



Town Council Report  
Route One Infrastructure, Zoning and Stormwater Grant

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The Route One improvement plan consists of three distinct components that are being accomplished separately but ultimately are linked to form a comprehensive update for the purpose of transforming the SB1 District (Route One between Bucknam Road and Route 88) into a more village style form. Each component is described below and included is a summary of key elements being developed. The Community Development Committee (CDC) is being assisted primarily by staff Nathan Poore, Theo Holtwijk and Amanda Stearns as well as a consultant team led by TYLin and including MRSD and Woodward Curran.

**Infrastructure Plan** – The concept has been developed and currently staff, the consultants and the CDC are working on the specifics. The goal is to present a specific improvement plan which includes street improvements, landscaping, stormwater improvements and street lighting. Expenditure for these improvements is planned to go before the voters in a June 2013 referendum.

**Zoning** – Staff are currently working on finalizing the Route One related zoning components, focusing on increased mixed-use, village form and increasing development potential of property. It is anticipated that the adoption process with the Council will begin in late February or early March and be completed in May 2013. Policy makers and staff will continue to assess and be mindful of the positive and negative implications of these and other zoning amendments for the town, property and business owners, and residents.

**Stormwater Grant** –Woodard Curran is completing a study of water quality for the Webes Creek watershed and recommended improvements that will assure maintenance and improvement of water quality within the general SB1 District area. These improvements in part will be included in the Infrastructure Plan as well as zoning standards.

During the Council discussion of the Ground Floor Tenant Area Limitation, the Council received several suggestions including a number from FEDC (an informal association of Falmouth business people) in a letter from its president Jonathan Berry. At the direction of the Council, Town Manager Nathan Poore, Councilor Chris Orestis, Councilor Karen Farber and Community Development Director Amanda Stearns met with Jon to discuss the aspects of his suggestions regarding the business environment in Falmouth, the Route One project and encouragement of economic growth (unfortunately, Councilor Farber was not able to attend but has subsequently offered input). The recommended Action Plan, below, reflects FEDC's suggestions and the subsequent meeting. The group concluded that a number of the suggestions the Council heard are already contemplated and under development by the CDC and staff. Several can be included in the current development of the Route One project. Others may be more appropriate to consider at a later date due to time constraints and available resources. Items in italics are recommended for current action items.

## **Other Related Projects, Tasks and Considerations**

1. **Minor Site Plan review ordinance amendment.** *Staff is currently working with Councilor Farber to introduce a staff review process for minor projects. This ordinance will allow for a staff review process for minor business expansions to include minor building additions, new buildings, parking, landscaping, lighting and other site design elements. The process would guarantee maintaining the intent of previously approved site plans by the Planning Board.*

Note: Staff initiated this idea after consultation with a business owner, other members of the public and the encouragement of FEIC. This approach is also consistent with FEDC suggestions (11/5/2012 letter to the Town Council from Jonathan Berry), particularly in items 1, C. and D.

- **Timeline – Winter/Spring 2013.**

2. **Ensure Route One zoning amendments, infrastructure enhancements and other non-zoning tools will create economic incentives for businesses to locate and expand along the Route One project area.** *The Route One rezoning and infrastructure project will include many incentives for expanded development potential in the SB1 district including more developable area, reduced parking requirements, higher density, more convenient location to infrastructure (utilities, sidewalks, and landscaping), coordinated storm water management, and other aspects. Other tools may include enhanced public participation with storm water management and permitting. TIF funds and credit enhancement agreements could also be a tool to address financing some of the costs associated with private public partnerships. We anticipate a robust public input process for the infrastructure and zoning amendment effort. Businesses, FEDC, Chamber, FEIC, Planning Board, and residents should all have plenty of opportunities to be part of the process.*

Note: The CDC has been working with staff on zoning and infrastructure proposals. More discussion will be necessary on some of the emerging ideas pertaining to use of TIF funding and private public partnerships. This approach is consistent with the FEDC suggestions, particularly in items 1, 2, 3, 4, B, C, and E.

- **Time line – Winter/Spring 2013.**

3. **Engage Falmouth's business community and citizens to participate in the economic development arena.** *This has been recommended by the FEIC, staff and the above mentioned FEDC letter. A forum or summit of all stakeholders including but not limited to the Town Council, FEIC, FEDC and Chamber could provide many interesting points of view and suggestions on how to work better together.*

Note: This approach is consistent with the FEDC suggestions contained in the letter's item 5.

- **Time line – Spring 2013**

4. **Remedy Route One Right of Way issues.** *FEDC expressed concerns about the ROW in its letter to the Council. Staff concurs and will work to create a list of specific examples (ie., Peoples and TD Bank). Staff will also work with TYLin to identify areas where the current ROW creates a physical gap between the proposed public improvements and private property lines. This excess land could be made available to expand development potential for properties abutting the ROW. Once the excess land is identified,*

*discussions with DOT officials will occur to determine the process for adjusting the ROW. This matter should be part of the work plan in the Route One infrastructure project prior to final design during the construction design phase in the later part of 2013.*

Note: This approach is consistent with the FEDC suggestions, particularly in item A.

- **Time line – Spring/Summer 2013**

5. **Embrace Proactive and Positive Zoning.** *FEDC has suggested the need for the administrative re-write of the Zoning Ordinance. Staff agrees that a rewrite is necessary and that it should include resolving conflicts in the ordinance, streamlining processes where feasible, updating references and standards and reformatting the ordinance to be more predictable and comprehensible by the staff, approval Boards and the general public.*

Note: This approach is consistent with the FEDC suggestions, particularly in item B.

- **Time line –Fall 2013/Winter 2014**

6. **Streamline permitting and approval processes and consider progressive footprint and design standards.** *This is a suggestion in the FEDC letter and staff agrees that there should be consideration for more streamlined permitting. Pre-permitting through Form based codes is one option to be considered, which would provide an opportunity for a streamlined approval process for projects that meet all standards under the ordinance. Conversion of conventional zoning to a form-based code would be necessary to allow staff to review and approve projects. This could be an additional zoning amendment consideration later in 2013.*

Note: This approach is consistent with the FEDC suggestions, particularly in item D and F.

- **Time line – Summer/Fall 2013**