

## Proposed Physical/Urban Design Framework

The proposed redevelopment plans for each of the sites follows the broader placemaking principals described in the Project Vision Section of the plan and speculate a potential build-out of each site based on a physical assessment of the sites, their context and the overall intent of the current Urban Mixed Use zoning district.

The urban design/redevelopment plans were developed through input received from the public, especially at the charrette studio open house along with extensive involvement from the current property owners, (less so for the Hamilton Street site due to the listing of the property for sale by its previous industrial operator) and the economic feasibility study for proposed uses at each site. The exercise of developing a potential layout of all of building and support facilities on each site is highly valuable because it aids in determining which aspects of the overall plan, such as proposed street alignments and public space locations, are most advantageous for both the broader context of the neighborhood and the site specific redevelopment.

### ***Redevelopment of the Former Carlisle Tire & Wheel Site***

***The issues and opportunities identified by the community and through the analysis of the site and its immediate context:***

- The site is composed of what could be three equal blocks, plus several out-parcels including; an empty lot on the north side of D Street; several small lots that were used for employee parking east of Factory Street; a three story brick building known as the Hollinger Building on the northwest corner of College Street and PA Route 74/B Street; and a vacant lot at the southwest corner of College Street and PA Route 74/B Street.
- Based on discussions with the current property owner, the market analysis and the community, the most desirable land uses for this site are: market-rate residential housing, senior housing/assisted living; medical arts/office and limited neighborhood convenience retail.
- Retail activity should be limited to the College Street frontage and southernmost block.
- There is strong property owner and community desire to adaptively reuse the Hollinger Building.
- Development that occurs at the intersection of PA Route 74/B Street and College Street should feel like a small neighborhood center.
- The development that fronts the streets that face the existing adjacent development should be consistent in scale and form with its context.

- Factory Street is a very wide street as a result of the former rail siding that traveled north from the active rail side to the former factory.
- Stormwater from this site is conveyed to the south and ultimately to the east, connecting to the same storm sewer lines north of the Norfolk Southern railroad line.
- The site is currently undergoing demolition and environmental investigation with the intent to remediate the site to the highest possible standard in conjunction with the Pennsylvania Department of Environmental Protection's regulations.

### ***Key aspects of the proposed site specific redevelopment plan:***

- The overall approach to this redevelopment project advocates the subdivision of the site back into three separate development blocks, replicating the block structure of the surrounding neighborhood. In fact, B Street was vacated much later from the initial industrial development to provide for the expansion of the facility.
- The reintroduction of B, and C Streets, will tie to the similar extensions of these streets through the IAC/Masland site and to PA Route 34/Carlisle Springs Road; therefore each of the roadways should be carefully design to consider issues of character, on-street parking, traffic calming, intersection design, pedestrian and bicycle facilities, integrated stormwater design and streetscaping.
- The site specific redevelopment strategy concentrates mixed-use retail and office uses in the block between A and B Streets and the northeast corner of B Street and College Street (fronting on a proposed public space).
- A small neighborhood square or plaza is proposed for the northeast corner of B Street and College Street. Buildings within the block should be oriented so their entrances face the public space.
- Medium density market rate multi-family housing should be located in the block between B and C Streets.
- Factory Street's current width is utilized to provide additional on-street diagonal parking and a linear stormwater management park from D Street to B Street.

- A neighborhood park is proposed on the parcel north of D Street.
- The conveyance of the small parcels east of Factory Street should be sold to adjacent property owners if suitable agreements between the parties can be reached.
- The Hollinger Building should be rehabilitated and adaptively reused for loft-style housing or office uses.
- A small office or neighborhood commercial building should be constructed on the southwest corner of PA Route 74/B Street and College Street.
- On-street parking should be included on all streets.
- Off-street parking areas should be located in the core of each block and buffered by architectural treatments or landscape plantings.

### ***Redevelopment of the Former IAC/Masland Site***

#### ***The issues and opportunities identified by the community and through the analysis of the site and its immediate context:***

- The site consists of two large parcels located on the east and west sides of PA Route 34/Carlisle Springs Road from the Norfolk Southern Railroad line to approximately D Street.
- Based on discussions with the current property owner, the market analysis and the community, the most desirable land uses for this site are: market-rate residential housing, limited office uses, mixed-use retail – especially an “in town” grocery store and food-oriented businesses, and lodging.
- Retail activity should be located at the southern end of the site to link with the U.S. Route 11/N. Hanover Street (downtown) corridor and along PA Route 34/Carlisle Springs Road in order to create a traditional mixed-use commercial street corridor.
- The community’s primary concern with the redevelopment of this site is its connection to the downtown. Specifically, the community wants this development to be strongly connected to the downtown so it becomes an extension of the downtown commercial district as opposed to becoming an isolated center of activity. In essence, the entire area should ultimately function as an extension of N. Hanover Street and its connection to the Square.
- PA Route 34/Carlisle Springs Road must be a highly desirable pedestrian connector between downtown and the entrance to the Fairgrounds in order to promote walking between the two anchors.
- The Hamilton Street School is currently hidden and not easily accessible by the neighborhood, by pedestrians or bicyclists. There are traffic conflicts between the school and Fairground generated traffic when the two activities overlap in the spring and fall seasons.

- The parcels to the east of PA Route 34/Carlisle Springs Road must be maintained for parking by the property owner to serve events at the Fairground facility.
- The ability to extend the “lettered” street grid is desirable in order to mesh redevelopment with the adjacent neighborhood context, although there are significant concerns by existing residents that the connection of the lettered streets will lead to excessive speeding and unsafe neighborhood conditions. The proposed streets should be designed as neighborhood streets and not as major arterial roadways and should include traffic calming devices to manage speeding traffic. The community understands the desire to create connectivity; but they do not want their streets to become quick bypasses around the downtown.
- Fairground Avenue in its existing condition is a narrow one-way street and is undesirable and should be considered for improvement.
- The property on the east side of PA Route 34/Carlisle Springs Road to Hamilton and Clays Streets is primarily dedicated to Fairground events parking, limiting redevelopment to the most strategically needed locations to support the overall redevelopment of the site.
- The location of the Masland Employee War Memorial Monument at the intersection of PA Route 34/Carlisle Springs Road and Hamilton Street should remain as a public space with the monument integrated as part of the design of the park or plaza.
- The community expressed a strong desire for an interconnected greenway/multi-use trail that connected new park spaces and the Hamilton School with Hope Station/Memorial Park.
- The site is currently undergoing demolition and environmental investigation with the intent to remediate the site to the highest possible standard in conjunction with the Pennsylvania Department of Environmental Protection’s regulations.

#### ***Key aspects of the proposed site specific redevelopment plan:***

- The bulk of the redevelopment occurs on the west side of Carlisle Springs Road. The area is proposed to be divided into four core blocks based on extensions of many of the adjacent grid of streets.
- A spine of public parks and linear stormwater management areas designed to be attractive public parks with planting, seating areas and some scale recreational amenities, such as tot lots, would extend from Lincoln Street to D Street, paralleling Fairground Avenue.

- A series of modest scaled, intensely developed public spaces would be located at the intersection of Carlisle Springs Road and Lincoln Street and along A Street. These public spaces would include a mix of plantings and hardscape and would be designed to provide variation in public spaces and their utilization. The public space at Carlisle Springs Road and Lincoln Street provides an opportunity for a visual site line to the anchor retail use within this block. The public spaces along A Street would be designed to complement the adjacent retail uses, serving as a venue for small events and outdoor dining.
- A signature public park (Hamilton Plaza) is proposed to be created on the triangular parcel created by the intersection of Carlisle Springs Road and Hamilton Street. This would function as the main public plaza, with the restored Masland Employee War Memorial, a fountain and other amenities to create an exciting and engaging central public space for the neighborhood.
- A series of parks and gardens which could include some active recreation such as rock climbing walls, spray pads, and a destination playground would be located along the east side of Carlisle Springs Road, north of C Street. The design of these areas would utilize the landform, which rises significantly, as a design feature.
- Several lawn or natural areas would be created to provide additional stormwater management capacity. One would be located along Hamilton Street and would be designed to also serve as a visual buffer between the existing residential properties along Hamilton Street and the Events parking. The second would be located at the northern limits of site, near the Fire Hall, and would consist of an expansion of the drainage area that currently exists in this area.
- A multi-use path would extend from Lincoln Street at N. Pitt Street along the linear park to D Street. It would continue via a multi-use side path, or sharrow, to Carlisle Springs Road. From there, it would continue as a multi-use path to the Hamilton School and beyond to Gobin Drive.
- Fairground Avenue would be upgraded from Lincoln Street to B Street. Improvements would include shifting the center line of the roadway to the east to provide additional space between the existing residential structures and the sidewalks. The street would be constructed as a “complete” two-way street, with on-street parking, sidewalk and street trees.
- The area on the east side of Carlisle Springs Road will have a limited amount of mixed use development from Hamilton Street to just north of the proposed C Street extension. Having commercial development along both sides of Carlisle Springs Road in this area is critical to creating a vibrant and viable commercial street. A signature office building would be located in the triangular area on the north side of the intersection of Carlisle Springs Road and Hamilton Street. The remainder of the structures along the east side of Carlisle Springs Road would be one story retail buildings.
- The proposed block between the extension of Lincoln Street (from N. Pitt Street) to proposed A Street would be the most intensive retail block of the IAC/Masland redevelopment. The block would be anchored by a larger retail use, approximately 25,000 sf. in size surrounded by a series of one and two-story retail buildings fronting the surrounding streets.
- The block located between the A Street and B Street would consist of primarily lodging and entertainment uses, including a hotel and several restaurants sites, which could be connected to the hotel or free-standing. The hotel is shown as a 112 unit building with supporting facilities including a pool. The hotel is designed with a signature pedestrian entrance oriented towards the key intersection of Carlisle Springs Road, A Street and Hamilton Street.
- A two-level parking deck is proposed which would span the southern two blocks in order to serve the anchor retail and the hotel. The parking structure would be accessed from A Street on the lower level to serve the retail uses, and the upper deck could be accessed from the rear of the hotel, allowing for the upper deck’s parking to be dedicated to the needs of the hotel.
- The block between B Street and C Street would consist of mixed use retail and office uses fronting Carlisle Springs Road. These buildings would have one level of below grade parking under the building along with surface parking in the rear. Public courtyards would be located between the buildings creating public access points from Carlisle Springs Road to the rear parking areas. The western portion of this block would consist of loft-style condominiums.
- The block between C and D Streets would consist of a mix of market-rate residential unit types. The buildings fronting on Carlisle Springs Road would consist of four-story multi-family units, including the ground floor. The rear portion of this block would consist of townhomes served by rear alleys and have detached rear one car garages.
- The partial block north of D Street would consist of townhomes fronting on Carlisle Springs Road and with the remainder of the block consisting of small lot single-family homes, depending on market demand. These units would be served with rear alleys and have detached rear one or two car garages.
- Lincoln Street would be extended from N. Pitt Street to a realigned intersection of PA Route 34/Carlisle Springs Road and U.S. Route 11/N. Hanover Street. This intersection should be realigned so that the second at-grade railroad crossing for southbound traffic is eliminated.
- A Street may be designed as a through street to Fairground Avenue or could function as an access drive to parking facilities. It could remain private but should be designed to conform to Borough street standards.

- B Street would be extended from College Avenue, through the Carlisle Tire and Wheel site, upgraded along its existing section and completed to Carlisle Springs Road. Complete street standards along with traffic calming techniques should be utilized as deemed necessary to ensure that B Street's neighborhood character is maintained.
- C Street would be extend from College Avenue, through the Carlisle Tire and Wheel site, upgraded along its existing section and completed to Carlisle Springs Road. Complete street standards along with traffic calming techniques should be utilized as deemed necessary to ensure that C Street's neighborhood character is maintained.
- D Street is proposed to be extended to Hamilton Street. Complete street standards along with traffic calming techniques should be utilized as deemed necessary to ensure that D Street's neighborhood character is maintained, especially for the blocks west of Carlisle Springs Road.
- The intersection of Clay Street and PA Route 34/Carlisle Springs Road should be realigned to G Street. This realignment and upgrading of G Street would improve traffic flow to and from the Fairground and supports current bus traffic routing from the Hamilton School which relies heavily on G Street.
- A wide multi-use path (12' wide) is proposed along the west side of Clay Street to serve the school and visitor's parking in the off-site parking lots and walking to the main gate of the Fairground.
- In order to visually anchor the north end of Carlisle Springs Road and to improve functionality, the Fairgrounds entrance is proposed to be repositioned with its vehicular access from Carlisle Springs Road and more prominent pedestrian entrance at Clay and G Streets at the southern-most point. This location would also locate the pedestrian entrance at the terminus of the main visual entrance along Clay Street so as visitors drive and park in the lots accessed primarily from Clay Street, it will be very clear where the main entrance to Fairgrounds is located.

### ***Redevelopment of 759 Hamilton Street Site***

#### ***The issue and opportunities identified by the community and through the analysis of the site and its immediate context:***

- There has been interest by potential buyers to reuse all or portions of the existing structure but no viable buyer has surfaced to-date.
- The site is somewhat hidden even though it is located close to U.S. Route 11/N. Hanover Street.
- The primary frontage faces Hamilton Street and the back of an apartment complex so there is little context to build up for redevelopment.
- Adjacent land uses along U.S. Route 11/N. Hanover Street are in North Middleton Township and consist of sub-prime uses and several structures in a neglected state. Several properties are vacant and/or for sale.
- The community expressed a strong desire to see the U.S. Route 11/N. Hanover Street corridor north of Clay Street improved since it is a key gateway into the Borough from the region and the Pennsylvania Turnpike.
- The intersection of Clay Street, N. East Street and U.S. Route 11/N. Hanover Street has functional deficiencies due to awkward roadway alignments at the intersection. This intersection was also identified by the community as problematic.
- The site has undergone an environmental remediation to a non-residential standard in conjunction with the Pennsylvania Department of Environmental Protection's regulations.

#### ***Key aspects of the proposed site specific redevelopment plan:***

- The proposed redevelopment plan for this site took a more speculative approach to depict how land assemblage could significantly improve the market viability of the property, assuming that the existing structure was razed. The plan does not advocate condemnation of property, instead it attempts to illustrate a possible scenario for connecting the redevelopment to improvements to the N. Hanover Street corridor. Land assemblage would be entirely a private activity.
- The redevelopment plan proposes creating a new street between U.S. Route 11/N. Hanover Street and Hamilton Street. This street reduces the current excessively long block between Clay Street and Media Road and forms a new prime intersection for development.
- The assembly of properties along U.S. Route 11/N. Hanover Street provides critical frontage to the traffic along N. Hanover Street and allows for the ability to construct a 110 room hotel.
- Additional one-story retail is proposed along the U.S. Route 11/N. Hanover Street frontage and at the corner of Clay Street and Hamilton Street.
- The site could also support a small 3,000 sf. one-story office building at the corner of Hamilton Street and the new connector street.
- Public open space could be created along the Hamilton Street frontage to provide site amenities connecting the corner retail and the office building.
- Stormwater management on this site would most likely be handled through a combination of rain garden planters in the parking areas, flow-through planters in the streetscaping and with detention facilities located underneath the parking areas.
- A key aspect of this plan is the elimination of driveway access points along U.S. Route 11/N. Hanover Street and begin to create a traditional urban streetscape character, similar to the blocks of U.S. Route 11/N. Hanover Street, south of Clay Street.
- Retail along U.S. Route 11/N. Hanover Street should be promoted to have glass along the frontage, yet would likely have a rear access off of the shared parking lot with the hotel. This retail could be a restaurant or other retail uses associated with the hotel or be an independent use.

## Other Urban Design Recommendations

### The Downtown N. Hanover Street Corridor

The downtown portion of N. Hanover Street from High Street to Penn Street is a critical connection between the center of Carlisle and future redevelopment on the IAC/Masland site. If this corridor is not economically vibrant and an attractive place for people to walk, it would not become the critical connection between the downtown and the new development to the north. To that end, several key improvements and policies are proposed which would link to economic development activities focused on attracting additional businesses to the ground floors of buildings and attracting new uses and/or housing for upper floors. The west side of N. Hanover Street is especially important in the near term since pedestrians walking between the downtown and the new development will likely use the west side of the street since it is most direct.

- The upgrade of Fairground Avenue, especially from the U.S. Route 11/N. Hanover Street/Penn Street to a point just north of the Norfolk Southern Railroad, is critical to connecting the downtown. This area today is an utterly “dead” pedestrian zone. The plan proposes to make Fairground Avenue a two-way street and this reconfiguration should include generous pedestrian and bicycle facilities along the west side of Fairground Avenue, along the One West Penn Apartments frontage. There is ample space to create a visually interesting gateway garden which could include vertical architectural elements and free-standing green wall. The at-grade crossing of the railroad should include pedestrian and bicycle facilities and safety devices.
- As key traffic improvements are made at the intersection of U.S. Route 11/N. Hanover Street/Penn Street/Fairground Avenue, extensive landscape improvements should be included to make this intersection an attractive node along the N. Hanover Street Corridor. These improvements should include special landscaping, a public park or possibly a signature pavilion structure on the corner of the One West Penn Apartments Building, between W Penn Street and Fairground Avenue. This apartment building is located so its back faces the prime frontage and lacks urban design qualities resulting in an unattractive pedestrian environment along the entire Fairground Avenue frontage.
- The Borough should work with the property owners on the west side of U.S. Route 11/N. Hanover Street from Penn Street to the Norfolk Southern Railroad tracks to determine if a strategy which consolidates curbs cuts and creates a single, interconnected parking lot can be undertaken. Eliminating curbs cuts will dramatically increase the pedestrian friendliness of the block. This could be done as part of adjacent intersection improvements.



Example of how blank walls can be utilized for attractive downtown branding and visual enhancement. Credit: MERJE

- A signature gateway treatment should be considered for the large blank wall of Two West Penn Apartments which is directly on the visual axis as motorists travel south on U.S. Route 11/N. Hanover Street, entering the downtown. The treatment should be designed to be engaging to pedestrians as well as motorists since this entire corner lacks pedestrian interest, despite its strategic location. This treatment could include special lighting to provide 24 hour interest and promote branding for the corridor.
- A pocket park or temporal landscape installation could be created in the undeveloped area located just south of Two West Penn Apartments. This treatment could extend to the curb line to create a visual attraction, which can be seen from a distance by pedestrians walking in either direction.



*Example of blank street walls at One and Two West Penn Apartments.*

### Existing Residential Neighborhood Improvements

Improvements must extend beyond the boundaries of the former industrial sites to ensure that the entire northwest quadrant of the Borough is enhanced. Efforts which promote the further rehabilitation of older housing units along with additional physical improvements within the private realm should be continued and expanded based on available resources. Various existing agencies are already working with the Borough to oversee and manage programs which have made significant improvements to-date.

- Promote the Renovate and Repair Loan Program managed by CCHRA to recruit projects within the northwest quadrant neighborhood. This program is intended to finance renovations to improve the basic livability of homes, as well as repairs to items of health, safety, energy efficiency, accessibility, and code violations and is designed to help households in Cumberland County with incomes up to \$105,450.
- An Elm Street District exists which extends from the downtown to A Street within the study area. The Downtown Neighborhood Connection (DNC) is a community board which manages the Elm Street district and focuses on neighborhood strengthening programs under the advisement of Borough and CCHRA leadership. These comprehensive goals are implemented by the DNC Board, various neighborhood associations, and a full-time Elm Street Manager which is administratively managed by the DCA. The Elm Street Program focuses on strengthening residential neighborhoods, with an emphasis on encouraging home-ownership, rehabilitating older buildings, improving older neighborhoods and avoiding blight. These programs are especially important in focusing on the rehabilitation of older residential properties in the northwest neighborhood as redevelopment occurs on the former industrial sites to ensure that investment is occurring throughout the study area, and not only on the redevelopment site.
- Expand the Pitt and North Street Pride Project, which is a multi-year neighborhood renewal project spearheaded by a non-profit corporation, Carlisle Housing Opportunities Corporations (CHOC), and the CCHRA. The goal of the project is to create 25 new homeowners in an older area of Carlisle Borough, which had deteriorated in large part due to many of the homes being converted into investment properties over the past 20 years. The project has been broken down into phases, which are scheduled to occur over three years. The first two phases of the project focused on the 100 block of North Pitt Street.
- Promote new construction first time home-buyer programs focused on modern infill housing on vacant or under-utilized parcels within the study area. As redevelopment occurs small parcels adjacent to the larger sites could be assembled and promoted for small-scaled, infill residential development that blends in with the new and old housing. This activity will aid in blending the new development with the older established neighborhood, over time.
- Continue to promote existing infrastructure upgrades ranging from ADA ramp installations and streetscape improvements along existing streets to the creation of additional pocket parks and bicycle facilities that improve accessibility for all age groups.

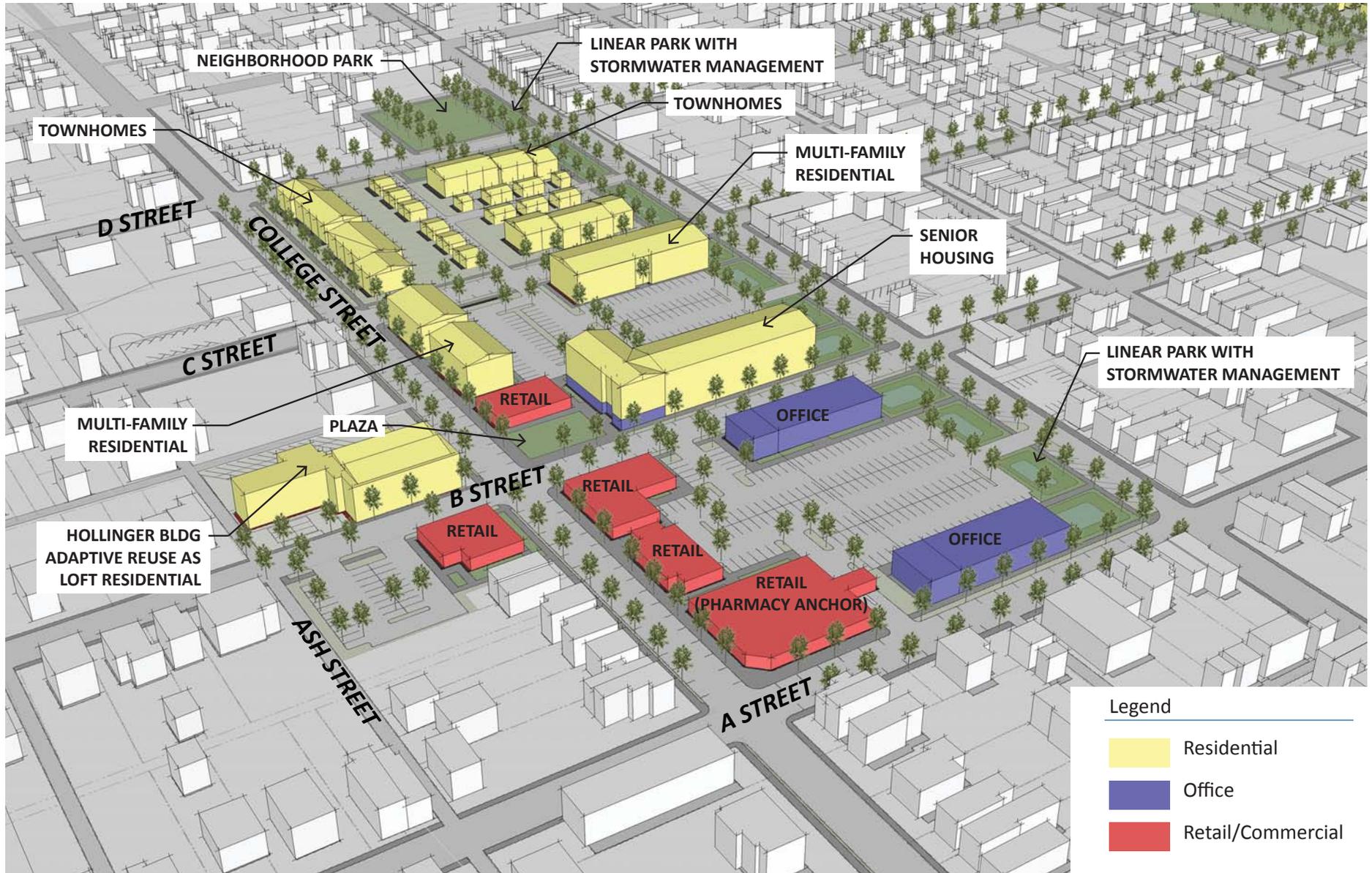




**LEGEND**

-  Existing Building Footprints
-  Existing Institutions/Municipal Building Footprints
-  Parks, Open Space and Stormwater Management Areas

**NORTH** ↑

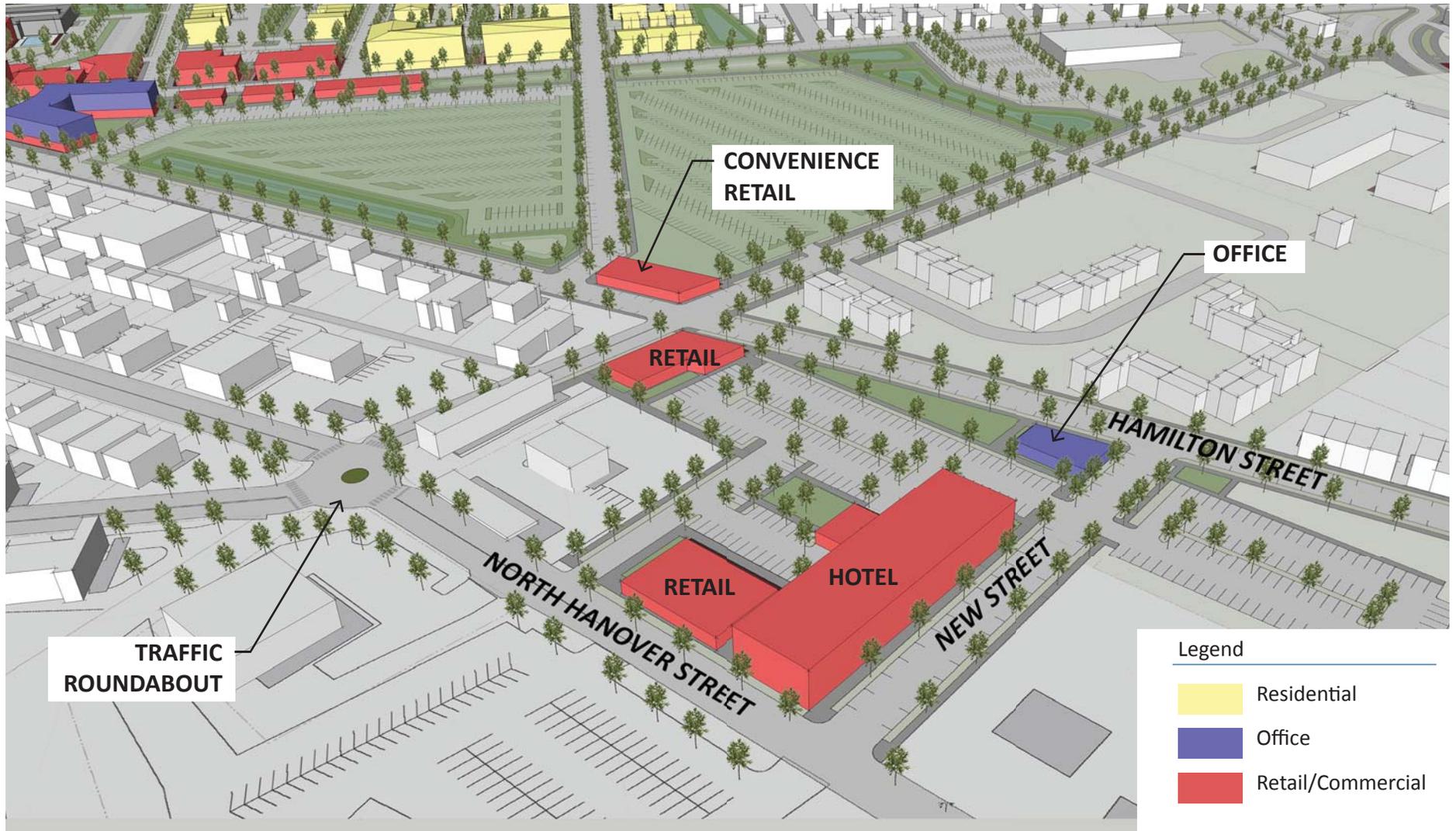


**Building Massing Diagram**  
*- Former Carlisle Tire and Wheel Site*

- Legend
- Residential
  - Office
  - Retail/Commercial



Building Massing Diagram  
- Former IAC/Masland Site



**Building Massing Diagram**  
 - 759 Hamilton St. Site and Surrounding Area

**Intentionally Blank**

## Development Yields and Parking Allocations

Map Key	Uses	Building Footprint S.F.	Stories/ Levels	Total S.F	Dwelling Units	Parking Spaces Required	Off-Street Parking Spaces Provided	On-Street Parking Spaces Provided
<b>Tire &amp; Wheel Area</b>								
1A	Commercial/Retail - Anchor Pharmacy	11,880	1	11,800		36	36	10
1B	Commercial/Retail	4,160	1	4,160		13	13	5
1C	Commercial/Retail	6,500	1	6,500		20	20	10
1D	Office	7,500	2	15,000		60	50	21
1E	Office	7,500	2	15,000		60	49	19
1F	Commercial/Retail	3,950	1	3,950		12	12	5
1G	Multi-Family Housing	4,000	3	12,000	12	24	24	5
1H	Multi-Family Housing	4,000	3	12,000	12	24	24	11
1I	Multi-Family Housing	9,000	3	27,000	24	48	35	21
1J	Senior Living/Multi-Family Housing with Limited Commercial/Retail (6,000 S q. Ft.)	15,600	4	62,400	46	87	58	29
1K	Townhomes				12	24	12	34
1L	Townhomes				12	24	12	43
1M	Commercial/Retail	4,100	1	4,000		13	29	11
1N	Multi-Family Housing	6,900	3	23,000	18	36	25	6
Parking Subtotal							399	230
Totals				196,810	136	481	629	
<b>IAC/Masland Reuse Area</b>								
2A	Hotel - 110 Rooms with Enlarged Pool	32,075	3	86,705		120	133	15
2B	Commercial Retail - Anchor Grocery Store	30,000	1	30,000		105	156	9
2C	Commercial/Retail	5,840	2	11,680		36	27	12
2D	Restaurant/Entertainment	9,040	1(M)	11,300		48	48	17
2E	Restaurant/Entertainment	6,680	1(M)	8,350		36	36	17
2F	Restaurant/Entertainment	8,140	1(M)	10,175		44	31	13
2G	Commercial/Retail	2,170	1	2,170		8	4	4
2H	Commercial/Retail	2,100	1	2,100		7	3	5
2I	Commercial/Retail	3,160	1	3,160		10	5	5
2J	Commercial/Retail	4,400	1	4,400		14	15	6
2K	Commercial/Retail	4,050	1	4,050		13	21	4
2L	Commercial/Retail	4,050	1	4,050		13	21	5
2M	Commercial/Retail/Office Upper Floors	17,000	3	51,000		187	67	53
2N	Commercial/Retail	2,720	1	2,720		9	4	5
2O	Commercial/Retail	2,948	1	2,948		9	5	4
2P	Commercial/Retail	6,800	1	6,800		21	10	18
2Q	Commercial/Retail/Upper Floor Office	8,030	2	16,060		57	38	25
2R	Commercial/Retail	9,060	2	18,120		65	38	23
2S	Commercial/Retail/Multi-Family Upper Floors	21,760	4	90,640	60	186	115	64
2T	Car-Loft Condos				20	40	40	45
2U	Townhomes				9	18	9	24
2V	Townhomes				9	18	9	23
2W	Small Lot Singles				14	28	28	40
2X	Townhomes				9	18	9	13
2Y	Convenience Retail	5,800	1	5,800		18	18	4
Parking Subtotal							890	453
Totals				372,228	121	1128	1343	
<b>Hamilton Street Gateway Area</b>								
3A	Hotel - 110 Rooms	11,880	3	78,000		120	120	8
3B	Commercial/Retail	5,000	1	5,000		15	15	12
3C	Commercial/Retail	5,400	1	5,400		17	15	17
3D	Office	3,200	1	3,200		14	14	17
Parking Subtotal							164	54
Totals				91,600	0	166	218	

**LEGEND**



-  Existing Building Footprints
-  Existing Institutional/Municipal Building Footprints
-  Proposed Residential Development
-  Proposed Commercial/Mixed-Use Development
-  Parks, Openspace and Stormwater Management Areas



**Development Yields and Parking Allocations Key Map**  
**- Former Carlisle Tire and Wheel Site**

LEGEND



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**Development Yields and Parking Allocations Key Map**  
**- Former IAC/Masland Site**



LEGEND



Existing Building Footprints



Existing Institutional/Municipal Building Footprints



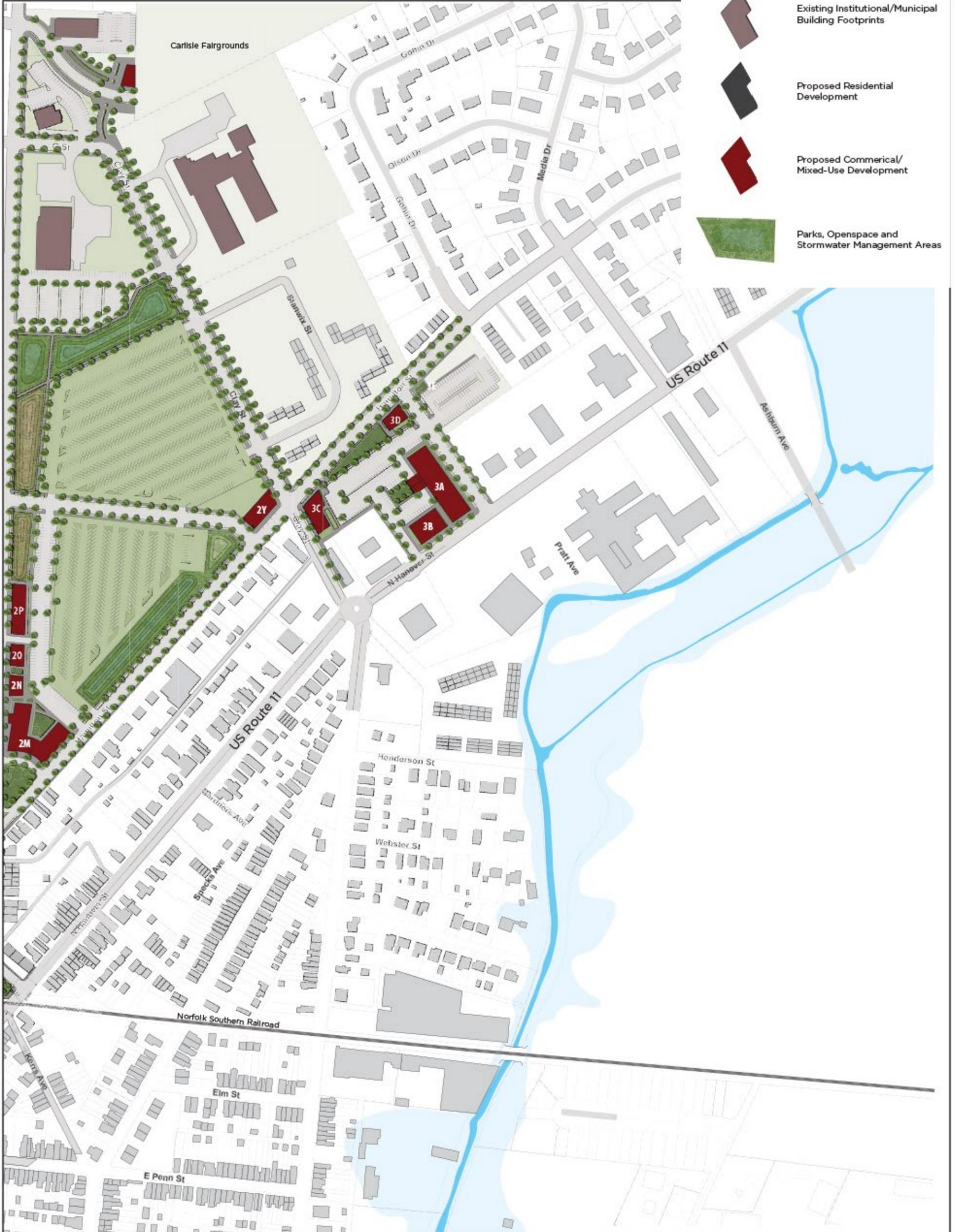
Proposed Residential Development



Proposed Commercial/Mixed-Use Development



Parks, Openspace and Stormwater Management Areas



**Development Yields and Parking Allocations Key Map**  
**- 759 Hamilton St. Site and Surrounding Area**