

# Planning the Future of Route 1



Council, May 30, 2012

**Community Development Committee (CDC)**

**Councilors Payne, Chair, Armitage, and Rodden**

# Presentation outline

## 1. Project overview

- Case statement
- Council approach
- History to date

## 2. Key zoning concepts

## 3. Public infrastructure options & costs

## 4. Next Steps



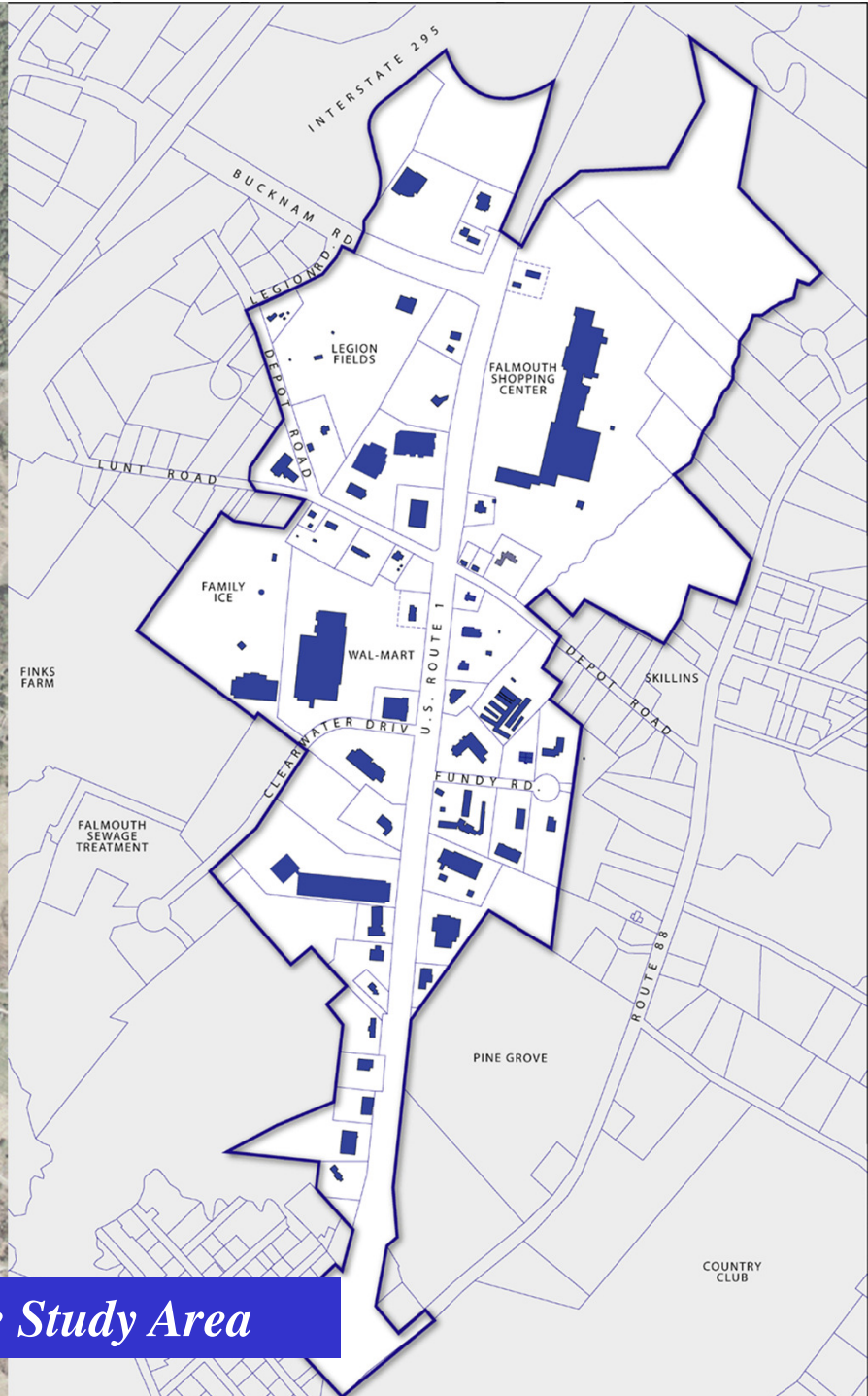
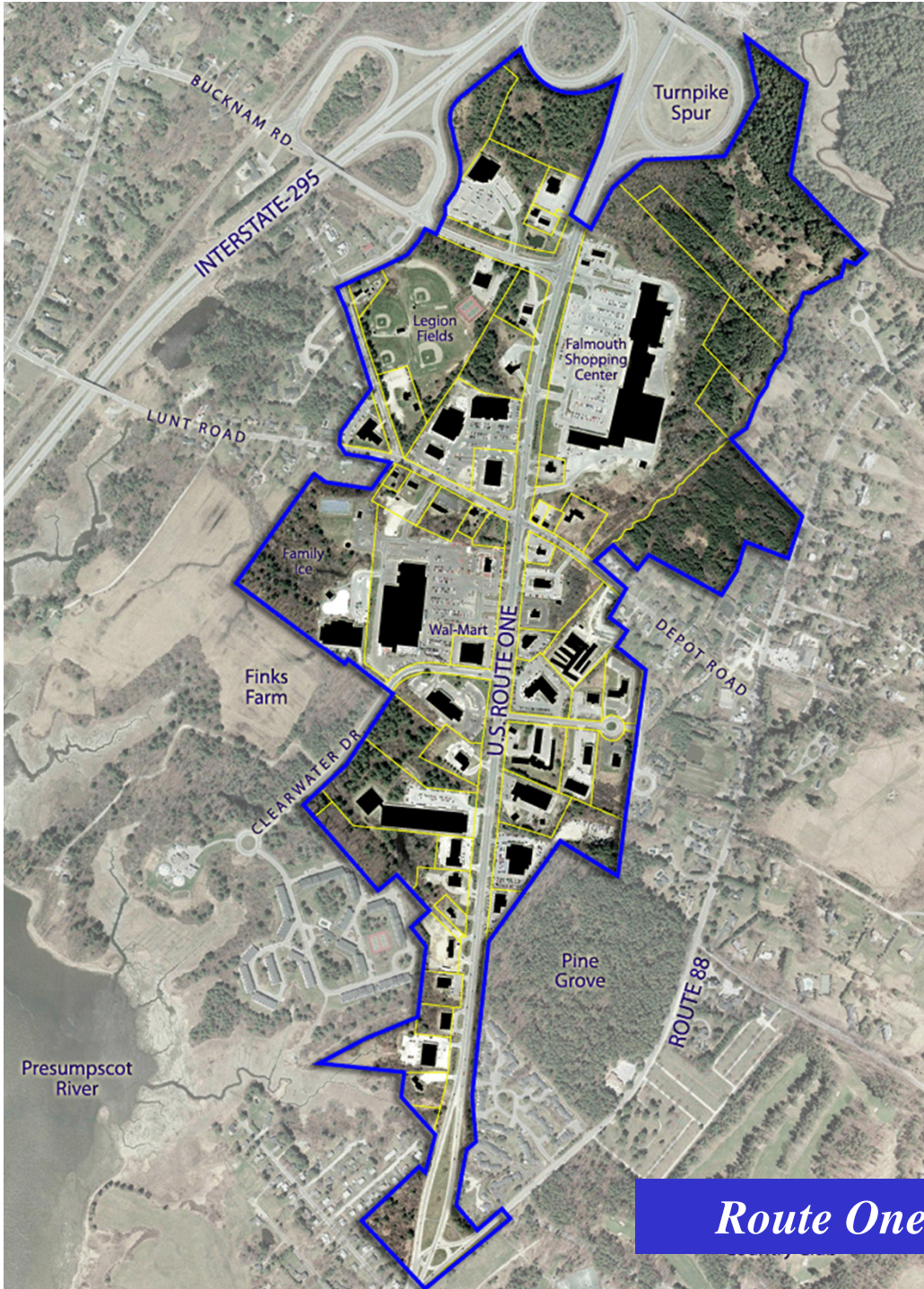
# Case Statement

1. Falmouth will continue to experience population and business growth.
2. Falmouth needs to make sure that Route 1 infrastructure is equipped to handle this anticipated growth over time.
3. Council wants to diversify tax base through responsible commercial development.
4. Council wants to encourage more mixed use and density as it helps to minimize infrastructure costs.

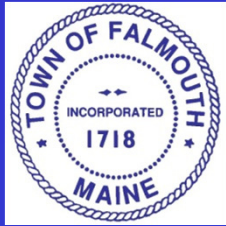
# Council Approach

1. Broaden and diversify Town's tax base.
2. Create/maintain a livable place on Route 1 with the anticipated growth, responding to current market trends.
3. Town is an active partner in investments to improve the village center.



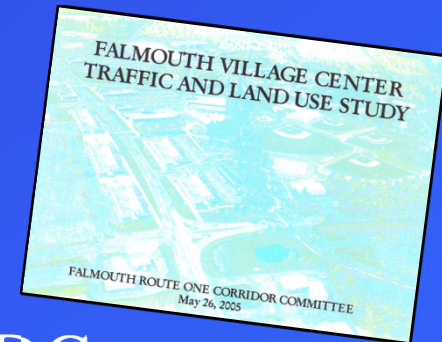


*Route One Study Area*



# Route 1 Project 2002-2010

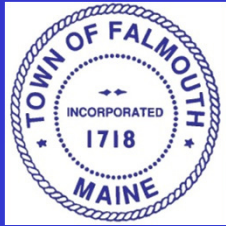
- 2002 Council forms Route One Corridor Committee
- 2005 Committee report not acted on by Council
- 2008 Council refers project to CDC
- 2009 CDC organizes Falmouth Shopping Center Event
- 2010 CDC presents Route One Concept Recommendations



# Route 1 has Two Parts that Need to Work as a Seamless Whole

Public Right-of-Way + Private property

- Need continued investment in public right-of-way to create functional, attractive street with sufficient future capacity
- Need appropriate land use regulations for new construction
- Need flexible rules for additions and renovations



# Route 1 Project 2011-2012

2011



- Council provides policy direction
- Staff begins work on zoning amendments
- Council authorizes Route One Infrastructure Plan
- TY Lin team selected for Infrastructure Plan

2012

- Zoning Summary and Infrastructure Options/Ballpark costs are prepared



# CDC Zoning Approach

- ✓ Take best from 2005 Plan
- ✓ Hear from former Route 1 Committee and public
- ✓ Develop CDC Consensus on Key Concepts
- ☐ Get feedback from Council and public before working on required details

*Are we on the right track?*

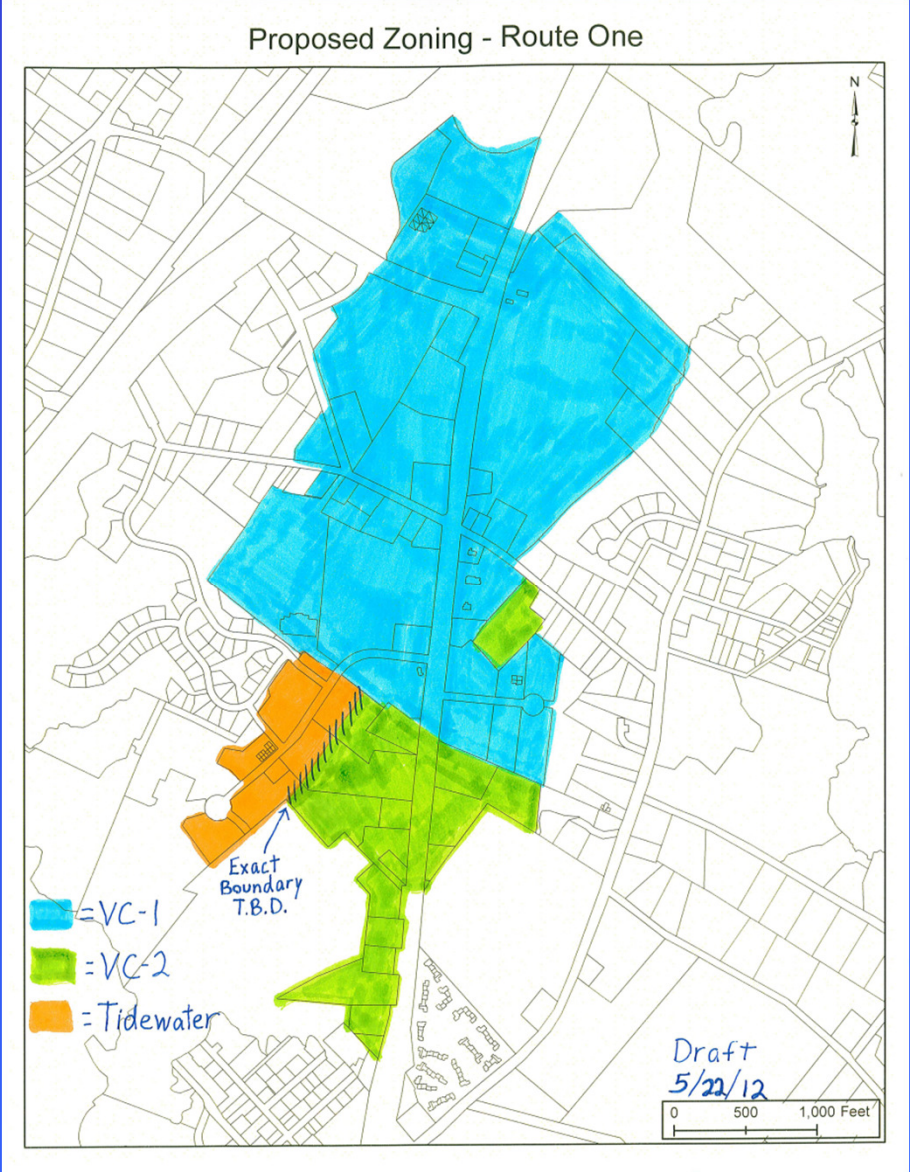
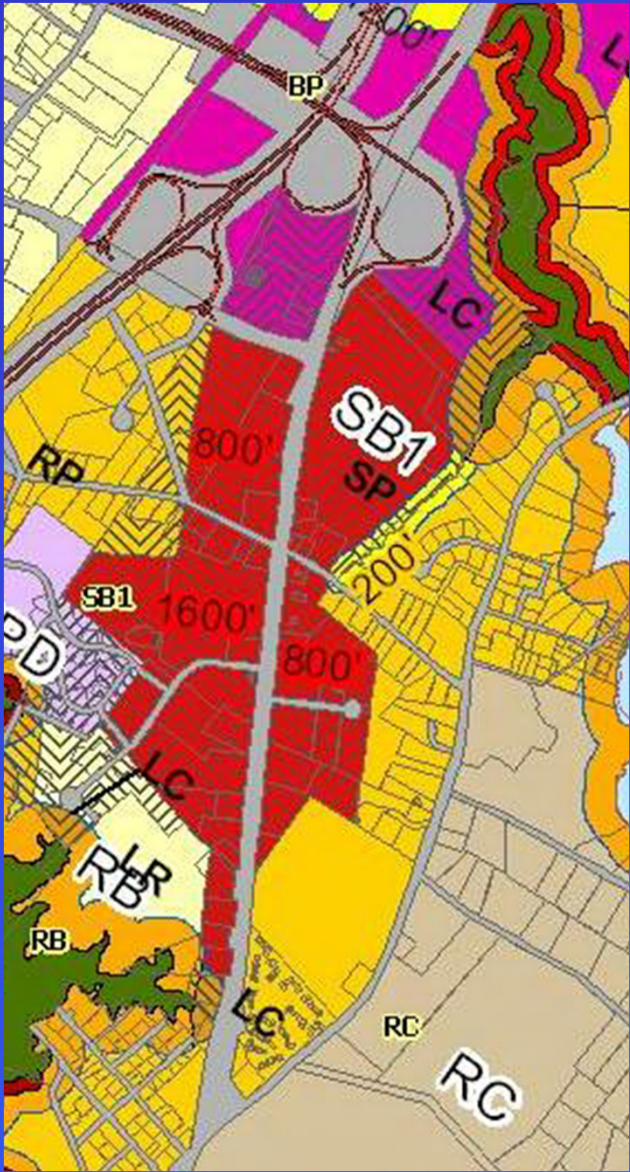
# Key Zoning Purposes

1. Increase development potential and expand tax base
2. Integrate property development with the street infrastructure
3. Increase competitiveness and attractiveness of commercial area through a sense of place
4. Use utility infrastructure efficiently
5. Provide opportunities for living and working through mixed use
6. Accommodate all transportation types: pedestrian, vehicles, and cyclists

# Key Zoning Elements

1. Two ‘Village Center’ zoning districts:  
VC-1 (pedestrian oriented) and VC-2 (transition)
2. Increased development density through reduced setbacks and increased building height.
3. Reduced off-street parking requirements
4. Allow for expanded use options including housing
5. Creation of a human scale streetscape
6. Allow creation of internal streets to meet front setback requirements
7. Expedited permitting process for minor projects.

# Zoning Districts – Current & Proposed



# Front Setback

## Current:

- SB-1: Min. front setback 80 feet (may be reduced to min. 40 feet)



## Proposed:

- VC-1: Min. 0 ft - max. 20 ft



- VC-2: Min. 0 ft – max. 55 ft



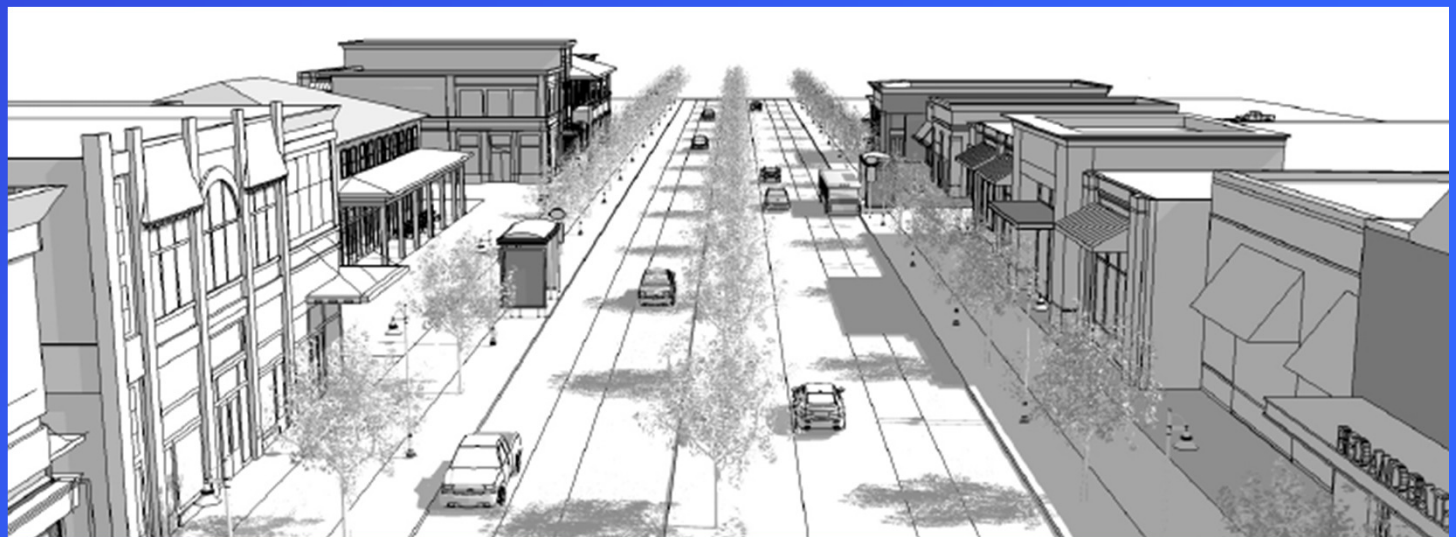
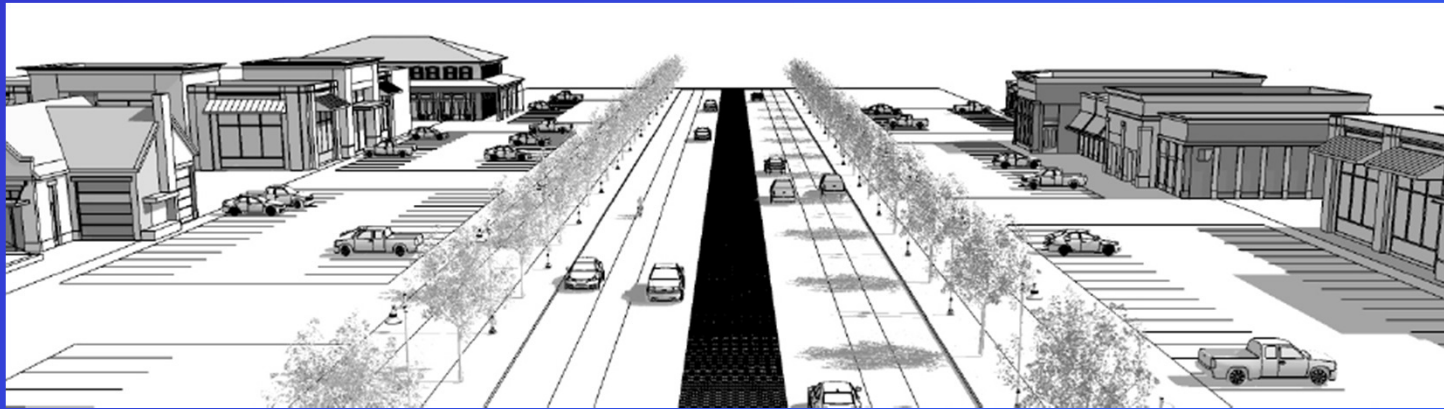
# Building Height

Current:

- Allow up to 2 ½ stories

Proposed:

- Allow up to 4 stories (but no multi-story requirement)



# Existing Off-Street Parking

- No parking within 20 feet of right-of-way
- No limits on parking between building and street
- No on-street parking



# Proposed Off-Street Parking

## VC-1:

- No parking between building and street



- Explore on-street parking

## VC-2:

- One row of parking between building and street



- Locate to side and rear of buildings



# Expansions of existing buildings

- If conforming or made conforming: no expansion limits
- If non-conforming:
  - Minor expansions permitted with no restrictions (thresholds not determined)
  - Unlimited expansion allowed if pedestrian access is improved and building is brought toward a street

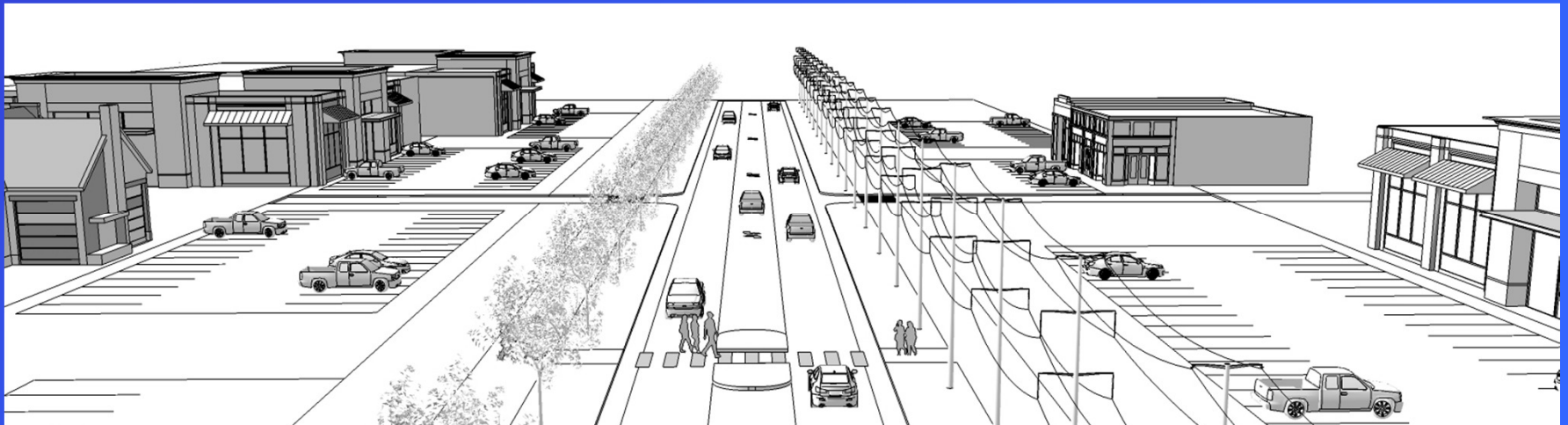
# Infrastructure Options

- Invest in public infrastructure, so it is equipped to handle anticipated growth
- Three basic options:
  - A: Do required elements only (least expensive)
  - B: Do mix of required and some choice elements
  - C: Do also many choice elements (most expensive)

# Option A: \$1MM

## Key ingredients:

- Coordinate traffic signals
- Fill in sidewalk gaps
- Enhance crosswalks
- Pedestrian lights (Depot to Clearwater)
- Lane restriping, but no bike lanes
- Refuge island at Falmouth Shopping Center
- Removal of deceleration lane at Walmart



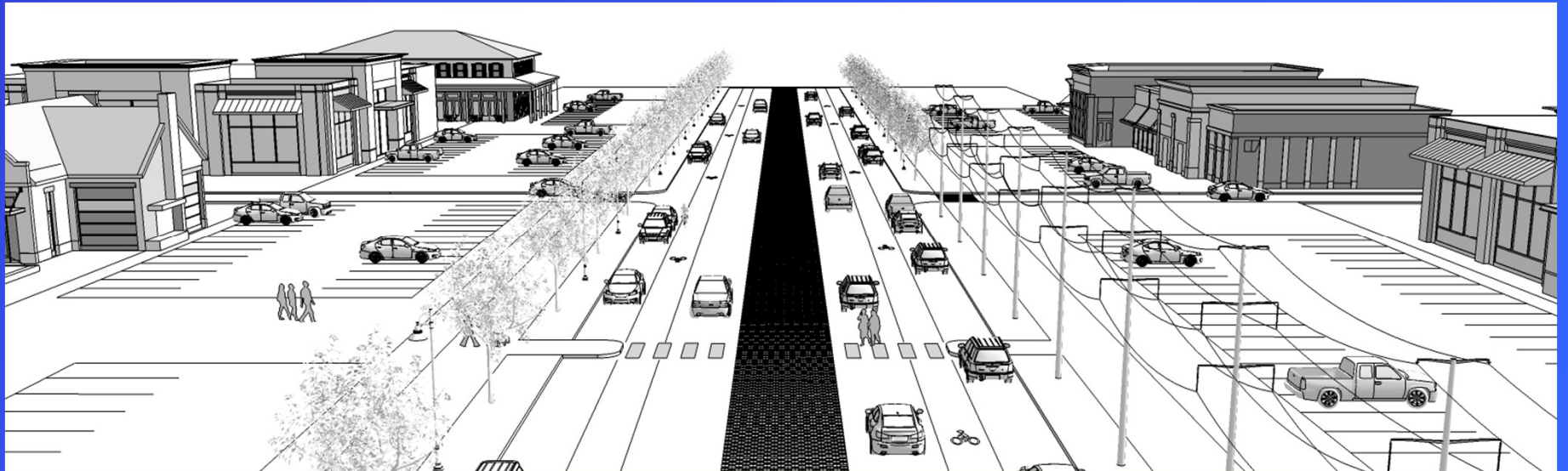
# Option A: \$1MM



# Option B: \$5MM

## Additional ingredients:

- Bicycle lanes
- More pedestrian lights (Waldo's to Bucknam)
- Stormwater retrofits
- Some underground power (Waldo's to Bucknam)
- Upgrade traffic signal mast arms
- Widen sidewalks
- Bus stops/bike racks



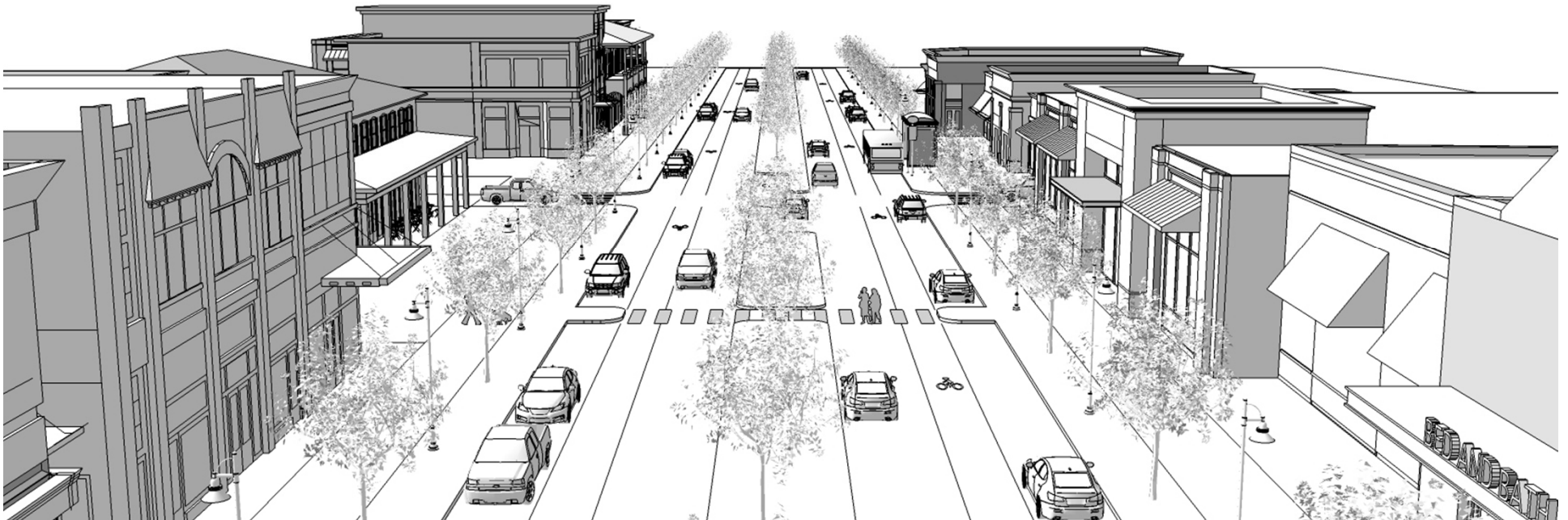
# Option B: \$5MM



# Option C: \$15MM

## Additional ingredients:

- Underground power (from Morong to Bucknam)
- Center median with trees and left turns
- On-street parking
- Expand Route 1/Bucknam intersection
- Gas main



# Option C: \$15MM





# Project Financing

## Cost Ranges:

- Option A: \$1MM
- Option B: \$5MM
- Option C: \$15MM

## Possible funding sources:

- MDOT repaving:  
\$700,000
- PACTS signal  
coordination grant:  
\$200,000?
- Gas separate project:  
\$400,000
- Route 1 South TIF  
funds: \$600,000+/year

# Next Steps

1. Public to Provide Feedback on Key Concepts
2. CDC to Revise Concepts, as needed
3. Council to Provide Feedback on Revised Concepts
4. CDC to Work on Details
  - Zoning Amendment Language/Zoning Map/Design Guidelines
5. CDC to bring complete Route One package back to Public
6. Council Review of Package (Fall 2012)



Thank you