

SCARBOROUGH TOWN COUNCIL

LEGISLATIVE FINDINGS

APPLICATION FOR A CONTRACT ZONE

THE GREAT AMERICAN NEIGHBORHOOD

AUGUST 21, 2002

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The Zoning Ordinance [Section II, Zoning Ordinance, (I) Contract Zoning, (4) Procedures-Prior to Final Approval, (d) Public Hearing and Legislative Findings by the Town] of the Town of Scarborough requires that the Town Council state its reasons for its findings and conclusions on each of the determinations. The Council must determine whether the proposed contract zoning amendment:

- (1) Is consistent with the Town Of Scarborough Comprehensive Plan,
- (2) Is consistent with the existing and permitted uses within the existing zoning district classification of the property,
- (3) Is in the public interest, and
- (4) Will have beneficial effects on the Town as a whole, which would not result if the property were developed under the existing zoning district classification.

After review of all materials and presentations, as well as testimony at the public hearing (July 10, 2002), the Scarborough Town Council finds:

- A. That the project is consistent with the Scarborough Comprehensive Plan as specified in Exhibit A, Section I (attached and made part of these findings); namely, the proposed plan implements the village compact referred in Chapter 15 (F) providing for multiple housing types and uses in and around an historic center of the Town; the availability of utilities and services to accommodate the growth; and a compact neighborhood development that complements the existing village with smaller lots, sidewalks, connecting streets and public amenities all in close proximity.
- B. That the project is consistent with existing and permitted uses as demonstrated in Exhibit A, Section II, that includes the listing of permitted uses in the Zoning Ordinance. Since the project is a mix of housing types and uses called for in the Comprehensive Plan, there are some inconsistencies in that RF districts do not permit multiplexes and B-2 does not support residential development. Both of these factors, however, are an essential part of the Village Compact Development and therefore are viewed as essential to achieving the project's goal of a village compact mixed-use development.
- C. That the project is in the public interest in that it implements a major component of the Comprehensive Plan that previously had not been implemented; that it will contribute significantly to the town's tax base; that it will create a new model for development that counters sprawl and increases the opportunity for more affordable housing; that it would help preserve open space through the creation of an offset fee that will be used to acquire acreage that will support at least 44 buildable lots; and that it serves as a catalyst for the MDOT to make a commitment to address both short-term and long-term traffic problems at the Route One, Broadturn, Pine Point and Payne intersections. Specific benefits are shown in Exhibit A, Section III.

- D. That the project will provide benefits to the town and its residents that would not otherwise be available in a conventional large lot subdivision of 65 homes. These benefits are listed in Exhibit A, Section IV, and include but are not limited to:
- a. A pedestrian-oriented neighborhood.
 - b. A commitment of MDOT to study and improve highway infrastructure.
 - c. An \$81 million-plus increase in the tax base when fully completed.
 - d. The extension of public sewer to the area.
 - e. Certain public amenities such as trails, sidewalks, and recreation areas.
 - f. Funding necessary to purchase acreage capable of supporting 44 buildable lots for use as open space or recreational property.
 - g. A development model that if successful will provide an additional strategy in the town's growth management program.

Exhibit A

I. Statement of Consistency with Comprehensive Plan

Zoning Ordinance Section II, Subsection II
Part 4 (a) (3) (i)

Ordinance Section 4 (a) (3) A statement of how the Contract Zone . . . (i) shall be consistent with the Town of Scarborough Comprehensive Plan:

This Project follows the blueprint established by the Town's Comprehensive Plan.

<u>Comprehensive Plan Requirements</u>	<u>Comments</u>
Chapter 15(F) of the Comprehensive Plan encourages the growth of town and neighborhood centers as viable areas that support a mix of residential, commercial and civic uses, and which states: <i>"Pursuant to these goals the policies of this Comprehensive Plan are as follows:"</i>	
(2A) <i>"The designated village compacts (which probably would have several different zoning districts within them) should be in and around the historic centers of the Town, with room for growth as multiple-use areas and the appropriate utilities and services to accommodate that growth."</i>	Dunstan Corner is an established neighborhood. The size of the parcel directly on the Route One corridor with access to public sewer is an appropriate growth area.
(3C) <i>"Establish a provision within village compact areas for a density bonus for planned unit developments occupying fairly large sites (for example, on the order of 10 acres) that are designed in a well-defined, traditional village format. This format would include:</i>	The proposed Contract Zone site is 150+/- acres in size designed in a traditional village concept.

<ul style="list-style-type: none"> • <i>Provisions for traditional short blocks and interconnecting local streets;</i> 	Provided
<ul style="list-style-type: none"> • <i>Consideration of streets not merely as pavement for the movement of traffic but as "streetscapes" that include the careful consideration of how buildings, sidewalks, yards and esplanades are located along them;</i> 	Provided
<ul style="list-style-type: none"> • <i>a mix of small-scale services typical of villages;</i> 	Provided
<ul style="list-style-type: none"> • <i>the location of homes within walking distance of these services;</i> 	Provided
<ul style="list-style-type: none"> • <i>provision for appropriately designed and located public open space; and</i> 	Provided
<ul style="list-style-type: none"> • <i>the provision of high-quality pedestrian facilities (sidewalks, lighting, landscaping, etc.)"</i> 	Provided
<p><i>"Space and bulk standards in these planned unit developments should be consistent with traditional village design, including densities in the range of one unit per 7,500 to 10,000 square feet."</i></p>	Provided
<p>(3d) "Consider design standards – for roads, sidewalks, parking areas, etc. – in the village compacts that will produce more traditional walkable areas."</p>	Provided
<p>Chapter 15(G) - public sewer and water facilities; and</p>	Provided
<p>Chapter 15(H) encourages a choice of housing for residents of all ages and incomes by providing single-family and multi-family for both seniors and non-seniors; and</p>	A mix of single-family, multiplex condominiums and one- and two-bedroom apartments and senior housing is provided.

Chapter 15(J) of the Comprehensive Plan establishes the Town's goal of promoting a pattern of development that allows the most efficient delivery of services consistent with the needs of the Town as outlined in the Comprehensive Plan.	The Project is located within 1/2 mile of a newly renovated Fire/Rescue facility and constructs less road per housing unit compared to any other existing subdivision in the Town which will reduce the Town's costs of road maintenance, trash pickup, snow plowing and school bussing.

Exhibit A

II. Statement of Consistency with Existing and Permitted Uses

Zoning Ordinance Section II, Subsection II
Part 4 (a) (3) (ii)

Ordinance Part 4 (a) (3) A statement of how the Contract Zone . . .(ii) shall be consistent with existing and permitted uses within the existing zoning classification of the property:

The Dunstan Village Neighborhood contemplates a mix of residential, recreational, commercial and service uses, all of which are permitted uses in the underlying zones except (i) multiplex residences are presently not allowed in the R-F Zone and (ii) the B-2 Zone does not presently allow any residential uses.

Permitted uses in each of the zones are as follows:

Section XVI. RESIDENTIAL DISTRICT R-F.

B. PERMITTED USES

1. *General-purpose farming including retail sales of farm produce located on the same premises and kennels, but exclusive of abattoirs and piggeries.*
2. *Single-family detached dwellings, exclusive of individual mobile homes.*
3. *Residential recreational facility.*
4. *Hospitals, nursing homes and sanatoria on lots of at least five acres.*
5. *Accessory uses and buildings including accessory stables, beehive, and rabbit warrens.*
6. *Family Day Care Homes, subject to the standards and conditions of Section IV(I)(6), except that Board of Appeals review is not required.*
7. *Golf Course.*
8. *Municipal Buildings and Uses.*
9. *Place of Worship.*

C. SPECIAL EXCEPTIONS

1. Deleted 7/5/95.
2. *Public utility facilities including substations, pumping stations and sewage treatment facilities.*
3. *Cemeteries.*
4. *Extractive industry.*
5. *Camping and tenting area on lots of at least five acres.*
6. *Mobile home parks.*
7. *Home occupations.*
8. *Group Day Care Homes and Nursery Schools.*
9. *Boarding Care Facilities for the Elderly on lots of at least 5 acres, subject to the performance standards of Section IX, Subsection C.*
10. *Day Care Center Facilities which are accessory to and located on the same lot with Boarding Care Facilities for the Elderly.*
11. *Non-commercial Model Aviation Flying Field located west of the Maine Turnpike and subject to the standards of Section IV(I)(8) of this Ordinance*
12. *Cross-Country Ski Area subject to the following limitations:*
the lot contains at least 50 acres;
accessory activities, in the aggregate, remain incidental and subordinate to the skiing activity; and
adequate off-street, on-site parking as determined by the Planning Board.
13. *Day Care Center Facilities, only on lots which are serviced by public sewer.*
14. *Adjunct Uses, Place of Worship.*

Section XIX. GENERAL BUSINESS DISTRICT B-2.

B. PERMITTED USES:

1. *Retail business and service establishments, including warehousing and wholesale distribution, but exclusive of Mini-Warehouse/Storage Facilities, junkyards, salvaging operations, outdoor sales and services, and gasoline stations. Personal services.*
2. *Professional offices; financial, insurance and real estate offices; business services and business offices; non-municipal government offices.*
3. *Fully enclosed places of assembly, amusement, culture and government, exclusive of arcades and video arcades.*
4. *Clubs and lodging houses.*

5. *Passenger transportation facilities.*
6. *Accessory uses, excluding outdoor storage. [7/17/91]*
7. *Family Day Care Homes, subject to the standards and conditions of Section IV(I)(6), except that Board of Appeals review is not required.*
8. *High Technology Research Facilities, Light Assembly and Light Manufacturing.*
 - a. *Subject to Use and/or Site Plan Review by the Planning Board as listed in Section XIX, Para. B.8.b below. Those uses listed, including laboratory, research facilities, light assembly and light manufacturing uses, which do not create any danger to health and safety in surrounding areas; which do not create any offensive noise, vibration, smoke, dust, odors, heat or glare, and which, by reason of high value in relation to size and weight or merchandise handled, create light volume of truck traffic.*
 - b. *Uses permitted in Section XIX, B.8. may be undertaken only after the Planning Board has reviewed and approved use and/or site plans which comply with the Site Plan Review Ordinance and any additional information reasonably requested. The Planning Board shall grant approval if it finds that the proposed use, with any reasonable conditions the Planning Board deems necessary, will conform to the provisions of this ordinance and the following requirements.*
 1. *The use will not create any smoke, dust, odor, or other unhealthy or offensive airborne discharge.*
 2. *The use will not create any offensive noise or vibration.*
 3. *The use will not include any outdoor storage of equipment or material.*
 4. *The use will not involve the handling, storage, or disposal of hazardous waste material in a manner that will threaten public health.*
 5. *The use will not create unsafe traffic conditions or excessive traffic that would either adversely affect neighborhood character or unduly burden the ability of the Town to maintain the existing roads.*
 6. *The proposed use will not adversely affect the value of adjacent properties.*
 7. *The design and external appearance of any proposed building and site improvements will constitute an attractive and compatible addition to its neighborhood.*
 8. *All activities associated with uses enumerated in this section shall take place entirely within its principal structure.*
9. *Hotels and Motels.*
10. *Restaurants.*
11. *Golf Course.*
12. *Municipal Buildings and Uses.*

13. *Place of Worship.*

C. *SPECIAL EXCEPTIONS*

1. *Public utility buildings including substations, pumping stations and sewage treatment facilities.*
2. *Outdoor storage.*
3. *Group Day Care Homes, Day Care Center Facilities and Nursery Schools.*
4. *Outdoor sales proved that all merchandise displayed for sale is located at least 1,000 feet from any public way.*
5. *Gasoline Filling Stations on lots abutting U.S. Route One, whether a principal or accessory use, subject to the standards of Section IV(I)(7) of this Ordinance.*

Exhibit A

III. Statement of Public Interest

Zoning Ordinance Section II, Subsection II
Part 4 (a) (3) (iii)

DUNSTAN VILLAGE NEIGHBORHOOD WILL BE IN THE PUBLIC INTEREST

". . . The Town Council shall approve a contract zoning request only if it determines, exercising its sole and exclusive judgment as the legislative body of the Town, that the proposed contract zoning is in the public interest, and will have beneficial effects on the Town as a whole which would not result if the property were developed under the existing zoning classification. Factors the Council may consider in making those determinations may include, but shall not be limited to, the following:"

- *The development proposed by the contract zoning request will have a net positive effect on the Town's tax base or will provide payments in lieu of taxes at least equivalent to the development's projected demand on municipal services.*

Response. Recent developments in Scarborough with medium/large homes have resulted in 0.916 school enrollments per household. For example, Coulthard Farms, Evergreen, Pleasant Hill (Rays and Schooner), Springbrook, and Windward Subdivisions, with 405 homes, produced 371 enrollments..

Recent developments with medium homes have resulted in 0.718 school enrollments per household. For example, Black Point Meadows, Burnham Woods, Dunstan Landing, Foxwell, and Pleasant Hill (Minuteman), with 167 houses, produced 120 enrollments.

A conventional large lot large home subdivision on this land with 65 homes would produce 60 school enrollments, using the projections for medium/large homes. Dunstan Village will have 121 small/medium single-family homes producing 89 enrollments, 185 multiplexes producing 10 enrollments, for a total of 99 enrollments.

While the Dunstan Village school enrollment is projected to be 65% greater than a conventional subdivision, the total projected tax base is projected to be \$81,000,000 as opposed to a traditional home tax base of \$21,000,000 which results in a projected 386% revenue increase. The land acquisition account would also allow the town to purchase developable land elsewhere in town, eliminating the potential for school-aged children.

The compact design of the Dunstan Village proposal will ease the burden on the Town's budget. The compact street design will result in lower costs for repaving, snow plowing, sewer maintenance, school bus mileage, trash collection, and street sweeping.

- The development proposed by the contract zoning request will create either direct or indirect employment opportunities or will otherwise have a positive impact on the Town's economy.

Response. The projected 10- to 13-year construction period would provide long-term employment in the construction field. Post construction, the development would offer "on site" jobs that would give residents the option to work locally instead of commuting elsewhere in Greater Portland to find work.

The Municipal tax base is projected to increase by \$21 million under a conventional large lot subdivision and by \$81 million under the village concept, a 386% increase in revenues.

A more diverse mix of housing types will promote the Town's Haigis Parkway initiative by providing affordable nearby housing for potential employees who would otherwise live in the more affordable outer suburbs or Biddeford-Saco-Old Orchard Beach areas and commute through Dunstan Corner to get to work.

The Village Commercial area on Route One is expected to provide employment opportunities for 70-100 people. The area is envisioned as a mixed-use village, with professional offices, service businesses, retail stores, and institutional uses.

The increased population in the Dunstan area should provide a greater commercial base for local businesses, creating a greater incentive for neighborhood / commercial revitalization.

The development will generate a school impact fee of \$576,000 compared to an impact fee of \$208,000 collected under existing zoning. This results in a 177% increase in school impact fees compared to the actual enrollment increase of 65%

- The development proposed by the contract zoning request will enhance the variety of housing types available in Scarborough.

Response. Under the present zoning, the site would support approximately 65 4- to 5-bedroom homes on two-acre lots, accessed off Broadturn Road. This would result in very little quality public open space accessible to the neighborhood.

The Dunstan Village proposal would provide diverse housing types and price ranges with 121 single-family homes in a village setting, 200 multiplex units (apartments and condominiums) and 84 units of senior housing. In addition, the development would provide extensive common space, a public trail system, plus locally oriented retail, service and commercial uses clustered around a central green. [See Exhibit C]

- The development proposed by the contract zoning request will foster demographic diversity in Scarborough's population.

Response. The development will generally provide smaller homes on smaller lots which gives the expectation that homes could be more affordable.

- The development proposed by the contract zoning request will have the effect of maintaining and enhancing property values in the neighborhood and/or in the Town as a whole.

Response. The proposed village will add value to the surrounding neighborhoods by making Dunstan a more desirable place to live. The existing neighborhood will have access to the public green space, recreational and trail system amenities, which would not otherwise be available in an oversized-lot neighborhood. The coordinated approach to traffic planning that has been started by this project should result in long-term benefits to people who live and/or travel through the area on a daily basis. The increased residential population should help to energize the commercial areas along Route One and help provide safe pedestrian access across Route One.

As noted above, the village concept is expected to add 386% more tax value to the town, with only a slightly greater increase in school enrollment.

- The development proposed by the contract zoning request will be designed, constructed and maintained in a way which enhances its surroundings and particularly if it involves a use different from neighboring uses, will utilize architectural, landscaping and design techniques to achieve reasonable compatibility with neighboring uses.

Response. Neighboring residents have had an opportunity to be actively involved in the design of the Dunstan Village since its inception. A number of residents have taken that opportunity resulting in an interactive design process that incorporates their ideas. Each home, apartment, condominium, and commercial structure will be designed according to a set of design criteria. The designs will stress quality New England architecture, human scale, and pedestrian amenities. Site planning standards will stress the creation of livable places, using the principles of the Great American Neighborhood (See attached Principle of the Great American Neighborhood).

The design of the road network discourages through traffic, offers a variety of layouts and widths, and creates attractive streetscapes.

The phasing plan has been structured to minimize impacts on the surrounding residential neighborhood. Buffer zones have been established to preserve the privacy of nearby homes while maintaining the character of Broadturn Road.

- The development proposed by the contract zoning request will preserve open space which might not be preserved if the property were developed under the existing zoning district classification.

Response. The Dunstan Village concepts will preserve 30-40% of the land as open space for a variety of purposes: trail corridors, wetlands and wetland buffers, town greens, neighborhood parks, and roadway buffers.

In addition to the significant open space on the site which is being preserved, the project will pay a density impact offset fee to remove approve approximately 44 buildable lots in the Broadturn/Route One traffic shed.

- The development proposed by the contract zoning request will provide public access to water bodies, open space land or outdoor recreational opportunities.

Response. The majority of the open space will become available to the public including two miles of walking trails, public recreational facilities, and extensive amounts of open land. At the completion of the development a multi-purpose recreation field will be offered to the town.

- The development proposed by the contract zoning request will provide recreational, social or cultural facilities available in whole or in part to the public.

Response. The Dunstan Village proposal will result in extensive recreational and cultural facilities which will be available to the public. These will include walking trails, sidewalks, common greens and town parks, a multi-purpose recreation field, and a community space for both neighborhood and public meetings/activities.

- The development proposed by the contract zoning request will preserve unique or sensitive environmental features.

The planning process included a detailed assessment of streams and wetlands on the property. The planning process will involve consultation with the Maine Department of Inland Fisheries and Wildlife, the Department of Environmental Protection, and the US Army Corps of Engineers to identify any critical habitats on the property. Between 30 to 40% of the site will remain as open space with extensive buffering around streams and wetlands.

- The development proposed by the contract zoning request will preserve scenic views, vistas or corridors.

The development of Dunstan Village will have no negative effect on existing views within the community. From Route One, the existing Snow Farm building will be preserved (although it may be relocated) as the architectural focal point of the proposed commercial village. This is a significant gateway into Scarborough and will be one of the first commercial developments that people see as they come into town from Saco. The commercial village is being designed to capture the look and feel of a traditional New England town, with shops arranged around a landscaped green.

The view along Broadturn Road will be largely preserved by the establishment of a significant vegetative buffer zone. The woodland along Broadturn Road will also provide privacy for the new single-family homes and multiplex units being proposed there.

- The development proposed by the contract zoning request will preserve and maintain historical or archeological features.

As part of the Site Location of Development permitting process, the development team will be in contact with the Maine State Historic Preservation Commission. Issues relating to preservation of historic or archaeological features will be addressed at that time.

The plan will propose an extensive hiking/biking trail system connecting to the existing Dunstan neighborhood and will facilitate a process to develop a historic walking trail/tour of the entire Dunstan area, one of the most historic areas in Scarborough.

- The development proposed by the contract zoning request will preserve agricultural uses or agricultural lands.

The density impact offset fee to be paid by the project will provide funding to support the preservation of agricultural land for both open space and agricultural purposes. These funds may also be used to leverage additional monies for land preservation through such agencies as the Scarborough Land Trust and Land for Maine's Future Board.

- The applicant has volunteered to provide or to fund off-site improvements or activities in exchange for, and related to, any relaxation of the standards of the current zoning district classification. Examples include, but are not limited to, preservation of off-site wetlands in return for the ability to fill or disturb certain wetlands on the site, and preservation of off-site open space in return for the allowance of higher density on the site.

The developers agree to provide funding for a density impact offset fee to assist in accomplishing these goals. *The fee shall be \$500,000, the first installment being \$100,000 payable upon final site plan approval. The remainder shall be divided among the total lots approved in phase one and paid upon issuance of the occupancy permit for each dwelling. (proposed plans include 160 units in phase I resulting in a fee of \$2,500 per approved unit). Refer to Exhibit B.*

- The development proposed by the contract zoning request will provide goods, services or amenities for community life.

The development will provide recreational and open space lands available to the Scarborough community as a whole, plus the creation of a commercial area of small shops within later phases of the project. The size and scope of the project has attracted MDOT interest and commitment in improving the traffic congestion at the Broadturn/Route One/Payne Road intersections.

Exhibit A
IV. Statement of Beneficial Effect on the Town

Zoning Ordinance Section II, Subsection II
Part 4 (a) (3) (iv)

A statement of how the Contract Zone . . . (iv) will have beneficial effects on the Town as a whole which would not result if the property were developed under the existing zoning district classification:

**COMPARISON BETWEEN CONVENTIONAL SUBDIVISION AND
DUNSTAN VILLAGE NEIGHBORHOOD**

The following chart provides an outline of the beneficial effects that the Dunstan Village Neighborhood would have on the Town as a whole, compared to the effects of a conventional subdivision / development pattern.

<u>CHARACTERISTIC</u>	<u>CONVENTIONAL SUBDIVISION</u>	<u>DUNSTAN VILLAGE NEIGHBORHOOD</u>
Neighborhood Character	Single-family homes on two-acre plots. Homes separated from each other and set back from street. Oriented toward the automobile. Would look like most other new subdivisions.	Homes sited to create pedestrian-oriented neighborhoods.
Planning Process	Strict adherence to zoning and subdivision ordinances.	Community planning process involving citizens at every step; a new model for future development areas in town.
Dunstan Benefits	None	Ownership of planning process, strengthening sense of community; open space and trail network; facilities for community meetings and activities; multipurpose field; connected pathways; coordinated approach to traffic; catalyst with MDOT for a commitment to address traffic; village commercial.
Town-Wide Tax Benefits	Residential development: \$21± million tax base	Residential development: \$81 million tax base.
Wetland Protection	Moderate wetland impacts from road construction and home sites. Cumulative loss of wetlands in future from individual lot actions.	Careful siting to minimize wetland impacts. Buffers established to preserve wetlands and maintain habitat/water quality.
Streetscape	Typical subdivision roads, probably no sidewalks, street trees, or curbs.	Streetscapes will include street lighting, curbs, sidewalks, esplanades,

	no sidewalks, street trees, or curbs.	and trees to provide a safe, attractive pedestrian environment.
Open Space Preservation	None	50-60 acres of land will be preserved for habitat, buffers, and recreational open space.
Public Access to Open Space	None	Public will have access to open space and several miles of trails/sidewalks, promoting public health, well-being, and community spirit. Donation of multipurpose field.
Community Building	None	Facility will be established for use by the project, the neighborhood and the Scarborough community .
Sewer	On-site septic systems (may be problematic in areas of high groundwater and shallow bedrock).	Public sewer would be extended to the property.
School Bus Routes	Many dead-end roads. Required multiple turns on Broadturn Road.	Interconnected road system designed to facilitate walkable neighborhoods and ease of bus pickup.
Road Maintenance	Typical maintenance costs for subdivision roadway.	Considerably less maintenance costs/household due to reduced road frontage, narrower streets, and denser housing.
Mass Transit	Low density housing reduces the likelihood of expanded mass transit in Scarborough.	Higher-density housing furthers the possibility of a mass transit stop. Potential for project transit serving Dunstan area residents.
Housing Types	Single-family detached homes; 3-4 bedrooms.	Diversity of housing types: Small/medium homes, apartments, condominiums, senior housing to appeal to a broad economic and age cross-section of the community.
School Impact	Approximately 5 per grade	Approximately 8 per grade total. Minimal enrollments from seniors/apts./condos. Land fund established to remove development pressure in future.

Traffic	Ten trips/day/home; peak hour coincides with Dunstan peak. All traffic empties onto Broadturn Road. Multiple new roadways.	Fewer trips per day; land set aside would reduce potential increases in traffic in traffic shed; multi-agency public/private task force to deal with historic traffic problems. One access to Broadturn, one to Route One.
Commercial Development	Most likely a continuation of Route One auto-oriented development. People in new subdivisions would have to drive, adding to traffic on Route One. Future of old farmhouse in doubt.	Creation of an attractive village commercial area. Mixed use development to meet community needs. Accessed by internal roads/pathways to minimize impacts on Route One. Within walking distance of most residents. Creation of 70-100± jobs in an attractive setting. Preservation/relocation of existing buildings.
Dunstan Revitalization	Unknown	Increased customer base should have a positive effect on local businesses.
Preservation of Agricultural Land and other Open Space.	Does nothing to stem the consumption of agricultural land or other valuable open space on the west side of the turnpike.	Mechanism will be established to help preserve open space and/or agricultural land.
Scarborough's Image	Continuation of conventional development patterns. Little regard for comprehensive plan or principles of Smart Growth.	Scarborough becomes a statewide leader in addressing growth, traffic planning, and open space preservation.

EXHIBIT B

Dunstan Neighborhood Sprawl Reduction Analysis

v.070902

	<u>Units</u>	<u>K-12 per Unit</u>		<u>Total K-12 Enroll- ments</u>
Proposed Dunstan development:	441	0.224	<i>Weighted avg.</i>	
Single-family (3-bedroom):	109	0.718	<i>90% per ALC</i>	78.2
Single-family (4-bedroom):	12	0.916	<i>10% per ALC</i>	11.1
Condominium	185	0.046	<i>per G&S report</i>	8.5
Senior	84	-	<i>" "</i>	-
Apartment (1-bedroom)	51	0.023	<i>50% of kids in condos</i>	1.2
<hr/> Expected K-12 additions from Dunstan Neighborhood development:				99.0
Alternative Dunstan development:				
<hr/> Single-family Large (4 bedroom):	65	0.916	<i>per ALC</i>	59.5
<hr/> Density enrollment impact:				
<hr/> Students added by increased density:				39.4

Density offset: house lots to be taken off market.

Sub-division home equivalent:

<i>4 br</i>	<i>90%</i>	0.916	<i>39 homes</i>
<i>3 br</i>	<i>10%</i>	0.718	<u><i>5 " "</i></u>
Total homes to offset:			<i>44 homes</i>

Minimum required buildable acreage (RF zone, @ lot 2 acres):

88 acres

Expected range of acreage in parcel (minimum to 2 x minimum):

88

to

177 acres

**SCARBOROUGH TOWN COUNCIL REVIEW POINTS
FOR THE GREAT AMERICAN NEIGHBORHOOD**

Be it resolved by the Council of the Town of Scarborough, Maine, in Town Council assembled that,

WHEREAS, the Town Council in its review of the application of the Great American Neighborhood for a contract zone has determined that the project in its current conceptual form is in the best overall interest of the community; and,

WHEREAS, certain issues that impact the surrounding neighborhood and the town in general have been identified in workshops and public hearings for future resolution review, which will require further study and analysis by both the Town Council and the Planning Board.

NOW, THEREFORE, BE IT RESOLVED, that the Planning Board is hereby requested to give particular attention to the following issues in their site plan and subdivision review process or provide recommendations to the Town Council for their resolution in the contract:

- a. Clarify ownership and maintenance of alleys, sidewalks, trails, wetlands, open space and pedestrian pathways.
- b. Short term traffic improvements to increase the level of service (LOS) at the Payne Road, Route 1, Broadturn and Pine Point Road intersections from F (failure) to level C, a method to ensure that level D is the minimum maintained for this intersection and a long term schedule for traffic improvements to the phasing schedule for construction.
- c. Providing at least one point of safe access for crossing Route 1.
- d. Determine what constitutes public recreational facilities and how they are to be managed.
- e. Development of home owner association documents.
- f. Possible amendments to the growth management ordinance to accommodate the project.
- g. Secure public benefits such as recreation areas, open space and walkways to insure they will be constructed regardless of the long-term viability of the project.
- h. Further refine the sprawl reduction offset.

Signed and dated this the 21st day of August, 2002, on behalf of the Scarborough Town Council and the Town Manager of Scarborough, Maine.

Signed by: Jeffrey A. Messer
Council Chair

Attested by: Yolande P. Justice
Town Clerk