

2011 Route One South Development Survey

Respondent Comments

Final Report - January 18, 2011

1. Do you agree with a vision for Route One South (from Route 88 to Falmouth Shopping Center) that makes it over time: - a dynamic area with diverse uses, - a destination for many people, - one that strongly encourages walking for multi-purpose trips, and - one that stimulates repeat visits?

Yes, absolutely

- 1 Additionally, Falmouth should allow DOT signage on 295 and 95 that gives specific detail about what services are available at the Falmouth Exits. Cumberland, Yarmouth, Freeport all allow businesses to put their logo on DOT signage so that travelers do not have to guess which businesses are available at that exit.
- 2 An area without big box stores.
- 3 And one where as many public facilities are located as possible such as library, community center, movie theatre, and future town improvements
- 4 but the form of your question begs the answer and can't really support any specific means to those ends
- 5 Diverse uses = diverse businesses and services. Let's not focus on Wal-Mart as being the only cultural center for "downtown" Falmouth!
- 6 Face it. That is a form of strip mall with businesses whose customers come by car. Hard to change!!!
- 7 Falmouth can't be a real community without a center.
- 8 I agree very much but that does not include more big box stores and national retail chains. However, I am open to see all new ideas from our community and the CDC.
- 9 I also support a diverse, mindful and aesthetically pleasing development that would promote independent business. There is nothing pleasant or interesting in visiting the mall area, in fact it can be quite congested and stressful. I do not want that for Falmouth.
- 10 I love the ideas in the Powerpoint presentation and in the CDC's recommendations. I think if they could be realized Falmouth's town center would be wonderful!
- 11 One by one the unsightly car dealers are gone so this is our chance to do things right!
- 12 Please do not create a situation that eliminates most if not all of the small, local resident friendly shops and businesses. We do not need a larger Wal-Mart. IF they decide to relocate, there are plenty of other options that will can meet our community needs.
- 13 The more Falmouth can do to become pedestrian friendly the better!
- 14 The updating and improving of signage and facades would be helpful in maintaining a professional and appropriate appearance.
- 15 When I can walk easily between stores, I spend more money in Falmouth! For example, I'll stop in at the book store or Decorum if I am walking by, but otherwise won't bother to go in and do that kind of shopping out at the mall or online.
- 16 would like to be able to ride my bike with my kids and walk from store to store
- 17 This is absolutely vital!

Yes

- 18 A very leading question which any professional marketer or researcher would feel is completely inappropriate and is sure to skew results for what can only be described as self-serving purposes.

- 19 As long as it does not become one of the ugly strip mall routes that scar much of this country and much of the surrounding areas of Portland.
- 20 As with most things, the devil is in the details. The overall goals should not be frustrated by too many strict standards, but more of a best practices/ability to achieve approach
- 21 But town is making it difficult and costly for development
- 22 Do NOT want to see Route One turn into a Windham Rt 302
- 23 Don;t care about the walking part.....
- 24 Even large stores are OK
- 25 I agree with the visions but want the council to be very careful not to implement ordinances that would discourage business from moving in due to the financial burden an ordinance could create.
- 26 I do not however think it should look like a strip mall. This is a town with many children and needs a sense of community and a town center. That will not be achieved if we are just a strip with giant chain stores. We need to proceed with careful thought and vision.
- 27 No big box stores, emphasizing pedestrian areas, a 50sq ft limit to structures,
- 28 peds activity should be encouraged, but this is not downtown portland. plan for autos and peds alike, not one at the determent of the other.
- 29 Question is too vague.
- 30 Question should have been changed to "from the Falmouth Shopping Center to Route 88" since you alway think of going south
- 31 So long as there are no big box stores and nothing larger than 30,000 sq ft. Also protection of estuary, nature preserve and more green space, buffer to watersheds
- 32 That's too vague of a question to answer specifically, therefore this is a general answer to your question
- 33 This question is intended to get a 'yes' response to build a case for the goals in the rest of this questionnaire. To be fair and obtain accurate data on which to determine public policy and ordinances, each question should be asked separately.
- 34 Walking not a priority
- 35 Yes to bullets 1, 3, and 4. It should serve the needs of local people. It should not aim to be a regional retail center.
- 36 yes provided there is no cost to the business or increase in the property taxes on the property
- 37 Falmouth does not have a town center or distinct destination sites for non-residents. There are great schools, a nice library and necessity stores for residents. However, the unappealing strip of mostly chain-stores currently along Route are the antithesis of a New England Village. What is the economic plan for businesses in Falmouth? It seems to be mostly banks moving in. Falmouth seems stuck between Portland and Freeport and it needs to be a distinct destination to attract more business. What types of businesses service Falmouth residents? What types of businesses will attract tourists/outsideers? Falmouth's assets are beautiful natural preserves. What businesses promote these resources? Would more education centers, museum(s), gardens support these assets?
- 38 I agree with all of the above except for the walking piece. I have no desire to run errands by walking to the stores.

No

- 39 Concentrating on pedestrian uses and discouraging vehicular usage is detrimental to our tax base and popularity.
- 40 I do not favor the limitation of automotive traffic any more than it is limited in any city, such as Portland. I bike ride through Falmouth alot. I have no problem with keeping it bike and pedestrian friendly, but not to the exclusion of motor vehicles.

41 I make many multi purpose trips to route 1 from west falmouth, so I have to drive there. The types of trips (walmart or staples, groceries, and bank) are either at a convenient distance or for items that can be conveniently carried medium distances. I think the look of newer shopping centers with building both closer to the street and also set back provides a mixed look that is both open, varied, and welcoming.

42 It appears to me that the Council doesn't care how tacky a place is if it makes money. We will look like Rt. 1 in Everett, Mass. We have enough tacky with the fast food places. The automobile business would be a much better plan. I am not an elitest, but don't see the need for Walmart to sell more junk from China. Yes, I am very much opposed to your plan.

43 It will never be a pedestrian area, and we should give up on that idea as it is not beneficial to businesses

44 Need's to be more business friendly. Let Walmart expand they've been a wonderful neighbor, good for taxes and jobs. Fill the old shaw's space so we can have more money come into the town!

45 only if done by private funding would it be a sensible approach where there would be invested interest in the project. would not want to be partnered with the ME DOT

46 Rt. 1 is a HIGH traffic road that DOES NOT lend itself in anyway to a walking trip. Unless you are completely disconnected to reality. It should not be converted to some half baked mall area.

47 That is all lovely but we also need businesses. There has to be something wrong when the shopping center has remained empty since Rite Aid and Shaw's moved. The town is doing something wrong.

48 this looks like a leading question. I hope you won't try to draw conclusions from the answers.

49 Too late for walkability....look at downtown Portland (Congress Street) for its viability.

50 This is a commercial area let it be developed for business.

51 Everyone drives there no one walks and they won't for decades if ever

Absolutely not

52 Do Not want this to be a "destination for MANY people" I do not want anything that encourages growth in this area. It is already too congested.

53 I don't understand why we would build another shopping center when we already can't maintain full occupancy in the existing ones. I would be absolutely devastated to see "big-box" stores in Falmouth and instead of "creating more" I would love to improve what we already have. It will change the whole dynamic of the town.

54 I see this to be a smaller scale small business area with lots of green space.

55 If I wanted to live in New Jersey, I would move to New Jersey (and earn a lot more money, too).

56 Is the Town buying the private land at the Shopping Plaza, with money from Santa Claus

57 it is already getting overcrowded

58 Route 1 is a traffic corridor, not a City center. Last time I looked Falmouth was over 9 miles long and truly divided between Foreside and "Backside" with development of needed water supplies and sewer construction blocked by the monied members of the Foreside. Route 1 will never be the center of the Town. Town Hall is the closest to the center of town it can be, and the development of Route 100 has provided the only semblance of services to us on the Backside. The empty schools on Middle road offer the first real opportunity for low cost public housing, yet once again that idea is being shelved for some goofy idea of moving Town Hall and the Library. I support leaving Route 1 alone, and letting the economics of business determine its fate. Regal has the money to build a specific use building, I hope they use it in West Falmouth near Hanaford's next to the Irving station. It will be handy to the turnpike, and available to us backsiders; (read outsiders). I for one don't like having to drive 7 miles to get to Route 1's "Attractions"

- 59 The previous renovations and additions to the area have not benefited the Town though similar promises were made. Industrializing and allowing an opportunity for out of state companies to march in while just result in a loss of money for the town, unhappy nearby town residents, negative impact on the surrounding wilderness areas, and more vacant lots.
- 60 This vision does not accommodate the needs of many elderly people with limited mobility. Also, I am not sure it is really economically feasible.
- 61 We need to get back to basics.
- 62 You are dreaming. These shopping areas will be serviced by people in automobiles...period. The idea that people will walk from center to center is absolutely nonsense. these are strip shopping centers and nothing more.

Don't know/no opinion

- 63 I tried to find the report and the list was awfully long. The one I read was not helpful in understanding the issues.
- 64 it seems like the economy is contracting not expanding and empty buildings reflect that

No response

- 65 I don't think Falmouth should be a targeted shopping destination for other communities. I think encouraging walking biking with less cars and traffic is a good idea. Diverse use is an excellent idea.
- 66 It should have small shops and walking areas, possibly park like spaces.

2. To make Route One more pedestrian friendly and less dominated by cars, should newly-constructed buildings along Route One be located as close to the street as possible?

Yes, absolutely

- 67 I'd love to see a sidewalk from Johnson Rd along Route 1 to the Shaw's Shopping area.
- 68 I've been fighting for years to make Falmouth center pedestrian friendly. I will also look much better if parking is in back of stores instead of in front. No everyone in town is able to or desires to drive to stores.
- 69 walking, cycling included, no large parking structures

Yes

- 70 Actually I'm not sure. I can't walk there from my house anyway, so I'd have to drive, and then walk. Perhaps some parking so that could become an option?
- 71 Another option to having shops all lined up facing a street would be to make a collection of businesses with an inner courtyard/green space. This would be safer for anyone walking from one business to another-especially anyone with disabilities or small children.
- 72 But it shouldn't be an arbitrary requirement -- it needs to make sense on a case by case basis. The design and flow of traffic on Rt 1 will never make it a traditional main street -- and this is the idea / reason for putting the buildings close to the street.
- 73 But question requires more than a yes or no answer, i.e., what does "as close to street as possible mean?"
- 74 Encourage tree and corridors not highway feeling.

75 Highly dependent on location, surrounding buildings, and access to rear of buildings for parking, and topography. Are we adding asphalt, are we affecting wetlands - a list of check-off questions, such as this, should be part of design/location consideration.

76 If parking was behind the shops, that might make it seem more like a "village."

77 I'm not sure that more businesses close to Rt. 1 are going to make Rt. 1 less dominated by cars-- you need to pay careful attention to parking alternatives and the associated traffic flow.

78 It should definitely be easier to walk. There should be more walkways and safer ways to cross the street. Imagine trying to walk from Shaw's across the street to Starbuck's.

79 Only as long as parking does not affect residents along foreside road behind Shaws.

80 Possibly. I would also consider other options for traffic calming, such as trees, sidewalks, bike paths, etc.

81 There shouldn't be any new buildings. If new vendors want to come, they can inhabit the vacant empty in that are in the same spot. Also, since none of the other buildings along the strip are done this way, this might seem strange.

82 This is a step in the right direction to encourage a downtown effect that we've been looking forward to for over 20 years.

83 This is a tough question because one wants to feel comfortable when walking to a business and if we force stores to put their parking lots on the non-street side than the entrances from there will feel like the front doors instead of on the pedestrian side. Pedestrians will feel uncomfortable using those doors. This happens already when approaching the SHaw's shopping center on foot from Depot Rd (something I do often). No one uses the doors facing Depot Rd, they all walk around to the parking lot side.

84 This only makes sense if some residential development is integrated into the area.

85 While this seems like a good idea, it's difficult to provide a definitive answer to this scenario without seeing a design. I actually think green areas (trees, gardens, lawn) along Route one as a foreground to visible shops would be more attractive. One idea would be to have clusters of shops off of small side streets from Route 1 with connecting walking paths. Ideally parking could be broken up near and behind shops to avoid vast asphalt lots. Since it is difficult to find a center point along the Route 1 line, a solution may be to create multiple sites for pedestrians between shopping areas that may include fountains, benches, gazebos, game and play areas.

No

86 Although I want more pedestrians and less cars, I would not find building as close to the road as possible to be aesthetically pleasing. I'd feel more comfortable with a little ground space in between the road and buildings.

87 Dumb idea! Parking will be in the rear so what is changed?

88 For all of you that spend no time on Rt. 1 there are commercial vehicles that MUST use that road and trying to redirect traffic off a wide well traveled road will give rise to the Law of Unintended Consequences.

89 How does locating buildings as close to the street as possible make Route 1 more pedestrian friendly? High density housing should be encouraged in very close proximity to the Route 1 businesses, including on the second floor of the commercial/retail buildings, if you want to encourage walking and not driving. People will only walk a short distance, otherwise they will take their cars.

90 However, they should be located so as to provide a relationship to the travel corridor that is fitting for safe, desirable ped. activity

91 I like the openness of route 1 in Falmouth as opposed to say, Scarborough, which has buildings much closer to the road, too many little in and out driveways, and many traffic lights.

92 I think setbacks with green areas along road is good.

93 I think we need to recognize the realities of the current development, most of which has buildings set back. Placing new buildings closer to the street strikes me as more likely to confuse the character of the district rather than improve it. Also, Rt. 1 is not a quaint "Main Street" - it is a wide, heavily traveled thoroughfare, so it is not clear to me that providing pedestrian access along Rt. 1 will have the desired effect, unless Rt. 1 itself were bypassed and redeveloped, which seems highly impractical. My feeling is that new developments should be looked at on a case-by-case basis giving consideration to unique location and other considerations of each development, and planned accordingly. The relatively new shops on Rt. 1, for example, are attractively designed and maintain pedestrian access BEHIND the buildings with some parking upfront - perhaps that was/is the best approach to development we can realistically achieve.

94 It will always be dominated by cars no matter what the vision is.

95 it's more important that there be sidewalks.

96 Let's not lose sight that we need cars to bring people so that they can support the businesses

97 Most of the land is already developed with the buildings set back, so I don't see the point of the question.

98 Realistically, cars will always dominate so I see no reason to insist all buildings be on the road.

99 That is not what will determine the character and flow of this area of town.

100 The reality is most people will drive. It will stunt business if parking is difficult.

101 They still need to park as Rt 1 cannot survive on people within walking distance

102 This is the type of ordinance that could create the problem cited above. Property owners should be able to build anywhere on their lot (and within existing guidelines) so long as the location can still accommodate a pedestrian plan.

103 We are behind the times. Vehicular travel will not diminish as a means of getting people where they want to go. Encourage pedestrians?...

104 Who do you think is going to walk around over there? Where are the "residents coming from?" If you want to make a pedestrian mall type environment you have to have a reasonable draw, and if you took all the businesses in Falmouth and put them together there is not enough draw value to make anyone choose it over going to South Portland.

105 A design which makes a courtyard type design allowing parking in the center but with some access to the street and attractive street presence

106 Concept of 0 setback does not seem to allow for snow removal. Danger of cars going into building. Unpleasant to occupy so close to traffic (noise). Difficult to imagine sitting so close to traffic at a restaurant.

Absolutely not

107 being located close to route 1 does not make it more pedestrian friendly- how close do you mean? Let's include bike paths! When the planning for route one (a few years ago) deliberately made it difficult for bikes it was a significant mistake.

108 How many people are going to be walking in the winter?

109 I do not believe this should be a pedestrian friendly area. It is a business area and that is the way it should be.

110 It's too late in the game. Freeport, Westbrook and Portland to name a few had that vision years ago and it's too late for Falmouth.

111 People will only avoid the place if it feels constricted and traffic problems result. This really is not a realistic vision.

112 Route 1 is a major traffic road and will always have more traffic with every new shop/service offered. Naive to think you can build new buildings and not increase car traffic.

113 We are too restrictive already - look at WalMart - they should be allowed to expand SIGNIFICANTLY and add to the tax base SIGNIFICANTLY

114 We don't even have a hardware store intown. We need one like Maine Hardware We need a Home Depot. This will reduce our carbon foot print by not having to go 10 miles round trip to get any hardware or tool rental

Don't know/no opinion

115 Again, a very leading question with obvious bias built in. Also poorly composed so as to confuse respondents. You are asking people with no background or training in public planning to opine on something -- they are sure to answer in a way that does not actually reflect their beliefs.

116 Again, I think it is more important to improve upon what we already have.

117 Falmouth Route One Zoning is too hard as it is. I stopped a 5 million dollar project because Falmouth is too hard to deal with for development.

118 I do not think a traditional Main Street concept would work with our present infrastructure and existing buildings. I am also not sure, people would walk route one like a traditional main street as well. The present layout and existing buildings makes that slightly difficult. Creating a larger buffer between the roads and new and existing buildings could allow for a wider walkway and also green space and large plantings.

119 I don't know how closeness of buildings to route 1 affects pedestrian-friendliness -- would need more info. Big cities with buildings on sidewalks seem to manage pedestrian friendliness. But a town square concept with buildings set back could work as well. This may not be relevant to the issue.

120 I say I don't know, because ultimately that would be great, I would assume it would feel more like a typical older town's Maine St. But with all the existing structures set the way they are, one or two close to the curb could look odd. Would have to be carefully planned.

121 In general, this seems a good idea, but it does not seem particularly feasible for the kinds of businesses allowed in VC-1. For example, if in redoing Wal-Mart they did new construction to tear down the theater, it would not seem sensible to have the new construction out by the street.

122 it's a drive, park, shop and go area

123 where is there space for newly constructed buildings, isn't Rt 1 pretty much built up??

3. To make Route One more pedestrian-friendly, should most or all parking be located to the side and rear of newly-constructed buildings along Route One instead of between the new building and the street?

Yes, absolutely

124 see above

Yes

125 Again, only if residences are in the area.

126 also consider options listed above.

127 As noted above, I think it depends

128 Front parking lots can be balanced out with trees and some freestanding buildings which eliminate the black expanse of tar

129 Good goal. Nicer to look at and more approachable by foot, bike, or bus.

130 I really don't see a valid connection

131 I remember visiting San Jose, CA some years ago where the old main street buildings still existed fronting the main street and parking was all located to the rear.

- 132 I would like to see Falmouth develop access roads such as the Shaws area with a large margin of green. In other words each business should share access and not have a single entrance. I think this would make walking easier.
- 133 Ideally new street would be bicycle friendly as well.
- 134 If that is your goal, probably, but I think the goal is wrong. Promote a healthy tax and business environment with quick application and planning approvals and business will be attracted. We have neither of those at this time.
- 135 Most parking -- not rigid, again should be specific to the intended building use
- 136 Not sure what side parking adds to a streetscape.
- 137 see above
- 138 Seems like a good idea -- parking lots tend to separate pedestrians from.
- 139 So long as any abutting residents, conflicting public use, or natural resources are not adversely affected.
- 140 so long as parking structures are not too large and not too close to estuaries and watershed/nature preserve, mill creek and parking is dispersed
- 141 Yes but you already have a mature business community along Rt 1 with parking in front -- so the new approach needs to be smoothly integrated with the old or it will look stupid. Again, you can't be arbitrary about the requirement.
- 142 Yes for the most part, but not merely a yes or no question.
- 143 Your question pre-supposes the respondent subscribes to your vision of "pedestrian friendly". This is not an objective survey. Every question is predicated on the assumption that YOUR vision will prevail. By the way, parking should be off street for aesthetic purposes not to facilitate pedestrians.
- 144 Creating smaller parking areas behind or to the side of buildings seems like a good idea. Anyway to conceal (with gardens, trees, shrubs) parking and avoid massive asphalt parking would be a huge improvement.

No

- 145 Allow for parking on Route 1 between travelled way and buildings.
- 146 Businesses with parking in the back make people walk further (inconvenience) and welcomes more insurance claims for trips and falls.
- 147 Entering and leaving a business area should not be done while peek around a building to join the traffic flow.
- 148 How does locating parking on the side and rear of building make Route 1 more pedestrian friendly?
- 149 mixed parking locations (front, back, sides of buildings) is preferable.
- 150 Pedestrians? Where are they walking from/to? Are we trying to become an outdoor Mall of America?
- 151 same as above
- 152 see above comment
- 153 See above.
- 154 The parking can be amongst the buildings. Just have walkways delineated by bricks/cobblestone/etc. and make safe pedestrian walking a necessity.
- 155 The Staples area is a perfect example of what this area should look like.
- 156 there should be pedestrian walkways designed into the plan so that foot traffic can safely get to the building/store.

Absolutely not

- 157 Again, sidewalks are already there along Route 1 so don't understand the question and its significance

- 158 I do not feel that Route 1 should be a pedestrian friendly area it should be a business area and mixing will create more of a disaster waiting to happen. Let's get back to basics and give us some relief for taxes and stop trying to make Falmouth something it isn't
- 159 This is why businesses will not locate to Falmouth, the town has way too many restrictions now!
- 160 To late! I don't think it would make a difference at this point in the game.

Don't know/no opinion

- 161 Again, there is no reason to ask the citizens of Falmouth this question since no one has a clue as to what makes a development more pedestrian-friendly or not. An un-biased, third-party consultant would be a better source for factual information.
- 162 close to the store entrance
- 163 If we were starting from scratch, yes on the sides and rear for sure but it may be difficult to do consistently with the present building and parking layouts. Not to mention existing property lines with these existing structures.
- 164 MAYbe you can make it more pedestrian friendly by changing the lay out of the car and put a protected sidewalk with in the rows of cars
- 165 Possible parking at the base of some newly constructed structures might work - but my main concern is that we won't have a 'small town ' feel with Route one running down the center of it.
- 166 route 1 as it is today will never be pedestrian friendly.
- 167 see above, but DEFINITELY add sidewalks with esplanade strips between the pedestrians and the street
- 168 unnecessary and ugly
- 169 Would like to see designs

No response

- 170 Consider the need of those with limited mobility. Also, putting buildings along the road will have a claustrophobic effect.
- 171 I don't think that matters at all to it being pedestrian friendly. Make sure there are good sidewalks and bike lanes and adequate places for crossing. That will make it friendly for a pedestrian

4. Should there be a maximum footprint limit on newly-constructed single tenant buildings along Route One?

Yes, absolutely

- 172 30,000 sq feet
- 173 50,000 sq. ft.
- 174 I hate to restrict private development, but I am concerned that the "highest and best use" could end up being all "big box" stores. While the additional development would have some benefits in the short run, in the long run I fear it could be detrimental. Current Rt. 1 development is certainly not "quaint" by any stretch of the imagination, but I do think the mix of smaller & larger stores is beneficial
- 175 Is there any reason why big box stores can't go elsewhere in Falmouth? People act like a Rte 1 footprint limit would be death to Falmouth, seemingly forgetting that we have other areas much better suited for such development, such as the West Falmouth shopping center area.
- 176 no big box stores
- 177 NO BIG BOXES!!!

178 No to super Walmart.
179 One big box stores and large franchise stores may add a few low-quality jobs, but they simultaneously destroy almost as many high-quality jobs and mom-pop businesses that are real parts of the community in a way Wal Mart is NOT. Just look at what happened to Maine Roasters Coffee because of Starbucks.
180 Strongly oppose big box, would be willing to accept Walmart expansion but no more.
181 The buildings we have now along Route 1 are already too big. Enough. Let's focus on smaller retail spaces that encourage a variety of shops.
182 Walmart should be allowed to expand into the existing footprint of that store. I am sure that there will be even more people riding the bus to come into Falmouth, if we have a super Walmart.

183 We should aim to serve the needs of our community and not try to develop as a destination shopping mall for neighboring towns. The traffic on route 1 is getting intense.
184 Without limits Big Box stores or companies with the financial might will define and design Route 1 without considerations for people who actually live here and this survey will be absolutely pointless. If the land in Falmouth is sold-off without considering the environmental impact or the people, there will be no places for community to gather, just shoppers.

Yes

185 And there should not be no exceptions
186 But I think it should be higher than CDC has proposed.
187 But if this is a Wal-mart expansion question, I am inclined to permit such if as I understand situation, proposal involves use of already constructed space where cinema was located.
188 But it should be broad so as not to chill businesses from coming into Falmouth
189 I suppose there has to be some limit but I'm somewhat mixed. I'm all for competition especially for groceries. If these places keep me shopping in Falmouth, isn't that a good thing?
190 if a structure is single use/single tenant, yes, limit footprint. if the structure's perimeter is lined with multiple tenants in the up to 1000 sf range, each with individual doors to access the unit, and each with distinct frontages, than no. liner stores work well surrounding big box retail.
191 Massive buildings are generally not
192 Maybe would be my answer. Or probably yes. I'm not fixated on this issue. For example I bet the movie theatre (which is closing) or family ice has a pretty big footprint.
193 Presuming there is to be allowance for second, even third floors.

No

194 Actually it should be a case by case call. Councilor Roden's position relative to Walmart's proposed expansion is untenable and not understandable.
195 Again, this is a "maybe" -- depends on specific uses.
196 All buildings, regardless of size, should be evaluated by the same performance standards for access, traffic, parking, architecture, lighting, landscaping, etc.
197 everything should be on a case by case
198 Falmouth should be thankful for any commercial development and not turn someone away because the footprint is deemed to be too big (this assumes retail footprint).
199 Generally speaking, I would not object to a Home Depot or Lowes locating in this area. They might require more footage, though I hope they might consider the former Shaws.
200 It is already a busy commercial area. Let WalMart expand to whatever they want to do. After that, the size of buildable lots were drive the development.

- 201 Let the buyer and business owner determine what they can afford and need to grow a business. Regulate only to the extent of public safety concerns regarding street egress and fire/rescue response limitations. Over regulation leads to businesses going elsewhere, and I don't blame them.
- 202 Let's not drive potential business away. We have enough vacant buildings on Rt. 1
- 203 why limit the possibilities as to what could be available
- 204 Why would want to limit you tax revenue our taxes are already to high!!!
- 205 Why would you want to limit what an owner of land can make from their land by limiting its value by limiting the building size?
- 206 Why? What are you getting at with this question? Are you anticipating a footprint larger than the existing shopping centers? If so, it will not happen.

Absolutely not

- 207 As long as they contribute generously to the tax base, it's ok with me.
- 208 Come on, I like to shop at big box stores as much as the next person!
- 209 do not cut off future opportunities. I shop at skillens, sterling allen & lothrup and Walmart's garden center. I won't change what I buy at each location even if walmart adds 6,000 sq ft of garden center. The other super walmarts with large garden centers that I have been in (scarborough and Windham, to name two locally) use much of that floor space for garden furniture (seasonal), mowers and grills. not really competition in falmouth for those items at other garden centers. I buy my mums at walmart because they are cheaper, but I get my bark mulch from skillens and my bean seeds and certain fertilizers at Allen sterling. there is room for everyone.
- 210 Don't drive out any businesses. We would be shooting ourselves in the foot economically.
- 211 I think it is crazy to drive away business due to size restrictions - It would be a shame to lose Walmart and I am sad we are losing the cinema
- 212 If there is enough land then there should not be a limit on this buildings.
- 213 Please bring in some business for the tax role so our taxes don't go up!
- 214 This is a short-sighted and ignorant response to "big box" businesses. Architectural, site design and planning review criteria can create a pleasing facade for any business.
- 215 We should not be doing ANYTHING to discourage business growth and expanded tax base
- 216 What difference does it make as to the size. If it a big box look that you do not want, design can break up the look and actually make it quite attractive

Don't know/no opinion

- 217 Depends on the size of the limit
- 218 For tax revenue, it would be nice to allow large buildings, but I don't want Rte. 1 to look like Westbrook.
- 219 Hard to answer! I do not want anymore big box stores for a few reasons. It stifles local business opportunities, they take a considerable amount of land to build and it may take away from the theme and or development ideas we are now discussing. If we choose a design criteria, master plan concept of what the community agrees to, then footprint and height restrictions will be part of that discussion and most likely adopted.
- 220 I'm more concerned about the design and location of such buildings than their size
- 221 In the Wal-Mart case, I am not sure that more size will work to anyone's advantage except Wal-Mart's. However I also worry that broad restrictions over-restrict developers and businesses from conceiving possibilities that we haven't considered. I wouldn't want Falmouth to be seen as overly-planned and restricted and therefore discourage new thinking beyond the familiar and comfortable.
- 222 yes WAIT why waste resource

No response

- 223 Here again, I have conflicting thoughts as it comes to area VC-1. Some kinds of businesses seem to require bigger footprints than what is consistent with a "village." For example, I would not allow something like a big box store to be in this area, but given that we have one, I would be pretty darned flexible about allowing them to realize what they consider a viable size as they redo their present, nasty inefficient store.
- 224 my children have been independent and riding their bikes around route one, but with larger buildings, more cars, in general this would not be safe

5. Assuming that there should be a maximum footprint limit for newly-constructed, single tenant buildings along Route One, what should that limit be? By frame of reference, Shaw's Supermarket is 72,000 sq.ft. and Wal-Mart/Regal Cinema building is 107,000 sq.ft.

Less than 65,000 sq.ft.

- 225 But I'd take into consideration architectural details which could minimize perception of size, and energy efficiencies both in construction and maintenance when comparing smaller to larger buildings. Your question refers to "single tenant buildings." The single tenant building which is about as big as I'd like to see is Staples.
- 226 Grandfather what we presently have and do not build anything larger than 30,000 sf on route one between the flats and Bucknam Road. Lets promote larger development along route one north of Buckman Road.
- 227 I do not know why buildings are being built.
- 228 I do not want my extended neighborhood to resemble route one in Scarborough. I bought in Falmouth for the rural, bedroom community that it was in 1994. I do NOT want anything that encourages sprawl. It is my belief that the town council considers growth to be a positive, I DON'T
- 229 I would hope that it would be quite apparent that we have enough shopping opportunities. We are close to Portland if there is something we can't get acquire in Falmouth.
- 230 I'm not sure there's a need for any new buildings larger than about 50,000 square feet. Quite a bit of the shopping center is empty.
- 231 It would be more Maine friendly to have small shops where local businesses could thrive, rather than multinational corporations owned by out of staters.
- 232 No more big boxes, please. We have enough! Let the big boxes happen in the city, on Marginal Way, where they belong.
- 233 The current Walmart & Shaw's are already "big box" stores. I don't think the character would change much if they were expanded. I would rather see a limit on the number of "big box" stores rather than a limit on the size of the big box stores that are allowed. So I am in favor of allowing the expansion of Walmart (although I hate to lose the theater!), but I would be very reluctant to allow another development with stores in excess of 65,000 sf
- 234 we have enough big boxes. NEW construction in this area should be limited to smaller buildings.

65,000 sq.ft.

- 235 How many times do we have to be asked this question before it becomes understood?

236 How many massive stores do we need? If Regal Cinema is leaving Falmouth and Shaw's old site has been empty for several years, why do we need to destroy more of the natural environment create bigger warehouses. The old empty Shaw's site is a sad eye sore.

75,000 sq.ft.

237 Don't want to limit Walmart to do their small expansion. This is only future buildings
238 If the effort here is to limit "big box" development, then address that separately. A 65m limit could present more harm than good, if we are looking to expand our commercial tax base.
239 no big box stores
240 What about conversions such as the cinema being added to WalMart?

90,000 sq.ft.

241 Anything over the limits could go to referendum
242 Depends where on Route One. Far enough North, it shouldn't matter.
243 More than reasonable to meet future growth and development of our town. Let Route One reflect our community and our needs, not those of Portland, South Portland and beyond.

120,000 sq.ft.

244 Because by the language it appears you have already decided, I vote for a larger space to allow whatever business is willing to spend the money to come.
245 Falmouth is small. Buildings should be in scale.
246 I believe that WalMart should be allowed to expand into the Regal space, as they have requested -- they are in place, and people like to shop there, and there is already enough empty space in the plazas to the north.
247 See comments above. What if it was a school or college? We might not want to be too ridged on this.
248 Wal Mart should definitely be able to expand into the cinema space. It would be a shame not to have that happen and take the very real risk of losing wal mart as a Falmouth business.

150,000 sq.ft.

249 In the case of larger buildings, there should be facade breaks to diminish the impact of mass.
250 It is time to give the businesses in the area the option to expand as they see fit, not as we would like them to be.

More than 150,000 sq.ft.

251 Both large-footprint buildings referenced in the question actually fit well onto the Rt. 1 corridor. The right answer is to have a mix of large and small buildings/businesses. A large Wal-mart will induce traffic to smaller businesses (perhaps not significantly but a net-gain nonetheless. I believe all small business people would like a net gain vs. neutral.
252 Don't limit business to the town! Be business friendly!
253 I think a Super Walmart will bring more traffic to the area and benefit the community.
254 It should not be limited.
255 It's deceptive and misleading of you to compare a single tenant in the Falmouth Shopping Center to the entire Walmart/Cinema building. To make a fair comparison, what size is the Falmouth Shopping Center?
256 Limiting development limits commercial taxes and increases residential taxes, a flawed government model

- 257 Limiting the size is not necessary -
- 258 no limit at this point
- 259 no size restrictions
- 260 There should be no limit. See the answer above.
- 261 Whatever is competitive and profitable in the free market, whatever improves our tax base and is commercially viable.
- 262 Whatever the lot will allow should be the limit.
- 263 Would not want to prohibit an expanded Walmart, movie theater or other big box if it were otherwise to conform to new plan. Even a "big box" can be designed to resemble a cluster of smaller shops and be esthetically acceptable, particularly if parking is to the rear.

No response

- 264 Depends on the tenant and use, obviously a big box chain would never come in if they were limited by size
- 265 doesnt matter as long
- 266 I don't know enough about real estate to know what the sizes mean. Huge big box stores are a bad idea for sure.
- 267 less than 120,000 sq.ft.
- 268 No maximum footprint
- 269 no opinion
- 270 Not sure of this. Not my area of expertise.
- 271 See 4 above
- 272 see above. Restrict Wal-Mart specifically on the merits of that case. However in general, I would encourage smaller businesses, depending on what they bring to the Town. One possibility would be to restrict to, say, 65,000 sq.ft. but be willing to accept larger concepts to consider on their merits.
- 273 the cinema is leaving, the old shaws home remains empty
- 274 This is too tightly framed. There should be some flexibility. Much like in mall development, there should be an 'anchor' or two that will be larger in order to draw people to the smaller stores.

- 275 wall- mart should be allowed to extend into cinema building. new constuction should be 75,000 ft. or less.

6. Should there be a maximum size limit for a single tenant in an existing or newly-constructed multi-tenant building along Route One, such as a shopping mall?

Yes, absolutely

- 276 As above
- 277 KEEP THE RURAL FEEL OD OUR TOWN
- 278 Whether old or new building, we don't need large tenants.
- 279 Yes if we are going to keep a walkable bikeable community.
- 280 We have the Maine Mall ... we don't need large stores in Falmouth.

Yes

- 281 Anything over the limit could go to referendum.
- 282 But I still don't want to exclude the possibility of a large magnet business that attracts people and other businesses.

- 283 If you want to make things more pedestrian friendly than I'm not sure placing a big single tenant building sets that tone.
284 It would lend a feeling of a town center if there were fewer big box stores and more individual smaller businesses
285 What about conversions such as the cinema being added to WalMart?

No

- 286 Again the movie theatre is pretty big. As is Shaws.
287 Again, good design should be able to compensate for the size of a single tenant
288 Again, I think WalMart should be allowed to expand into the existing Regal space per their request.
- 289 Be business friendly regardless of size in a commercial area.
290 However, it would increase pedestrian friendliness if large buildings (theater, big-box store) were to have small retail, restaurants, cafes, hair salons, etc. to attract foot traffic.
291 if someone wanted to build a mall, we'd have to see. I think it would be wrong to lock out businesses that may have a significant impact on our tax base and quality of life.
292 just silly. if the building is already developed what does it matter if the space is taken up one or multiple users? the impacts are the same...i am not big box fan per se, but i just do not understand why it matters if existing space is used by one or multiple users?
293 Providing the square footage of the building as a whole does not exceed future limits.
294 STOP THE ANTI-BUSINESS AGENDA
295 To my mind, "big box" is more of an architectural issue than an issue of tenant size. If we allow a "big box," I don't really care how many tenants occupy it.
296 We should not be placing limits on the creative development of our business area.

Absolutely not

- 297 Be business friendly folks! We need it for the tax role!
298 Come on town of Falmouth, I need businesses to help with my tax bill!
299 Let's stop being stupid and expand the tax base
300 See answer above. Design is the answer -- not arbitrary anti-business limits on size.
301 Stop trying to keep the business that are here from expanding if the opportunity opens for that tenant.
302 what is this? Government intervention on private property!

No response

- 303 Does this mean you want to deny occupancy in the old Shaws because you think the building is too big? You will take what you can get at that site. Meanwhile the Town is approving a major expansion of WalMart??????
304 Existing buildings could have one tenant but new buildings should be less than 65,000sq ft
305 How can it be a single tenant and a shopping mall?
306 Same response. Case by case. If a tenant otherwise meets planning goals including avoiding natural resources, traffic issues, etc and promotes pedestrian friendliness, council should be flexible.

7. Assuming that there should be a maximum size limit for a single tenant in an existing or newly-constructed multi-tenant building along Route One, such as a shopping mall, what should that limit be? By frame of reference, Shaw's Supermarket is 72,000 sq.ft. and Wal-Mart/Regal Cinema building is 107,000 sq.ft.

Less than 50,000 sq.ft.

- 307 But you could make an exception for things like grocery stores who benefit from larger size and more variety, making it a destination for the town and surrounding areas. Grandfather policy, or something along those lines.
- 308 Shaws and Wal-Mart are here so that is not something we should compare to. Most now all realize that is not what we want on the route one corridor. 30,000 or less on the corridor.
- 309 We have large buildings or have had recently that are empty. Businesses wishing to locate in Falmouth might be able to renovate these.
- 310 who would benefit from a shopping mall on route one? if vendors want to come they can inhabit the empty lots.

65,000 sq.ft.

No comments

75,000 sq.ft.

- 311 no big box stores
- 312 Why do you insist on treating WalMart/Regal as one unit. Is there a done deal on conversion already?

90,000 sq.ft.

- 313 I don't think size is always the issue-the whole foods building in Portland is huge but it's very nice. I think architectural standards are more important than size
- 314 I would grandfather existing buildings. I would also be open to consideration of increased square footage for 2-3 story buildings.
- 315 I'm open to argument here.

120,000 sq.ft.

- 316 If there is a single tenant like Wall Mart, Lowe's, Home Depot, Target, Kohl's, etc. that would take this type of space, likely that consumer is coming to specific store. Whereas, a smaller grouping of stores that is easy to walk around, the consumer might get a cup of coffee, a bagel someplace else, get some stationary, buy a book, mail a package, etc.

150,000 sq.ft.

- 317 Let the people make the decision not the council.

More than 150,000 sq.ft.

- 318 absurd to limit tenants when you have vacant buildings, again broken government model
- 319 I trust the planning board to make appropriate judgements as to look and design, so no limit at this point.
- 320 NO Maximum! Are you listening?
- 321 See answer above.
- 322 Should not be a limit to creation of jobs in Falmouth.
- 323 The lot limit only.
- 324 We NEED business in Maine!!!

No response

- 325 Another misleading question. This questionnaire seems biased; one should not assume that there should be a limit on building size with no option to answer 'no size limit' to this question. If we taxpayers are paying for planning staff or planning consultants, they should be professional and fashion the questionnaire to obtain an accurate representation of what the citizens want.
- 326 as above
- 327 I don't assume this. But having multiple sidewalk-fronting businesses would improve the area.
- 328 It depends on the business and its usefulness to the community, IE Trader Joes would be great, because I believe in their products, Walmart, not so much
- 329 less than 120,000 sq.ft. in other words, we shouldn't allow anything larger than we already have.
- 330 N/A
- 331 No maximum footprint
- 332 no opinion
- 333 Same comments
- 334 see 6 above
- 335 see comment to question 5
- 336 Should be no limit
- 337 There should be a response that is "n/a" based on the answer to the preceding question. This type of forced answer discounts question 6 and should be discarded from the results since it is not a valid answer set.
- 338 What is the difference in this question and #5 above?
- 339 wiat ans see

8. To make land uses along Route One more compact and pedestrian-friendly as well as to increase business activity, should there be a requirement for useable second stories for newly-constructed buildings in certain areas along Route One?

Yes, absolutely

- 340 2-3 story height limit.
- 341 Buildings should be constructed to allow for a 3rd or 4th floor in the future
- 342 Great idea! Also good for lower income housing.
- 343 If by this you mean, should there be housing in downtown Falmouth, then yes, it should be mixed use and much denser than it is now.
- 344 Such as meeting spaces, dental and doctor offices, etc.

Yes

- 345 Additional office space is good, but you also don't want to require over building which would then potentially lead to empty, non-revenue generating spaces.
- 346 but probably only for a portion of each building, so that the height and scale of a building can taper down in some areas to a more pedestrian level
- 347 Care needs to be taken however, to avoid conflicting uses. A doctor that caters to handicapped where their parking needs compete with say a busy supermarket's would be a problem.
- 348 I think it is best to prevent sprawl (what we have already) by going up rather than out.
- 349 I would encourage 2-3 stories by allowing additional square footage for those buildings with a smaller footprint.

- 350 Must provide elevator for handicap access.
351 To the extent practical. No one would want an office over a Wal*Mart but we should avoid other single story buildings for office or smaller retail purposes.
352 Two stories only.
353 Well, yeah.
354 Yes, but it shouldn't be an arbitrary requirement. There should be an incentive / encouragement to do it. You can't regulate your way to good growth -- you have to provide incentives for it.
- 355 This seems like it would create more intimate shopping environments and limit over-sized building sites.
356 Smaller footprint, more space for greenery,seating areas, retention ponds, walkways, trees, etc

No

- 357 Always and everywhere, second stories are low occupancy/low rent. The higher they are, they more Falmouth looks like a low rent kibbutz, as opposed to a high-value bedroom community.
358 Be business friendly - If a second floor is good for business, it will get build - Don't mandate! If you want to dictate the number of stories on a building, why stop at 2. Certainly a requirement for 3 or 4 stories isn't appropriate.
359 Encouraged but not required. Provided incentives.
360 fake second story, like those in the current shaws plaza does nothing.
361 it should be allowed/permitted, not mandated.
362 it would be nice but not required - let's not make Falmouth business "unfriendly"
363 No requirement needed on this.
364 No, unless requiring it will keep big stores out.
365 Not a requirement, just encouraged, or rewarded by allowing for shared parking and lower parking ratios, or allowing higher development density on sites along the center part of Route 1.
- 366 Not necessarily. It would be great to see the old portion of the Falmouth shopping center redeveloped to include mixed use and some second story space - that is an tremendous opportunity - but I don't think it is practical or necessary to make second story space a requirement
367 There should be no requirement but the town might make it economically advantageous.
368 Based on existing lot sizes parking would seem to present a problem..

Absolutely not

- 369 additional burdens.
370 Ditto all my other responses!
371 I believe this type of constraint is what gets communities into economic trouble in the future. By doing so you are providing a clear dis-incentive for developers, including those who build smaller buildings. The investment to build a second story in a small town (vs. an urban center) is too risky.
- 372 One story buildings should be the norm.
373 should not be a requirement, let all proposal be heard
374 sounds like over-regulation
375 Too many requirements will drive away perspective tenants. It's not as if people are beating down the doors to rent in Falmouth.

Don't know/no opinion

- 376 Although, I do think we should use what is already in existence before new construction is allowed.
- 377 Dumb possible regulation. The market should govern this, not a regulation.
- 378 if you make no hotels or residences, then where are the pedestrians walking from. Maybe if you add a helipad?
- 379 In general I favor this, but I'd like to know whether there is any demand for this kind of office space in Falmouth and whether the cost to rent such space would be make such space commercially viable.
- 380 It would make better sense to have residential structures nearby to support the businesses. Demanding a second floor of buildings built by tenants who don't need them, only leads to more empty spaces. The market will determine the growth or evaporation of business, not arbitrary planning decisions.
- 381 Not sure that second story space adds to pedestrian friendliness. It can make the space more valuable (picture second-floor restaurants) but that won't necessarily make the area more attractive to foot traffic.
- 382 Sounds like a good idea

No response

- 383 I think there should be strong recommendations for a second story where applicable, but not required. The center does not have to have a homogenous look. If a second story works for a building then great, but if not then let it go.
- 384 This THEORY is so stupid I have no comment.

9. Should all overhead electric and phone lines along Route One eventually be placed underground?

Yes, absolutely

- 385 Case in point - take a look at Tidewater Farms - underground utilities. Great appearance.
- 386 Great in storms and avoidance of wayward drivers...
- 387 It is more esthetically pleasing and hopefully will lead to better protection against weather caused power outages. Our infrastructure MUST be reliable.
- 388 Not only there but all over town to cut down on weather related power outages as well as for looks.
- 389 Not only would underground power etc remove the ugliness of power poles, they would all ensure minimum loss of power in storms etc.
- 390 the cost of outages is a waste of time and money for all
- 391 this is a no-brainer.
- 392 This will make a HUGE difference
- 393 Why stop at Route 1? Let's put all unsightly power lines underground and end the frequent, unnecessary power outages.
- 394 Yes eventually, but not an immediate requirement.

Yes

- 395 By public sector (town, state); not forced upon private enterprise willing to invest in Falmouth. A burden on others will inhibit desired development.

396 I have grown up in Falmouth and have seen its many changes over the past few decades. I am devastated to see how it has changed regarding its use of land development, loss of local businesses and an overall loss in the "small town feeling." I have not spoken to one person who would like big-box stores in Falmouth. Please consider what this does for the future of our town, because it is very important to a lot of people.

397 I say yes because that is how new construction is done these days and is the best for many reasons. If Falmouth has to bear the costs to relocate, then we need to plan and budget in pieces.

398 I would like to know the relative cost. This is an aesthetic matter.

399 I would prefer to have the lines buried; however, if the expense is prohibitive, I would not require it.

400 if reasonable cost effective.

401 It would be nice but not an absolute requirement. Traditional New England villages had utility poles -- the were often used to hang "holiday" decorations on.

402 not a bad idea, but at who's expense?

403 Only if it's cost effective to the town or business.

404 phone lines will soon be obsolete

405 This makes sense for all new constructing

406 Yes but - don't increase costs to new businesses to where you drive away growth. Be logical about the decisions.

407 Admittedly, I do not know the costs for such a project or impact of potential environmental hazards, but it seems like it would be a safer solution for housing these lines.

No

408 And who's going to pay for that? Us! We are not a destination city. We will always be a commuter town for Portland.

409 only as new development occurs and the new business can see the benefit.

410 Sort of pointless. And a waste of money. Anyone who is aesthetically that bothered by utilities in a business district needs to get a life. Only reason would be if they posed a danger as above-ground utilities.

411 that seems extreme and unfriendly to business, although aesthetically it would look much better

412 The cost of placing electric and phone lines underground should not be a burden on the town. If it is necessary to place lines underground, then the developer should have to pay.

413 not unless it is done in conjunction with new projects

414 Must be a cost involved

Absolutely not

415 Who pays for this ? Why don't you focus the town on the important issues, reduce excessive spending, stop financially destructive projects such as the new middle school and allow commercial development. This is not Newton Massachusetts, it is Falmouth Maine.

416 Why do we always feel the need to spend more and put people at a disadvantage when people are trying to live a dream and a business.

Don't know/no opinion

417 At what cost????

418 At who's expense?

419 At whose cost?

420 Depends on the cost

- 421 Does such infrastructure add costs dramatically to new buildings? Wh is maintaining such equipment. Maine's freezing winters, muddy springs and such already take a toll on anything put in the ground. Underground trenches routinely lead to road and curb cuts on newly paved roads. I think the value added is less than the long term cost of such a move, but defer to engineers on such a decision.
- 422 not at taxpayers cost- what's the over all benefit besides it looks nice
- 423 Not if the cost is born in any way by tax payers whether thru the town or state!
- 424 Not up to speed on this issue but it sounds expensive.
- 425 Probably a good idea, but not worth making it a requirment.
- 426 This might be expensive. It would be aesthetically better.
- 427 Visually this would be very nice BUT would worry about cost.
- 428 What would the cost be??
- 429 Would need to see a cost analysis over time to formulate an opinion

No response

- 430 what ever

10. Do you have any other comments or suggestions regarding Route One for the Town Council? - Open-Ended Response

Comments from those who were VERY supportive of proposed vision

- 431 A couple of things. To me, Route 1 is not even remotely friendly to pedestrians. Everywhere you walk, there is danger, whether trying to navigate an intersection or cars pulling in and out of areas. Second, we have to remember that we do live in Maine and we have weather to deal with. So do you make a grouping of shops that you can go inside to access or do you just have better walking paths from one area to another. There is not an easy solution to this.
- 432 Currently, it's a pretty ugly stretch of road with no character. It looks like the rest of generic America. We should be able to do better.
- 433 Do not allow any more big box stores and make sure the existing ones cannot expand. Set a reasonable closing hour of 10 p.m. to decrease late night traffic on secondary roads. Do not allow big box stores to consider being open 24 hours.
- 434 Don't be artirary. Don't try to regulate you way to a better Route 1. Be careful to work cooperatively with current business owners -- an existing business is much more important that a potential future business -- they are and will continue to be the core of your business community. Provide incentives for current business owners to invest in their businesses and properties to continue the transition you would like to see. Create a Route 1 TIF district to provide business owners with the incentive and capital/financing for the improvements.
- 435 Drive-thru priority (as for Rite-Aid & many banks) is ruining all your planning. No help in making the area pedestrian-friendly: in fact it destroys existing pedestrian patterns.
- 436 Encourage tax dollars coming in to our town!
- 437 existing buildings should not be allowed to expand beyond 60,000 square feet
- 438 Falmouth has an historic opportunity to transform our town into a unique place to live and work and transact business.. a opportunity which we won't ever have again to create a special place. Shame on the Town officials if they compromise that opportunity now.
- 439 Falmouth should allow DOT signage on 295 and 95 that gives specific detail about what services are available at the Falmouth Exits. Cumberland, Yarmouth, Freeport all allow businesses to put their logo on DOT signage so that travelers do not have to guess which businesses are available at that exit.

440 Find ways to reduce traffic speeds, especially in the residential areas toward Portland.
441 healthy environmental concerns are vital- protect the watershed- unrestrained growth does not
mean prosperity but can often result in a need for damage control after the fact.
442 I am a Junior at Falmouth Highschool who is very interested in this issue. For an independant
project, I am making plans for a development in the current falmouth shopping center plaza. It is
my personal preference to include the town center feel by requiring parking lots in the back and
residential uses in some locations. (understanding it is SB1 zoning meaning no single family
homes)
443 I am delighted that you are taking up these issues. Thank you.
444 I appreciate the chance to comment on these issues. My sense of having a voice is reestablished
by this process. I wish the school system had a similar process.
445 I avoid shopping or visiting Falmouth Rte 1 whenever I can as I consider it an unfriendly, ugly
place. And the traffic flow in its larger parking lots is deplorable -- more like a game of dodgem
cars. Therefore, I applaud the efforts of those who are dealing with this mess and trying to
bring order to chaos. It would be nice to have a US Post Office in this area, but given the
financial situation of the USPS, I suppose we will never have anything but the useless agency in
Shaw's. I do hate going to Windham or Portland every time I want to use a post office.

446 I believe that it is unlikely that regulation can make a mile long strip, divided by a major road can
be made "pedestrian friendly" regardless of how persuasive the planners are!
447 I do not have a lot of information on this issue, I just think if you can make the business
community like a village, with great unique shops and a few,"anchor stores" to bring in the masses
it would create a nice community feeling here.
448 I do not want any "super" stores or big box stores along Route One. Any store of that type would
destroy the shred of rural environment we are trying to maintain.
449 I think this expansion of WalMart is a terrible idea. The place is a blight on this community as it is,
and their employment practices are an ongoing scandal. I also hope the town council can find
some way to successfully relocate Regal Cinema or, failing that, to attract some other movie
house. That a town the size of Falmouth, right on the fringe of Portland, should have no place go
to the movies is very hard to comprehend.

450 I was horribly disappointed by the council's vote on Monday night. Walmart is big enough. To now
hear that, additionally, the Regal Cinema company prefers new buildings,and if they should stay
and build, the subsequent disruption, noise, traffic disturbances etc , along route one, makes no
sense to me whatsoever. I have tremendous loyalty to the small local businesses, the garden
centers, bookstores, small delis and restaurants and would be disheartened and will never
recommend Falmouth as a place to live to anyone I knew should this town council continue to
disregard the town plan and act in such a shortsighted way..

451 I would suggest including 'bike and pedestrian' friendly...
452 I'd like to see incorporation of second story and third story flex units for either living, working or a
combination thereof. flex units are more adaptable to market climate, and that these types of
development projects fill in where excessive parking and building setbacks have made walking
between uses an undesirable, uninviting, and unsafe activity. I'd also like to see the town explore
Form Based Code as a new regulatory tool - a tool that is prescriptive, permissive, efficient, and
that addresses more of what people are concerned with: aesthetics, how it relates to existing
development, how it functions; and less about what zoning has historically been concerned with:
use and prohibitions.

453 Intersection at Mackworth Island is treacherous. I was almost hit as a pedestrian there recently (a
car had to stop so short it skidded out and smelled of burnt rubber). Blinking light or better
signage is critical there or someone will be killed. The pedestrian sign has been hit, run down,
mangled, and replaced many times in the past few years. Recently, I witnessed a horrific accident
involving a mail truck in that location, Please give this serious consideration.

- 454 Keep town citizens honest about the excellent planning the town is doing. We (town and majority of citizens) should not be tolerant about a small subset of citizens AND certain council members who distrust thoughtful public process (which taxpayer money has supported) in order to insert their special interests.
- 455 Lets get Walmart shopping ctr upgraded with small expansion but a new look new landscape!! This benefits everyone. Improvement to Clearwater drive is needed
- 456 Making it pedestrian, bike, and bus-friendly is my biggest suggestion. Look at the property values in Yarmouth as an example. People want to be able to live in a village and get around easily. Especially as we get older....
- 457 Making sure sidewalks are clear during the winter would help pedestrian traffic.
- 458 Many years ago I was an opponent of Walmart. Well now they are here. It appears that they bring much business to route one. I would encourage their growth into the movie theater space. I wouldn't want a strip of big box stores on RT 1 BUT I also don't want another empty shell of a building as we have seen at the Shaws shopping center (for too many years)
- 459 Multi use is important: offices, retail (both large & small but not big box), housing, pedestrian friendly. Latter does not mean walkways that DO NOT connect or GO NOWHERE
- 460 no more banks or dry cleaners. small shops and restuarants would be ideal, but I don't know if there is a market for this. I can't think of an existing model. Car dealerships and big box stores are incompatible with a town center. The notion that you can locate an attractive community center next to a walmart parking lot is ludicrous.
- 461 No. Good luck!
- 462 Please continue bus service to Falmouth and Rt 88
- 463 Please do not create another Maine Mall area. How many Home Depot, Walmart and Target stores does the world need. I will happily drive 10 to 15 minutes should I need to visit a big box store. Please practice mindful development so that Falmouth can have a vibrant, interesting and diverse feel to its "downtown" shopping experience as opposed to being another homogenized American small town.
- 464 Please do not let Walmart turn into a super Walmart--we have lived in other places where this has occured and watched established local businesses go out of business.
- 465 Please keep in mind that any substantial changes in development standards may result in higher costs. We don't want our taxes to increase as a result.
- 466 Please move slowly and thoughtfully and don't jump at promised revenue at the cost of our long term future.
- 467 Please plan for walking/jogging/biking paths along Route One and elsewhere in Falmouth.
- 468 strip malls are neither attractive nor pedestrian-friendly. buildings could be made in a more mall-like shape instead of being so spread out. If built like a donut with parking on the perimeter, there could be an open plaza in the middle. landscaping will be key to making the area attractive and appealing.increased traffic patterns also need to be considered to limit the cross-traffic turning.
- 469 Ten years ago there were exhaustive studies done as to what town's people wanted for Route 1. Big box stores were something people did not, and do not, want on Route 1. People want the focus to remain that of a Main Street (Route 1) that offers diversity in small business use. Let the box stores be located outside of downtown; ie, such as the location of Hannaford in West Falmouth.
- 470 Thank you for assembling the committee to better understand our desires more clearly. Based upon most of the questions, I believe they are feelers for a bigger development issue at hand so I will answer it. I do not want any other big or bigger box stores in Falmouth utlizing existing and expanding facilites or to redevelop any of our potential open sites. Thank you very much

- 471 The main reason I hesitated to move to Falmouth 22 years ago is that it lacked a town center, like most New England towns. Making Rte 1 Big-Box friendly will not help property values in the long run, and will further degrade an important way of life. Falmouth will eventually look like every strip mall town in any other state in the US. Please consider quality of life on an equal standing with \$\$\$.
- 472 The Town must impose its zoning and design to bring about the desired result; but its standards must also be likely to draw tenants. It's a huge gamble. Is it worth it? Will they come? There's only one way to find out!
- 473 There should be an effort to prevent increased traffic on Rt 88, as development on Rt 1 increases
- 474 Very tough issues! Rather than thinking of the Rt. 1 corridor in its entirety, I think we need to examine different sections. For example, the area bordered by Tidewater, Walmart, Family Ice, the Library, the new Shops have the most potential for a "town center," albeit possibly with pedestrian access off Rt. 1 as it exists today. This strikes me as a natural sub zone. The existing Falmouth Shopping center has different characteristics and tremendous mixed use potential, and the southern portions of Rt. 1 also have distinct characteristics. For planning purposes, I think we need to focus on these sub zones and their unique potential, and stop deluding ourselves that the entirety of Rt. 1 will ever become a walkable, Main Street style town center. Unless the town wants to buy all that property and redevelop it!!!!!!!
- 475 We live in Falmouth! We shop, travel and live in the region and we should think regionally. Increasing density in downtown Falmouth will strengthen both Falmouth and the region, create economic activity and make it more fun to live here.
- 476 We need to preserve the feel of a "town" and not look like a strip of big box stores. That will ruin Falmouth's appeal as a community and create headaches that this town is not prepared to tackle. Falmouth has an opportunity to expand its appeal as an interesting, vibrant community. West Hartford, CT, is an example of a town that expanded, yet maintained a "town" feel, serving the needs of young people as well as retirees. I worry we're losing our town, by trying to enter the big strip mall world. It will ruin our town!!
- 477 When thinking about Route 1, I hope Councilors will think about residents as well as businesses. Many businesses need a thriving residential community in order to survive. People who drive through Falmouth on their way home, stopping at Shaw's or Walmart, are not going to frequent smaller businesses like Lazy Bones, the Foreside Tavern, Books Etc., General Store for Pets, or Allen Sterling and Lothrop the way Falmouth residents do. Keeping the Route 1 area attractive for RESIDENTS is actually healthy for the entire business community.
- 478 work on getting some tenants to fill the empty spaces and build something besides another bank
- 479 please make aesthetics a high priority..lighting, store signage, sidewalks, foliage.. see Southampton Long island, Westport Ct., Manchester by the Sea for great examples.
- 480 There has not been much progress made in back road access between parking lots to eliminate need to always access route one when moving between shopping centers. Not all of us are physically capable to walk between lots but would find route one more user friendly to not have to be constantly getting back on it to complete all Falmouth shopping/library errands.

Comments from those who were supportive of proposed vision

- 481 Although it is interesting to see demographics in any survey, they provide no value to this survey. Many people will not fill out the survey because you ask for this information. Suffice it to say I am a tax payer and am a participating and valued member of this town.
- 482 BE BUSINESS Friendly.
- 483 Big box stores really take away from a "downtown" feel. The major problem with Falmouth is the strip mall feel of it.

484 Connecting places by walking paths and being able to walk without feeling like you will get run over would be great. Thanks for the hard work.

485 Do not enact ordinances that will create non-conforming uses.

486 Do not understand the importance & weight of pedestrian friendly in this survey

487 Empty storefronts are not conducive to pedestrian traffic. or any other kind of traffic. Don't allow overbuilding in the Route One corridor.

488 I oppose Walmart expanding in to Regal Cinemas to make a Mega Store. It should abide by the 75,000sq ft limit.

489 I own a business located on Rte 88 in Falmouth

490 I thank the people who are working on this and just hope that decisions are made for the right reasons, in the interest of the community at large and that decisions are transparent. Thank you.

491 I would like to see the wild areas at the Shaw's shopping area remain undeveloped. To over develop that shopping area would be a shame. They cannot even fill it as is, so work to fill the spaces before expanding it. I am also opposed to expanding Wal Mart. We should discourage big box stores in this area and focus on more local, small business owners.

492 If standards are too strict and limits on development too great, the long term unintended consequences might be a deteriorating Route One corridor rather than a vibrant community asset/amenity.

493 If we are to have a true business district, let it look like one including the associated high density of buildings. Having a sprawling downtown area is not appropriate.

494 I'm all for business on route 1 but would like it to have a small town look and feel. I truly hope that the cinemas stay in Falmouth...I go there a lot!

495 Limit the size of wal- mart ! It is big enough already !!!

496 Move the toll booths off the spur. This would encourage more use of this corridor for across town traffic and relieve Falmouth Road.

497 Please continue this process. Route One is ugly, and is not getting better. eventually it will be just like every other rte 1's in the USA Please keep it a pleasant experience, while allowing businesses to come here.

498 Please do not be swayed by possible huge tax revenue from places such as a Walmart superstore but ensure visual aesthetics are a big consideration. No one wants Falmouth Route 88 to become more of a strip mall haven that it already is. Ensure as much planting as possible and make this a requirement. Take into consideration our youth, they need a cinema more than they do a Superstore. Take into consideration the demographic that a Walmart Superstore attracts - this is not being snobby it is being realistic.

499 Please get a PLAN! Working without one is foolish and if we had one, along with a vision for the end result, then all decisions would be easy - it would fit or it wouldn't.

500 Please, please do not allow our town to be overbuilt.

501 Rental apartments above commercial space is GREAT idea,

502 Require all applicants for business permits to read Jacobs' Death and Life of Great American Cities.

503 Route one development should be more business friendly so the town can benefit from the tax base rather than continuing to increase property taxes on residents

504 RT 1 is a disaster and an embarrassment, It is disorganized hodge podge of multi-use structures. Traffic is getting worse; And it is encroaching on our precious Casco Bay. We want proper town center like Camden, Kennebunkport --not Scarborough or Saugus MA

505 Sidewalks are the key for making this area more pedestrian friendly.

506 Stop asking our age etc. It makes no sense

507 Thank you for the opportunity to comment. By attrition, the auto dealerships are leaving. This is good. Their presence does little to foster the 'environment' that Falmouth is trying to achieve. And as positive a tenant as Walmart has been, it is disappointing that through shortsightedness, we might lose them. Smaller shops won't backfill what Walmart provides to the community. Falmouth is not a Maine Mall, nor should it be. Retail and commercial is not flocking to fill our vacancies. It would be a shame to create more. No one goes to a 'Black Cherry Provisions' for necessities.

508 Thank you for your efforts! And God bless you and guide you!

509 thanks. I appreciate the opportunity to comment on these matters.

510 The community citizens have been asked repeatedly if they want large scale development. The answer is always "NO!" Why don't the town officials get it?

511 The fact that the old Shaws is still vacant is troubling as is the fact that Walmart may move due to limits on size. We need commerce and jobs as much as a pedestrian friendly Route 1. As much as we all like that vision, is it really realistic? Most Falmouth residents live miles away and using our cars is a reality - not to mention the fact that that area is also utilized by people from other towns. Commerce and jobs. Convenience is also key. I don't want to go to the mall area. I want to shop closer to home!

512 The Town Council and Town officials SHOULD BE VERY Carefull what they say in public. Comments by Bonnie Rodden regarding Walmart has sent SHOCK waves into all the businesses on Rt. 1 and SHE HAS NO IDEA WHAT SHE IS DOING!

513 The Town council should adapt the Route 1 Study. Most citizens agreed with the results..Falmouth should restrict any large retail construction if the vision of the committee is to be recognized.

514 The town should support development of our business district and the creation of jobs in Falmouth. Putting limits on buildings will not lead to a viable business district. It will restrict the development and will result in less development of stores to support taxpayer's needs.

515 There should definitely be some low-income, and smaller scale housing considered for those second story spaces -- let people actually LIVE in a walking community, could be a lovely place for retirees, etc. to live where they could be part of a vibrant area, and walk to all amenities. Second floor condos would be great.

516 This type of email survey tool is a great way to get feedback and input from town residents. However, the surveys should be worded to be objective, with an honest desire to obtain accurate data of what residents really want. This survey has a lot to be desired to better accomplish that goal. I hope the comp plan committee, planning staff, and planning consultants will give this some thought, and I trust the next survey will be an improvement. Thank you.

517 We need to make sure the parameters we set up for businesses onRt 1 do not discourage a unique business from starting up in Falmouth. I don't want the space available to be afforded by professional offices only. Please no more banks, no more drug stores and no more big box business.

518 We need to STOP making it so hard for business to operate in this town. There is a purpose for all businesses....including car dealerships and Wal-Mart.

519 Will someone finally make a decision and stop all the research!

520 Yes - I think the Town Council often oversteps it's mandate with personal agendas (the vernal pool debate is a joke and an embarrassment - I could go on.) I hope they don't drive away business with their personal agendas and hope they really take to heart what the public thinks about Rt 1. There are certainly enough banks on Rt 1. Hopefully, other business will follow which will help our tax base.

521 Yes, please hire a professional to study this problem and provide fact-based (vs opinion based) data to help our town make this important decision. Also, please hire a professional next time you are structuring a survey. The data resulting from most of the questions in this survey are invalid due to infused bias, leading question and/or poorly/confusingly written inquiries.

522 The VC-2 uses should be expanded to include "Public/municipal uses".

- 523 Where is your favorite place to go shopping? Why? What is your favorite New England town? Why? How does Falmouth compare? What legacy will your decisions leave for the Town of Falmouth?
- 524 Please do not turn Falmouth into another "anywhere USA" with a bunch of box stores and fast food. It is already moving that direction with Wal Mart, Wendys, McDonalds, and Dunkin Donuts lining Rt. 1.
- 525 To get the desired results it would seem you should limit the amount of space along Route 1 that is zoned for commercial development. More stores and cars does not lend itself to being pedestrian friendly.
- 526 We prefer the 'small town feel'. We have lived in Falmouth for over 30 years and that is one of the reasons we moved here. Please keep the small town feel.

Comments from those who were not supportive of proposed vision

- 527 Feel that there should be caution in expenses involved in this project at this time ... also feel that this should be put on hold or just made a available as guidelines for new construction so the tax payers are not burdened at this time of economic stress.
- 528 I love the town of Falmouth but you guys go just crazy with all this crap and hoops you make businesses go thru, come on and smell the coffee people!
- 529 It's nice for you to think of the pedestrian's but the only way they are there is if all the building's are full and you become more business friendly especially to Walmart! Let them have the extra movie space. They create a lot of jobs and taxes for the town!
- 530 It's our one place for business. Let's not try to make it into a residential-type pedestrian area. Let's use our dozens of miles of trails for walking.
- 531 let free enterprise, be free
- 532 Limiting store size and potentially forcing out a tenant who want to expand would force families to travel outside this town and spend their money elsewhere. if they went to windham to the wal mart there, they would probably also buy groceries there and gas while they are at it. There would be a residual effect, as well as making people travel further and therefore putting an inconvenience on residents.
- 533 None fit to print at this time!
- 534 Nothing wrong with the current mix. Falmouth is a large town with a very diverse feel - from Route One to West Falmouth to The Exit 10 area. Why the obsession with the Route One corridor?
- 535 The descriptors of what to make of Route One brings the "silk purse from a sow's ear" thought to mind. Stay out of private property ownership issues. Instead, work on cleaning up the trash and over-grown landscaping of the growing public land. Make what we have look better through maintenance and repair. Fix the streets. Light the streets. Get the tax rate down. Keep your hands off private business and home ownership.
- 536 Think north Conway shops rather than Freeport shops. This is the direction that Falmouth should be looking at.
- 537 Trying to control development beyond lot size should cease! That horse has left the barn and everything proposed is useless and another exercise in stupidity such as vernal pools, workforce housing, and it goes on and on in this Town.
- 538 We need BIG TENANTS to draw poeple to the area, which in turn will help support the small, local businesses. Restrictions are stupid, unless they are to restrict paying to keep a vacant space (Shaws)
- 539 We need to provide a ballance of stores to serve the people not just quaint little boteaque shops. You really need a ballance. You should be able to get about anything you need on Rt. 1 or near by.
- 540 Why would you change the character of the town?
- 541 Stop working against business and start working for economic activity.

- 542 U.S. route one is not "Maine Street" People shop using their cars. Just look at the Mall. Most Main streets have died for a reason.
- 543 Falmouth is Open for Business old and esp NEW Business pays more in taxes than it receives in town services More New Business equals less Property tax increases while maintaining current standards in Town and Schools

Comments from those who were not at all supportive of proposed vision

- 544 Allow it to develop as the owners and tenants are willing to pay for
- 545 Don't try to make a Turkey into a Chicken by legislation.
- 546 Increasing business along Rt one is inevitable. Increased car traffic will come right along with that. We don't want to look like Scarborough Rt 1. Making safe pedestrian walkways is most important.
- 547 Let's keep Falmouth Beautiful!
- 548 My family has lived in Falmouth for the past 25 years and we have really made it our home. Why would we build more when we already have large vacant spaces? Why do we need a super wal-mart when we have a Shaws right across the street? Why do we need a best buy when there is one ten minutes south? Big Box stores would ruin Falmouth and I don't see how anyone could disagree. Everyone says they like the "rural-nature" of the town. How would "big-box" stores fit into this? Please consider what this does for Falmouth as a place where we "live." For those who have lived here for a great deal of our lives, it is devastating to see what is happening.
- 549 Please stop turning our town into another Levittown. It's not progress, and you're simultaneously killing our property values and gentrifying our older residents. You're giving us the worst of both worlds!
- 550 Please, do not change the zoning. Route one is built up enough as it is. building a mall or hotel in the area whose second story is visible for miles around will anger many town residents, further lowering property values in the surrounding area and degrad the town further.
- 551 stop trying to make falmouth into one large shopping mall. i moved here to get away from "big" does this dingbat rodden realize that the old shaws, cleaners et al, have been empty for years. allowing 2 irving gas stations within one block of one another eliminates competition. i buy my gas in westbrook anywhere between 8-10 cents a gallon cheaper. also why doesn't someone have the guts to tell that loudmouth pierce that she wasen't voted in, willy was voted out. 3 generations of my family live in falmouth, keep it small.
- 552 Stop trying to make this community more like other states ie Mass we are a wonderful State and the more you try to change the more unfriendly we become. Let the out of Staters stay where they are and not try to change us to the place they left. If they can't live here without the changes let them go back where they came from.
- 553 This exercise is a waste of time and resources.
- 554 Those of us who live along Rt88 neighborhoods are being cut off from the rest of the town! The traffic on 88 and cross street such as depot and johnston has really increased over the past few years. The corner near Skillins is especially bad. I feel that the citizens on this side of town are bearing the full brunt of "business development" while the town is ignoring other possible areas. It isn't fair! We have the highest concentration of people anywhere in Falmouth (and the highest tax brackets!) but all the council talks about is putting more pressure on our quality of life. Instead of worrying about business development (which is the opposite of why we moved here) worry about cutting town spending. I am prepared to organize my Rt88 Foreside neighbors against this encroachment. If you thought the opposition to consolidating the schools was vociferous brace yourselves for a real push back! Among other things I believe that development along rt one is a detriment to our property values along 88 and will work with law firms to challenge the entire area's tax accessments.

- 555 Whatever we do along Route One, it must be economically viable. Empty buildings are to no ones advantage. There should be an effort to identify perspective tenants and become informed about what they are looking for. We cannot afford ideas that are not grounded in reality.
- 556 Your vision is a pipe dream.

Comments from those who had no opinion of the proposed vision

- 557 a default will hurt us all
- 558 Bury the power lines, for sure. But I don't see Falmouth becoming a walking street like Exchange Street in Portland. We're a suburban community and most people lead pretty hectic lives--they don't need more parking hassles. We'd be much better off spending money on bike paths alongside Falmouth's roads, a positive move, rather than to make parking more difficult for busy people.
- 559 no
- 560 This survey was certainly pitched toward "pedestrian Friendly".

Comments from those who did not respond to the vision question

- 561 How do you make 75,000 sf buildings part of a pedestrian friendly environment?
- 562 I think It's time to think seriously about open space, parks, walkways, bicycle paths. We can really ruin the character of our town and become a strip mall, i.e. as in the eastern rte 1 in Rockland if we don't slow down and think what we (all the citizens) want to look like in the future.
- 563 Yes. You spent a fortune on a study before and are now ignoring it. Everyone should be voted out of office for that.