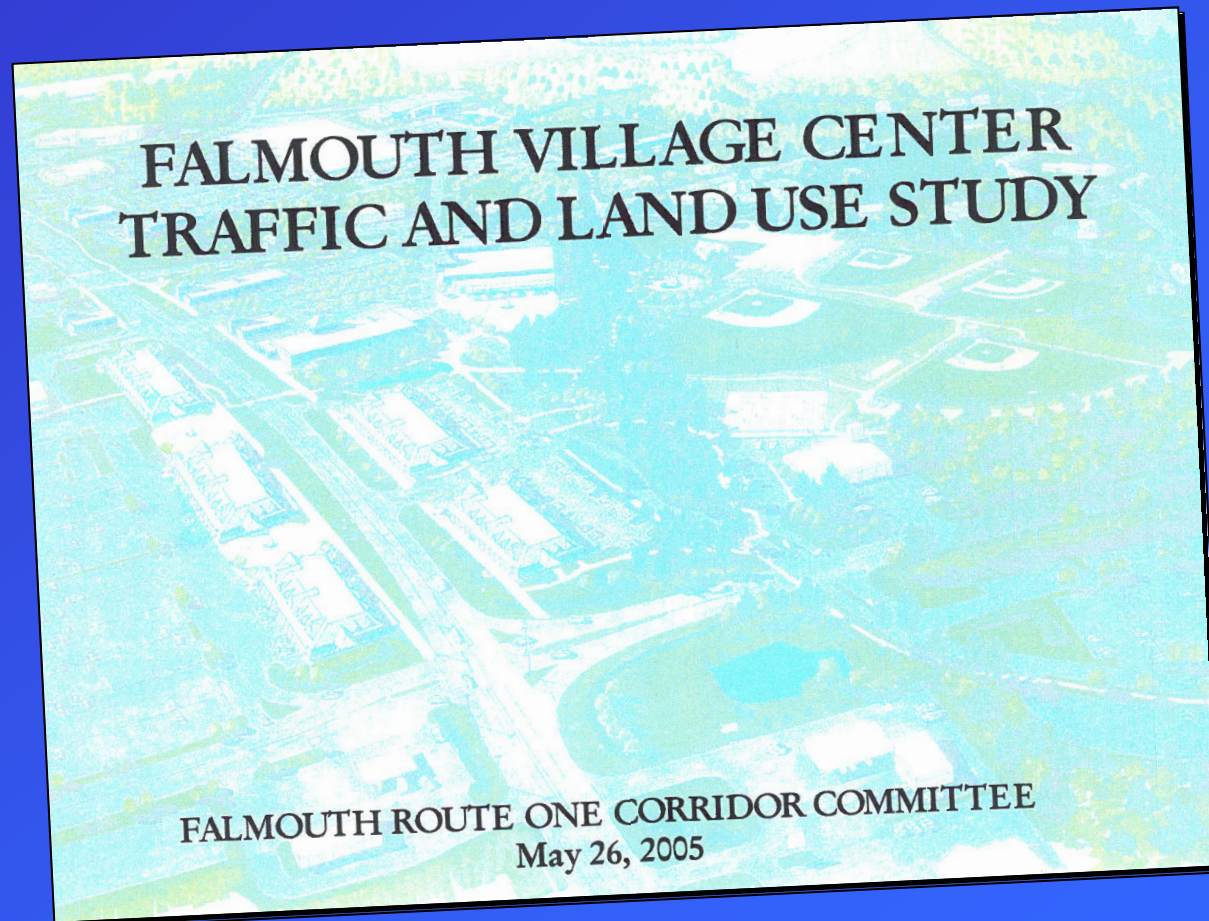


*Falmouth Town Council Presentation, July 22, 2008*

# Finalizing the 2005 Falmouth Route One Corridor Study



## ***Finalizing the 2005 Falmouth Route One Corridor Study***

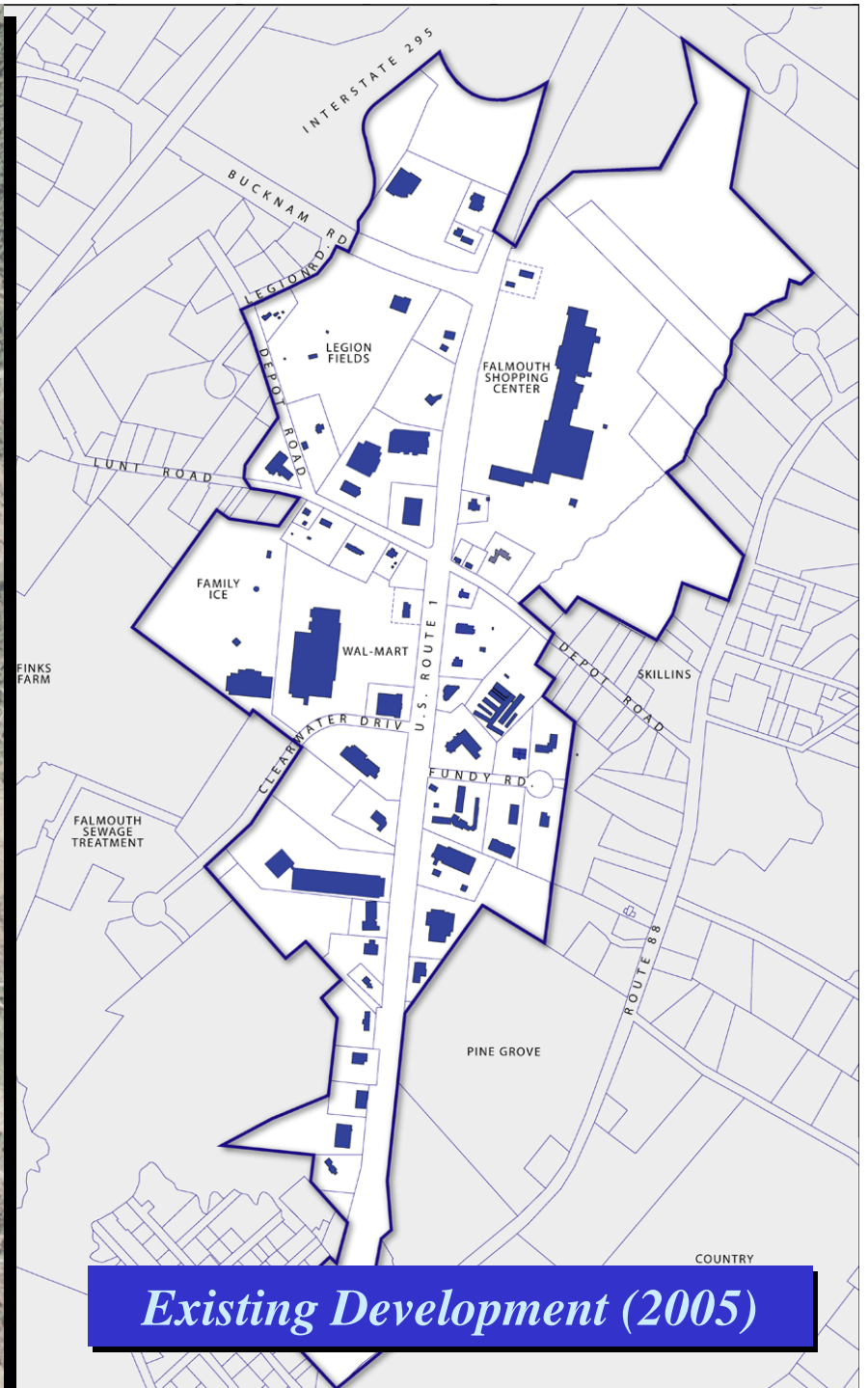
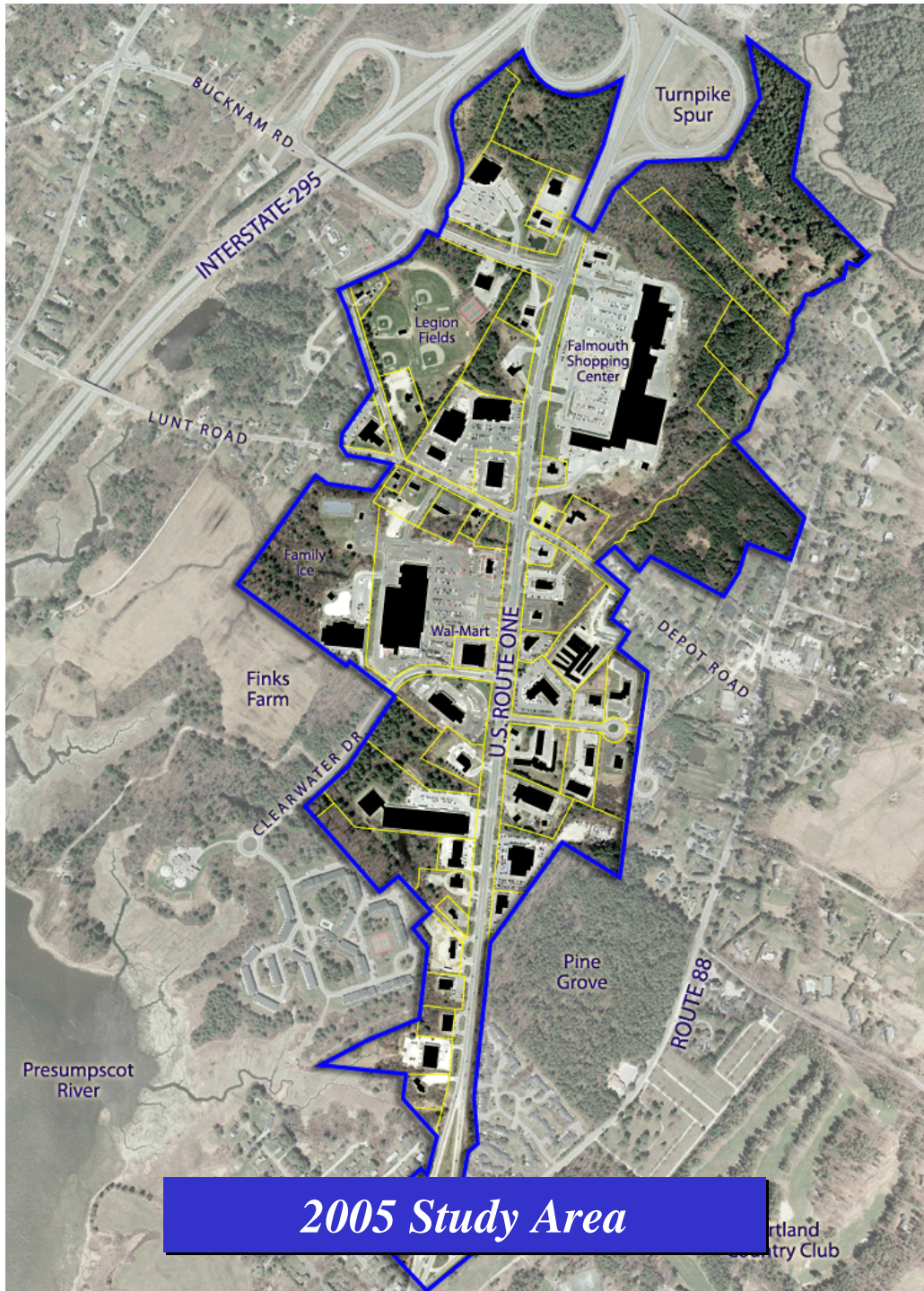
### **First, a Quick Recap...**

<b>September 2005:</b>	<b>Plan Presented to Council - did not adopt</b>
<b>August 2007:</b>	<b>Council 07-08 Workplan: “Finish Route One Study”</b>
<b>April 2008:</b>	<b>Staff reviewed plan and presented process memo. Route One Council Working Group formed (Wrobleski, Libby, Rodden)</b>
<b>May-June 2008:</b>	<b>Council Working Group met twice</b>
<b>July 2008:</b>	<b>Staff prepared PowerPoint for Council feedback</b>



## **“Testing the Route One Vision” presentation**

- 1. Review some key points from 2005 Plan**
- 2. Take stock of Route One in 2008 visually**
- 3. Articulate three options for Council to choose from**





# Route One (2002)





# Route One (2008)







---

# 2005 Mission Statement

*“To create*

- ☐ *a single, easily understood, ready to adopt administrative framework*
  - ☐ *that will foster future development in Falmouth’s Route One Corridor*
  - ☐ *that is consistent with the principles of both*
    - ☐ *Smart Growth and*
    - ☐ *the Great American Neighborhood.”*
-



---

## *Smart Growth...Great American Neighborhood...*

*2005 Mission continues: “... all development must contribute to a*

- ☐ *vibrant,*
- ☐ *attractive,*
- ☐ *safe,*
- ☐ *walkable,*
- ☐ *human-scaled,*
- ☐ *mixed-use,*
- ☐ *around the clock village*

*that is appealing to residents, businesses and consumers alike.”*

---



**2005 example 1**



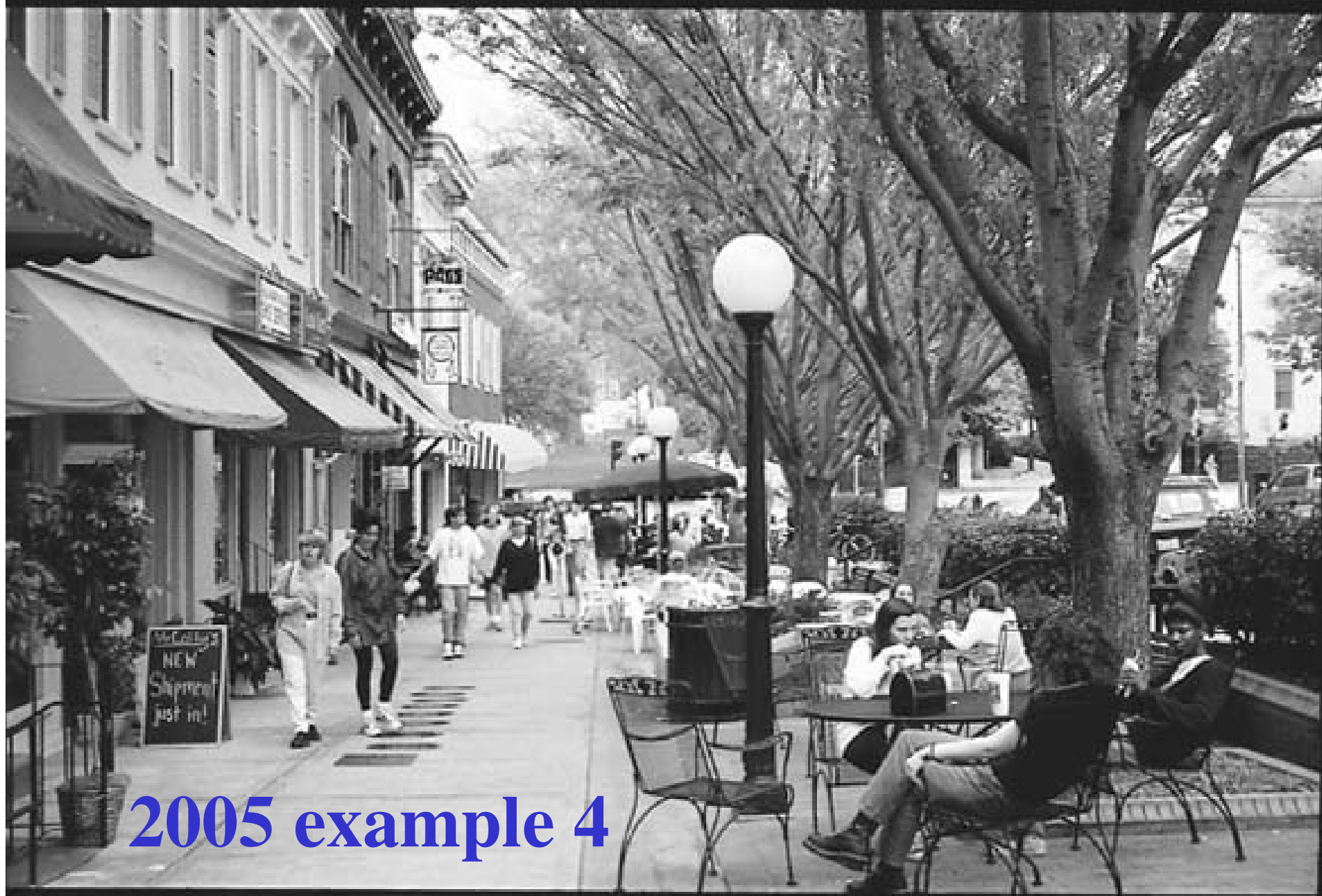
## 2005 example 2



# 2005 example 3

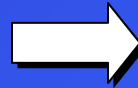






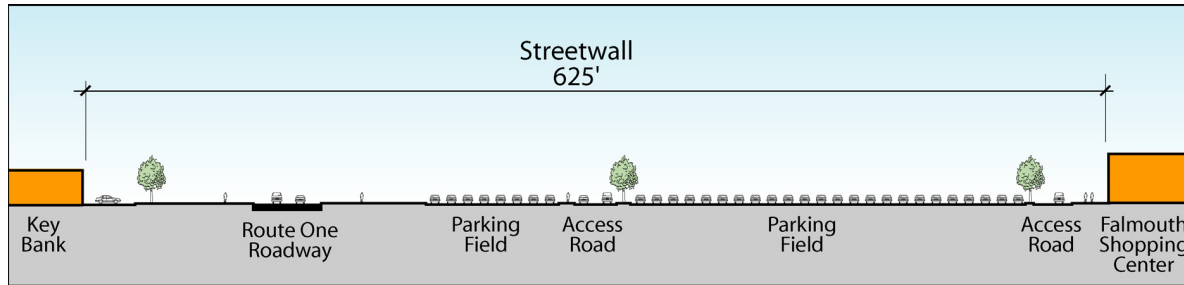
2005 example 4

# Translation of the 2005 examples...



- Two story, attached buildings
- Zero feet front setback from property line
- Wide sidewalk from building to street edge
- On-street parking
- Street trees and “street furniture”

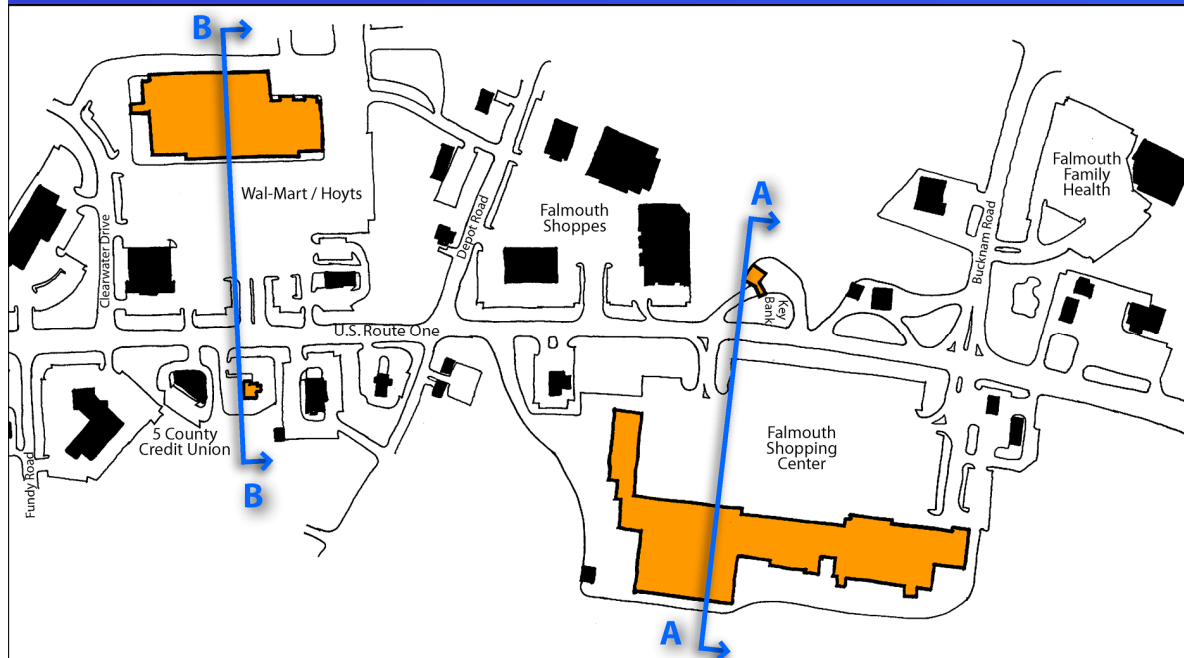
*= a fairly typical, traditional downtown*



**Section A-A: Looking North Thru Falmouth Shopping Center / Key Bank**



**Section B-B: Looking North Thru Wal-Mart / 5 County Credit Union**

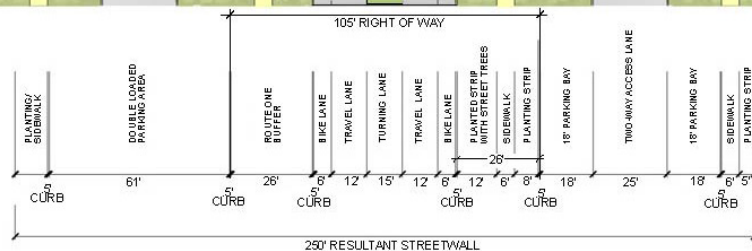
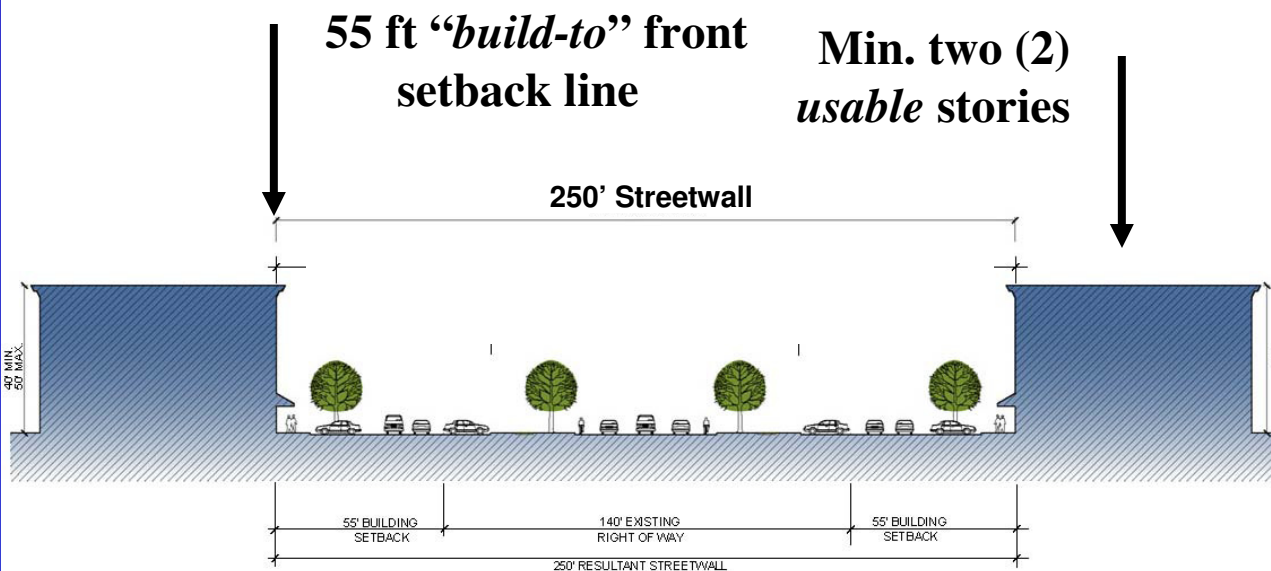


# 2005 Study Finding:

## Existing Streetscape

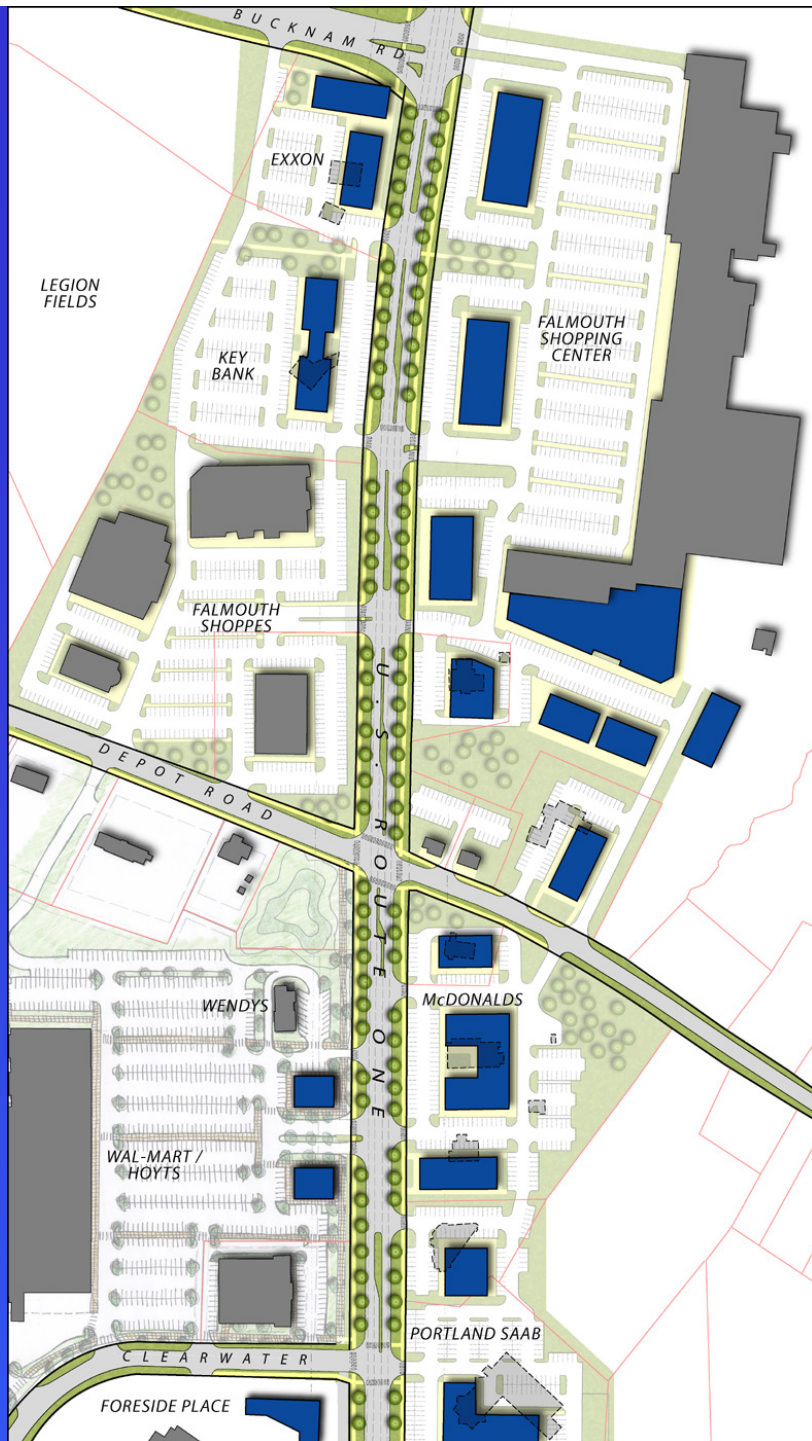
- Width to Height Ratio of "Street Section" is 19:1
- Ideal Ratio is between 2:1 and 3:1





## Proposed Concept ‘A’ (5:1 ratio)

Existing ROW 140 ft  
(Potential future  
ROW 195 ft)



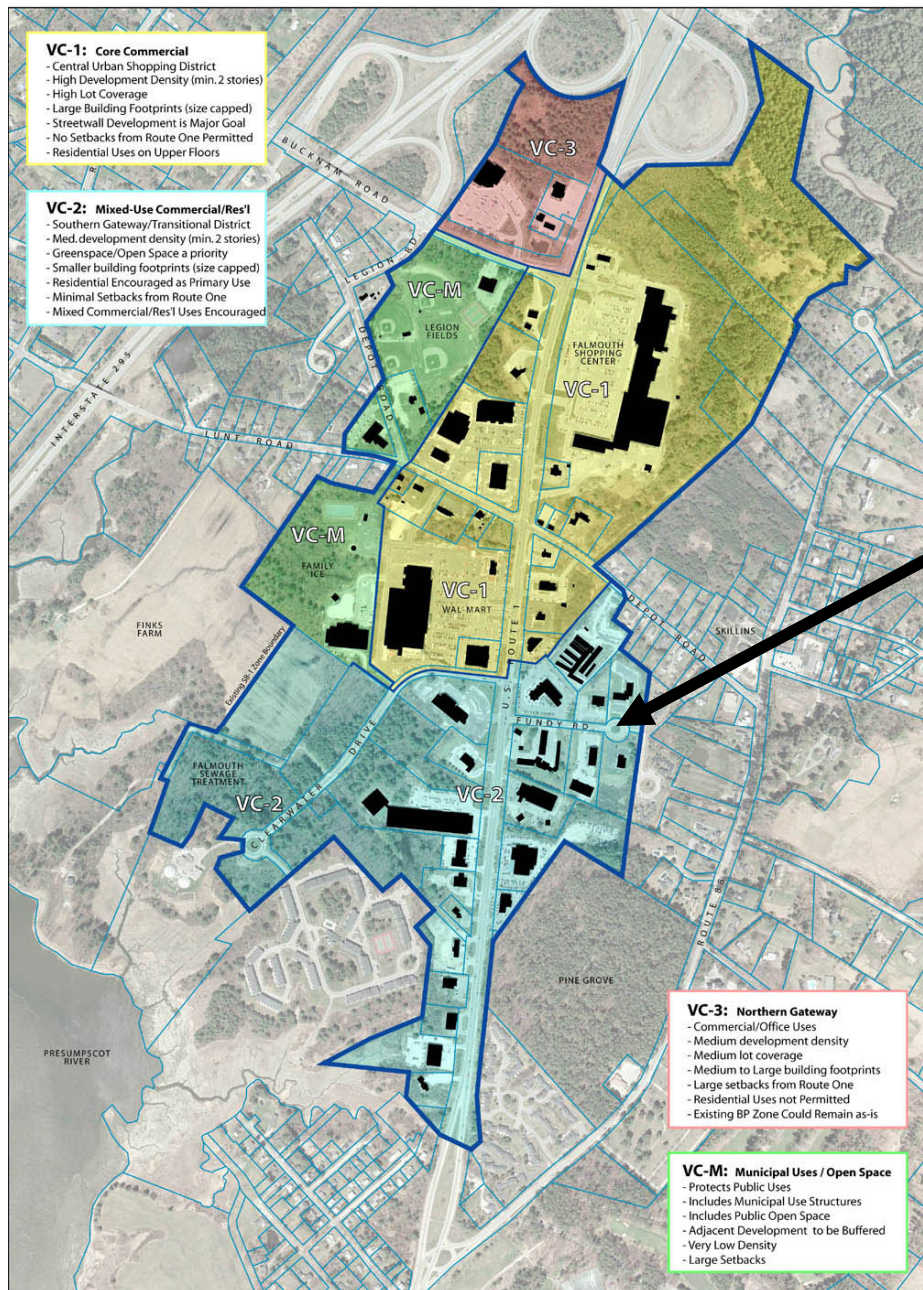
## 2005 Proposed Concept 'A'

250' Streetwall Inserted into  
the Proposed Village Center-1  
Zone









# 2005 Proposed Village Center Re-Zoning

## Village Center (VC)-2:

1. 55-85 ft “build-to” front setback *zone*
2. Min. 2 stories (2<sup>nd</sup> floor may be *false*)
3. 20 ft side setback



# Two Types of Developments

## “Development Thresholds”

### Tier 1:

- Any expansion of floor area
- New primary use structure
- 10,000+ sf interior renovation
- \$100+K site improvements
- 5-year cumulative trigger



- Required to conform to Design Guidelines
- No relocation requirement for existing buildings
- No circulation requirements

# Two Types of Developments

## “Development Thresholds”

### Tier 2 (“large-scaled”) VC-1:

- 50% or more expansion of floor area
- New primary use structure
- 30,000+ sf interior renovation
- \$250+K site improvements
- 5-year cumulative trigger

### Tier 2 (“large-scaled”) VC-2:

- 50% or more expansion of floor area
- New primary use structure
- 12,000+ sf interior renovation
- \$150+K site improvements
- 5-year cumulative trigger



- Required to conform to Design Guidelines
- Relocation requirement
- Circulation requirements

# 2005 Recommended Components

- ☒ Dimensional Standards (*setback, building height*)
- ☒ Threshold Triggers (Tier 1 and 2 “*large-scaled developments*”)
- ☐ Permitted Uses (*mix of uses*)
- ☐ Design Guidelines (*architecture, landscape design, parking, etc.*)
- ☐ Traffic management recommendations  
(*intersection improvements, driveway alignments, and lot interconnections*)

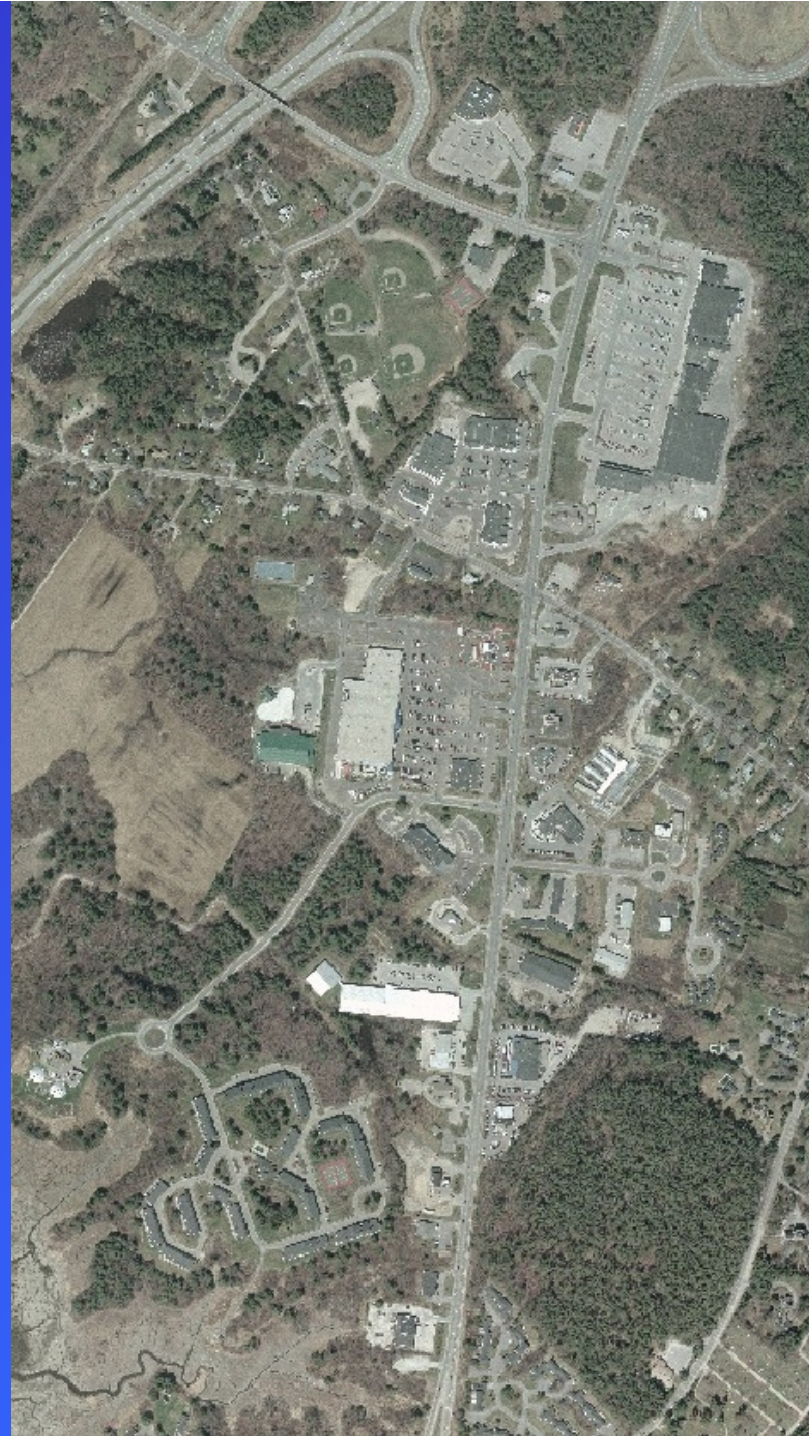


**What are the  
*implications* of  
2005 Plan?**

**Will it *accomplish* the  
stated mission?**

**Let's take a *look*  
at each lot on  
Route One:**

- ROW width**
- Front setback**
- Building height**







**Foreside Tavern:  
115 ft Route One setback**

**VC-3:**  
 • 40 ft min.  
front setback  
 • Max. 36 ft  
height

**VC-1:**

- 55 ft “*build-to*” front setback line
- Min. 2 *usable* stories (max. 50 feet height)







**Mobil (closed)**

### **VC-1:**

- 55 ft “*build-to*” front setback line
- Min. 2 *usable* stories (max. 50 feet height)



### **VC-3:**

- 40 ft min. front setback
- Max. 36 ft height



**Gulf - Lampron:  
25 ft Route One setback**





**Exxon:  
10 ft setback**

### VC-1:

- 55 ft “*build-to*” front setback line
- Min. 2 *usable* stories (max. 50 feet height)



**(new) Key Bank:  
97 ft setback**



**Falmouth Shopping Center**



## VC-1:

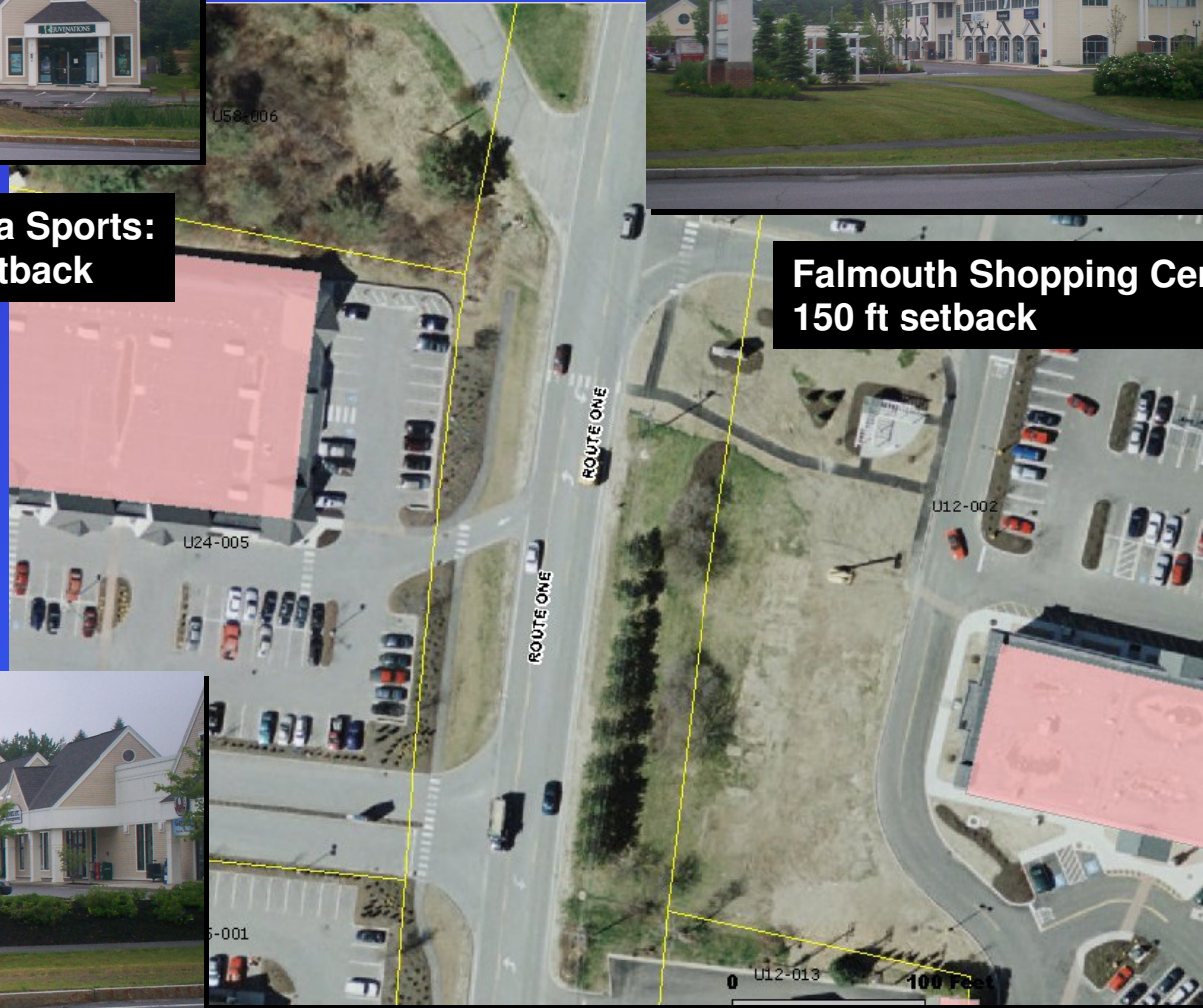
- 55 ft “*build-to*” front setback line
- Min. 2 *usable* stories (max. 50 feet height)



**Olympia Sports:  
75 ft setback**



**Falmouth Shopping Center:  
150 ft setback**







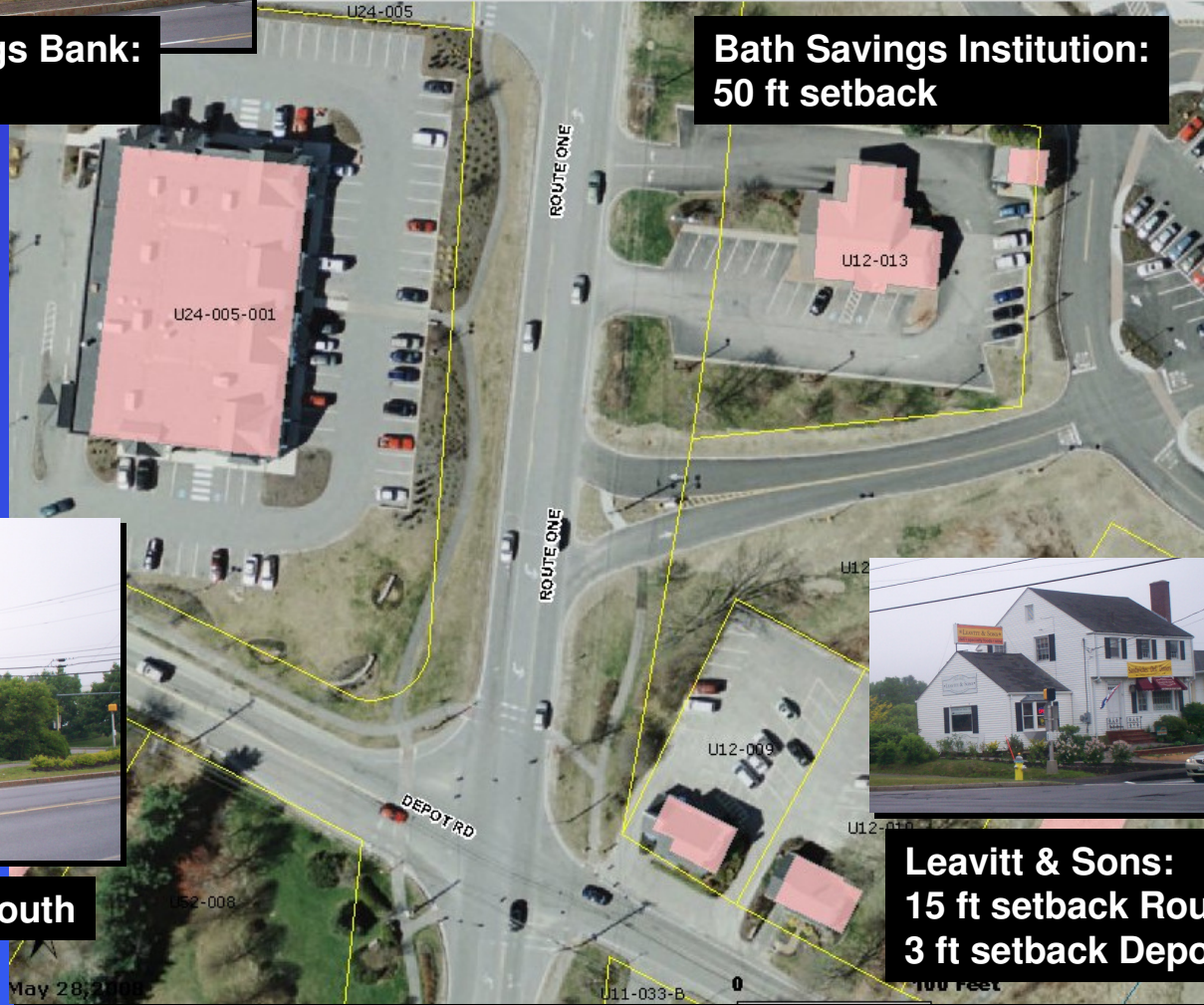
**Norway Savings Bank:  
85 ft setback**



**Bath Savings Institution:  
50 ft setback**

**VC-1:**

- 55 ft “*build-to*” front setback line
- Min. 2 *usable* stories (max. 50 feet height)



**Town of Falmouth**



**Leavitt & Sons:  
15 ft setback Route One  
3 ft setback Depot Road**





**Wendy's:  
65 ft setback**



**Pratt Abbott:  
65 ft setback**

- VC-1:**
- 55 ft *"build-to"* front setback line
  - Min. 2 *usable* stories (max. 50 feet height)



**Falmouth Plaza**



**McDonald's:  
70 ft setback**





**Five County Credit Union:  
65 ft setback**



**Carriage House Square:  
55 ft setback**

**VC-1:**

- 55 ft *“build-to”* front setback line
- Min. 2 *usable* stories (max. 50 feet height)



**Dunkin' Donuts:  
25 ft setback**





**Foreside Place:  
135 ft setback**



**Saab:  
70 ft setback**

### VC-2:

- 55-85 ft “build-to” front setback zone
- Min. 2 stories (2nd floor may be false)



**Accent Cleaners:  
10 ft setback**







**TD BankNorth:  
60 ft setback**



**Allen, Sterling & Lothrop:  
65 ft setback**

**VC-2:**

- 55-85 ft “build-to” front setback zone
- Min. 2 stories (2nd floor may be false)



**Morong Falmouth:  
45 ft setback**







**W.M. Home:  
60 ft setback**



**Morong Falmouth:  
70 ft setback**



**Maine Bank & Trust:  
45 ft setback**

**VC-2:**

- 55-85 ft “build-to” front setback zone
- Min. 2 stories (2nd floor may be false)



**Performance Motors:  
30 ft setback**





**Falmouth Physical Therapy:  
60 ft setback**

## VC-2:

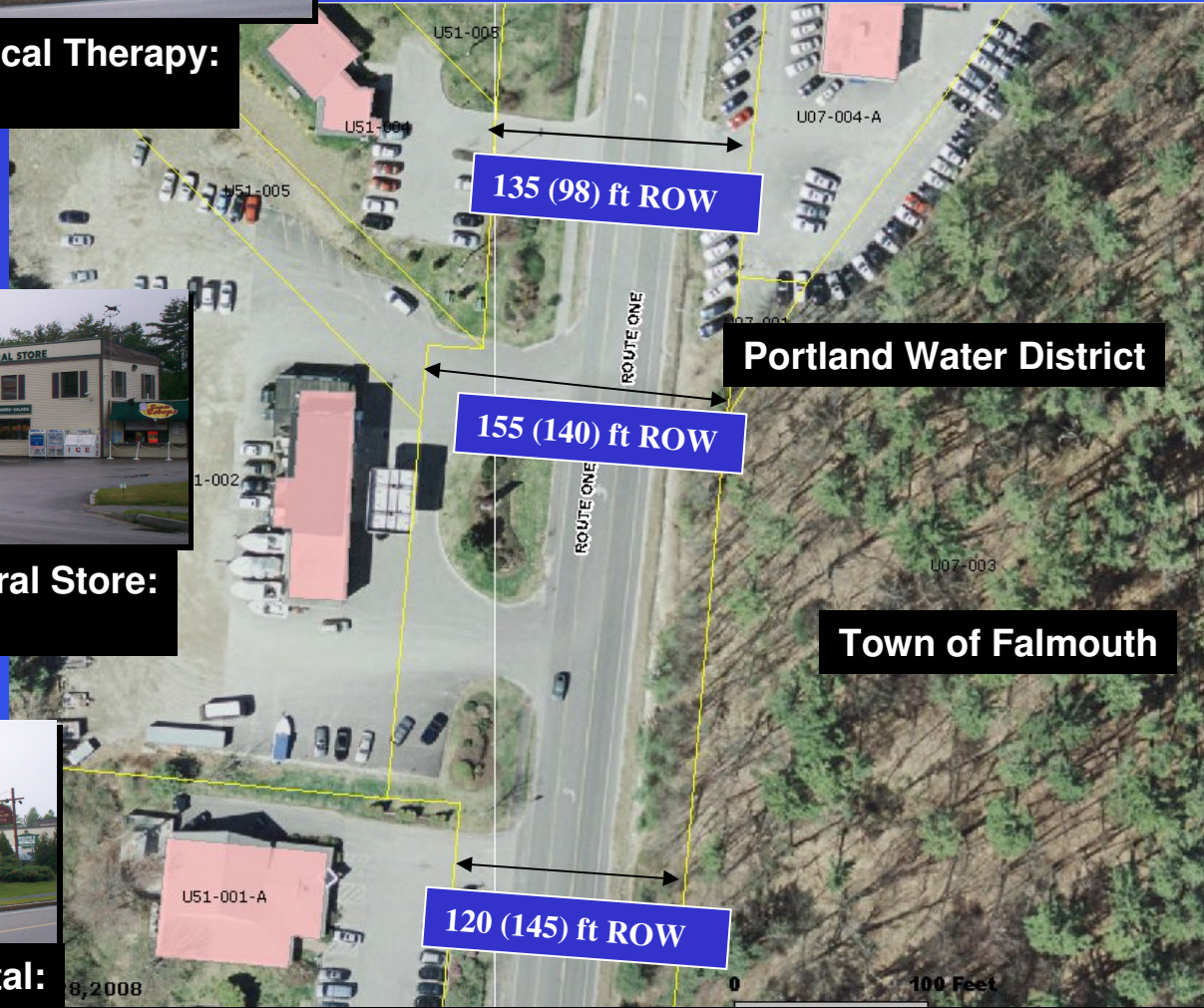
- 55-85 ft “build-to” front setback *zone*
- Min. 2 stories (2nd floor may be *false*)



**Citgo – Waldo's General Store:  
30 ft setback**



**Falmouth Veterinary Hospital:  
65 ft setback**





### VC-2:

- 55-85 ft “build-to” front setback *zone*
- Min. 2 stories (2nd floor may be *false*)



**Simply Home:  
3 ft setback**



**170 US Route One:  
120 ft setback**







**A Perfect Smile:  
115 ft setback**

## **VC-2:**

- **55-85 ft “build-to” front setback zone**
- **Min. 2 stories (2nd floor may be *false*)**



**Foreside Housing Associates**

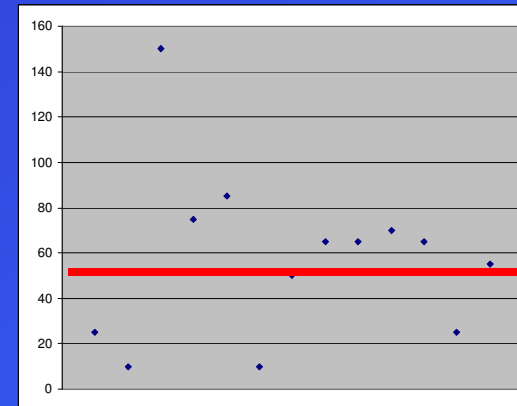
**Colonial Village**



# Summary

- **ROW width unclear and varies:**
  - Tax/GIS Maps: 120-190 feet
  - 1988 Survey: 98-160 feet.
- **VC-1 buildings, front setback: 10-150 feet**
- **VC-2 buildings, front setback: 3-135 feet**
- **VC-3 buildings, front setback = OK**
- **Current ratio is more like 10-13:1**

## VC-1: 55 ft build-to line

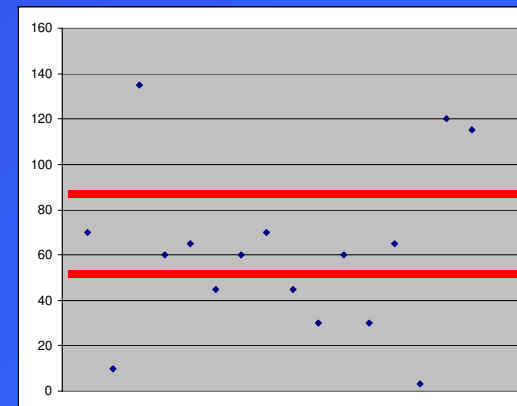


7

2

4

## VC-2: 55-85 ft build-to zone



3

7

6

# Building markers for 2005 Plan...

## VC-1

*That seem to fit 55 ft build-to line:*

- ☐ Carriage House Square
- ☐ Bath Savings Institution



## VC-2

*That seem to fit 55-85 ft build-to zone:*

- ☐ TD BankNorth
- ☐ Falmouth Station
- ☐ Falmouth Physical Therapy
- ☐ Falmouth Veterinary Hospital
- ☐ Saab
- ☐ Allen Sterling Lothrop
- ☐ Morong Falmouth (east side)



# Building markers for 2005 Mission...

*That seem to fit +/- 0 ft setback:*

- ☐ Leavitt & Sons
- ☐ [Accent Cleaners]
- ☐ [Simply Home]



# Building markers for current SB-1 zoning...

*That seem to fit min.80 ft setback (SB-1):*

- ☐ *Foreside Tavern*
- ☐ *Key Bank*
- ☐ *Norway Savings Bank*
- ☐ *Foreside Place*
- ☐ *170 US Route One*
- ☐ *A Perfect Smile*
- ☐ *Falmouth Shopping Center*

*That seem to fit 40-80 ft setback zone (50% setback reduction allowed ):*

- ☐ *Olympia Sports*
- ☐ *Wendy's*
- ☐ *Carriage House Square*
- ☐ *TD BankNorth*
- ☐ *Morong Falmouth (west side)*
- ☐ *W.M. Home*
- ☐ *Maine Bank & Trust*
- ☐ *Falmouth Physical Therapy*
- ☐ *Falmouth Veterinary Hospital*
- ☐ *Bath Savings Institution*
- ☐ *Pratt Abbott*
- ☐ *McDonald's*
- ☐ *Five County Credit Union*
- ☐ *Saab*
- ☐ *Allen Sterling Lothrop*
- ☐ *Morong Falmouth (east side)*



# Which direction to go in?

## Option 1: Continue with existing SB-1/Village Center ordinance

- 80 ft min. setback (PB may reduce by 50% to min. 40 ft)
- Max. 35 ft height

## Option 2: Pursue 2005 Mission

- +/- 0 ft build to line
- +/- Min. 2 story height

## Option 3: Go with 2005 Proposal

- 55 ft “build-to” front setback line (VC-1)
- Min. 2 usable stories (max. 50 feet height)



Sometimes *Fresh Air* and a *Walk* help one to decide...

- *Think about what you like and don't like about Route One*
- *What do you want more of, or less of?*
- *Don't worry about ROW width.*



# Suggest you look particularly at

- ☐ **Building placement:**  
*How close to the sidewalk should buildings be? 0 feet? 20 feet? 50 feet? More?*
- ☐ **Parking arrangement:**  
*Can there be parking between building and street? No, place all to the side and rear? Allow one row? Two rows? More?*
- ☐ **Front yard landscaping:**  
*How much attention is given to quality landscaping?*
- ☐ **Esplanade landscaping:**  
*Is there landscaping between sidewalk and street?*

# Walking along Route One...

*Walk 1: North Bound, East side – part 1*





# Walking along Route One...

*Walk 1: North Bound, East side – part 2*



# Walking along Route One...

*Walk 1: North Bound, East side – part 3*





# Walking along Route One...

*Walk 2: South Bound, East side – part 1*





# Walking along Route One...

*Walk 2: South Bound, East side – part 2*





# Walking along Route One...

*Walk 2: South Bound, East side – part 3*





# Walking along Route One...

*Walk 3: North Bound, West side – part 1*





# Walking along Route One...

*Walk 3: North Bound, West side – part 2*



# Walking along Route One...

*Walk 3: North Bound, West side – part 3*





# Walking along Route One...

*Walk 4: South Bound, West side – part 1*





# Walking along Route One...

*Walk 4: South Bound, West side – part 2*

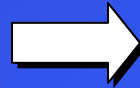




# Pondering the future of Route One...



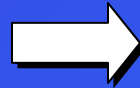
# What will likely result of 2005 Plan be?



- Two story, attached buildings?
- Zero feet front setback from property line?
- Wide sidewalk from building to street edge?
- On-street parking?
- Street trees and “street furniture”?

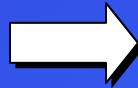


# What will likely result of 2005 Plan be?



- **Two story, attached buildings**
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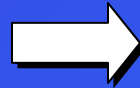
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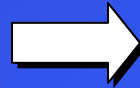


# What will likely result of 2005 Plan be?



- **Two story, attached buildings**
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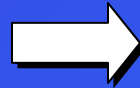
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# What will likely result of 2005 Plan be?



- Two story, attached buildings
- Zero feet front setback from property line?
- Wide sidewalk from building to street edge
- On-street parking
- Street trees and “street furniture”



Is building to a  
fixed front  
setback line the  
way to go?

What about the  
unclear and  
varying width of  
the ROW?





Or is Route One  
doing OK as-is?





# ***Which way does the Council want to go with Route One?***

- 1. Continue with existing SB-1/Village Center rules?**
- 2. Pursue 2005 Mission?**
- 3. Go with 2005 Proposal?**



***What kind of place do you want to create?***