

### **MEMORANDUM**

TO: Ordinance Committee

CC: Tom Poirier, Town Planner

From: Ben Smith, AICP, North Star Planning

RE: South Gorham Crossroads Zone - Discussion of 3 options

Date: September 13, 2019

At the Ordinance Committee meeting where July 16, the discussion continue regarding the addition of more commercial uses to the South Gorham Crossroads Area than the Comprehensive Plan seems to be calling for. This discussion took place in the context of a potential Turnpike spur to be constructed through this area and how the Town should be using zoning to prepare for such a reality.

After consultation with the town attorney, staff and North Star planners believe that there are three options to move forward with zoning changes for South Gorham Crossroads:

- 1. Stay the course with recommended zoning wording and mapping consistent with the Future Land Use Plan,
- 2. Amend the Comprehensive Plan to adjust the Future Land Use Map so that The South Gorham Commercial Center Area extends some distance further north up the South Street than shown on the Future Land Use Plan, or
- 3. Amend the Comprehensive Plan to reflect a changed vision for how the South Gorham Crossroads area will develop, including any changes to the Future Land Use map that may be required.

Note that Options 2 and 3 will require a community process to amend the Comprehensive Plan. Option 2, which would involve a Future Land Use Map update while leaving the uses in each area as they are, would be less time intensive than Option 3, which would potentially involve changes to the vision for allowable uses in the South Gorham Crossroads and possibly the South Gorham Commercial Center area, in addition to any mapping changes.

## Option 1 – Proceed with zoning changes for South Gorham Crossroads Area as outlined in the Comprehensive Plan

South Gorham Crossroads Area is categorized as a Mixed Use Growth Area on page 47 of the Comprehensive Plan. On page 52-53, the Development Standards for this zone outline a "high-intensity pattern of development," with a minimum residential density of 5 units/acre and a maximum residential density in the 12-15 units/acre range. Within the Allowed Uses description on page 52, the plan states, "in addition to residential uses, a range of non-residential uses should e allowed as part of a planned, mixed use development." As discussed at previous Ordinance Committee meetings, a "mixed use development" could be a single mixed use building, or a master plan for a single property that includes both residential and non-residential elements in separate buildings.

The discussion about non-residential uses other than those described in the plan seems to be a reaction to the plans to construct a Turnpike spur through the South Gorham Crossroads Area. However, this new connection was clearly anticipated during the Comprehensive Planning process. On page 45, Land Use Objective #6 is to "accommodate the potential for higher intensity/density development adjacent to the proposed sustainable controlled access East-West Connector linking the Bernard Rines Village Bypass to Greater Portland." The Allowed Uses description of this Area states,

"Since the Crossroads Area will potentially be served by the continuation of the East-West connector or related improvements and is potentially serviceable by public sewerage, the allowed residential uses in this designation should be limited to multi-family residential and residential units in mixed-use buildings."

#### Models for South Gorham Crossroads Area, based on this vision

There are several examples within the region of higher-intensity residential development and mixed use projects. The Blue Spruce Subdivision off Spring Street in Westbrook, the Scarborough Downs development in Scarborough, the Chamberlain project on Route 1 in Scarborough, and the project in Falmouth.



Figure 1 - Blue Spruce Subdivision, Westbrook. Single-family, two-family, and multi-family buildings.



Figure 2 - Blue Spruce Subdivision, Westbrook. Multi-family buildings with single-family in background.



Figure 3 - Scarborough Downs Project, multi-family buildings.



Figure 4 - Scarborough Downs, multi-family courtyard.

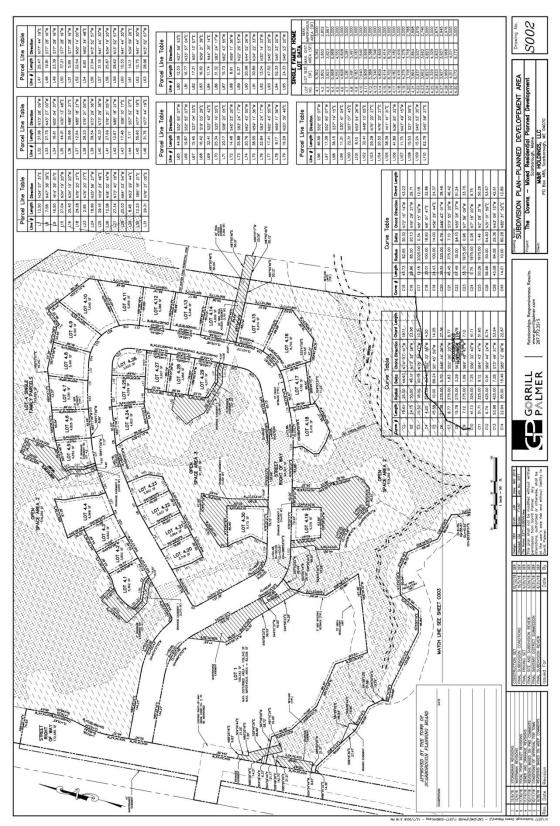


Figure 5 - Scarborough Downs Phase 1. Max residential density = 20 units/acre



Figure 6 – Dunstan Crossing multi-family with courtyard



Figure 7 – Dunstan Crossing. Dunstan Tap & Table restaurant (left) and multi-family building (right)

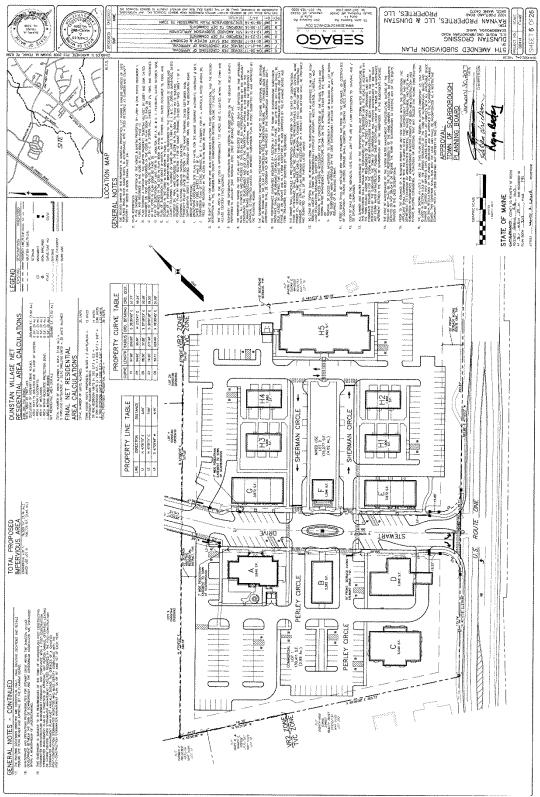


Figure 8 - Dunstan Crossing, Phase 1. Net residential density = 7.42 dwellings/acre





Figure 9 - Tidewater, Falmouth. Offices on first floor, residential above.

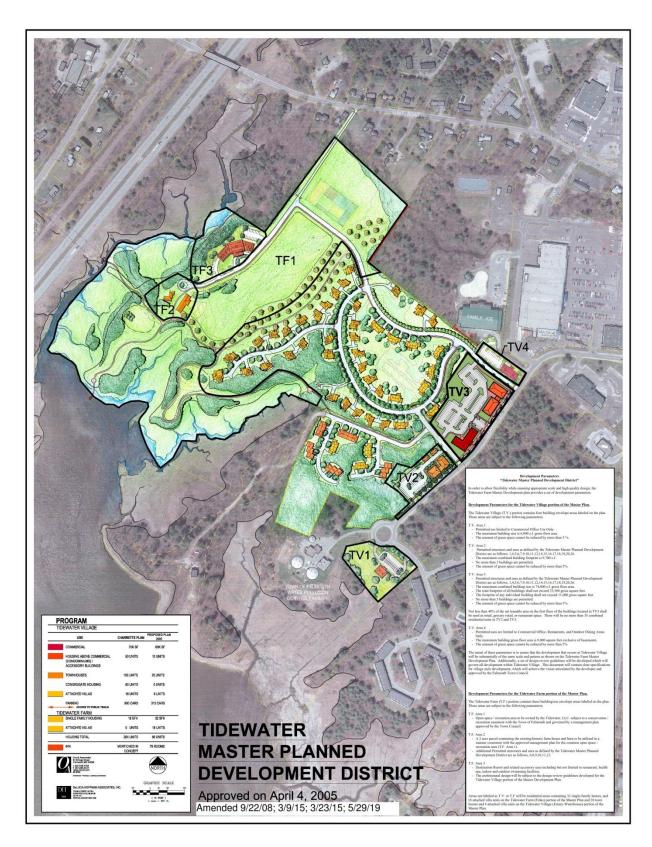


Figure 10 - Tidewater Master Plan, Falmouth. Images on previous page labeled TV2

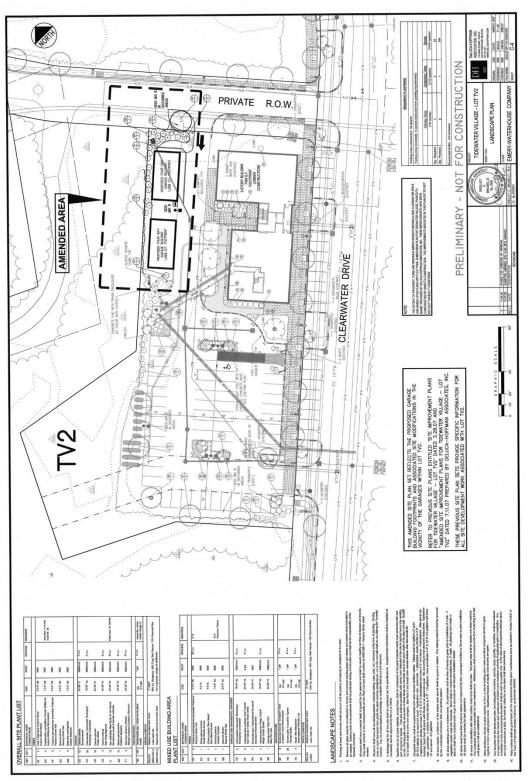


Figure 11 - Tidewater Village. 7 units above 2 stories commercial as part of larger mixed use project.

# Option 2 – Amend the Comprehensive Plan to change the boundaries of the South Gorham Crossroads relative to the South Gorham Commercial Center Area.

As discussed at previous meetings, adjusting the boundaries of the Crossroads and Commercial Center Areas may accomplish the goals of the Ordinance Committee related to more standalone commercial uses and a more commercial character along South Street relative to a more residential character on the Brackett Road side of the Crossroads Area.

Several potential options as shown below, but note that a Comprehensive Plan Amendment would require some targeted public process for the properties that switch from on Future Land Use area to another, including a public hearing.

## Option 3 – Amend the Comprehensive Plan to add other types of uses to the South Gorham Crossroads Area.

Adding uses to existing Future Land Use areas would also involve a Comprehensive Plan Amendment. The scope of the public process would be larger, as the targeted process would at a minimum involve all property owners within the Future Land Use Areas impacted by uses changes. A public hearing would also be required for this option.

