away from the roadway. Where parking lots are between the street and the buildings, minimize their impact by buffering with landscaping and providing significant landscaping within the parking areas. Emphasize the two gateways and key intersections as points of interest (Forest, Old Main, Long Pond).



4. Convert painted medians to raised landscaped medians to limit illegal turns. Provide incentives for curb cuts to be removed, and those that remain to be narrowed. Encourage interconnections between adjacent uses. Narrow lane widths and add bike lanes if possible.



3. Construct sidewalks to connect existing network to avoid pedestrians walking in the street. Provide pedestrian crossings (stamped concrete) at regular points along corridor, particularly at Old Main Street and Long Pond Drive. Continue the planting strip between road/sidewalk to make a more comfortable pedestrian environment. Establish complementary but distinct wayfinding and lighting guidelines for the district.



1. Forest, Old Main, and Long Pond. The information herein is for informational purposes only and does not constitute an offer of any financial product or service. The information herein is for informational purposes only and does not constitute an offer of any financial product or service. The information herein is for informational purposes only and does not constitute an offer of any financial product or service.



SECTION E

Corridor/streetscape

- a. Initial Concepts (June 2010)
- b. Recommendations (September 2010)





ROUTE 28 STREETScape IMPROVEMENTS

OVERVIEW

As a result of our discussions so far with the Yarmouth Planning Board and Town staff, the Cape Cod Commission staff would like to present a number of suggested approaches to improving the function and character of the Route 28 corridor between the Winslow Grey Road and the Shaw's Plaza in the vicinity of Forest Road. As discussed with the Planning Board, we have been thinking of this general area of comprising of three "districts" that exhibit some unifying characteristics that can be built on to produce a more identifiable, pedestrian oriented and vibrant destination for residents and visitors to the town.

The boundaries of these three districts are illustrated in Figure A, however, it should be noted that these lines are for the purposes of planning and that the Planning Board may want to study these boundaries further as work in this corridor continues. Names have been assigned to the districts for ease of reference only.

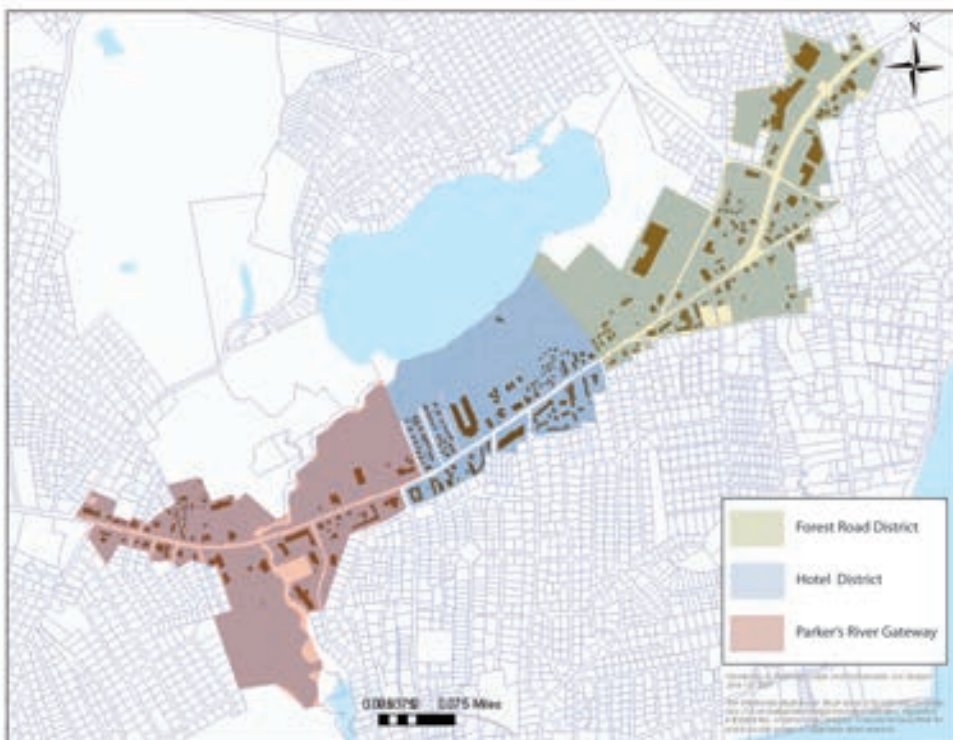


Figure A: Approximate location of the three districts in this area



At the June 14, 2010 Planning Board meeting, the discussion had centered around the existing characteristics of the three districts and some of the barriers to the creation of a more pedestrian oriented street. The Commission presented a series of graphics to illustrate the existing setting and described our observations about the streetscape and the issues to be considered as planning proceeds. These graphics are included in Appendix A. To summarize, the discussion centered on four main issues for the corridor:

Pedestrian accommodations. There are high levels of pedestrian usage in the area throughout the year, especially on summer evenings and non-beach summer days. Sidewalks are provided throughout the area, but some key connections are missing and should be re-established to prevent pedestrians walking on the shoulder of the street. Few crosswalks are provided, and many curb cuts conflict with the pedestrian movements in the area. Other than parts of the Hotel District, Route 28 does not provide a comfortable pedestrian environment due to lack of enclosure to the street, poor landscaping and parking lots immediately adjacent to the sidewalk. To encourage people to “park once” and walk, and to increase the vitality of the area, better pedestrian amenities are needed.

Bicycle accommodations. There appears to be relatively high bicycle usage in the area, yet bicycle facilities in the roadway are quite limited. There is an excellent multi-modal pathway that extends the length of Forest Road to the north that provides a good link to parts of Yarmouth and there are also plans to extend the rail trail through Yarmouth to Barnstable. South Shore Drive and town beaches on the south shore are within easy biking distance of the districts. Also, the demographics of the adjacent neighborhoods would suggest that bicycle usage would be higher than average. However, the high number of curb cuts increases the number of potential vehicle/bike conflicts along the roadway and the lack of a wide shoulder in many parts of the corridor contribute to a non-bike friendly street.

Transit. Currently, there is a bus route provided along Route 28, with stops at the two major supermarket complexes. The bus can be flagged in between stops, a system that works well for those who are familiar with this procedure. However, to better serve the high number of visitors, the town could pursue additional official stops and request shelters in each of the districts to allow easier travel. Furthermore, as suggested by the Cecil Group, a transit loop that can bring visitors from the hotels along South Shore Drive to the area could reduce congestion if it was run on a frequent schedule and that was economically priced.



Building Form, development pattern and street. The scale of the buildings in the area is often appropriate, but on many occasions the buildings are located too far away from street to provide any enclosure, and with the parking often between the building and sidewalk, a more auto-oriented environment results. In some locations, landscaping/fencing provides a nice buffer to development and an edge to the street. However, wide street cross sections, missing street trees and poorly defined roadway edges make for a generally poor pedestrian environment. Overall, the lack of any strong defining features in the streetscape result in a homogenous appearance along the corridor that can be disorienting to users and needs to be improved.

At the June 14, 2010 meeting, the Commission also presented a series of concepts for each district for discussion (Appendix B). These illustrations included specific recommendations and steps that the town could take to foster a more pedestrian oriented area with a more clearly defined character. Since the June 14th meeting, the Commission has more fully developed these thoughts to provide more specific recommendations for the town to consider. Several of these recommendations may require the town and Planning Board to complete additional study in consultation with property owners and stakeholders in the area.

RECOMMENDATIONS

A. Vehicle Access/parking

Curb cuts

As discussed at the June 14, 2010 Planning Board workshop, vehicle travel through the three districts (and much of Route 28) is slowed by traffic making left turns across traffic. A major reason for this is the preponderance of curb cuts. The following table lists the number of curb cuts per district:

Table 1: Curb cut inventory					
	Number of curbcuts	Distance (miles rounded)	Avg. frequency of curb cuts	Properties Fronting Rte 28	Avg. curb cuts per property
Parker's River District	43	0.7	1 every 86 feet	40	1.075/property
Hotel District	23	0.5	1 every 115 feet	21	1.09/property
Forest Road District	56	0.79	1 every 74 feet	39	1.4/property
Total	122	1.99	1 every 86 feet	100	1.22/property



In addition to causing traffic back ups, the presence of large numbers of curb cuts can be detrimental to pedestrian and bicycle users in the area. As illustrated in the following diagram (Figure B), with every curb cut there are numerous conflict points with pedestrians, bicycles and cars in the travel lanes. Consolidation and removal of curb cuts can significantly reduce these conflicts.

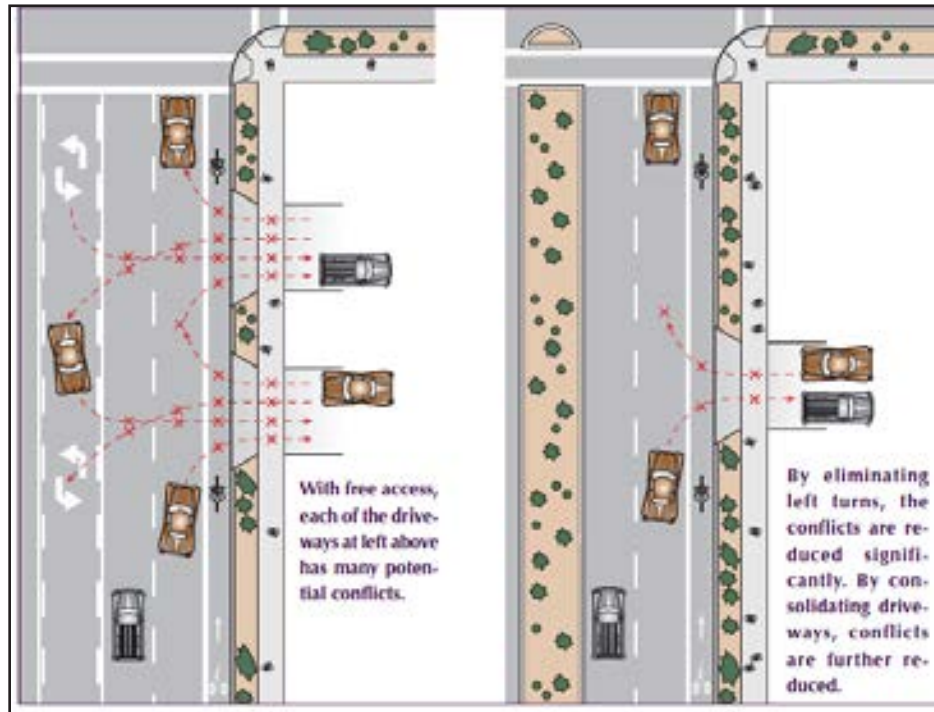


Figure B: Illustration of conflict points for each curb cut (conflict point shown as a red "x"), and potential reductions resulting from elimination of curb cuts. Diagram also shows the benefits of a central median. Source: Oregon Dept. of Transportation.

Possible Solutions: Reduce curb cuts

1. Adopt Access management bylaws

One option to explore would be to limit the number of curb cuts allowed on Route 28 as part of the town's bylaws. For instance, the town could consider allowing only a single curb cut on Route 28 per property, enforcing this requirement as properties redevelop or change to a more intense use. This strategy could be taken one step further, requiring properties that have a secondary access (i.e. on corners) to use a curb cut on the secondary access only. In many instances, corner lot properties already have access via the secondary roadway and so taking this step would shift the traffic to a more discreet number of access points. Taking this later approach could



remove up to 60 curb cuts over time in this stretch of roadway. An example of a limited access bylaw from Charlotte, Vermont is included in Appendix C. The Downtown Buzzards Bay zoning includes several provisions that limit the number of access points on Main Street, the text of which is also included in Appendix C.

2. Include performance standards in zoning

This approach follows a “form based code” model for zoning that can provide strong guidance on more than just curb cuts. For example, performance standards could include requirements for consistency with the Local Comprehensive Plan, upgrades to pedestrian amenities and driveway interconnects. More specifically, in the interest of improving pedestrian and bicycle circulation the zoning could provide the Planning Board with discretion to look at reductions in curb cuts as part of their permit review. The Downtown Buzzards Bay zoning includes similar performance standards in this area and are also included in Appendix C.

3. Incentives for curb cut removal.

Rather than taking a regulatory approach, the town could consider providing property owners with incentives to remove curb cuts. For example, the town could allow “bonus” lot coverage or additional floor area over what is permitted under zoning for every curb cut removed. An additional incentive for this approach would be to allow the “bonus” square footage to be built without having to provide parking or reduction in the total parking requirement.

4. Link to town investment in streetscape.

Finally, the town could also prioritize any public improvements in the right-of-way, such as installation of street trees, sidewalks, lighting or bike lanes, to parts of the corridor where property owners were willing to remove additional curb cuts.

Parking requirements

As part of the technical assistance the Commission has been involved in, a refined build out analysis was completed with the input of the town staff to look at the potential impacts of the Central District proposed by the Cecil Group and alternative mixes of uses. This exercise emphasized the degree to which the parking requirements effect the amount of developable space, and hence development potential. Increasing the parking requirement decreases the development potential as the amount of land



devoted to parking increased and lot coverage limits are reached. Currently, the town's parking requirements are based on building occupancy, and no provision exists for reducing parking for shared lots, off-site spaces, or nearby public parking. Changes in the parking requirements can reduce the area on a lot devoted to surface parking, allowing more leasable area to be constructed and encouraging redevelopment and reinvestment in the area.

Possible solutions: Revisit Parking Requirements

Table 2 illustrates parking requirements from several Cape towns and compares them to the Yarmouth requirements. Also shown are parking requirements from the text of "Planning and Urban Design Standards", which is a publication that provides a compilation of typical planning standards from across the country. Of those listed, the Town of Yarmouth is the only parking standard that links parking for non-residential uses to occupancy rather than square footage, although it should be noted that the "equivalent" square-footage rate is not significantly different in most cases. Also note that some towns, but by no means all, allow parking reductions. Commission staff believe that further study of the town's parking standards seems appropriate in the following areas:

1. Revisit whether occupancy is the correct measure for calculating parking requirements.

It is unusual for parking to be determined based on the occupancy of a structure. It is quite possible that this returns an appropriate number in most cases, however, the occupancy of a building is primarily used to determine the egress and maximum capacity of a structure rather than how much parking demand would be created. For example, the parking for more family oriented restaurants typical of those on Route 28 would be almost 40% more under Yarmouth's requirements than if calculated according to the rate suggested in the text of "Planning and Urban Design Standards" (1 per 45 sf versus 1 per 63 sf).

2. Explore parking reductions.

There are many examples of reductions in parking, which can include reductions based on uses that have different peak hour traffic, proximity to public parking, off-site parking or proximity to on-street parking. An example from Downtown Buzzards Bay has already been included in the Appendix C, in addition to an example of a shared parking ordinance from ULI that the The Cecil Group recommended is attached as Appendix D.

Table 2: Parking Requirements Comparison						
	Retail	Restaurant	Office	Hotel	Residential	Reductions
Bourne	1/180 sf (1/400 sf in Downtown Buzz. Bay)	One space per four seats at tables plus one space per two seats at counters plus one space for each ten square feet of waiting area likely to be used by patrons while waiting to be seated or served (to be designated on plan submittals) plus one space per two peak shift employees, plus an additional 5 spaces shall be required for take out. Calculations shall include both interior and outdoor seating and waiting. (10 spaces/1000 sf)	1/180 sf (1/500 sf in Downtown Buzz. Bay)	1 space per unit	2/dwelling (1/unit Downtown Buzz. Bay)	Up to 50% in Downtown Buzz. Bay
Barnstable	1/200 sf	1/3 seats, plus 1 per 2 employee	1/300 sf	1.2/guest unit, 1 per 2 employees	1.5/dwelling	none
Falmouth	1/200 sf	1/2 seats	1/250 sf	1 1/10th per unit	2/dwelling (1/unit if less than 2 beds)	up to 25%
Harwich	1/150 sf	1/4seats; plus one per employee	1/250 sf plus one/employee	1.25/unit	2/dwelling	none
Dennis	1/150 sf	1/4seats; plus one per employee	1/250 sf	1.25/unit	2/dwelling	none
Sandwich	1/200 sf	1/3 seats	1/200 sf	1 1/8th per unit	2/dwelling	none
Chatham	1/150 sf	1/4seats; plus one per 2 employee	1/150 sf	1.25/unit	2/dwelling	25% reduction
Orleans	1/250 sf	1/4seats; plus one per 2 employee	1/300 sf	1/room	2/dwelling (1/unit if less than 2 beds)	none
Yarmouth	Based on occupancy type (estimated to be 1/205 sf)	Based on occupancy type (estimated to be 1/45 sf)	Based on occupancy type (estimated to be 1/205 sf)	1.1 spaces/unit	2/unit, 1.5/unit if multi-family	none
Planning Standards	1/285 sf	1/45 fine dining/casual with bar, 1/63 family restaurant, 1/66 fast food	1/277 sf	1.25/room	2/dwelling (1.5/dwelling for less than 2 beds)	



3. Review parking dimensional standards/shared access provisions.

Finally, the town could seek to revise parking dimensional standards to reduce the area devoted to driveway access. Currently on Route 28, there are many very wide driveways/curb cuts that conflict with pedestrian access and can significantly effect the ease of movement and comfort of non-vehicular users. Narrowing these driveway widths and reducing the turning radii would decrease the distance across which pedestrians and bicyclists must travel. Revisions could also be made here to explicitly encourage shared access driveways to be consistent with the goal of reducing curb cuts overall.

B. Streetscape

For the streetscape, the Cape Cod Commission believes there are several steps the Planning Board can consider to bring about change and lead to a more coherent, pedestrian oriented development pattern. For each district or sub-district, the Commission has provided some suggested changes that could be made to the dimensional requirements, uses tables and/or street profile to reinforce the three district concept and provide a more clearly defined character that helps create a more unique sense of place.

For potential zoning changes, the Commission has focused mainly on building placement (setback), height and uses. Modifications may be needed to other areas of the zoning as further study is conducted. The majority of the corridor is zoned either B-1 or B-2, which have very similar dimensional requirements and which has resulted in the uniform pattern of development seen today. The HMOD1 district modifies these standards for certain kinds of development. The ROAD overlay provides a route for variation from these dimensional standards, but so far this provision has been infrequently used.

In general, the town should consider making changes in the dimensional requirements to break this uniform pattern. For example, changes in the front setback requirements would alter the uniform pattern and including a “build to” setback in the zoning, and/or stipulating a minimum and maximum, will ensure that any new development is placed where desired in relation to the street edge.

For the street profiles, the Commission has provided a typical existing cross-section and a suggested alternative that illustrates some of the options available to the town for setback requirements. In developing these cross sections, it is important to understand that pedestrian

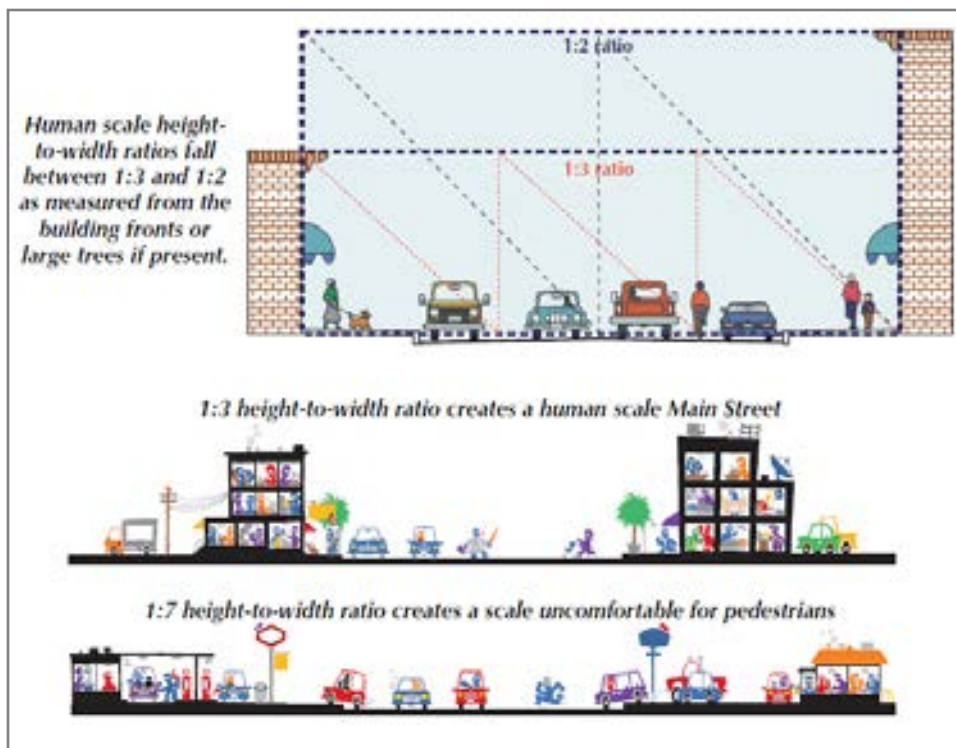


Figure C: Illustration showing desired ratios for enclosing a pedestrian-scaled street. Source: Oregon Dept. of Transportation.

oriented streets tend to have a sense of enclosure not found in most auto-oriented environments. Vertical elements such as street trees and buildings help define the edge of the street in a manner similar to the way that walls define a room. Urban designers and architects ideally aim to create street profiles where the distance between these vertical elements and the height of these same elements is within a defined range (usually expressed as a ratio, and ideally ranging from 1:1 to 1:3, building height to street width). Figure C illustrates this principle.

Forest Road District: Existing setting

The buildings in this district vary in their setbacks, some are at the 30 foot setback designated in the zoning bylaws, others are significantly further from street. The right-of-way in the this district is also very wide (80 feet for most of the area) and the existing roadway profile includes wide shoulders, wide travel lanes and an intermittent sidewalk. Assuming that the buildings are at the zoning height limit of 35 feet, the building height to road width ratio in this area varies from approximately 1:4.3 in locations west of the Forest Road intersection, to over 1:9 just



east of the Forest Road intersection. The existing street cross sections for west of the Forest Road/Route 28 intersection, and east of the Forest Road/Route 28 intersection are shown in Figure D and E respectively.

Forest Road District: Recommended changes

Figures D and E compare the proposed street cross sections to the existing street layout and Figure F provides a visualization of how these recommended changes might effect the Forest Road/Route 28 intersection.

1. **Setbacks.** In the core area around the Forest Road intersection and shopping plazas, the right-of-way is so wide that the town could consider reducing the setback to zero feet to bring the buildings as close to the street as possible. Alternatively, the town could require a minimum setback of 0 ft, and a short maximum setback in the 5-10 foot range to ensure that buildings are placed at the edge of the right-of-way. Parking should be prohibited between the property line and building, and allowed to the side only if there is a fence, wall or landscaped edge to screen it from view and provided it does not occupy more than a small percentage of the Route 28 frontage. In other parts of the district, a more generous maximum setback of 15 feet could be provided to allow a little more room for landscaping in the front yard.
2. **Building size.** This district includes several large properties which allow a sizeable structure to be built. The zoning should therefore establish some massing criteria to avoid the construction of a larger building lining the street. For instance, a limit could be placed on the size of the footprint allowed, and/or require that larger footprints be broken into segments that have the appearance of smaller footprints. Limiting the building size at the street would also allow views into the plazas in the rear of the property while also screening the large parking lots from view.
3. **Height.** The existing 35 foot height limit would provide ample room for construction of a two to three story structure. However, the town may wish to reduce the allowed height within a specified distance of the street facing property lines to maintain a pedestrian scale. For example, height could be limited to 25 feet or a single story within 50 feet of the property line, with a second story allowed beyond.
4. **Uses.** The existing mix of services and retail uses in the area already appears to cater more to residents and neighborhood needs, rather than to the visitor. This sets it apart from the Parker's River Gateway District. Therefore, if any changes are desired to the use table for this area, the town could consider allowing the most desirable uses that serve this function as

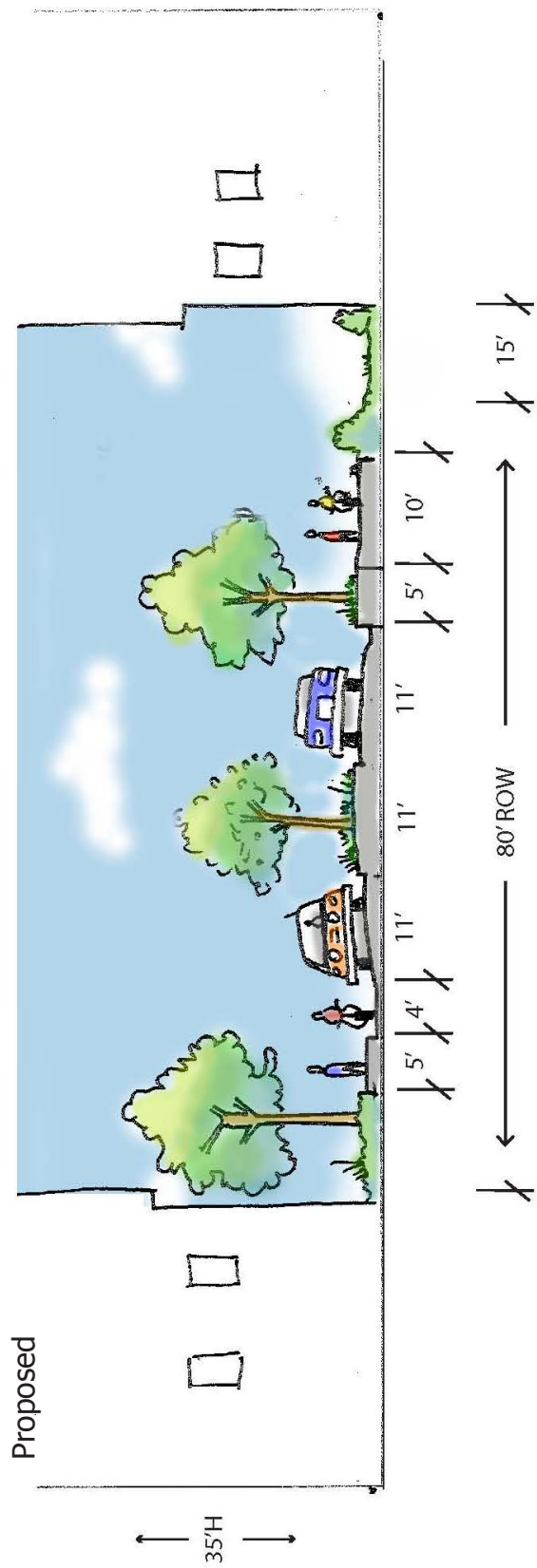
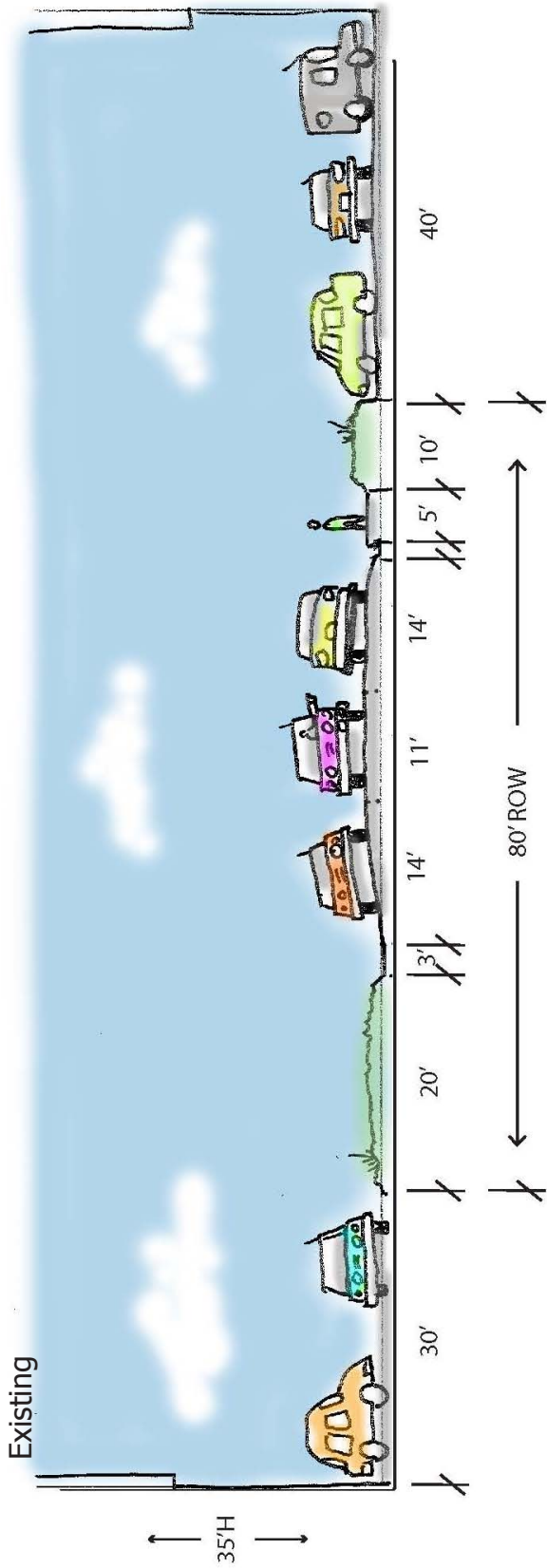


Figure D: Existing and Proposed street cross section west of Forest Road/Route 28 intersection.



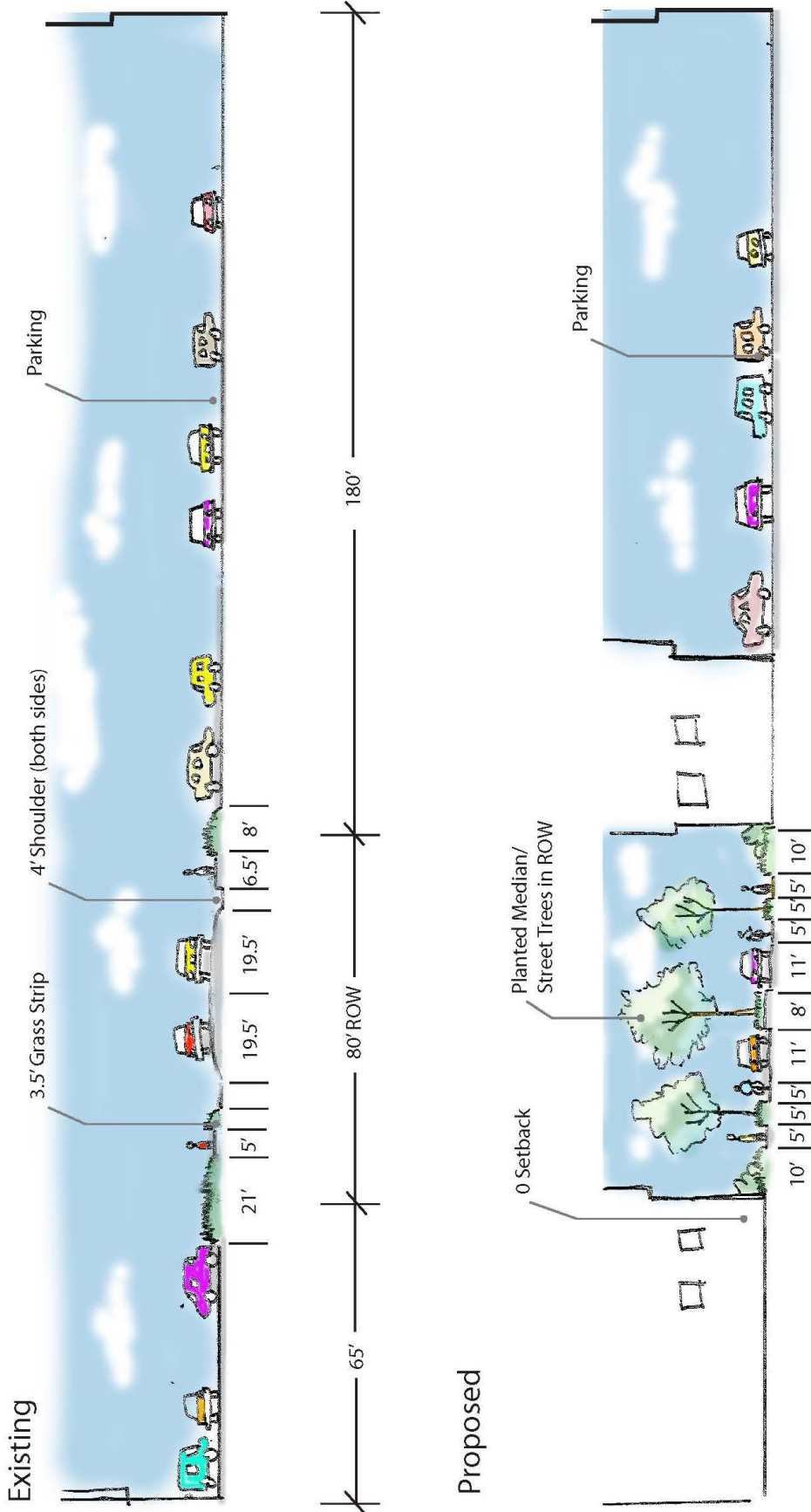


Figure E: Existing and Proposed street cross section east of Forest Road/Route 28 intersection.

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Existing Setting

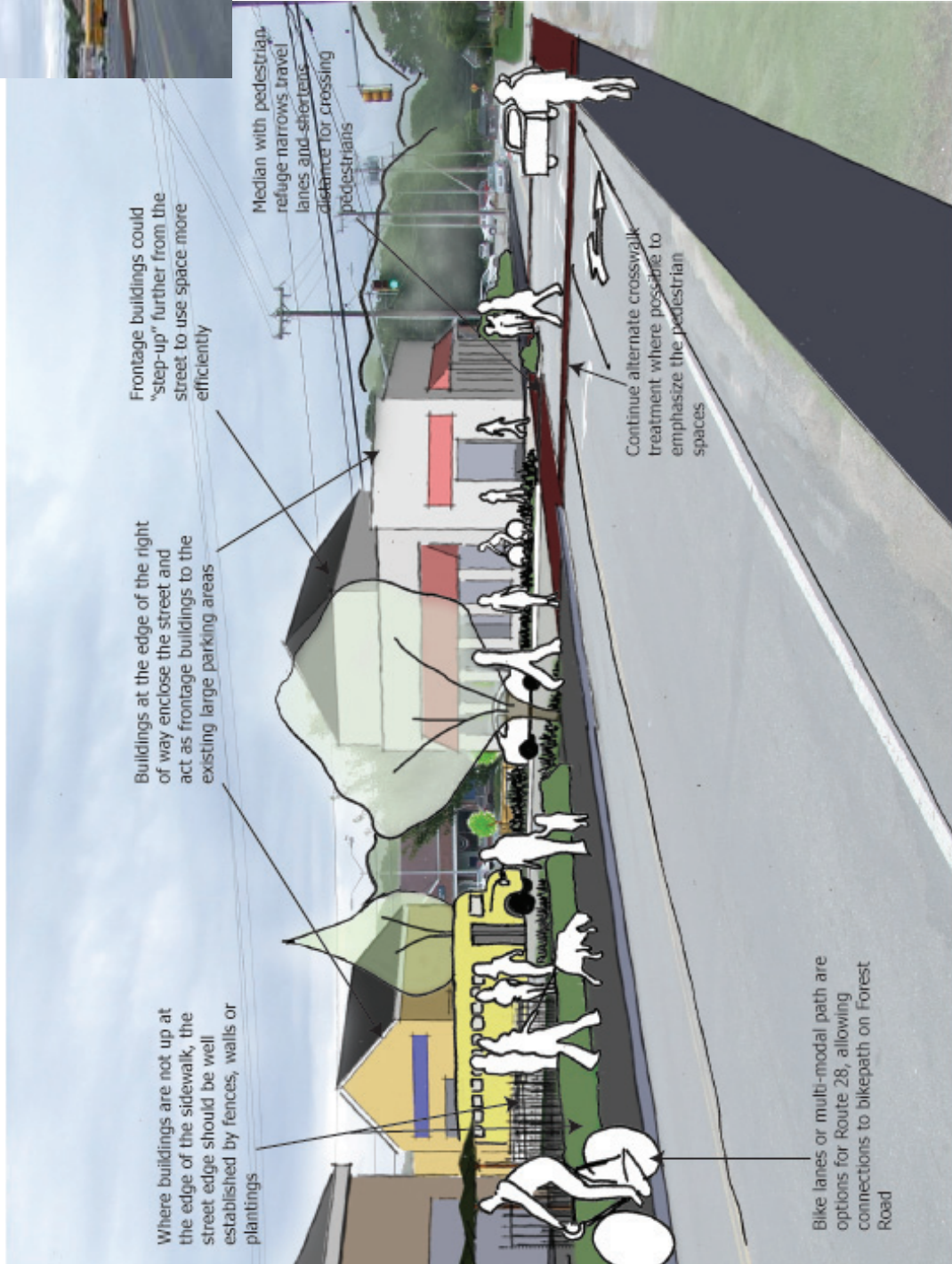


Figure F: Route 28 - Forest Road: Visualization of modified street - September 2010



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“by-right”, such as grocery stores, personal and professional services. Mixed uses (particularly smaller “top of shop” units) and offices would also be compatible with many of the uses in this area and should also be encouraged.

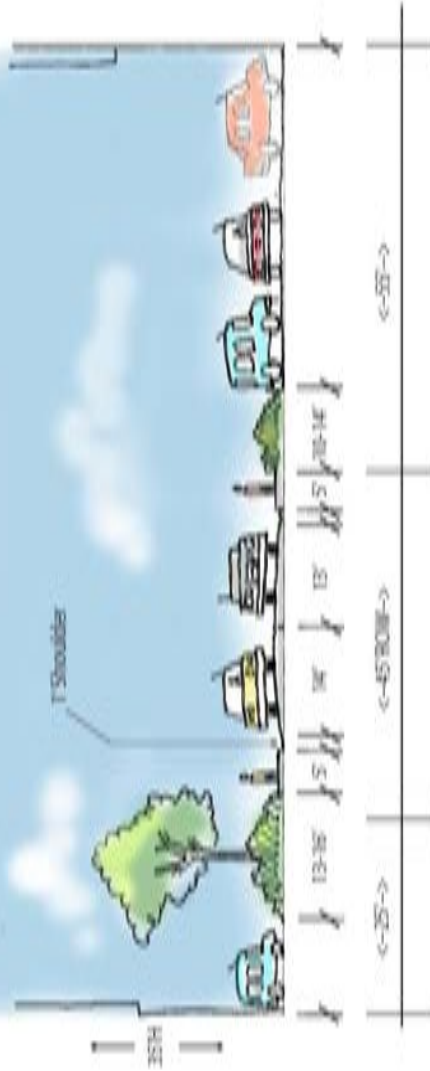
5. Street Profile. To the east of Forest Road, the wide right-of-way and existing paved area offer plenty of room to accommodate some significant amenities for pedestrians and bicyclists. In the proposed cross-section shown in Figure E, the pavement width remains as currently exists but includes a landscaped median, bike lanes on both sides with a grass strip separating the sidewalk from the street. In this configuration, there is still 10 foot of right-of-way remaining on either side that could be paved or landscaped to provide a wider sidewalk or plaza for shoppers. These changes to the profile, together with the setback suggestions made could result in a building height to street width ratio of approximately 1:3.2 (versus 1:9 existing). There is ample room to create a multi-modal pathway at this location, however, the design would have to ensure that conflicts between pedestrians and cyclists are avoided. The town could also continue to require the use of existing patterned/colored crosswalks seen in the area to clearly define pedestrian spaces and unify the district.

To the west of Forest Road, similar profiles could be constructed, however, if the town does not desire to widen the paved area an alternate profile is shown in Figure D. Here, narrowing the vehicle travel lanes allow a widened shoulder for bicycles, but not without creating an official five-foot wide bike lane. Sidewalks should be provided on both sides of the street. These changes to the profile, together with the setback suggestions made could result in a building height to street width ratio of approximately 1:3.14 (versus 1:4.3 existing). A multi-use pathway is shown in this cross-section to illustrate the potential for providing a safe access to the Forest Road bike path.

Hotel District: Existing setting

The buildings in this district are consistently placed at the 30 foot setback designated in the zoning bylaws, although hotels under HMOD1 must be at a 35 foot setback. The front setbacks are generally landscaped, giving the area a more comfortable and quieter feel, although some parking lots are located between the building and the road. The right-of-way in the district is narrower (45-50 feet) and the existing roadway profile includes narrow shoulders, narrower travel lanes and sidewalks with granite curbing on both sides of the street. Again, assuming that the buildings are at the zoning height limit of 35 feet, the building height to road width ratio in this area is approximately 1:3.5. Figure G shows the existing street cross sections for this district.

Existing



Proposed

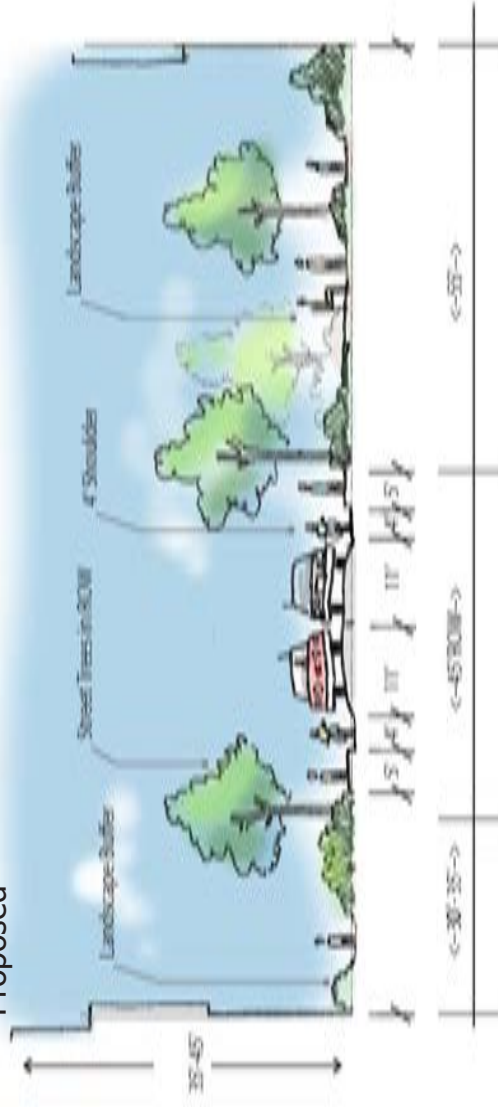


Figure G: Existing and Proposed street cross section - Hotel District

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Hotel District: Recommended changes

Figure G compares the proposed street cross sections to the existing street layout.

1. **Setbacks.** The setbacks and scale of development in this area already creates a comfortable pedestrian environment. Minor adjustments to the zoning in this area should ensure that the feel of the district is enhanced. For example, establishing the 30 foot front setback as a “build to” line may be appropriate. Parking should be prohibited between the property line and building, and allowed to the side only if there is a fence, wall or landscaped edge to screen it from view and provided it does not occupy more than a small percentage of the Route 28 frontage, and provided it is no closer to the street than the building line. In instances where there is a change of use and reuse of a building, or a hotel with a more generous setback, the zoning should require that the front setback area be landscaped.
2. **Building size/height.** As with the Forest Road District, the zoning should establish some massing criteria to avoid the construction of a larger building lining the street. The overall scale of structures in this district is more modest than the Forest Road area, and therefore any massing limitations should be correspondingly reduced. Height limits in the area appear appropriate for the development type desired.
3. **Uses.** The existing mix of uses and development pattern consist overwhelmingly of residential and hotel uses. Very little commercial space exists. The town should look to reinforce this character to break the business oriented character of Route 28 specifically allowing a range of residential types and hotel uses only. If a long term view is taken, business uses would relocate over time to areas where commercial activity is centered, leaving these “in between” areas to be redeveloped as more residentially oriented uses. As this area is within easy walking distance of both the Forest Road District and the Parker’s River Gateway District, it is ideally placed to be a successful location for residential development of all types. The town should study the appropriate density of residential uses in this area, and consider reducing the minimum lot size for the purposes of determining the allowed number of units to permit a more dense development pattern.
4. **Street Profile.** The proposed street profile remains mostly the same, except for narrowing the travel lanes further to provide a slightly wider shoulder to facilitate bicycle travel.



Parker's River Gateway District: Existing setting

As discussed with the Planning Board on June 14th, 2010, this district has three sub-districts that may warrant a more fine grained approach to the zoning.

Around the Winslow Grey intersection, the development pattern has a more "Main Street" feel with buildings of a more modest scale. The buildings in this district vary in their setbacks, some are at the 30 foot setback designated in the zoning bylaws, others are further from the street. Parking lots are often located within the front yard setback.

The Parker's River Bridge area provides open views to Swan Pond, the Parker's River and the coast, and has a more natural feel than other parts of Route 28. There is no strong building setback in this area, with some buildings right at the 30 foot front setback and others significant distances further back.

Travelling east from the Parker's River Bridge leads you into a transitional area before entering the Hotel District that is more enclosed. The structures here are again more consistently at the 30 foot front setback and includes a mix of business uses. This area has more of a "Main Street" feel, but not as pronounced as the Winslow Grey area.

The existing roadway profile includes narrow shoulders, wider travel lanes and sidewalks with granite curbing on both sides of the street (except for the south side of the road at the bridge).

Assuming that the buildings are at the zoning height limit of 35 feet, the building height to road width ratio in this area is approximately 1:3.14 when measured just west of the Parker's River Bridge.

Parker's River Gateway District: Recommended changes

Figures H and I compare the existing street layout and the proposed street cross sections in the Winslow Grey area, Parker's River Bridge area, and the Transitional area to the east of the district. Figure J provides a visualization of how the recommended changes might effect the Winslow Grey/Route 28 intersection. Please refer to earlier visualizations of the Parker's River Bridge area provided to the Planning Board in May and July.

1. Setbacks.

Winslow Grey. To build on the "Main Street" feel, and to announce the areas role as a gateway into the Parker's River District, the buildings here should be brought up to the street. In the core area around

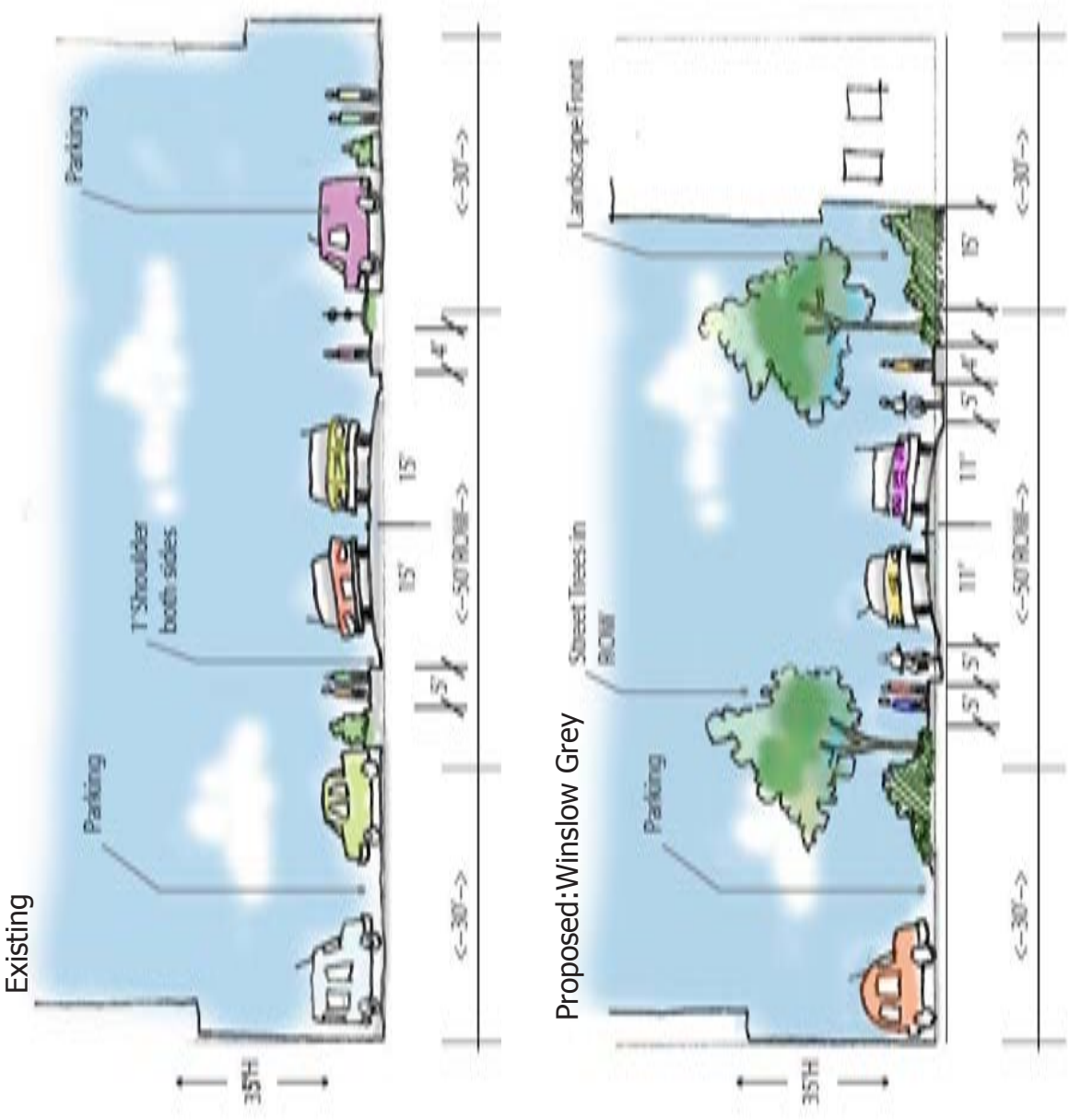
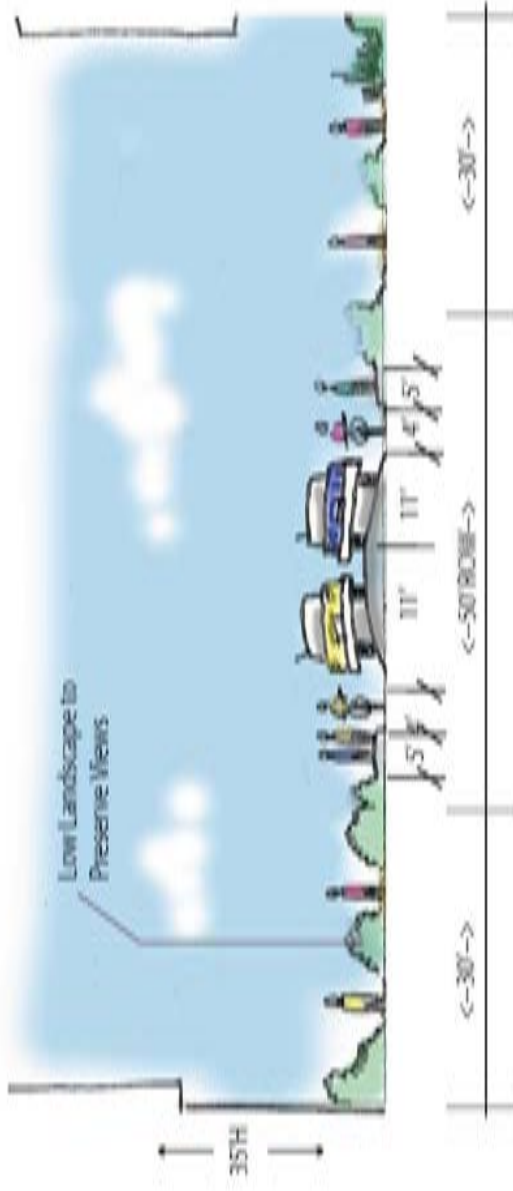


Figure H: Parker's River District - Existing and Proposed Winslow Grey area

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Proposed: Parker's River



Proposed: Transition area

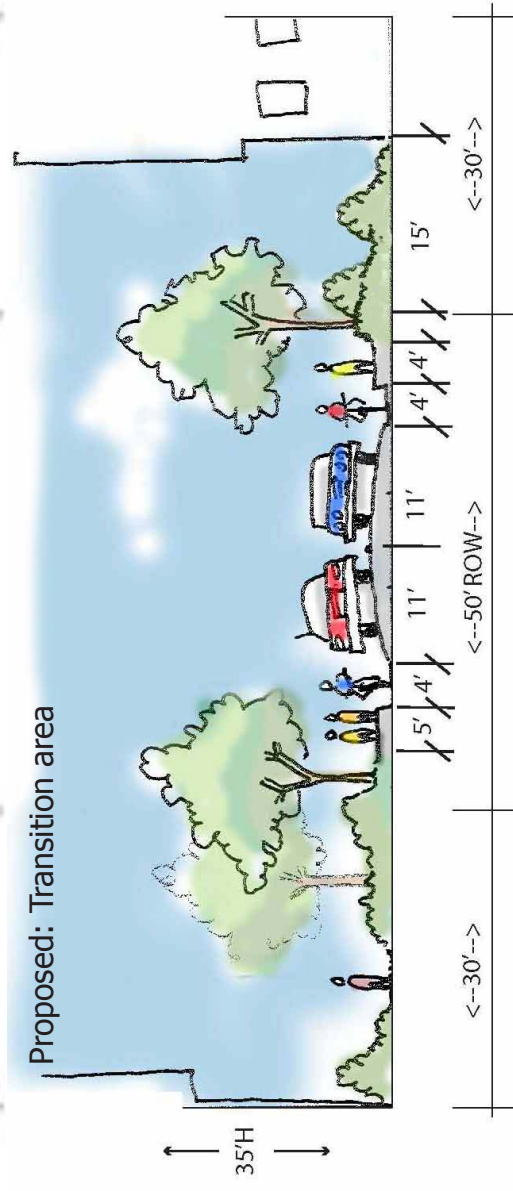


Figure I: Parker's River District - Proposed Parker's River Bridge and Transition area

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Existing Setting

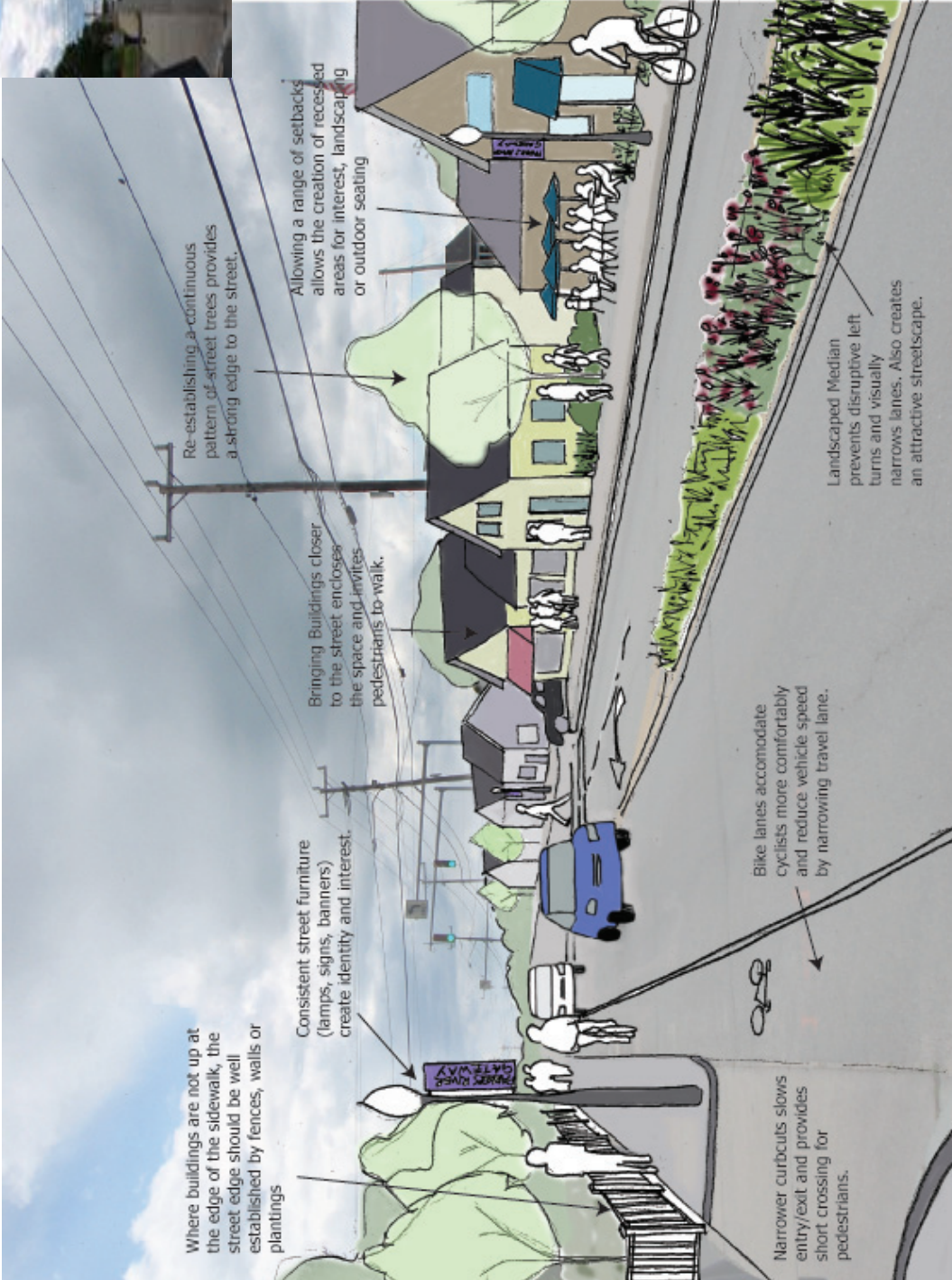


Figure J: Route 28 - Winslow Grey: Visualization of modified street - September 2010

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the Winslow Grey intersection, the town should establish a “build to” line of between 15 to 30 feet. Here, the town could also reduce the side setbacks to zero to permit a more “Main Street” arrangement of structures. Parking should be prohibited in the front setback, and allowed to the side only if there is a fence, wall or landscaped edge to screen it from view and provided it does not occupy more than a small percentage of the Route 28 frontage. In cases where reuse of existing buildings occurs, parking can remain in the front yard setback area but only if there is at least 10 feet of landscaping at the edge of the right-of-way and provided that there is a fence, wall or hedge establishing the street edge.

Parker’s River Bridge. In the interest of retaining and improving views to the natural areas surrounding this area, the setbacks should remain as they are currently. The town should consider adding a requirement to orient the narrowest profile of the buildings to Route 28, and also limiting how much of the frontage can be occupied by buildings. This would permit views past development and into the natural areas.

Transitional area to the east. In this area the setback can vary from 15 to 30 feet to provide subtle change in street profile, but also relate closely to the districts located to the east and west. Again, parking should be prohibited in the front yard setback, and allowed to the side with limits.

2. Height.

All sub-districts. The existing 35 foot height limit should provide ample room for construction of a two to three story structure in these areas. Around the Parker’s River, the town may wish to reduce the allowed height within a specified distance of the street property lines to maintain a pedestrian scale, and retain the open feel for this section

3. Uses.

All sub-districts. The existing mix of services and uses already caters to residents and visitors. Therefore, if any changes are desired to the use table for this area, the town could consider allowing the uses that serve its visitor oriented function as “by-right”, such as restaurants, recreation and cultural uses. Mixed uses would also be compatible with many of the uses in this area and could also be encouraged.

5. Street Profile.

Winslow Grey. By narrowing the travel lanes to 11 feet, enough pavement already exists to make a 5-foot bike lane on both sides of the street. A landscaped median can also be created where stripping is currently



present to restrict certain left turns across traffic. This median area could be used to provide signage or public art to signify entry into this gateway district. Street trees should be established to enclose the street and street lighting and furniture provided. These changes to the profile, together with the setback suggestions made could result in a building height to street width ratio of approximately 1:2.8 (versus 1:3.14 existing).

This area currently has an awkward traffic signal pattern with two sets of lights in close proximity, one at the Winslow Grey Intersection and another at the South Sea intersection. The town could consider taking steps to realign these roadways to make a single intersection. Figure K shows a conceptual idea of how this could be achieved, and shows how buildings closer to the street, with shared parking in rear that is accessed from the secondary roadways might be configured.



Figure K: Conceptual realignment of Route 28 at Winslow Grey.



Parker's River Bridge. Narrowing of the travel lanes here will not quite provide enough width for a bike lane without widening the paved area, but would provide 4 foot shoulders for cyclists. To avoid blocking views, street trees should be avoided, however, low plantings could be used to establish a strong street edge. These changes to the profile, together with the setback suggestions made do not change the building height to street width ratio, which would remain at approximately 1:3.14. This is consistent with the desire to enhance to the open and natural experience of this area.

Transitional area to the east. Narrowing of the travel lanes here will not quite provide enough width for a bike lane without widening the paved area, but would provide 4 foot shoulders for cyclists. These changes to the profile, together with the setback suggestions made could result in a building height to street width ratio of approximately 1:2.8 (versus 1:3.14 existing).

C. Design Guidelines

In addition to the suggestions made in the previous sections, Commission staff recommend that the Town continue using design guidelines for development in the area. It is also possible that some of the design guidelines could be incorporated into the zoning requirements where appropriate as illustrations. These general guidelines can also be more tailored to each district to ensure that the desired outcome is achieved. Clear and explicit illustrations of the desired pattern of development, including building placement, parking location and bulk and mass, can assist in communicating to the development community the vision for redevelopment along the corridor. The complete Downtown Buzzards Bay zoning implements this strategy, the complete text of which can be found at <http://www.townofbourne.com/Departments/Regulatory/PlanningDepartment/tabid/177/Default.aspx>



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Parker's River District

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Hotel Moderne District

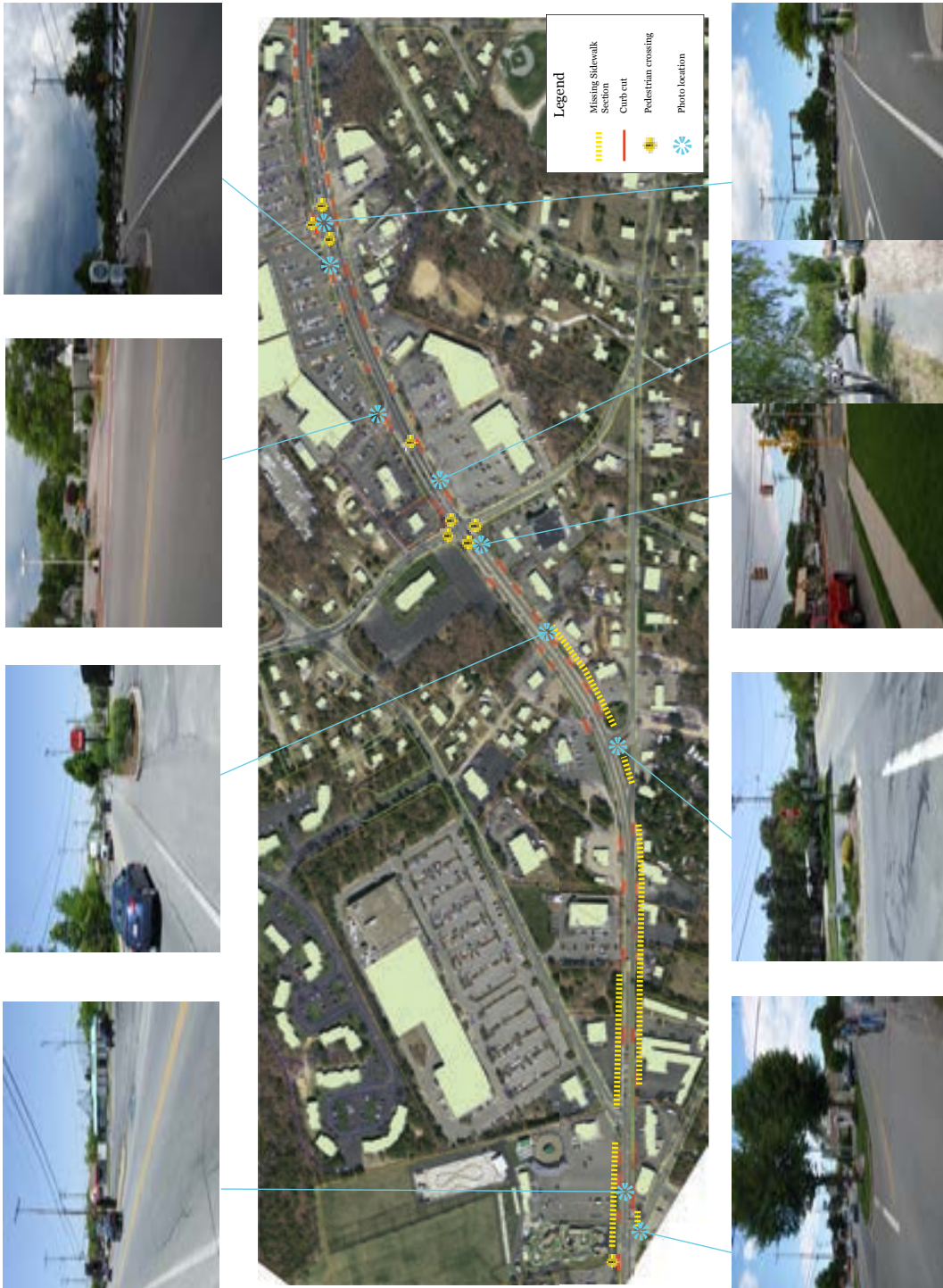
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Forest Road District

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Parker's River District - Concepts

3. In core area, limit structures and taller landscaping to retain/enhance views. Focus on the bridge/river as centerpiece.



2. Amenities. Add "official" transit stop to district, and provide bicycle amenities and connections. Add pedestrian crossings and amenities throughout.



1. Re-establish the roadway edge with street trees, fencing, or buildings as appropriate. Narrowing the perceived width of the road slows traffic and makes a more comfortable pedestrian environment.



Gateway/ Transition Area	"Main Street" Sub-district (enclosed roadway - built environ.)	Parker's River Core Sub-district (open views - natural)	"Main Street" Sub-district (enclosed roadway - built environ.)	Gateway/ Transition Area

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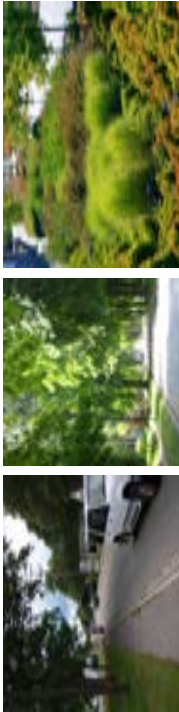
5. Develop wayfinding (signs), street lighting and landscaping guidelines to create a unified theme for the district. Theme could be unique to the district, and/or tied to major uses in the area.

4. At Winslow Grey gateway/transition point, improve traffic circulation by either aligning intersections, or providing median to limit turning movements and provide entrance feel. Draw buildings closer to the street, orient to the street and limit parking in front yard.



Hotel Moderne District - Concepts

1. Maintain the roadway edge with street trees or landscaping. Landscaping and trees are dominant characteristic in this area, encourage replacement where pattern interrupted by parking lots. Retain setbacks for structures, emphasis at street edge should be on landscaping in the front yard and reducing number of curb cuts. Scale and form of buildings more residential.



2. Amenities. Add "official" transit stop to district, and provide bicycle amenities and connections. Add pedestrian crossings and amenities throughout, area is heavily used by pedestrians and pedestrian safety and comfort should be enhanced wherever possible, i.e. benches and pocket parks (either public or private).



3. Develop a wayfinding, lighting and landscaping guidelines. Could look to the styles of motels in the area for sign guidance. Lighting/signage should be more pedestrian oriented and complimentary to adjacent districts.

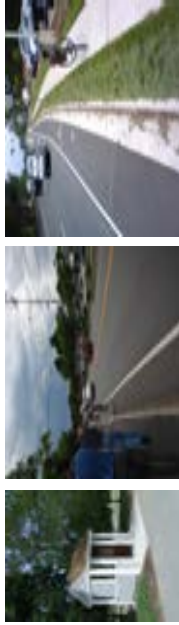


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Forest Road District - Concepts

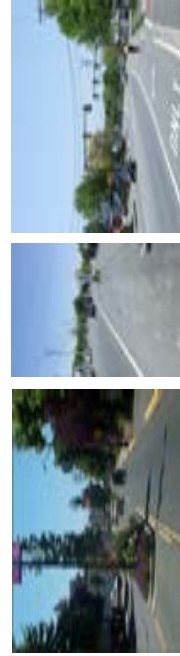
2. Transit and bicycles. Add "official" transit stop to district on Route 28 to compliment the two existing stops (Stop and Shop, Shaw's). Provide bicycle amenities (bike lanes) and connections to Forest Road bike route.



1. Form of the buildings larger, with structures generally set further away from the roadway. Where parking lots are between the street and the buildings, minimize their impact by buffering with landscaping and providing significant landscaping within the parking areas. Emphasize the two gateways and key intersections as points of interest (Forest, Old Main, Long Pond).



4. Convert painted medians to raised landscaped medians to limit illegal turns. Provide incentives for curb cuts to be removed, and those that remain to be narrowed. Encourage interconnections between adjacent uses. Narrow lane widths and add bike lanes if possible.



3. Construct sidewalks to connect existing network to avoid pedestrians walking in the street. Provide pedestrian crossings (stamped concrete) at regular points along corridor, particularly at Old Main Street and Long Pond Drive. Continue the planting strip between road/sidewalk to make a more comfortable pedestrian environment. Establish complimentary but distinct wayfinding and lighting guidelines for the district.



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Charlotte, VT Access Management

CHAPTER III. GENERAL REGULATIONS

Section 3.1 Repair of Damaged Structures; Demolition

(A) **Damaged Structures.** No zoning permit shall be required for the stabilization, repair, restoration, or reconstruction of a damaged structure to the extent of its prior condition and use. Unless other timelines are approved by the Board of Adjustment, stabilization of a damaged structure shall occur in a reasonable amount of time following the event resulting in damage, in order to prevent hazards to public health and safety and adjoining properties. [Also see Section 3.8]

(B) **Demolition.** Immediately following demolition, all materials shall be disposed of according to solid waste district standards, the site shall be restored to a normal grade, and ground cover shall be established sufficient to prevent erosion.

Section 3.2 Road, Driveway and Pedestrian Access Requirements

(A) **Access Requirement.** Pursuant to the Act [§4412(3)], land development may be permitted on lots which have either frontage on a maintained state or Class I, II or III public road or public waters, in accordance with district frontage requirements, or with the approval of the Planning Commission, access to such a road or waters by means of a Class IV road, legal trail and/or a permanent easement or right-of-way at least 50 feet wide, all in accordance with the standards of this section.

- (1) **Substandard Access.** Use of a substandard right-of-way or easement (i.e., less than 50 feet in width) for the purpose of creating an access to proposed land development is only allowed subject to Planning Commission approval and in accordance with the following:
 - (a) Use of a substandard access shall be limited to lots without required frontage which were legally in existence as of the effective date of these regulations.
 - (b) Development on a pre-existing, non-frontage lot with a substandard access shall be limited to one (1) dwelling unit or principal use.
- (2) **Review Process.** Consideration of a request for a right-of-way (road or driveway) will be undertaken within the subdivision review or site plan review process. If no subdivision or site plan review is required, the Commission shall review the request in accordance with Section 9.9.

(B) **Highway Access Permit.** Access onto town highways is subject to the approval of the Charlotte Selectboard, or for U.S. 7 (Ethan Allen Highway), the Vermont Agency of Transportation (VTrans), in accordance with state statutes and the Town of Charlotte's "Policy and Procedure for Highway Access Permits" as most recently amended. Highway access permits must be issued prior to the issuance of a zoning permit.

(C) **Access Management Standards.** The following access management standards shall apply to all land uses and development within the town under the jurisdiction of these Charlotte Land Use Regulations:..

- (1) No lot may be served by more than one (1) access (curb cut), except for:
 - (a) a lot for which it is determined, subject to subdivision, site plan, or conditional use review, that one or more additional accesses are necessary to ensure vehicular and pedestrian safety; or
 - (b) instances in which strict compliance with this standard, due to the presence of one or more physical constraints (e.g., streams, wetlands, steep slopes) would result in adverse

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Chapter III. General Regulations**Adopted March 7, 2006**

- environmental impacts or a less desirable site design and layout than would be otherwise possible.
- (2) For a parcel having frontage on two (2) roads (i.e., a corner or through lot), the access shall be located on the less traveled road, unless otherwise approved by the Commission or Board due to particular site, safety or road conditions.
 - (3) If property has frontage on Route 7 the following shall also apply:
 - (a) For purposes of access management, a “property” or parcel that borders Route 7 shall include one or more contiguous parcels under common ownership, any of which have a property line coterminous with the Route 7 right-of-way line. If any of the contiguous parcels under common ownership also have frontage on a secondary road that intersects Route 7, the entire property shall be considered to have access to both Route 7 and to the secondary road.
 - (b) A property having frontage on Route 7 and no frontage on a secondary road shall be allowed a maximum of one (1) access point onto Route 7. Where feasible, said access point shall be located and designed so as to provide access to the entire property, and shall meet all applicable standards of these regulations. No access shall be permitted where traffic conditions, topography, or any physical site limitation would prevent the construction of a safe access.
 - (c) A property having frontage on Route 7 and on a secondary road shall be required to locate all access points on the secondary road, except where the Planning Commission or Board of Adjustment determines that the topographical or traffic safety conditions make such location impracticable. Such access points shall be located and designed to provide access to the entire property, and shall meet all applicable standards of these regulations.
 - (4) New driveways and roads should be located to achieve appropriate sight distances, at least 125 feet (on center) from the intersection with a private road, and at least 225 feet (on center) from an intersection with a public road.
 - (5) The width of a proposed driveway, road or parking area shall not exceed the applicable state standard (B-71, A-76 as most recently amended) for the proposed use.
 - (6) Shared access is encouraged, and may be required for development subject to subdivision, site plan or conditional use review. During subdivision review, site plan review, or conditional use review an access may be eliminated, combined, or relocated to meet the requirements of these regulations.
 - (7) A new access in the Town of Charlotte intended to serve a use or development in another town that is not an allowed use in the zoning district in which the proposed access is located is prohibited. All other proposed accesses serving another town shall be considered a conditional use subject to conditional use review by the Board of Adjustment under Section 5.4 and site plan review by the Planning Commission under Section 5.5, and other reviews as applicable. In addition to meeting the requirements of Section 5.4 and Section 5.5, such access may be approved only:
 - (a) if no access to the proposed development is possible in the town in which the development is located; and
 - (b) the access meets all applicable requirements of these regulations.
- (D) **Roads and Driveways.** Driveways, which may serve up to two (2) lots, and private roads, which serve three (3) or more lots, must be designed and constructed to meet the standards as set forth in the Town of Charlotte’s “Road and Driveway Standards” as most recently amended.

Charlotte, VT Access Management

- (1) **Acceptance.** Acceptance of private roads by the municipality is subject to the approval of the Charlotte Selectboard, pursuant to state law for the laying out of public rights-of-way. Construction of a road to town standards in no way ensures such acceptance.
- (2) **Design.** All roads, driveways and intersections shall be designed and constructed in accordance with the Town of Charlotte "Road and Driveway Standards" as most recently amended, and the following:
 - (a) In evaluating use of an access, the Planning Commission may consider the intended use of the property, safety, traffic, road and site conditions in granting, conditioning or denying access approval. Conditions imposed by the Commission may include, but are not limited to, agreements that the town shall not be required to provide school busing beyond the public right-of-way, and that the owner of the property shall have the responsibility to upgrade and maintain the right-of-way for access by emergency vehicles.
 - (b) Roads and driveways should logically relate to topography to minimize site disturbance, including the amount of cut and fill required, and to produce usable lots, reasonable grades and safe intersections in relation to the proposed use of the land to be served by such roads.
 - (c) Roads and driveways should be located to avoid fragmentation of and/or adverse impacts to areas of high public value listed in Table 7.1. Additionally, to the extent feasible, roads should follow existing linear features such as utility corridors, tree lines, hedgerows and fence lines.
 - (d) Techniques for the preservation of scenic views and cultural features should be employed for the construction and maintenance of roads, including but not limited to the selection of visually compatible materials, the preservation of existing features, and appropriate management of vegetation within the road corridor. The use of surfacing material that minimizes driveway visibility and enhances surface permeability is encouraged, and may be required by the Commission or Board for development subject to subdivision, site plan, or conditional use review. A crushed stone or gravel surface is recommended.
 - (e) Roads and driveways should be designed to enhance the connectivity of the road network, particularly within village areas.
 - (f) The arrangement of lots and road rights-of-way in a proposed subdivision should allow for the future extension of roads to serve adjoining parcels and allow for efficient traffic circulation, access management, and emergency vehicle access. Proposed road easements shall be shown on the plat, and may be required to extend to the subdivision and/or property boundary.
 - (g) Shared driveways are encouraged, and may be required for development subject to subdivision, site plan or conditional use review. The owner of each lot upon which the common or shared driveway crosses shall provide a deeded easement to the benefited landowner which shall be recorded in the town land records.
- (3) **Drainage.** Stormwater management shall be provided to manage stormwater runoff from all proposed roads and/or parking areas in accordance with Section 7.8 of these regulations.
- (4) **Maintenance.** The maintenance of all roads not designated as a Class I, II or III Town Highways or a State Highway shall be the responsibility of the applicant and subsequent owners. The applicant shall supply evidence and assurance that such roads will be adequately maintained either by the applicant, lot owners or an owners' association via an acceptable legal mechanism. For

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developments involving access by a Class IV Town Highways or a legal trail, a road/trail maintenance agreement approved by the Selectboard shall be required in association with final subdivision approval.

- (5) **Road Names & Signs.** Road names proposed by the applicant shall be approved by the Charlotte Selectboard in accordance with the Town of Charlotte's *Road Naming & Numbering Ordinance* currently in effect. Roads shall be identified by signs approved by the Selectboard.
- (6) **Modification of Road & Driveway Standards.** In the case of unusual topographic conditions or other circumstances which would make strict adherence to these standards a substantial hardship, or result in a safety hazard, the Planning Commission may modify the application of one or more standards under this section, providing that the applicant demonstrates that the proposed road or driveway is accessible to emergency vehicles, does not pose a threat to motorists or pedestrians, will not result in unreasonable maintenance requirements for property owners, and is designed in a manner that is consistent with other applicable standards of these regulations.
- (E) **Parking Areas & Transit Stops.** Common or shared parking areas shall be designed in accordance with Section 3.12, and indicated on the site plan and the subdivision plat if applicable. In addition:
- (1) The Commission may require common or shared parking areas to serve multiple lots or uses in order to allow for reduced lot sizes and/or higher densities of development, to reduce access points onto public roads, and/or to reduce the total amount of impervious surface within a development.
 - (2) For major subdivisions that will be served by school buses or other public transit services, the Commission also may require pull-offs and/or turn-arounds, and/or the provision of one or more sheltered bus stops for use by residents of the subdivision.
- (F) **Trails.** Trails or walkways should be provided as needed to facilitate pedestrian access and circulation within the subdivision, or to connect to adjoining roads, recreation and pedestrian paths, or sidewalks serving the subdivision. Accordingly:
- (1) The Commission may encourage the applicant to provide unobstructed pedestrian easements at least 20 feet in width, which shall be shown on the plat.
 - (2) Within East Village, West Village and Commercial Districts, the Commission may encourage the installation of pedestrian paths or sidewalks along one or both sides of roads within the subdivision, or along public roads bordering the subdivision, or to connect to existing sidewalks on adjoining properties.
- (G) **Class IV Roads & Legal Trails.** The town, under state law and adopted town road policies, is not required to maintain designated Class IV roads or legal trails to provide year-round access to properties. The use of a Class IV road or legal trail for permanent vehicular access for non-recreational use of a property will be allowed only in accordance with the following:
- (1) Such use may be allowed only to minimize the number of curb cuts on a town or state road, or as otherwise deemed necessary to improve traffic safety.
 - (2) The upgrade and maintenance of the road as required for development and emergency vehicle access shall be the responsibility of the applicant and subsequent landowners. Selectboard approval is required prior to any undertaking any improvements to a Class IV road or legal trail.

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2840. PERFORMANCE & FUNCTIONAL STANDARDS**2841. General Performance Standards**

- a) Local Comprehensive Plan - In any permit proceeding (Site Plan Review, Subdivision Review, Special Permit), the applicant must demonstrate that relevant goals in the Town of Bourne Local Comprehensive Plan are satisfied.
- b) Access and Circulation - In any permit proceeding, consideration shall be given to possibilities for improvements to pedestrian and vehicular circulation. At a minimum, the applicant/landowner shall propose alternatives for closing, sharing, or consolidating curb cuts, creating easements and links with adjoining uses or properties, moving parking areas to rear yards, merging parking areas to more effectively and efficiently use land, and upgrading sidewalks, paths, and crosswalks.
- c) Use of Existing Buildings - Full use of buildings existing on the date of adoption of this section is allowed. Full use of first floors may be allowed on an unrestricted basis for all uses permitted in the district. Full use of upper floors may be allowed on an unrestricted basis for all permitted uses only if all bylaw requirements are fully satisfied on the ground floor.
- d) Non-Complying Sites and Structures - Consistent with this section of the Zoning Bylaws, the Planning Board may consider permitting substantial alteration to, or demolition and reconstruction of, non-complying structures..
- e) Historic Preservation - A change of use of existing buildings that are listed as contributing or are eligible for listing on the National Register of Historic Places or the State Inventory of Historic Places shall be allowed with the following provisions:
 - 1) External architectural features are preserved and/or restored, and in particular, to the extent possible, historically significant exterior facades are preserved or restored.
 - 2) Original rooflines, to the greatest extent possible, are preserved.
 - 3) Any necessary restoration should follow the preservation guidelines outlined in the Secretary of Interior Standards or the Massachusetts Historic Commission standards.

2842. Performance Standards for Residential Uses

- a) General Residential Use Performance Standards
 - 1) Residential developments containing 10 or more units shall include a minimum of 10% of the total number of units available to low and moderate-income residents in accordance with the Commonwealth of Massachusetts standards for affordable housing.
 - 2) The number of dwellings on each lot is limited by the required number of parking spaces for each dwelling under Section 2850 and the base density in Table DTD-2.

Buzzards Bay Zoning

- 3) New residential uses are allowed by right above the ground floor in existing or new buildings with frontage and orientation on Main Street, St. Margaret’s Street, Wallace Avenue, Washington Avenue, Cohasset Avenue and Academy Drive. All other allowable residential uses require a special permit from the Planning Board if dwelling units are located at ground level and accessed by these public streets.

2843. Performance Standards for Non-Residential Uses - See Table DTD-1

2844. Performance Standards for Adaptive Reuse Developments - Reserved

2845. Performance Standards for Transit Oriented Developments (TOD) - Reserved.

2850. OFF-STREET PARKING AND LOADING STANDARDS

2851. Purpose and Intent

It is the intent and purpose of these regulations to provide accessible, attractive, secure, properly lighted, well-maintained and screened off-street parking facilities for residents and visitors. These regulations are also intended to reduce traffic congestion and hazards and to assure the maneuverability of emergency vehicles by requiring adequate, appropriately-designed and well-placed provision of off-street parking and loading in proportion to the needs generated by different types of land use. The requirements for adequate, appropriately- designed and well-placed parking and off-street loading are intended to protect neighborhoods from the effects of vehicular noise and traffic generated by adjacent nonresidential land uses. The regulations regarding off-street parking and loading prescribed under this section supersede the requirements under Section 3300 of the Bourne Zoning Bylaws unless otherwise indicated below.

2852. General Parking and Circulation Objectives and Requirements

In general, applicants and the Town should seek to preserve and expand the supply of public and private parking spaces. In certain cases, however, it may be preferable to shift, consolidate or delete parking spaces to help achieve other goals related to streetscape design, district vitality or public safety. Parking and circulation shall be designed to provide for the maximum pedestrian safety, ease traffic flow, and facilitate access/egress on the property, while minimizing the need for impervious surfaces. General parking and circulation criteria are as follows:

- a) Parking shall be accessed by an alley or rear lane, when such are available.
- b) Parking shall be located within the second and third Lot Layers as illustrated in Figure DTD-2.
- c) Parking lots shall be masked from the frontage by buildings or appropriate landscaping as specified in Section 2860.
- d) A minimum of one bicycle rack place shall be provided within the public or private frontage for every 15 vehicular parking spaces.
- e) The vehicular entrance of a parking lot or parking structure on a frontage shall be no wider than 24 feet.
- f) Required off-street parking areas shall not be used for sales, dead storage, repair, dismantling or servicing of any type or kind.

Buzzards Bay Zoning

- g) Required off-street parking areas for five (5) or more automobiles shall have individual spaces that are designed, maintained and regulated so that no parking or maneuvering incidental to parking shall be on any public street or sidewalk and so that any automobile may be parked and unparked without moving another automobile.
- h) All off street parking areas shall be surfaced with asphalt, bituminous or concrete material, clay brick or concrete paving units, and maintained in a smooth, well-graded condition.
- i) If artificially lighted, such lighting shall be so designed and arranged that light is directed downward and away from any adjoining property used or zoned for residential purposes, and so designed and arranged as to shield public roadways and all other adjacent properties from direct glare or hazardous interference of any kind.
- j) Parking areas shall be arranged for the convenient access and safety of pedestrians and vehicles.
- k) Parking areas shall be arranged so that no vehicle shall be required to back from such facilities directly onto public streets.
- l) Parking areas shall be fitted with curbs, motor vehicle stops or similar devices so as to prevent vehicles from overhanging on or into public rights-of-way or adjacent property.

Buzzards Bay Zoning

2853. Table of Required Parking Spaces

Where on-site or controlled parking is necessary and required, the applicant shall provide at a minimum the amount required in the table below. This reduced parking requirement compared to Section 3300 of the Zoning Bylaw recognizes the availability and broad distribution of existing public parking and the pedestrian characteristics of the Downtown District.

TABLE DTD-3: REQUIRED PARKING SPACES IN THE DOWNTOWN DISTRICT	
TYPE OF USE	REQUIRED PARKING
RESIDENTIAL USES	
Accessory dwelling or Live/Work Unit	Minimum of 1 space per dwelling unit
Multi-family dwelling (buildings with 3 or more dwellings)	1.5 spaces per dwelling unit plus 1 guest space for every 10 units
Senior citizen apartment or condominium building	1 space per unit plus 1 guest space per every 10 units
LODGING	
Inn (12 or less guest rooms)	1 space per guest room, employees and for the operator
Hotel	1 space per guest room or suite and 1 space per managers unit; Banquet and meeting rooms shall provide 6 spaces per 1,000 square feet of seating area (<i>restaurants shall be figured separately</i>)
OFFICE	
General offices	2 spaces per 1,000 square feet of net office space
Medical or dental offices	4 spaces per 1,000 square feet of net office space
Service businesses (financial and personal)	3 spaces per 1,000 square feet of net office space
RETAIL AND SERVICE	
Retail/commercial use	2.5 spaces per 1,000 square feet of gross floor area
Restaurant, café, bar, and other eating and drinking establishments	10 spaces per 1,000 square feet of gross floor area

- a) Non-Defined Parking - Uses and parking requirements not defined in Table DTD-3 above, the applicant shall provide an amount equal to fifty (50%) of the required spaces under Section 3300 of the Zoning Bylaw.
- b) Fractional Spaces – When the number of required parking spaces for a particular use or building results in a fractional space, any fraction less than one half (1/2) shall be disregarded and any fraction of one half (1/2) or greater shall be counted as one (1) required space.

Buzzards Bay Zoning

- b) Off-Site Parking Credit - Parking requirements may be reduced by up to fifty percent (50%) with a Special Permit by the Planning Board if an off-street public parking lot of 20 spaces or more exists within 300 feet of the principal land use, and the public parking lot has ample spaces available to serve the immediate area as determined by a survey of peak hour occupancy and usage. If this rule cannot be met, the applicant can secure private off-site parking within 500 feet of the site by ownership or lease with another landowner with the following conditions:
 - 1) The off-site parking will be shared by more than one landowner; and
 - 2) The greater distance is justified because of pedestrian traffic patterns and the vitality of the area that would be part of the walk.
- c) On-Street Parking Credit - All non-residential properties located adjacent to a public right-of-way where on-street parking is permitted may receive credit for one off-street parking stall for each 20 linear feet of abutting right-of-way with parallel parking. This provision shall be applied for on street parking on the same side of the street as the proposed land use, or on the opposite side of the street if the property on that side of the street does not have the potential for future development.
- d) Public Parking Fund & Permit Program - Reserved
- e) Traffic Circulation Improvement and Reduction Incentives - For redevelopment, the SPGA may provide relief from required parking where the applicant:
 - 1) Permanently eliminates and/or significantly reduces the width of existing curbcuts in a manner that improves the through flow of traffic on Main Street;
 - 2) Provides a perpetual agreement for one or more driveway consolidations or interconnections that will alleviate traffic on Main Street
 - 3) Provides a perpetual agreement specifying Transportation Demand Management measures for employees on site or within, such as carpooling, ridesharing, transit use, walking and bicycle incentives.

2855. Parking Location and Access

- a) Off-Street Parking Location - Surface and above ground structured parking on Main Street shall be located in the second or third layer and masked by a streetwall or liner building. Underground structured parking may be located throughout the lot and underneath buildings. By special permit, surface and above ground structured parking may be allowed on the front of the lot behind the front façade of the primary building and screened with sufficient landscaping. It shall be limited to a single row of vehicles and associated turning space. Also within the DTD District, to the extent feasible, existing parking located on the front of the lot shall be removed and relocated to the rear and/or side of buildings, consistent with this section.

Buzzards Bay Zoning

b) Curbscuts and Driveways - New curb cuts on existing public ways in the DTD shall be minimized. No more than one curb cut on Main Street shall be allowed for any lot. For traffic safety and to maintain traffic flow, no new driveways shall be permitted on Main Street within 200 feet of any intersection. New curbscuts on Main Street should only be allowed where the curbscut leads to parking for at least twenty (20) vehicles. Driveways should not occupy more than 25% of the frontage of any parcel, except for lots less than 40 feet wide.

To the extent feasible, access to business for purposes of delivery or parking shall be provided through one of the following methods:

- 1) Through a common driveway serving adjacent lots or premises
- 2) Through existing side or rear streets and access points thus avoiding the principal thoroughfare; or
- 3) Through designated public loading spaces on street or in existing municipal lots.

c) Site Access - Parking shall be accessed from an alley or secondary street when possible. If parking is accessed from a primary street, there shall be only one point of access. Where the access crosses any pedestrian path, the intersection shall be clearly marked and lighted for the safety of the pedestrian. A parking lot or garage opening shall not exceed 2 lanes in width.

d) Through Lots - A through lot with at least ten (10) feet of property line abutting Main Street is presumed to have frontage on Main Street. For through lots, the lot shall provide vehicular access off of the alternative street or way unless otherwise permitted by special permit.

2856. Parking Facility Design Standards

a) Parking Space and Lot Design Standards – The parking design standards described in Section 3330 of the Bourne Zoning Bylaw shall apply in the DTD unless specifically addressed in this bylaw.

b) Parking Structures Design Standards - Parking structures (above and below ground) are allowed and encouraged in the DTD. All off-street parking structures shall comply with the following minimum provisions:

Angle of Parking	Length of Parking Space	Width of Parking Space	Aisle Width
60° or less (one-way); 90° (one-way)	18 ft.	8.5 ft.	18 ft.
90° (two-way)	18 ft.	8.5 ft.	24 ft.

Buzzards Bay Zoning

- c) Grass Parking - Grass parking is allowed as supplemental parking for any land use where excess parking is necessary on a temporary basis in addition to required parking in the DTD District. Some specific applications may include places of worship, parks and recreation facilities, or public and private schools. Off-street parking facilities surfaced with turf grid systems for both required parking and excess parking, shall:
 - 1) Have the access aisles surfaced with asphalt, concrete material, clay brick or concrete paving units.
 - 2) Be so maintained such that the grass does not constitute a nuisance by virtue of its appearance or condition and is graded in a level condition.
 - 3) Comply in all other respects with the requirements of this section.

2857. Loading Areas

- a) Required Loading Spaces – The number of loading spaces shall be determined by the type and size of use as follows:

Residential	1 space: 20 – 99 units
	2 spaces: 100 or more units
Non-Residential	1 space: minimum
	2 spaces: 50,001 – 100,000 sq. ft.
	3 spaces: 100,001 – 150,000 sq. f
	4 spaces: 150,001 sq. ft. or more
Mixed Use	Per requirements above

- b) Dimensions - The minimum dimensions of any required off-street loading space shall be a clear horizontal area of ten (10) feet wide by twenty-five (25) feet deep, exclusive of platforms and piers, and a clear vertical space fourteen (14) feet high.
- c) Accessibility - Each off-street loading space shall be directly accessible from a street or alley without crossing or entering any other required off-street loading space. Such loading space shall be accessible from the interior of the building it serves and shall be arranged for convenient and safe ingress and egress by truck or truck and trailer combinations, so no truck or trailer shall be required to back from such facilities directly onto public streets. Required off-street loading areas shall not be used for sales, dead storage, repair, dismantling or servicing of any type or kind.
- d) Shared Loading Areas - Collective, joint or combined provisions for off-street loading facilities for two (2) or more buildings or uses may be made, upon the approval of the Planning Board, provided that such off-street loading facilities are sufficient in size and capacity to meet the combined requirements of the several buildings or uses and are designed, located and arranged to be usable thereby.

Cecil Group Shared Parking Model

APPENDIX F: Model for Shared Parking

Model for Shared Parking in Mixed Use Projects

The number of parking spaces in a mixed use project shall be as required in this Section unless in performing Site Plan Review or in acting on a Special Permit, the Planning Board determines that a lesser number of spaces would be adequate for all parking needs because of special circumstances such as shared parking for uses having peak parking demands at different times, unusual age or other characteristics of site users, company-sponsored car-pooling, or other measures reducing parking demand.

When considering shared parking, the following method will be used to determine the appropriate parking requirements. Multiply the minimum parking requirement for each individual use, as set forth in Section 301, by the listed percentage, as set forth below in the Schedule of Parking Occupancy Rates, for each of the five designated time periods and then add the resulting sums from each vertical column. The column total having the highest total value is the minimum shared parking space requirement for that combination of land uses.

Schedule of Parking Occupancy Rates

	Weekday			Weekend	
	Night Midnight to 7:00 a.m.	Day 7:00 a.m. to 5:00 p.m.	Evening 5:00 p.m. to Midnight	Day 6:00 a.m. to 6:00 p.m.	Evening 6:00 p.m. to Midnight
Residential	100%	60%	90%	80%	90%
Manufacturing, Assembly, Processing	5%	100%	10%	10%	5%
Business and Professional Office	5%	100%	10%	10%	5%
Retail Establishment	5%	80%	90%	100%	70%
Hotel	70%	70%	100%	70%	100%
Restaurant	10%	50%	100%	50%	100%
Eating and meeting facilities associated with Hotel	10%	50%	60%	50%	60%
Auditorium, Theater	10%	40%	100%	80%	100%
School, Day-care facilities	5%	100%	10%	20%	5%
All other	100%	100%	100%	100%	100%