



Route 1 North Committee

Meeting Minutes

Monday, September 19, 2016 – 6:30 PM

Arthur Batson	✓	Chris Wasileski, Chair	-	Laurie Leonard	✓
Paul Burlin	✓	Steve Woods	-	Nathan Poore, Town Manager	✓
Nicole Favreau, Vice Chair	✓	Charlie McBrady, Council Liaison	-	Theo Holtwijk, Director of Long Range Planning	-

Others attending the meeting – Peter Kennedy

Vice Chair, Nicole Favreau assumed the chair position in the absence of Chair Chris Wasileski.

1. Review of Draft Minutes of July 19, 2016 Meeting

The committee approved the draft minutes of the July 19, 2016 meeting as written.

2. Status of Route 1 North RFP – Proposal Review Process

Nicole asked Nathan to offer an update on the process. Nathan informed the committee that we had six firms attend the pre-bid meeting with the likelihood that a couple of the firms would be partnered with each other. He indicated that the firms which had representation at the pre-bid meeting have great experience and excellent qualifications.

Nathan also reviewed remaining process including deadline for submission, committee representation during the interview process, Council liaison update to the Council scheduled for Sept 26, committee recommendation in October and Council approval of funding on Oct 24.

3. Discussion of Ideas for Route 1 North area

Nicole asked Nathan to facilitate the conversation.

Paul started the conversation.

- Route One (between Route 88 and the bridge) He said the recent improvements between Martins Point Bridge and Route 88 is very impressive including the aesthetics, bike/ped accommodations and overall feeling you get in this area.
- There is a trend toward strong environmental ethics in the area including Tidesmart and the Friends School. This should continue. He suggested tax incentives to attract similar minded businesses.
- He expressed concern that the design of the new housing in Cumberland might not be a good fit for the Route One North area in Falmouth.

Laurie offered the following comments:

- He doesn't think the black poles with street lights in the newer portion of Route One South are appropriate for the Route One North area. He personally doesn't like the style.
- He agrees with Paul that the section of Route One between Route 88 and the bridge looks fine and could be a design to consider in the Route One North area.
- We need to be careful with how we design aesthetic improvements along with thoughtful consideration for how we design the bike and ped accommodations.
- There needs to be a balance between what we can afford and the value of the project.
- Is it possible to connect Route 88 and Route One in this area like extending Underwood Road? The group weighed in on this comment combined with comments about traffic from other members of the committee. They agreed that a traffic study is necessary as part of their work. We need to know where people are coming from – especially commuters. Nathan suggested we check traffic counts in the Route One South project area - before and after the Route One South project to determine if that project had a negative, positive or unintended impact on traffic.

Art offered his input:

- Route One North doesn't need to be like Route One South. It's like a "business lane" or "commercial corridor."
- We can try to calm the traffic some, but it shouldn't be done so to slow it down too much. Motorists still need to rely on getting through this arterial with reasonable speeds.
- Navigating this corridor should be easy for users to access businesses.
- The users are from both out of town commuters and in-town residents and businesses.
- We should try to attract new businesses. Perhaps clean technology industries should be a focus.
- Providing some walking paths, but not on top of Route One is preferred.
- There is undeveloped land that can not be developed due to natural resources and other constraints. This land could be used for walking trails.
- Many employees from the corridor are observed walking down Johnson Road during lunch hours.
- The corridor should include more development that is similar to what already exists.
- There could be room for some other types of uses that serve employees of the commercial businesses such as auto maintenance businesses and day cares. Employees could have easy access to these services while they remain productive at the jobs in the same general area.

These could be called complementary land uses within the general BP zone. Adding convenience to employees will help businesses attract and recruit employees.

- The committee members are not of the millennial generation and we need to know what they want. The group weighed in this statement which resulted in a suggestion that part of the public process should include a public input session held at a business location within the corridor where we offer food and drink after businesses hours and hosted by a business. The target audience would be employees in the area with specific attention to millennials.
- There are housing needs in Falmouth including affordable or workforce housing. We may need to look beyond the study area for housing locations. Perhaps these areas are better suited to support housing.
- If housing is located in the study area, it should be off the immediate corridor and in back of businesses.
- Traffic is an issue from Gray to the spur and then to Route One and to Bucknam on to I295. We need to be sure not to create more issues.

Nicole suggested the following:

- We should view this area through a sustainable lens.
- To improve the sense of community in this area we should offer the following –
 - More complimentary services mentioned by Art
 - Bike/ped accommodations to connect within the area, to Route One South and other Falmouth destinations, Cumberland, Yarmouth and Portland.
 - Promote business attraction of the type of business desired by the town.
 - Walking trails could add an element of wellness.
- Falmouth is an importer of labor. Do we need more housing?

4. Meeting Schedule

The committee agreed that the next meeting will be October 17 at 6:30 PM.

The meeting was adjourned at 7:30 PM.

Draft minutes by Nathan Poore