

Mary

**TOWN COUNCIL MEETING #3-2000
FEBRUARY 1, 2000 - 6:00 P.M.
TOWN COUNCIL CHAMBERS**

SUMMARY AGENDA

- ITEM #21-2000 To consider action relative to proposed recommendations on providing adequate funding for cemetery maintenance. (Public Hearing).
- ITEM #22-2000 To consider action relative to amending the Comprehensive Plan by including the Vision Plan for Route #1 South as an appendix to the Comprehensive Plan. (Public Hearing).
- ITEM #23-2000 To consider action relative to sponsoring, on behalf of Freeport Community Services, an application for the 2000 Maine Community Development Block Grant Program to provide funds for the planning of a Community Center.
- ITEM #24-2000 To consider action relative to the issuance of General Obligation Bonds for up to \$1,000,000 to provide for the purchase of property for the preservation of Open Space.
- ITEM #25-2000 To consider action relative to an expenditure from the Traffic and Parking Reserve Account to provide for the proposed "Village 2010, Freeport, Maine" Action Plan.
- ITEM #26-2000 To consider action relative to accepting public comment on the status of the Community Development Block Grant for the Freeport Elders Association.

OTHER BUSINESS:

1. Discussion on Staples Point Road improvements.
2. Report on discussions with telecommunications companies.

COMMITTEE REPORTS:

Adjourn.

AGENDA
FREEPORT TOWN COUNCIL MEETING #3-2000
TOWN HALL COUNCIL CHAMBERS
FEBRUARY 1, 2000 - 6:00 P.M.

SPECIAL NOTE: This agenda is a working agenda that includes background information and is for distribution to Council members only.

FROM: Dale C. Olmstead, Jr.

TO: David Soley, Chairperson, Arnold Road
John Arsenault, Vice Chairperson, Prout Road
Genie Beaulieu, Larue Drive
Edward Campbell, Gay Drive
Kenneth Mann, Mann Road
Gloria Fogg DeGrandpre, Wolf Neck Road
Robert Stevens, Porters Landing

FIRST ORDER OF BUSINESS: To waive the reading of the Minutes of #2-2000, January 18, 2000 Meeting and accept the Minutes as printed.

SECOND ORDER OF BUSINESS: Public Comment Period - 30 Minutes
(Non-Agenda Items Only)

THIRD ORDER OF BUSINESS: To take action on the following items of business as read by the Council Chairperson.

COUNCIL MEETING #3-2000
FEBRUARY 1, 2000

ITEM #21-2000 To consider action relative to proposed recommendations on providing adequate funding for cemetery maintenance. (Public Hearing).

MOTION: That the Public Hearing be opened.

MOTION: That the Public Hearing be closed.

BE IT ORDERED: That the proposed recommendations be adopted.

ITEM #22-2000 To consider action relative to amending the Comprehensive Plan by including the Vision Plan for Route #1 South as an appendix to the Comprehensive Plan. (Public Hearing).

MOTION: That the Public Hearing be opened.

MOTION: That the Public Hearing be closed.

BE IT ORDERED: That the proposed amendment to the Comprehensive Plan be approved.

ITEM #23-2000 To consider action relative to sponsoring, on behalf of Freeport Community Services, an application for the 2000 Maine Community Development Block Grant Program to provide funds for the planning of a Community Center.

BE IT ORDERED: That a Public Hearing be scheduled for February 15, 2000 at 7:00 p.m. in the Town Hall Council Chambers to discuss an application for the 2000 Maine Community Development Block Grant Program.

BE IT FURTHER ORDERED: That 30 copies be distributed equally between the Town Clerk's office and the Freeport Community Library for inspection by citizens.

ITEM #24-2000 To consider action relative to the issuance of General Obligation Bonds for up to \$1,000,000 to provide for the purchase of property for the preservation of Open Space.

BE IT ORDERED: That a Public Hearing be scheduled for February 15, 2000 at 7:00 p.m. in the Town Hall Council Chambers to discuss the proposed issuance of General Obligation Bonds for up to \$1,000,000 to provide for the purchase of property.

NOTE: Two options and levels of funding will be discussed at the Public Hearing.

BE IT FURTHER ORDERED: That notice of the hearing be placed in a newspaper of general circulation at least ten (10) days prior to the hearing.

ITEM #25-2000 To consider action relative to an expenditure from the Traffic and Parking Reserve Account to provide for the proposed "Village 2010, Freeport, Maine" Action Plan.

COUNCIL MEETING #3-2000
FEBRUARY 1, 2000

BE IT ORDERED: That up to \$35,000 be expended from the Traffic and Parking Reserve Account to provide funding for the "Village 2010, Freeport, Maine" Action Plan.

ITEM #26-2000 To consider action relative to accepting public comment on the status of the Community Development Block Grant for the Freeport Elders Association.

BE IT ORDERED: That a Public Hearing be scheduled for February 15, 2000 at 7:00 p.m. in the Town Hall Council Chambers for the purpose of accepting public comment on the status of the Community Development Block Grant for the Freeport Elders Association.

BE IT FURTHER ORDERED: That notice of the hearing be placed in a newspaper of general circulation at least ten (10) days prior to the hearing.

OTHER BUSINESS:

1. Discussion on Staples Point Road improvements.
2. Report on discussions with telecommunications companies.

COMMITTEE REPORTS:

Adjourn.

MINUTES
FREEPORT TOWN COUNCIL MEETING #3-2000
February 1, 2000 – 6 P.M.

<u>CHAIRPERSON'S CALL TO ORDER:</u>	<u>Present</u>	<u>Absent</u>	<u>Excused</u>
Genie Beaulieu, Larue Drive	X (arrived at 7:03 p.m.)		
David Soley, Chairperson Arnold Road	X		
Edward Campbell Gay Drive	X		
John Arsenault, Vice Chair Prout Road	X		
Kenneth Mann Mann Road	X		
Gloria DeGrandpre Wolf Neck Road	X		
Robert Stevens Porters Landing	X (Arrived at 7:03 p.m.)		

FIRST ORDER OF BUSINESS: TO WAIVE THE READING OF THE MINUTES OF MEETING #2-2000 HELD ON JANUARY 18, 2000 AND ACCEPT THE MINUTES AS PRINTED.

MOVED AND SECONDED: TO WAIVE THE READING OF THE MINUTES OF MEETING #2-2000 HELD ON JANUARY 18, 2000 AND ACCEPT THE MINUTES AS PRINTED. (5 Ayes) (2 Excused—Beaulieu & Stevens)

SECOND ORDER OF BUSINESS: Public Comment Period - 30 Minutes (Non-Agenda Items Only)

Chair Soley noted that Councilor DeGrandpre has brought to his attention that tonight's 6 o'clock meeting may take some people by surprise that are accustomed to a 7 o'clock start time. To take care of this situation, if anyone comes in at 7 p.m. with a public comment, it can be heard at that time.

Councilor Mann brought up Map Quest which is a computer guide to roads in Maine and noted errors in Freeport destinations. He also noted errors in Internet directions. He suggested that correcting these errors may help alleviate some of Freeport's traffic problems. Chair Soley suggested giving the papers to the Freeport Economic Development Corporation so they can correct some of the errors.

COUNCIL MEETING #3-2000
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Mr. Olmstead advised that Town employees were recently honored by two organizations for their efforts. One was the Leadership Award by the Maine Municipal Association in recognition of the Town lowering its Workers Compensation rates. Freeport will be avoiding an increase in rates this year because of the efforts of the Freeport Safety Committee. He wanted to acknowledge the Town employees for their efforts in workplace safety. A gold medal award was also received from the United Way of Cumberland County because Town employees doubled their contributions this year over the previous year.

MOVED AND SECONDED: That the Town Council recognizes and thanks the Freeport Safety Committee for an excellent job in promoting safety throughout the public employees. Councilor Campbell suggested giving the committee a round of applause and everyone joined in. (Soley & Stevens) (7 Ayes).

MOVED AND SECONDED: To close the Public Comment Period (Councilors Campbell & Stevens (7 Ayes)

THIRD ORDER OF BUSINESS: To take action on the following items of business as read by the Council Chairperson.

ITEM #21-2000 To consider action relative to proposed recommendations on providing adequate funding for cemetery maintenance. **(Public Hearing).**

MOVED AND SECONDED: That the Public Hearing be opened. (Councilors Campbell & Genie) (7 Ayes)

Mr. Olmstead noted that he wrote a letter to Freeport churches asking if they had any interest in partnering with cemeteries to provide improved care. He heard from two churches asking for more information. It appears that there is interest from churches to get involved in cemetery care.

Councilor Arsenault reported that he received a phone call from Phyllis Roy noting that the proposed \$400 perpetual care fee would be a hardship for a lot of people. Other Councilors noted that Mrs. Roy called them as well.

Councilor Mann advised that he would support increasing the perpetual care fee to \$250 or \$300 and also making adjustments so that dividends can be increased to help cemetery associations maintain their cemeteries. The amount should be reviewed each year. Chair Soley suggested giving Johanna Hammond the authority to waive the perpetual care fee if it is necessary. Discussion followed. Councilor Beaulieu agrees that the Town has to set up its accounts for long-term growth but noted that the Town is fund rich but cemeteries don't have enough money to maintain so there appears to be something wrong with the equation.

MOVED AND SECONDED: That the Public Hearing be closed. (Councilors Campbell & Arsenault) (7 Ayes)

BE IT ORDERED: That the proposed recommendations be adopted. (Councilors Campbell & Stevens)

COUNCIL MEETING #3-2000
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MOVED AND SECONDED: To amend Item 4: Increase the perpetual care fee to \$300 per lot (Councilors Campbell & Arsenault) (7 Ayes)

ROLL CALL VOTE: (7 Ayes)

ITEM #22-2000 To consider action relative to amending the Comprehensive Plan by including the Vision Plan for Route #1 South as an appendix to the Comprehensive Plan. (Public Hearing).

MOVED AND SECONDED: That the Public Hearing be opened.(Councilors Beaulieu & Arsenault) (7 ayes)

Councilor Beaulieu explained that this is coming to the Council by a unanimous vote BY The Planning Board to amend the Comprehensive Plan. Edward Bonney answered questions and encouraged the Council to attach the Vision Plan as an appendix to the Comprehensive Plan to be used as a planning tool. Tom Rumpf shared his views and indicated that the Council should give direction to the Planning Board to look at what would be required to allow this vision to become a reality.

MOVED AND SECONDED: That the Public Hearing be closed. (Councilors Mann & Campbell) (7 Ayes)

BE IT ORDERED: That the proposed amendment to the Comprehensive Plan be approved. (Councilors Beaulieu & Campbell)

MOVED AND SECONDED: That the Town Council request that the Planning Board develop recommended changes in zoning and in other land planning ordinances of the Town of Freeport that are appropriate to implement the Vision Plan. (Councilors Stevens & Campbell)

Councilor Mann, a landowner on Route One, explained why he would be abstaining on this issue.

Amendment Vote: (6 Ayes)(0 Nays) (1 Abstention-Mann)

ROLL CALL VOTE: (6 Ayes)(0 Nays) (1 Abstention-Mann)

2 Minute Break

Pat Pooters of Burr Cemetery advised that they have a unique situation in that snowmobilers like to use the field next to their cemetery and cut across the cemetery. They don't have enough money to put up a fence. She requested that the Town give them more money every year so that they can put up fences. Chair Soley explained what the Council voted on earlier in the evening.

ITEM #23-2000 To consider action relative to sponsoring, on behalf of Freeport Community Services, an application for the 2000 Maine Community Development Block Grant Program to provide funds for the planning of a Community Center.

COUNCIL MEETING #3-2000
FEBRUARY 1, 2000

BE IT ORDERED: That a Public Hearing be scheduled for February 15, 2000 at 7:00 p.m. in the Town Hall Council Chambers to discuss an application for the 2000 Maine Community Development Block Grant Program.

BE IT FURTHER ORDERED: That 30 copies be distributed equally between the Town Clerk's office and the Freeport Community Library for inspection by citizens. (Councilors Arsenault & Campbell) **ROLL CALL VOTE:** 7 Ayes.

ITEM #24-2000 To consider action relative to the issuance of General Obligation Bonds for up to \$1,000,000 to provide for the purchase of property for the preservation of Open Space.

BE IT ORDERED: That a Public Hearing be scheduled for February 15, 2000 at 7:00 p.m. in the Town Hall Council Chambers to discuss the proposed issuance of General Obligation Bonds for up to \$1,000,000 to provide for the purchase of property.

NOTE: Two options and levels of funding will be discussed at the Public Hearing.

BE IT FURTHER ORDERED: That notice of the hearing be placed in a newspaper of general circulation at least ten (10) days prior to the hearing. (Councilors Stevens & Soley)

Councilor Beaulieu explained that the Council is concerned with what they are sending forward and the dollar value involved. There are new schools being requested, etc. and everything needs to be prioritized before it goes to the voters.

Mary Sauer of the Freeport Conservation Commission noted that the commission recommended unanimously to send the open space bond be sent to public hearing. She urged the Council to not delay the vote on the public hearing and not to bundle the two bond issues. She is not familiar with the office park bond at this time but will get educated on it before she can vote. Tom Rumpf explained the timelines involved.

Ed Bonney asked that "office park" be changed to "business park" before it goes to the voters. He feels that the merits of both can stand on their own. They are opportunities for this community to do certain things with land. He urged the Council to look at all the bonding proposals and establish priorities for bonding for this community.

MOVED AND SECONDED: To table this issue indefinitely to allow more time to go over the bond issues. (Councilors Arsenault & Beaulieu) (5 Ayes) (2 Nays-Soley & Stevens)

Councilor Stevens explained the reasons for his vote. Discussion followed.

**COUNCIL MEETING #3-2000
FEBRUARY 1, 2000**

ITEM #25-2000 To consider action relative to an expenditure from the Traffic and Parking Reserve Account to provide for the proposed "Village 2010, Freeport, Maine" Action Plan.

BE IT ORDERED: That up to \$35,000 be expended from the Traffic and Parking Reserve Account to provide funding for the "Village 2010, Freeport, Maine" Action Plan.(Councilors Mann & Campbell)

Councilor Beaulieu explained that this amount is needed. The money will be matched by \$40,000 in private funds. The project has gone out for bid and three companies submitted proposals.

ROLL CALL VOTE: 6 Ayes, (1 Nay-Mann)

Ruth Porter of Webster Cemetery asked why the Council's meeting began at 6 p.m. Chair Soley explained the recommendations passed earlier tonight. Mr. Olmstead apologized that notices were not sent out to the cemetery associations.

ITEM #26-2000 To consider action relative to accepting public comment on the status of the Community Development Block Grant for the Freeport Elders Association.

BE IT ORDERED: That a Public Hearing be scheduled for February 15, 2000 at 7:00 p.m. in the Town Hall Council Chambers for the purpose of accepting public comment on the status of the Community Development Block Grant for the Freeport Elders Association.

BE IT FURTHER ORDERED: That notice of the hearing be placed in a newspaper of general circulation at least ten (10) days prior to the hearing. (Councilors DeGrandpre & Campbell) **ROLL CALL VOTE:** (7 Ayes).

OTHER BUSINESS:

Report on discussions with telecommunications companies.

Mr Olmstead advised that he is continuing discussions with the telecommunications companies to locate their devices on the two water tanks. Three new companies have stepped forward since he discussed this issue with the Council. There is tremendous demand for telecommunications devices of this type. He is unclear whether or not towers can be located next to tanks in the Zoning Ordinance. Discussions are taking place with Chris Vaniotis. Mr. Olmstead will be attending an upcoming meeting to discuss this issue with all interested parties. Councilor Mann suggested that perhaps a public hearing should be scheduled. Other Councilors concurred.

Traffic & Parking

Councilor Beaulieu noted that the Traffic & Parking Committee will be meeting with the Coastal Waters Commission next Tuesday morning because of parking problems at the waterfront.

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They are starting to get involved in discussions of bicycle lanes. They will be discussing bicycle paths with neighboring towns.

Water District

Councilor Beaulieu reported that the district is planning a 15% rate increase this year. They have offered to meet with the Town in a workshop since this will involve the Town's budget. Mr. Olmstead suggested inviting them to the April meeting and Councilors concurred.

Guy Curit

Councilor DeGrandpre noted that Paul Cunningham from *The Times Record* wrote a great article on Guy Curit of South Freeport Road who celebrated his 100th birthday on January 24. He has lived in Freeport for more than 70 years. Mr. Curit still drives his car, shovels snow, cooks his own meals and does his own laundry. He gets a free clamming license every year.

Discussion on Staples Point Road improvements.

Chair Soley advised that the Town voted last November to make changes to a dangerous curve on the Staples Point Road. The Town engineer has been asked to look at this situation and come back with proposals to make this area more safe.

Peter Tubbs, Town Engineer, advised that he has been familiar with this curve for at least 20 years. He displayed a plan showing two different alignments. The most expensive option would cost approximately \$120,000 and the lesser one is estimated to cost \$85,000. He has not been able to do a physical survey on the ground because he needs permission to go on the property to do it. He answered questions for Councilors.

Richard Lindgren of Spar Cove Road never saw any statistics that indicate how many accidents have occurred on this curve. Mr. Tubbs indicated that this is a curve that can be handled at 25 mph but he did not have any statistics to share.

Jo Birmingham suggested lowering the hill that exists on the road to provide better Visibility. Mr. Tubbs shared his thoughts on this proposal. He feels it would be a large Compromise that may help the problem but it would be expensive. He would not recommend it.

Dr. Birmingham advised that he does not find it difficult to maneuver on this road. If people drive the road at 25 miles per hour, it is safe. He will be willing to give up 4' or 5' to take some of the ledge out to help make it safe but he would not be willing to give up 30'. Councilor Campbell suggested that the Town try to approach the survey work with the cooperation of the Birmingham's to see if there is a less obtrusive solution that would be acceptable to everyone to make the area safer. Councilor Stevens concurred.

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Ellen Carrerri of Spar Cove Road asked why this issue has been around for such a long time without a reduction in speed or more signage. Discussion followed.

Councilor Mann noted that he would like to see more surveying take place and is not in favor of preparing eminent domain papers at this time. Other Councilors concurred that they are not directing the Town Manager to prepare these papers at this time. Dr. Birmingham advised that he would give permission for surveying work to take place if the Council was not threatening him with eminent domain. Councilors concurred that they heard this message clearly. Peter Tubbs indicated that he is comfortable with this arrangement but may need a bit more time. Chair Soley asked Mr. Tubbs to keep in touch.

Bob Brennan of Spar Cove suggested that the State Police be requested to post the road at 25 mph. on Staples Point Road. Right now the road is posted at 25 mph coming one way but 30 if you are going in the opposite direction. Mr. Olmstead offered to ask the Police Chief to have the road reviewed but he urged citizens to write to the State personally. The Town can put up signage warning of the danger of the curve.

MOVED AND SECONDED: To adjourn at 9:15 p.m. (Councilors Stevens & Beaulieu) (7 Ayes).

Respectfully Submitted,



Sharon Coffin
Council Secretary

*Approved at PH 2/1/00
February 1, 2000*

Adopted as Amended
Cemetery Trust Fund Recommendations

- Segregate cemetery fund and manage as separate account;
- Continue with current total return investment strategy;
- Provide Town Treasurer and Fund Manager with authority to liquidate equities, if necessary, to meet an annual income goal of approximately \$15,000;
- Increase perpetual care fee to ~~\$400~~^{\$300} per lot;
- Increase the Town annual contribution to veteran grave care to \$6 per veteran.

TOWN OF FREEPORT

Municipal Offices
(207) 865-4743
FAX (207) 865-0929



January 6, 2000

Memo

To: Freeport Town Council
From: Freeport Planning Board
Subject: Route One South Vision Plan

On January 5, 2000, The Planning Board held a public hearing to discuss the Route One South Vision Plan. At the conclusion of the public hearing, the Board voted unanimously (6-0) to recommend to the Town Council that the Route One South Vision Plan be included in the Comprehensive Plan and that further action be undertaken to determine its regulatory impacts.

**FREEPORT PLANNING BOARD MINUTES
Wednesday, January 5, 2000
Town Council Chambers**

PRESENT: George Fraser, Terry Brobst, Alan Caron, Barbara McPheters, Richard Moore, David Reardon, Jacki Cohen. Richard Pray was excused. Chair Fraser called the meeting to order at 7:10 p.m.

ITEM 1: APPROVAL OF THE DECEMBER 1, 1999 PLANNING BOARD MINUTES

Mr. Moore moved to waive the reading of the minutes and accept them as written, seconded by Ms. McPheters. 6 Ayes/0 Nays.

ITEM II: INFORMATIONAL EXCHANGE

Tuesday, January 11, 2000 - Planning Board Workshop with the Town Council
Ms. Cohen stated that the annual workshop with the Town Council is scheduled for next Tuesday. She developed a draft agenda which includes the Open Space Plan, activities of the Planning Board last year (such as Route One zoning, streamlining project, contract zoning, progress on the completion of the Comprehensive Plan), residential growth and coordination with the Residential Growth Committee.

Mr. Caron thanked Planning Board members who attended the presentation of the Residential Growth Management committee to the Town Council. The Council voted 6-1 in favor of the budget request. On January 18th, the Town Council will accept recommendations for increasing membership of this committee to between 10-13 members. They are looking for membership which consists of diversity, i.e. people possessing differing perspectives. Any Planning Board member who is interested in being on this committee or has any recommendations for membership, please let him know.

ITEM III: SHORT ITEM

FREEPORT RECYCLE FACILITY, TOWN OF FREEPORT -

Amendment to approved Final Site Plan for the Freeport Landfill at 239 Pownal Road in the RR-I District.

Ms. Cohen explained that four months about the Planning Board held a public hearing on this item. The only item needed on this site plan was the final DEP approval. The Planning Board agreed that this final site plan was fine except for this approval and that

the item would be placed on a future agenda when the DEP approval was obtained. The DEP approval has finally arrived, so now is the time for final approval.

Ms. Brobst made a motion that it be ordered to waive the high intensity soils survey and CCSWCD approval and to approve the amended Final Site Plan for the Freeport Recycle Facility dated August, 1999 with the following conditions of approval.

1. Return to the Board for approval of a proposed future demolition storage building.
2. Peter Tubbs shall inspect the construction of all site work.
3. This approval incorporates by reference all plans by the applicant and his/her representatives at Planning Board meetings and hearings on the subject application to the extent that they are not in conflict with other stated conditions or regulations.
4. All conditions of DEP approval.

Motion was seconded by Ms. McPheters. 6 Ayes/0 Nays.

ITEM IV: PUBLIC HEARINGS

ROUTE ONE SOUTH VISION PLAN -

Public Hearing to adopt this Plan as part of the Freeport Comprehensive Plan.

Ms. Cohen explained that the Freeport Economic Development Corporation (FEDC) has sponsored a study of the Route One South corridor. The purpose is to provide guidance for future developers when they are designing projects and a framework for future infrastructure improvements in the corridor. The plan was presented to the Town Council months ago and the Council has asked that it go through the process to become a part of the Comprehensive Plan. Terry DeWan was contracted to work on this project and also present this evening are members of FEDC, Ed Bonney, Co-Chair of the Business Retention and Attraction Team, Genie Beaulieu, President and Michelle Hart, Director.

Ms. Beaulieu introduced members of the committee. Mr. Bonney provided an overview of the plan. The plan is an effort by FEDC to assist the town in insuring that the future development of the area along Route One from Maggie's south the the Yarmouth town line, proceeds with thoughtful planning and coordination. FEDC respectfully requests that the Planning Board consider recommending that the salient points of this vision be incorporated into the Freeport Comprehensive Plan.

The land use section of the plan specifically addresses the issue of strip commercial development and discusses development strategies to prevent this. The charge of the Town Council to FEDC is to diversify the commercial tax base to make it less dependent on retail. This plan incorporates citizen input from residents within this area as well as from the community at-large. Several meetings were held with residents, including one several months ago. The following include suggestions and thoughts which arose from this meeting:

- The expectation that development in this area will occur with increasing frequency.
- That the present Zoning Ordinance is adequate and allows for diverse commercial activity.
- That a plan or vision is developed to manage future growth with the goal of creating a visually pleasing gateway to Freeport that provides an attractive area for commercial activity to locate.

Mr. Bonney emphasized that this plan is a vision, not a master plan but a starting point. There are no current developers "waiting in the wings". The goal is to show how this can become an attractive area by using desirable land use planning techniques, one where a significant number of diverse commercial activities can exist and provide tax and employment benefits to Freeport.

Mr. Reardon moved to open the public hearing, seconded by Ms. Brobst. 6 Ayes/0 Nays.

Mr. DeWan described the process that was followed, starting in May of 1999 with a meeting including sixty people representing residents of the area and from the community. The critical thing is the recognition that this is several interrelated areas connected by Route One - the "hospitality district", the "Central Core Area" and the "Southern Gateway." He gave a slide show to show what this vision could mean for the Town of Freeport.

As far as the public infrastructure, they see it as a two lane highway (may need to be wider), perhaps eventually needing to become a three lane highway. It needs more emphasis on bicycle and pedestrian traffic and they see paved pathways perhaps eventually linking Yarmouth to Freeport Village. They want the landscaping and architecture to retain and improve the current character. In order to be attractive it will require a lot of work and engineering, road side fill-ins, etc. A strong feeling of the committee was to maintain the variety while unifying the area through architectural character. They would encourage coordinated and consolidated efforts between developing neighbors, such as shared access, parking lots.

There are wetlands in this area, but there is still a lot of developable land. The wetlands are in a pattern and they recommend incorporating these natural aspects into the development and to preserve the nodes of greenery.

Mr. DeWan stated that they wanted the gateway to be a place, a feeling, a welcoming gesture so that people were drawn to the area. Perhaps an information Kiosk at Maggies could be constructed. A hallmark of this plan is access management and they want development to be organized and attractive. This area is zoned for this type of development, and although it may take years and years to develop, they want certain principles to be maintained in this process. There is much emphasis on preserving the landscape, the trees, ponds, etc.

The plan anticipates the development of a "village" by the big Indian with a conglomeration of businesses, shops and the YMCA. There is the potential for a small overlook with a small picnic area and walking trail. There are funds available from the East Coast Green Way for such projects.

Mr. Caron commended the committee and Mr. DeWan for their terrific work. He asked what is essential for the Planning Board to remember, for example the parking behind the buildings, and how does the Planning Board institutionalize this for future Planning Boards?

Mr. DeWan stated that he hoped this resulted in a dynamic document that would be adopted into the Comprehensive Plan and then this document could be used as a developer's cookbook.

Ms. Cohen stated that this would be tested soon as Webber Oil is coming back to the Planning Board with a new look, one which is not in accordance with this plan, although some elements do conform.

Ms. Brobst stated that there are some specific rules already in the current Zoning Ordinance that do address some of these things. Chair Fraser added that there are credits for parking, interconnectedness, set backs that break the lines to avoid the feel of a strip mall.

In response to questions regarding the process from here, Chair Fraser stated that the Town Council wants their recommendations whether to incorporate this into the Comprehensive Plan. He stated that the question is, is it an appendix or part of the plan, because site plan criteria includes that it needs to be in compliance with the Comprehensive Plan. He also raised the issue of the pathway - who pays for them? The town isn't interested and there are right of way issues as the State owns portions of this road. He expressed concern about it being put in the Comprehensive Plan in the right way. Are we suggesting extending Design Review?

Mr. DeWan stated that design guidelines could be provided.

Chair Fraser expressed concern about whether or not they were putting this into the right framework. Should they specify a particular style? How do we codify some of the principles in this document?

Mr. Caron stated he would be content that this document indicates an ideal and makes suggestions. He had two questions, first, how did the downtown develop and secondly, how does the Planning Board ensure that future Boards take this seriously? That becomes the challenge to all of us. He did not want to go down the road to codify this, but would be content with a motion to accept it as a generality.

Mr. Reardon agreed, but expressed concern about what is the impact on the current Zoning Ordinance.

Mr. Caron stated maybe it is a two step process. First to agree with the concept, then the specifics within the document need to be in accordance with the Zoning Ordinance.

A discussion followed regarding the issue of codifying the document in detail versus putting it up as a vision of an ideal. Ms. Cohen stated that over the years, Planning Boards have expressed that there is very little to use as a model. It is hard to say to developers that they weren't compatible without such a model. This plan was to provide the Board with some designs of what we want this area to look like, not the details. A lot of guidelines do exist already, and this plan provides visual guidelines. Perhaps a second phase should include what they want the buildings to look like. The Comprehensive Plan is not an ordinance, it is a vision. They may recommend inclusion of this plan in the Comprehensive Plan with a follow-up to create more specific building designs than are included in the vision plan.

In response to a question from Ms. Brobst, Ms. Cohen stated that this vision plan suggests, it doesn't require. It is possible to apply for grants to do some of the work suggested in this plan and grants do often ask if this project is part of a comprehensive plan.

Chair Fraser stated he supports this plan as a vision. The concept of coordination over many years is difficult.

Michael Boucher, Bow Street, encouraged the Planning Board to support this plan. It is a good effort for the town. It seems the town could adopt it as a vision, then deal with the mechanics of implementation over time.

Ms. Brobst moved to close the public hearing, seconded by Mr. Moore. 6 Ayes/0 Nays.

Mr. Reardon moved to recommend to the Town Council to include the Vision Plan for Route One into the Comprehensive Plan and that we recommend follow-up action to determine whether or not there are regulatory impacts. Seconded by Ms. Brobst.

Chair Fraser expressed concern about whether or not it was in compliance with the comprehensive plan and perhaps amending the motion to include that it is a guideline for developers. Ms. Brobst thought this might be limiting.

Vote: 6 Ayes/0 Nays.

SOUTH STREET, PETER TAGGERT -

Proposed Site Plan for a 900 square foot office use and one dwelling unit in an existing building on a 13,665 square foot parcel in the V-I District and request for a waiver from Section 512.D.7.

Ms. Cohen stated that Mr. Taggert is proposing to change the use of the existing structure on South Street from two dwelling units to one dwelling unit and 900 square feet of office space. The Town Council amended the Zoning Ordinance to permit both residential and nonresidential uses to be located on an existing nonconforming lot that is not double the minimum lot size for the V-I District. The proposed use is now permitted on this lot. Mr. Taggert is also requesting a waiver from the provisions of Section 512.D.7 which requires a minimum 10 foot setback for driveways from the property lot. This is an existing driveway so the Board may grant a waiver from this provision.

She explained that the biggest issue with this proposal is access and parking. They have spent considerable time reviewing the parking design to try to find a way to accommodate the parking needs without creating a major increase in impervious surface and detracting from the appearance of the property. The entrance to the property abuts the access for the adjoining parcel and a waiver is requested from the requirement that the drive be 10 feet from the property line. If it is moved away from the property line, a tree will need to be cut down. Instead, the applicant proposed to widen the mouth of the drive so that sight distance is improved for both driveways.

Ms. Brobst moved to open the public hearing, seconded by Ms. McPheters. 6 Ayes/0 Nays.

Michael Boucher described the plan and modifications to the site. He explained how the parking would be in the rear of the building to maintain the village character. He noted improvements to the entrance and described the landscaping. He stated that additional drainage won't be significant on the site. The building will remain looking like a house and will have infrequent clients and minimal traffic. His business includes one full-time staff and one part-time staff member who often works out of their home.

Ms. Cohen stated that the ordinance does allow for a waiver if it is an existing drive. She added that the number of parking spaces for residential use is two spaces per dwelling unit.

Ms. Brobst moved to close the public hearing, seconded by Mr. Reardon. 6 Ayes/0 Nays.

Ms. Brobst moved that it be ordered to approve the Final Site Plan for 4 South Street and to grant a waiver from the provisions of Section 512.D.7 with the following conditions of approval:

1. Letter of credit and inspection fee for consulting engineer.

Vote: 6 Ayes/ 0 Nays.

TOTEM MACHINERY COMMERCIAL EXPANSION, PETER LESLIE -

Proposed Site Plan to add 1,320 square feet of commercial sales and service use on a 1.6 acre parcel on Route One South in the C-I District.

Ms. Cohen stated that in January of 1998, Mr. Leslie presented a preliminary plan to the Board. The Board reviewed the plans and conducted a site walk. Major concerns at that time included lighting and signage. Since almost two years have elapsed since that time and most of the Planning Board members did not participate in the original discussion, she is treating this as a new application for site plan review. Mr. Leslie is requesting site plan approval to use this building for retail use and retain the existing northerly structure for residential use.

Chair Fraser stated that the Board needed to schedule a site walk since they need to see this in person. He suggested scheduling a site walk, opening the public hearing, having Mr. Leslie provide an overview of the project, then return to discuss the details after the site walk.

Mr. Leslie stated that he thought all that was left were issues of signage and lighting and the issue of the well had been gone over with the Planning Board. There followed a discussion about what Mr. Leslie needed, with an agreement that a site walk should be scheduled prior to a detailed discussion.

Mr. Reardon opened the public hearing, seconded by Ms. Brobst. 6 Ayes/0 Nays.

Mr. Leslie raised further concerns about the well and Chair Fraser stated that he needs to provide them with documentation that shows the waterflow is adequate.

A site walk was scheduled for January 7th at 4:00 p.m.

Ms. Brobst made a motion to continue the public hearing to the January 19th, 2000 meeting, seconded by Mr. Moore. 6 Ayes/0 Nays.

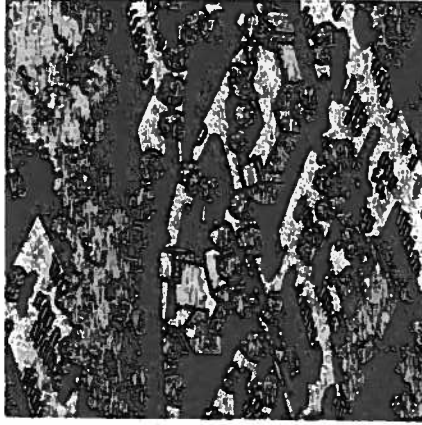
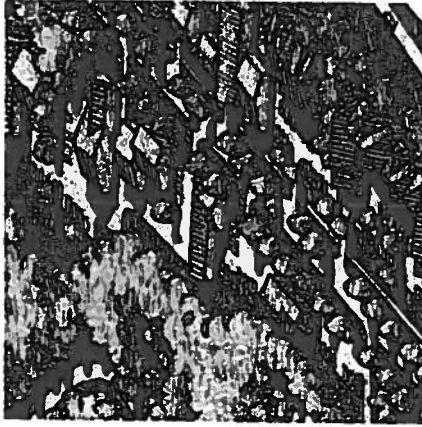
Planning Board Minutes
January 5, 2000

Ms. McPheters moved to adjourn the meeting at 9:40 p.m., seconded by Ms. Brobst. 6 Ayes/0 Nays.

Recorded by

Johanna Hammond

*Adopted as appendix to Comprehensive Plan
at PH: Feb. 1, 2000 (mtg. #3-2000)*



A Vision Plan for Route One South Freeport, Maine

**Freeport Economic Development Corporation
Terrence J. DeWan & Associates**

October 7, 1999

INTRODUCTION

The Vision Plan is an effort by the Freeport Economic Development Corporation (FEDC) to assist the Town in ensuring that the future development of the area between Exit 19 and the Yarmouth Town Line proceeds with thoughtful planning and coordination.

The Freeport Town Council encouraged the creation of FEDC and charged it to find ways to diversify the commercial tax base to make the Town less dependent upon retail development. In order to accomplish this task, a strategy was developed with the support and input of the community. During its first year, FEDC held a series of meetings with citizens to develop a strategic plan. The Vision Plan for Route One South is the culmination of this strategy.

COMPREHENSIVE PLAN

The Freeport Comprehensive Plan identified several issues that deal specifically with the development of Route One South. Now that public utilities have been extended, new development has started throughout the area, and more is inevitable. The Comprehensive Plan recommends the Town:

"to find alternative approaches which will encourage local businesses which serve local residents and/or are conducted by local residents, and to provide appropriate locations for future commercial growth which will increase employment opportunities."

"During the 1980's, the focus of new commercial development was in the area between Desert Road and Mallet Drive....New expansion will most likely locate along Route One and, when public utilities are extended southward from Desert Road, expansion will occur in that area. The challenge of the 1990's will be to assure that future development of this diverse commercial area is carefully managed so that potential harmful impacts area minimized and the area is a commercial and visual asset to the Town.

The Land Use section of this Plan specifically addresses the issues of strip commercial development and suggest a variety of strategies to prevent it. They include limits on points of access, encouragement of clustering, design concepts, landscaping concepts and sign and lighting suggestions. In addition, the Transportation section addresses strategies for intersection improvements and development of a plan for sidewalks or paths along Route 1."

THE DEVELOPMENT OF THE VISION: DESIGN CHARRETTE

Following the completion of TJD&A's Phase One of the Route One South Study, the Freeport Economic Development Committee embarked an ambitious plan to create a vision for land use and development. In order to make the vision as democratic and far-reaching as possible, a Design Charrette was held on May 1, 1999 to familiarize Freeport stakeholders (residents, business owners, review boards, etc.) with the Route One South Master Planning process. This was planned as an opportunity to solicit input that would lead to a vision for the future of the commercial properties and the character of the Route One corridor.

Participants were given a basic overview of existing zoning policies, recent Town work on zoning ordinance and performance standards, and ongoing planning efforts. A slide show of Route One South, seen from both the air and the ground, was used to refresh memories of the natural and man-made landscape along the corridor.

Each participant was assigned to a topic group (Architecture, Site Planning, and Public Landscape/ROW) to discuss the 'pros and cons' of existing

patterns of development. The groups developed goals and objectives for each topic which would become the foundation for the long-term plan.

Each discussion group also sketched a conceptual development pattern for Route One South. In diagrammatic form these plans suggested how the land might be developed in the future, taking into account access and circulation, open space, trails and connections, building areas, relationship between parcels, existing land uses, image and identity.

A common pattern between all the groups was the identification of three distinct 'zones' of development:



Hospitality District



Central Core

- The Hospitality District – the northern end near Exit 19
- The Central Core – the land in the vicinity of HealthSource
- The Southerly Gateway – the vicinity of South Freeport Road and the Big Indian.

Many specific suggestions and themes came out of the design charrette process:

- People expected that development will continue to occur with increasing frequency as a result of the availability of public utilities and the proximity to downtown.
- The present zoning ordinance is adequate to deal with the type of uses that would be welcome within the study area, since it allows for a diversity of commercial activity.

- The Town should develop a vision to promote orderly patterns of growth that will contribute to a cohesive, planned appearance to this important gateway into the community.

The Appendix contains minutes from each of the reporting groups and a list of attendees at the Charrette.



Southern Gateway

INTRODUCTION TO THE VISION

The Vision Plan for Route One South is a look to the future. However, it is not a master plan in the traditional sense. Its purpose is to set a tone and scale for the quality of development that is anticipated to occur. FEDC is not planning to act in the capacity of a developer, i.e., it will not be purchasing properties and putting up buildings. With proper understanding, it should be invaluable in ongoing discussions with the Planning Board, Town Council, property owners, developers, local residents, and others who have a long-term interest in the Town.

The vision as depicted in the illustrations will never happen exactly as shown. The most important components of this document are the land planning and design principles that were used to give the vision a recognizable form. By following these principles, FEDC believes that the area can be developed over the next several decades into an attractive employment and hospitality center that enriches Freeport's commercial tax base while strengthening its natural character.

Working with representatives from

FEDC, TJD&A developed a series of land use scenarios for each of the three districts. A prototype land use was assigned to each property or groups of properties, following the themes that were expressed at the Design Charrette.

A computerized map was developed by TJD&A and used to generate a series of three-dimensional models of the corridor. C. Michael Lewis, a Portland illustrator and designer, produced one view of each of the three districts to show the how the principles could be applied. Many existing buildings were included in the illustrations for reference purposes to give the public some familiar landmarks to relate to.

ROUTE ONE: GENERAL RECOMMENDATIONS

Route One is the common thread that links all three segments described below. The vision for the area contains a number of recommendations that should apply universally between the Yarmouth Town Line and Exit 19.

Route One: Public Infrastructure

- Route One should continue to provide a single travel lane in each

direction, with a center turning lane in built-up areas as determined by further traffic study.

- Future improvements to Route One should include the construction of a paved shoulder (with a minimum width of four feet) designed to accommodate on-road bicyclists.
- Construct a multi-purpose pathway within or adjacent to the Right-of-way for pedestrians and inexperienced cyclists.
- Install trees, flowering shrubs, perennials, ornamental grasses, and other landscape features to create a boulevard feeling the length of Route One. With proper planning, this esplanade can be an effective and attractive buffer to separate the pathway from moving traffic.
- Provide pedestrian rest areas every 300-500' to encourage more walking for all segments of the population.
- Fill in roadside ditches to facilitate the installation of pathways and landscaping. This will require a coordinated system of underground storm drains, culverts, and curbing as required for drainage.

Route One Frontage

These recommendations apply to the properties that abut the roadway.

- Maintain existing patterns of open space, small scale buildings, and buildings placed close to Route One.
- Encourage a high level of architectural quality for the buildings that will be most visible from Route One.
- Encourage owners of abutting properties to coordinate their development plans wherever possible with respect to curb cuts, access, lighting, stormwater management, parking, and pedestrian amenities.
- Preserve existing wetlands and significant stands of trees to maintain the natural character of the landscape and serve as a visual break between nodes of development.

Pedestrian / Bicycle Improvements

Photosimulation have been developed to illustrate some of the recommended improvements along Route One.

- The Town should develop plans for a multi-purpose pathway with a minimum width of eight feet along the entire length of Route One. This pathway can be a link in the proposed East Coast Greenway between Florida and Canada, as well as an important transportation corridor for local residents.



Typical existing conditions along Route One

- Careful attention to detail in high pedestrian use areas.
- Provide some opportunity for rest every 300-500 feet to encourage a wide range of ability groups to use the pathway.
- Provide a rich palette of landscaping to separate pathway from Route One and parking lots. Landscaping



Photosimulation of recommended improvements to the pedestrian environment

- should be designed with native, low-maintenance plant materials that offer four seasons of enjoyment.
- Paved shoulders should be incorporated into any improvements for Route One to provide a safe opportunity for advanced bicyclists.
- Improvement plans should include the replacement of roadside ditches with structural storm drainage.
- Develop an off-road pathway in the buffer zone that separates the commercial uses along Route One from the nearby residential districts. In several places a pathway already exists along the former NET utility easement and is used for cross-country skiing. In other places, the pathway would have to be included as part of coordinated development plans. With proper planning, this could be an exciting adjunct to both the commercial and residential land uses on either side.

C-1 Zone

The C-1 (Commercial 1) Zone extends the length of the study area along the west side of Route One. It is a relatively narrow strip of land with great exposure to Interstate 95.

- Preserve and re-use historic homes and barns wherever practicable.

- Encourage abutting lot-owners to coordinate development and/or expansion plans. Where possible, development should be organized around landscaped parking lots.
- Encourage parking at the rear or sides of buildings to minimize the amount of paving that is visible from the road. Parking that is located on the Interstate 95 side of the properties on the west side of Route One should provide berms, fencing, and/or landscaping to
- Wherever possible, maintain existing stands of vegetation facing Interstate 95 to provide screening from the highway.
- Encourage a consistently high level of architecture design on all new building facades, including those facing Interstate-95.
- Many of the shallow lots in the zone may be suitable for small retail shops, service-related uses, or specialty shops. Encourage clusters of similar uses.

Design Guidelines

There are a number of good models to look at in writing and illustrating design guidelines to address some of the issues discussed below. In recent years Falmouth has developed guidelines which have been very successful

in setting the standard for consistent quality in all aspects of Site Plan applications before the Town. Yarmouth has just recently completed design guidelines for their section of Route One. Brunswick will be completing guidelines for its Cook's Corner commercial districts in the coming months. Windham is beginning the process for Route 302 in North Windham. Skowhegan has developed guidelines specifically for downtown signage.

- The Town should develop design guidelines for Route One to address architectural design, site planning, landscaping, signage, and lighting.
- Encourage the use of New England vernacular architecture throughout Route One South.
- Discourage franchise styles that have no relevance to architectural traditions of Maine.
- Integrate signage into the architecture with attention to materials, design, detailing, and lighting.
- Site buildings to preserve important site features (wetlands, significant trees, key views) while contributing to an overall sense of harmony along Route One.
- Use attractive lighting fixtures that relate to the style and detailing of the buildings. Use minimum light levels necessary for visibility and safety.

NORTHERN GATEWAY: THE HOSPITALITY DISTRICT

Hospitality: Land Uses and Design

- Capitalize on the visibility, location, and current uses to emphasize the hospitality industry (motels, restaurants, tourist services) in this section of Route One. The goal of this section of Route One is to develop greater diversity in the types of accommodations and restaurants that are developed to appeal to a broad cross-section of the public.
- If the Planning Board approves the pending application, the Dutch

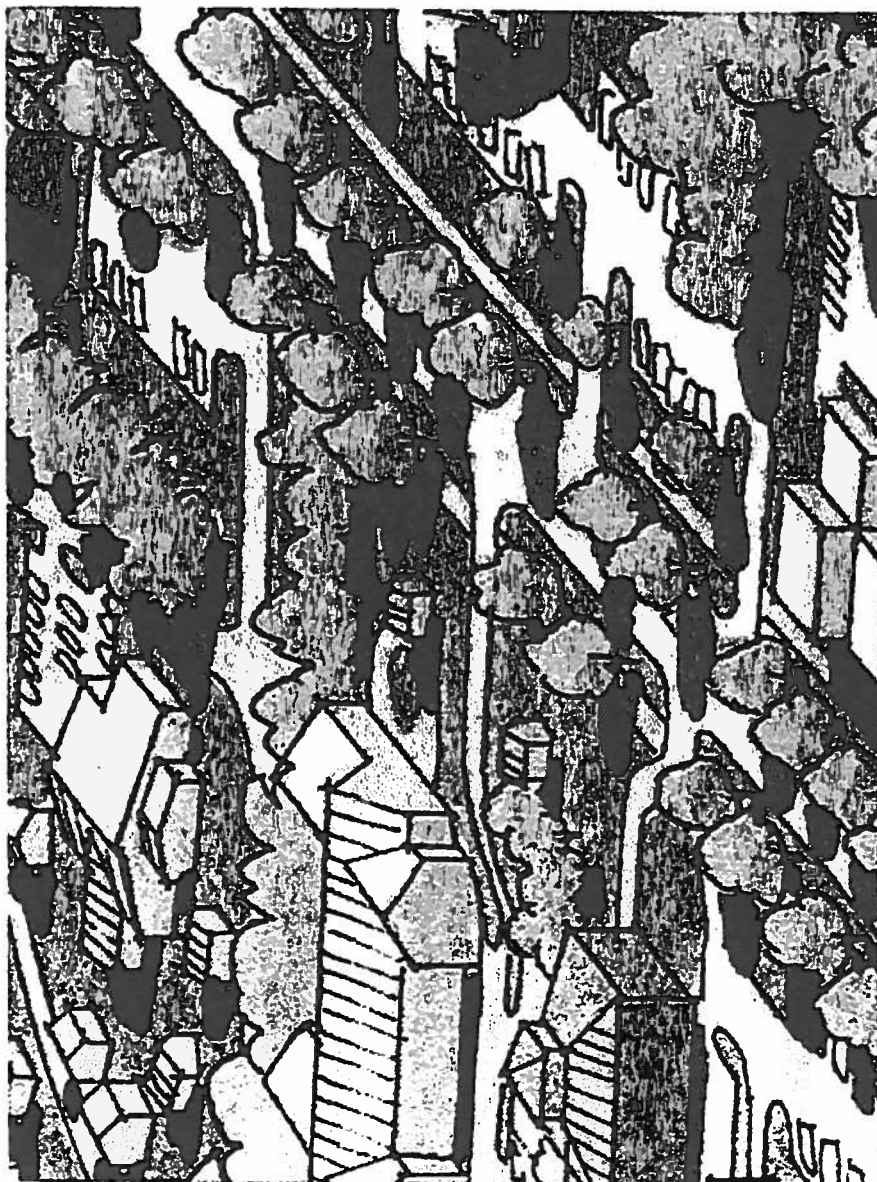


The gateway into Freeport at Exit 19

Village Motel will be replaced with a proposed restaurant. The existing cottages are a local landmark, and one of the last of a series of roadside cottage-style motels that were once popular along Route One. The Town should encourage the new owners to retain several of the cottages and incorporate them into the landscape

design for the new use as a way of recognizing the cultural history of Freeport.

- Emphasize pedestrians in Route One improvements. Interconnections between restaurants, motels, and other uses should be strongly encouraged to promote walking and reduce the number of trips entering



Development patterns along Route One within the hospitality district. Establish strong pedestrian connections between buildings and links into Freeport village.

Route One.

- Allow shared parking for retail and hospitality uses to minimize the need for excessively large paved areas. Parking should be located at the rear or side of commercial uses wherever possible by siting the buildings as close to Route One as possible.
- Maintain a strong wooded buffer between the commercial uses along Route One and the surrounding residential neighborhoods.

Gateway Treatment

The first impressions of Route One South will be important if people coming off the Interstate or traveling through the area are going to be attracted in search of accommodations or dining.

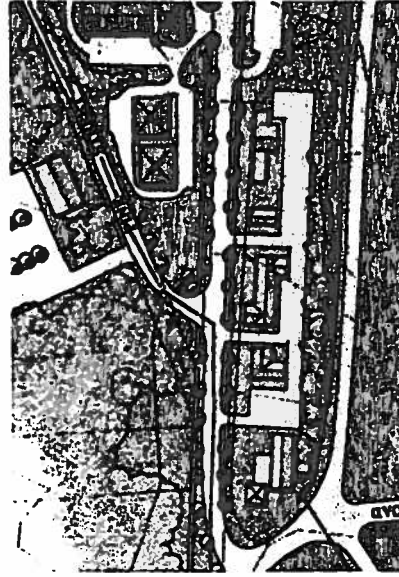
- Emphasize the start of the Route One South commercial district by a distinctive landscape treatment. As illustrated on the drawings, this should include new street tree plantings, attractive gateway signage, lighting, pedestrian walkways, and other features which draw they eye past the corner and down the road to the south.
- The architecture in this gateway zone should be carefully designed to

be eye-catching without being pretentious. The design guidelines should address specific architectural treatments for gateway locations. The redevelopment of the corner will be key in setting the proper tone for Route One South.

- Other visitor amenities might include trolley stops, an information center, artwork, and small parks.

Potential Zone Adjustment

- Study the potential of deepening the C-1 Zone toward Stage Coach Road to provide greater depth for commercial development on Route One.
- If the zone is adjusted, it should follow wetlands near Stage Coach Road to afford protection the residential neighborhood.



The area around Exit 19 should be treated as a gateway into Freeport.

CENTRAL CORE: OFFICE AND EMPLOYMENT DISTRICT

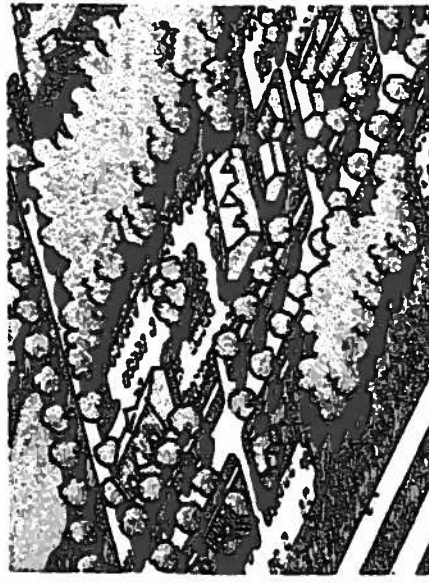
Hillside Office Parks

- The Vision Plan calls for the development of a series of interconnected office and light industrial buildings on the hillside above Route One, centered around HealthSource.



Possible infill development above HealthSource

- Development will be naturally constrained by topography, wetlands, and shallow ledge. The Vision Plan encourages the development of smaller, multi-level buildings designed to fit the environment. Major changes to the natural character of the landscape should be avoided.
- All new development should be characterized by a high levels of



The Central Core district should work around existing ponds, wetlands, and steep slopes.

- architectural quality and site planning to create distinctive employment areas and useable outdoor spaces.
- The design of window patterns, rooflines, building surfaces, lighting, and other details should all be considered for their possible impact on Route One.
- Parking lots and buildings should be terraced into the hillsides to minimize alteration of topography and loss of trees.
- Abutting landowners should cooperatively plan for shared facilities wherever possible – e.g., stormwater management, access roads, buffer zones, etc.
- Development patterns should result in attractive, campus-like environ-

ments, using buildings, circulation paths, and natural features as the basic building blocks. Buildings should be designed to reinforce the existing buildings and create a positive image as seen from Route One and Interstate 95.

- Natural resources on the hillside (ponds, streams, wetlands, special vegetation areas) should be preserved wherever possible to retain the natural characteristics of Route One South and to maintain a visual buffer.

Roadway Improvements

- Future development should minimize the number of new curb cuts along Route One through the use of shared driveways, improvements to existing roads, and the creation of a new roadway serving the planned commercial development, parallel to Route One.
- An interconnected roadway system is envisioned throughout the Central Core district. Additional planning will be required to locate the optimal location for this roadway and determine how it could be made to serve the various parcels on the hillside.
- Property owners throughout Route One South should coordinate their development plans with abutting landowners to facilitate future interconnections and other shared facilities.



New roadways should follow the topography of the hillside. Development should be arranged in campus-like quadrangles

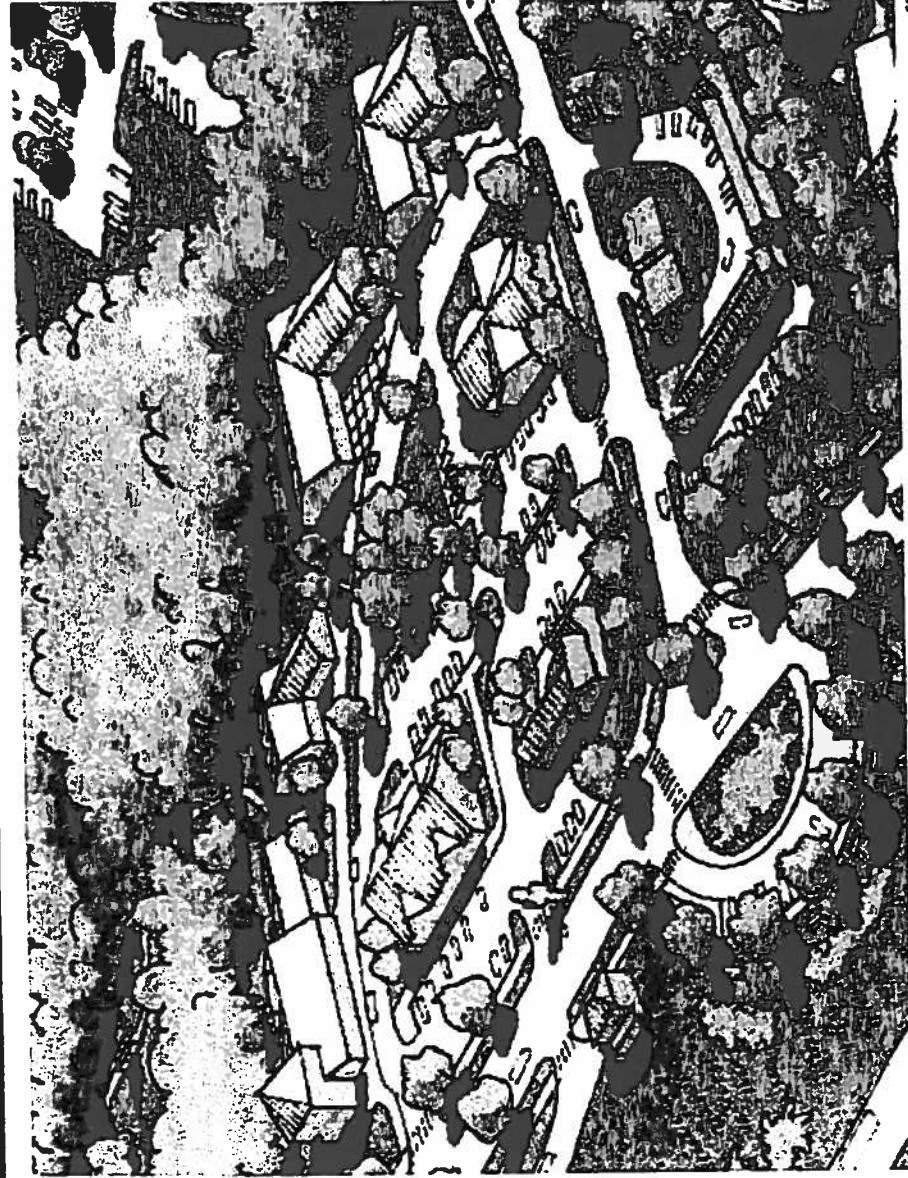
- New roadways should be laid out to follow the natural topography whenever possible.
- Roadways, parking lots, and drop-offs will be key elements in creating the campus approach described above. Planning for these facilities should be a concerted effort involving traffic and civil engineers, landscape architects, hydrologists, wetland scientists, and other design professionals.

THE SOUTHERN GATEWAY

This part of Route One South is envisioned as a small-scale pedestrian-oriented village that can provide goods and services for the residents of this part of Freeport as well as passing visitors. Many of the elements are already in place: shops, a deli, a residentially-scaled motel, and small office buildings. With the construction of the YMCA and approval of a major expansion at the Freeport Inn, the visibility of the area was heightened.

South Freeport Road / Route One Intersection

- Create a small village center at the intersection, with abundant green space, plantings, small shops, and outdoor activity areas.
- Encourage the development of small scale shops, restaurants, and other services to meet the needs of the local population.
- Buildings should be arranged in informal groupings to create interesting spaces.
- Develop a system of village-scale roads to provide an internal connection(s) between the South Freeport Road and Route One.
- Preserve the Freeport Big Indian as a local landmark, a focal point that



The intersection of Route One and South Freeport Road has the potential to become a small village to serve the needs of local residents as well as visitors to Freeport.

gives the area a unique identity, well known to residents and visitors alike.

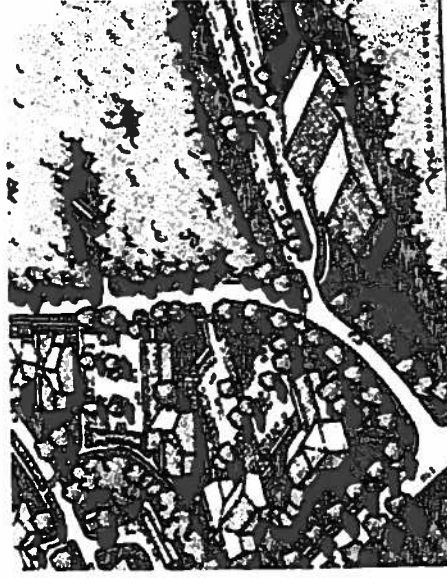
- Install pathways along the roads to facilitate access from nearby residential areas, offices, and the YMCA. Provide connections into Yarmouth.

South Freeport Triangle Professional Buildings

There are several large tracts of land near the intersection of tRoute One and South Freeport Road which may be suited for a small scale professional office park, set in a well landscaped

environment. The description below pertains to the land in the triangle bounded by Route One, South Freeport Road, and Old South Freeport Road.

- Any development on the site should feature pedestrian connections to the nearby commercial uses, the YMCA, and the neighborhood residential areas
- The existing trees on the property should be preserved to maintain the character of the site and provide shade and visual interest.
- The main access for the property should be off Old South Freeport Road, avoiding any additional curb cuts on Route One.
- The grade change between the level



Development of the triangle of land opposite the YMCA should reinforce the pedestrian scale of the gateway.

plateau (buildable area) and Route One should be preserved as a buffer.

- Buildings should be oriented to the surrounding roads to reinforce the neighborhood patterns while taking advantage of the views of White Mountains.
- The architecture should feature well-detailed forms with focal points at prominent corners.

White Mountain Overlook

- Public improvements to this areas should include a small rest stop and



A small overlook/rest stop to take advantage of the view to the White Mountains.

picnic area opposite South Freeport Road.

- This presents an opportunity for interpretive / promotional signage about the many natural, cultural, and economic features of Freeport for visitors from the south.
- The rest area should be tied in to the pedestrian walkways with well-marked crosswalks.

Professional Office Park

The other location where may be suitable for office development is just north of the existing development at the intersection. This large tract of land is relatively flat and wooded, with a series of interconnected wetland fingers throughout.

- A thorough site analysis will be required to delineate wetlands, significant vegetation, and land that is suitable for development.
- Initial evaluations would suggest that the land would best be developed as pods the avoid wetlands and minimize site disturbance.
- The woods adjacent to Route One should be preserved to maintain the separation between the Gateway South and the Central Core districts.
- The number of entrances along



A professional office park, screened from Route One, adjacent to the gateway village.

Route One should be limited to one if possible.

- The office park should consist of two or three story buildings set back from Route One, with strong pedestrian connection to the commercial core to the south.
- Considerable attention to be given to common open spaces, preservation of natural features, and other site amenities.
- Given the proximity of the land to the interstate, the other professional offices in the area, and downtown Freeport, it may also be suitable for apartments aimed at young professionals.