



Town of Falmouth



Route 1 North Vision Plan

Town Council Meeting

July 10, 2017

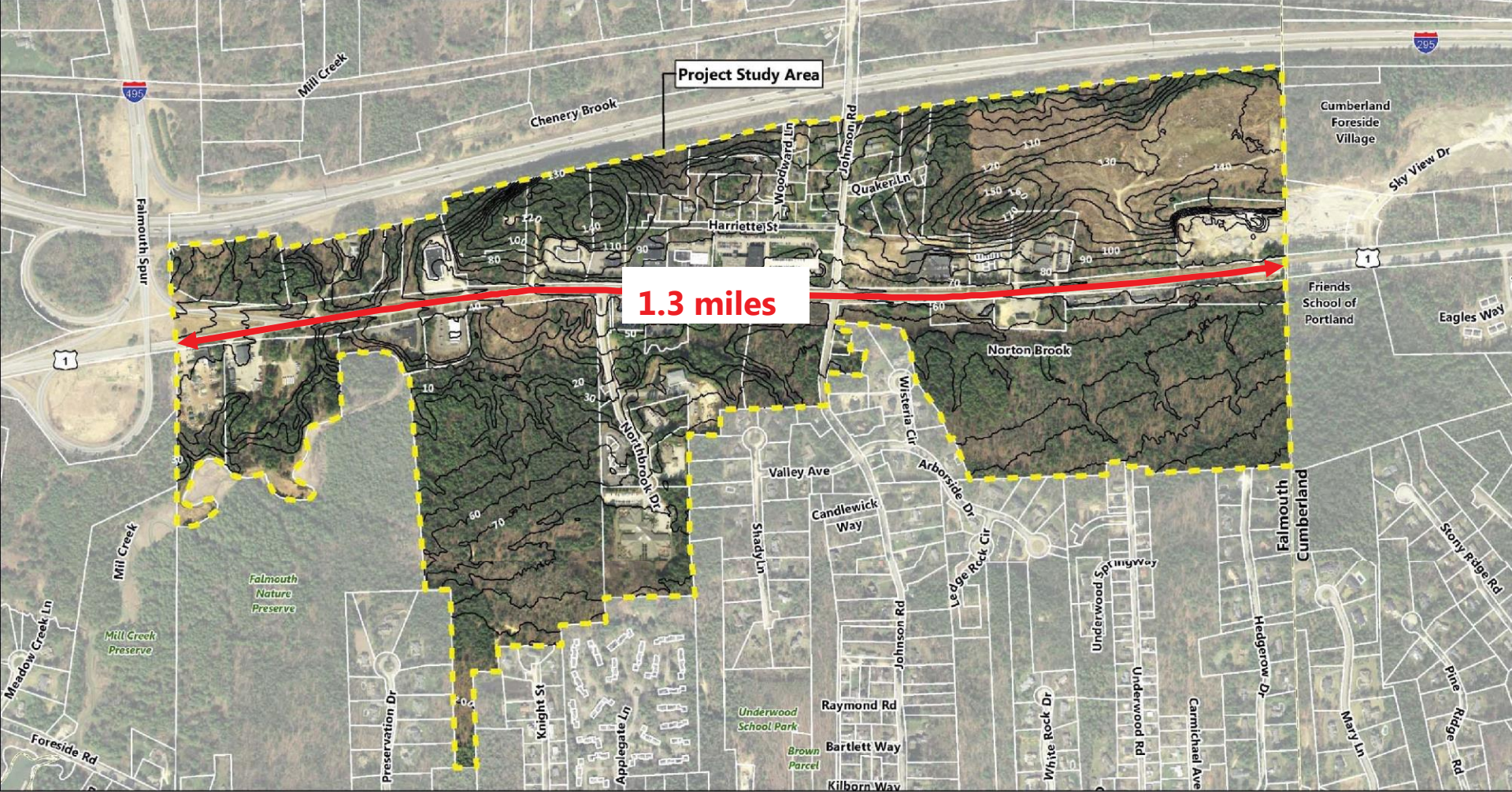


Agenda

- Study Area
- Market Analysis
- Project Goals & Concepts
- Committee Recommendations
- Costs & Financing
- Recommended Next Step

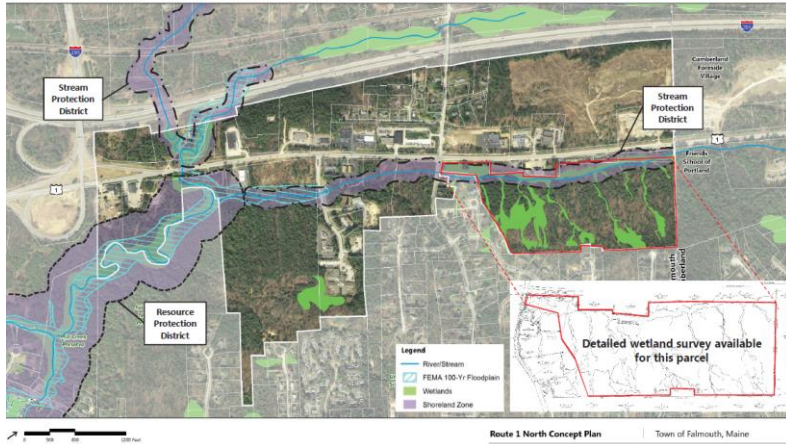
Study Area

Study Area - 323 Acres



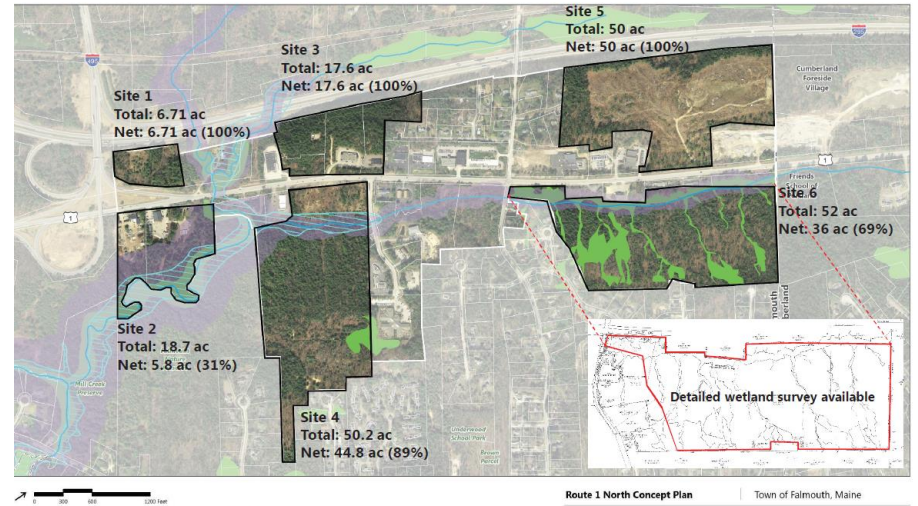
Study Area Constraints

Shoreland Zoning, wetlands, and flood zone



Non-residential Net Buildable Area (approximate)

Excluding Shoreland zone, wetlands, flood zone



Note: Total acreage from Town Tax Records

Study Area Constraints

25% and greater slopes

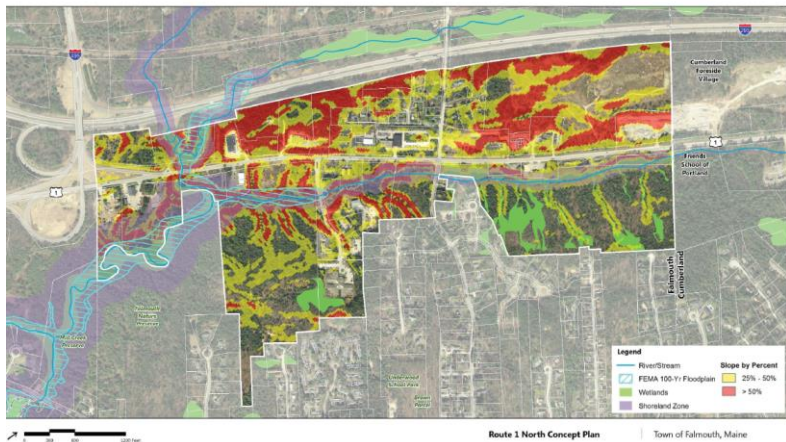
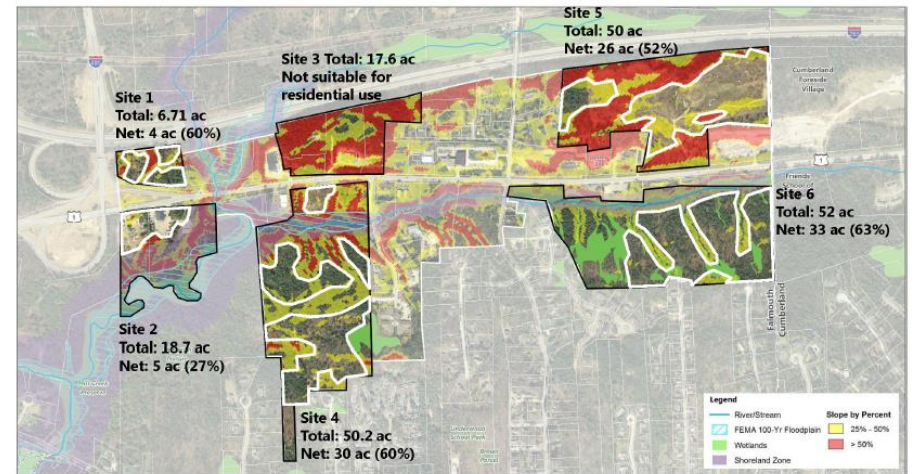


FIGURE 12 Residential Net Buildable Area (approximate)



Note: Excluding shoreland zone, wetlands, flood zone, and 25% greater slopes

Market Analysis

Market Conditions Analysis

- Do not compete with Route 1 South and Interchange Development Area
- Limited retail potential
- New development is focused on build-to-suit owners/users
- West side: Focus on end users, technology users, and non-residential uses
- East side: Assemble a mix of non-residential and residential uses

Stakeholder Input

Stakeholder Input

- 3 Public Workshops = 80 Participants
- On-line Survey = 230 Participants

Provided input on:

- Land Use
- Mobility
- Environmental/Open Space/Recreation

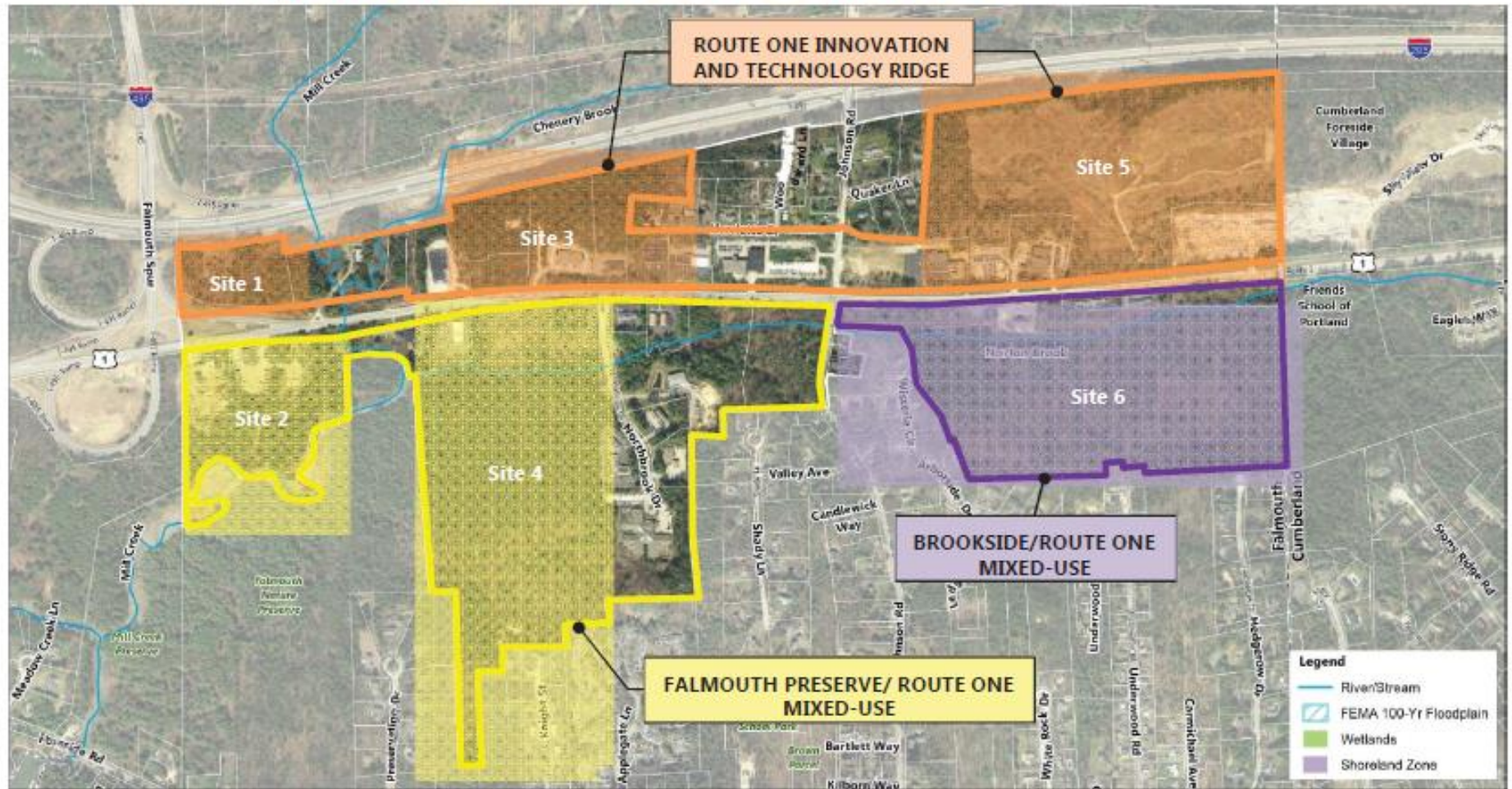
Project Goals

Project Goals

- Encourage development in the Route 1 North area
- Provide safe mobility transportation choices
- Build a sense of place for live, work and play
- Improve aesthetics
- Complement Route 1 South area
- Protect environmentally sensitive areas
- Make open space connections

Study Area Concepts

Conceptual Land Use Scenario

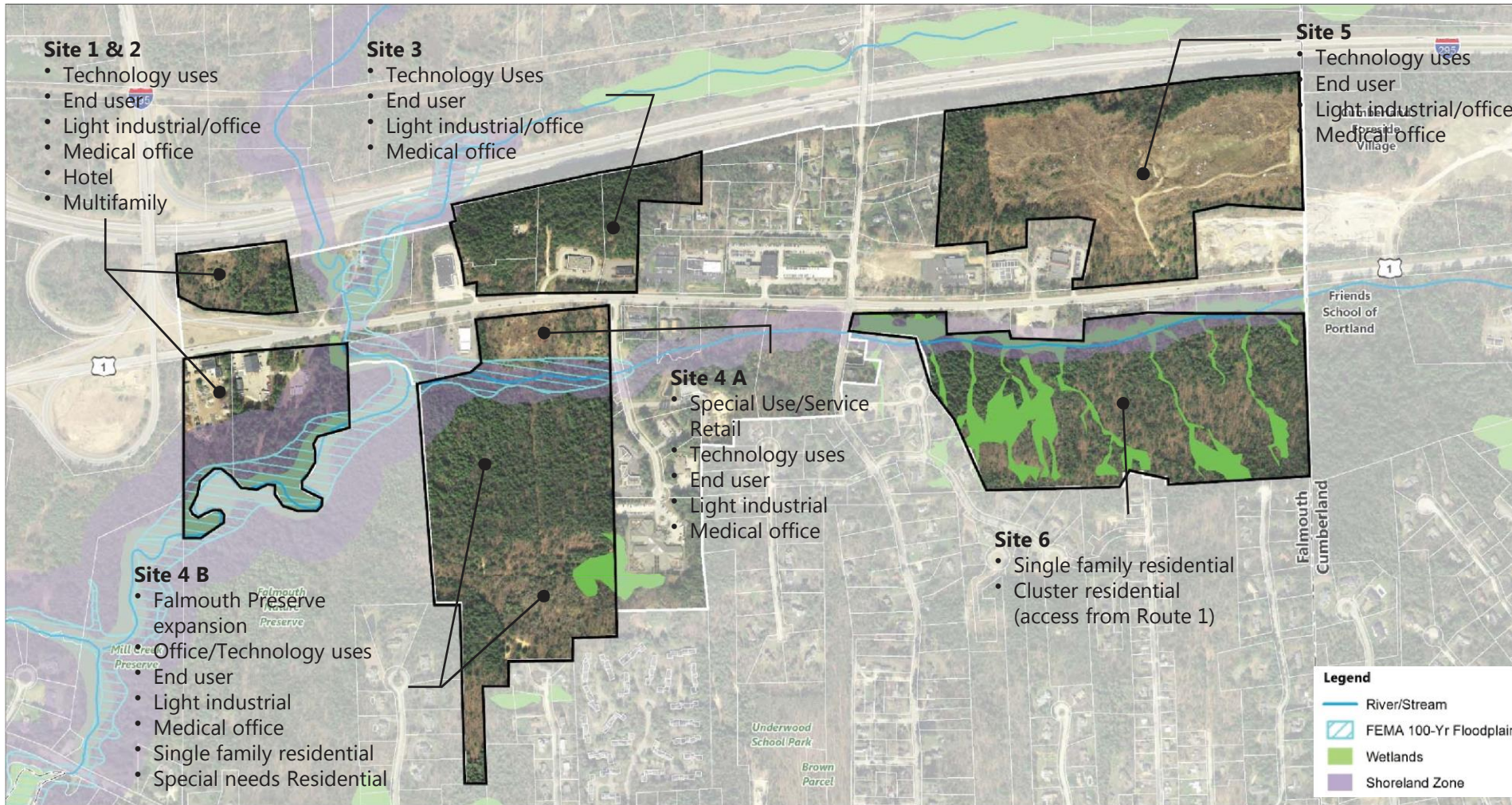


Recommendations

Land Use Recommendations

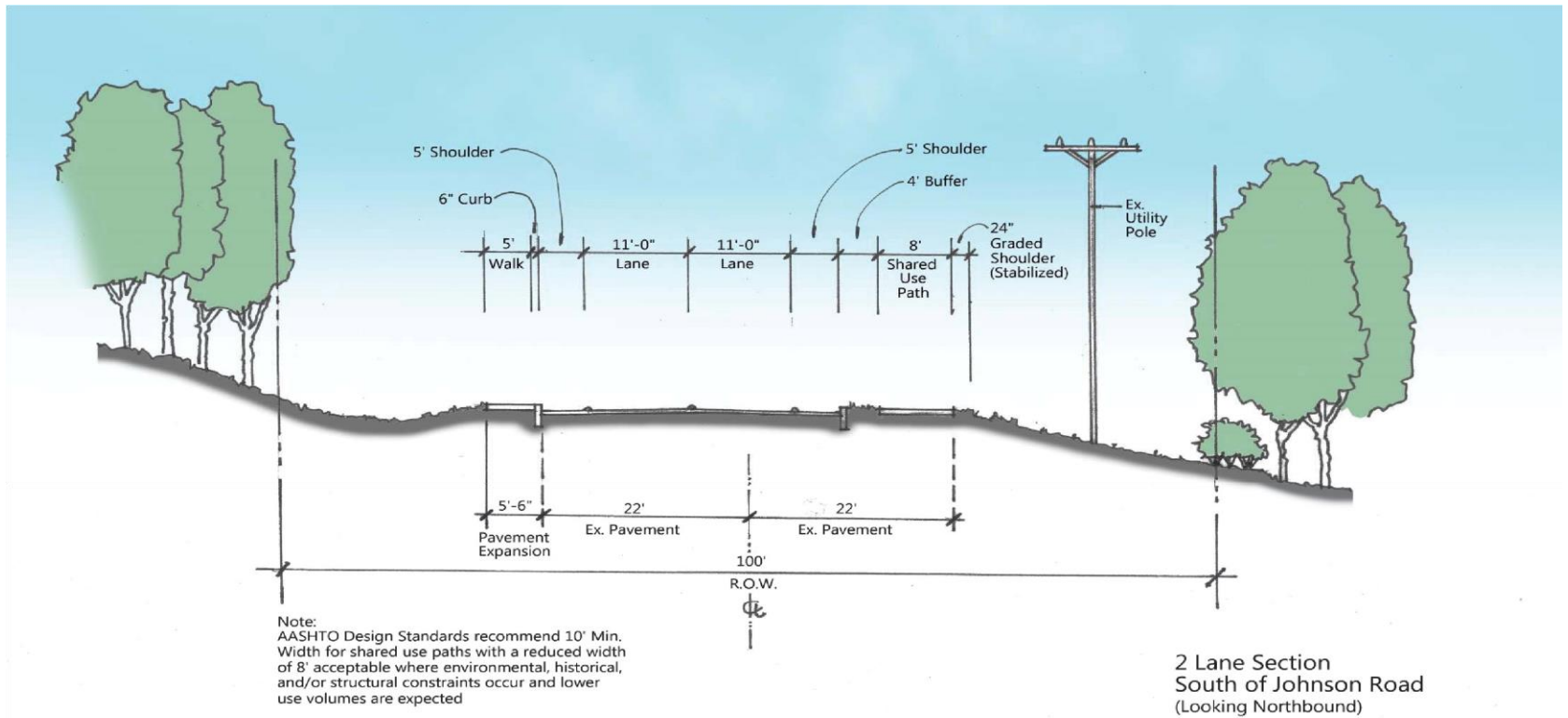
1. Continue to allow current Business and Professional District (BP) uses
2. Amend zoning ordinance to allow in certain areas:
 - a. residential uses (primarily on the east side of Route 1)
 - b. small scale retail and restaurants
 - c. hotel use
3. Develop Route One Residential Design Guidelines
4. Minimize new curb cuts along Route One North and mandate shared access driveways

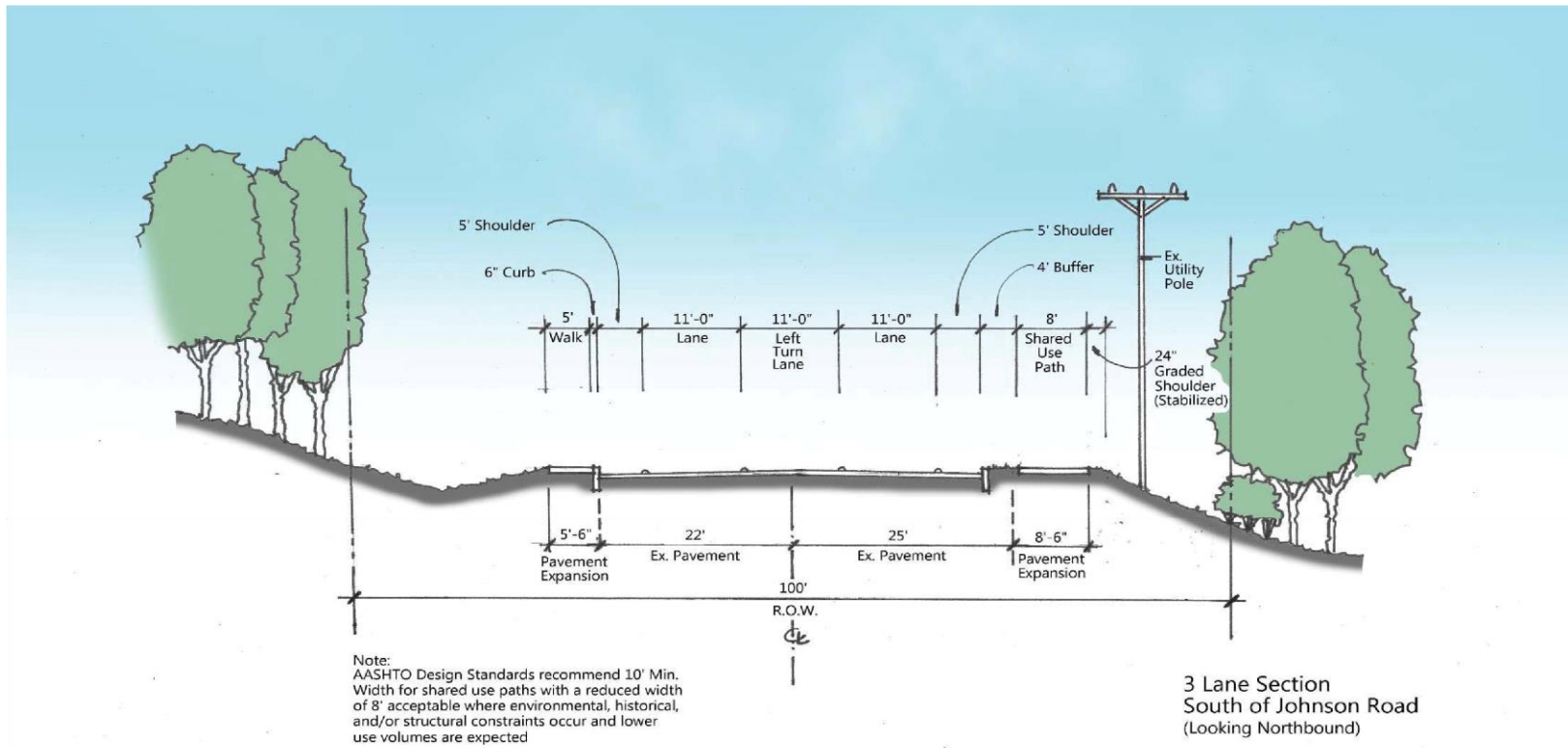
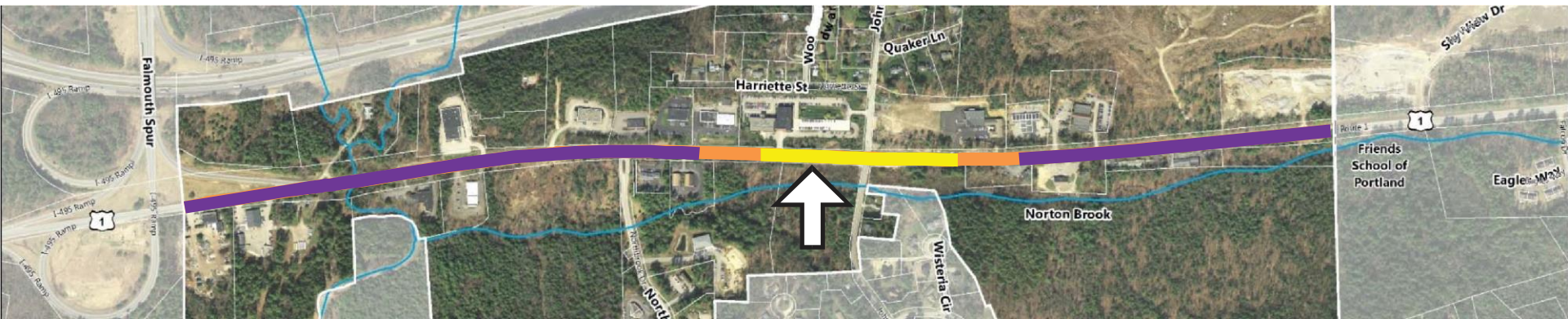
Conceptual Land Uses

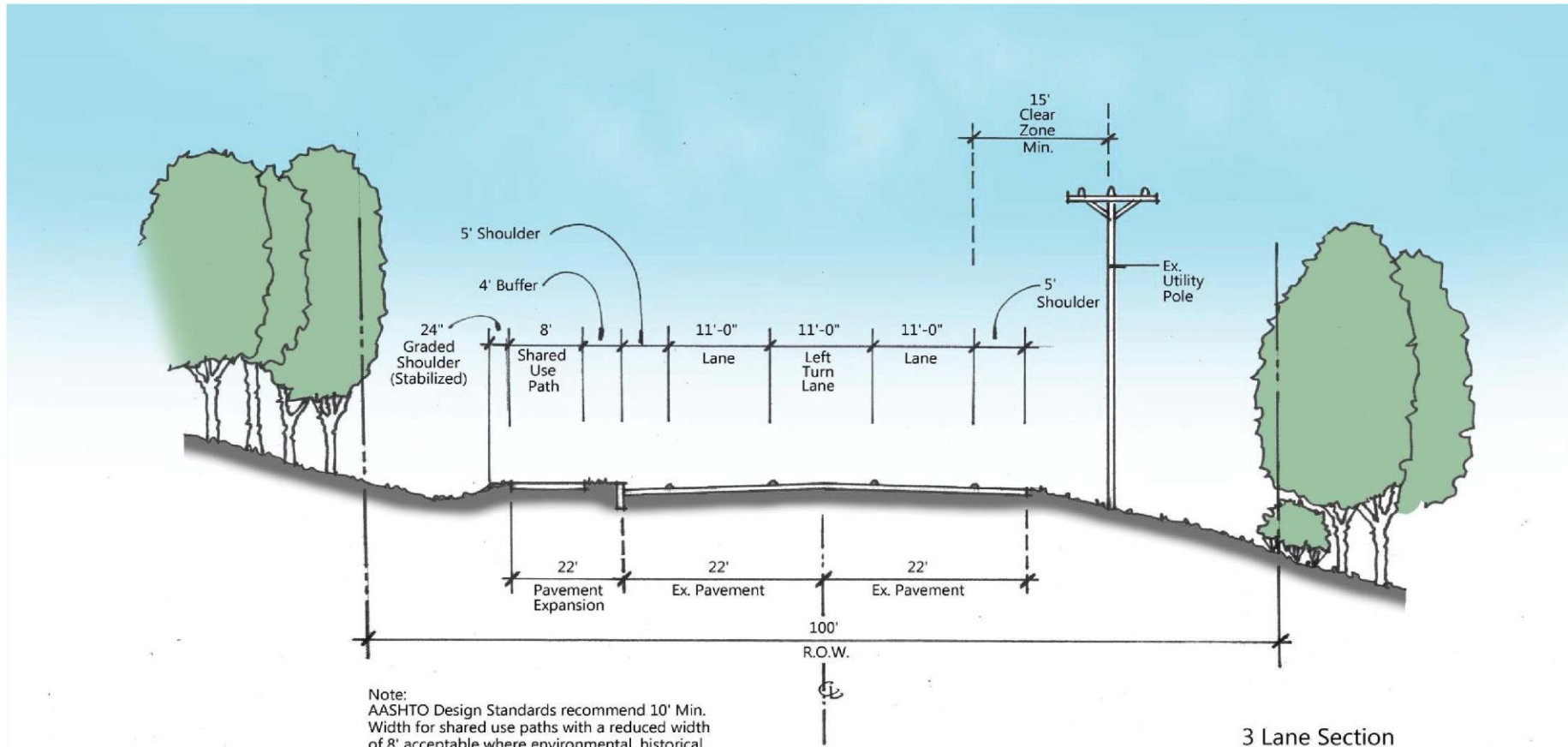


Mobility Recommendations

1. Improve Route 1-Johnson Road intersection
2. Install sidewalk and shared use path and make bicycle lane improvements along Route 1
3. Install sidewalk on south side of Johnson Road from Route 1 to Middle Road
4. Make “Gateway” improvements in select locations
5. Make bus stop improvements
6. Install streetscape improvements along Route 1 and Johnson Road

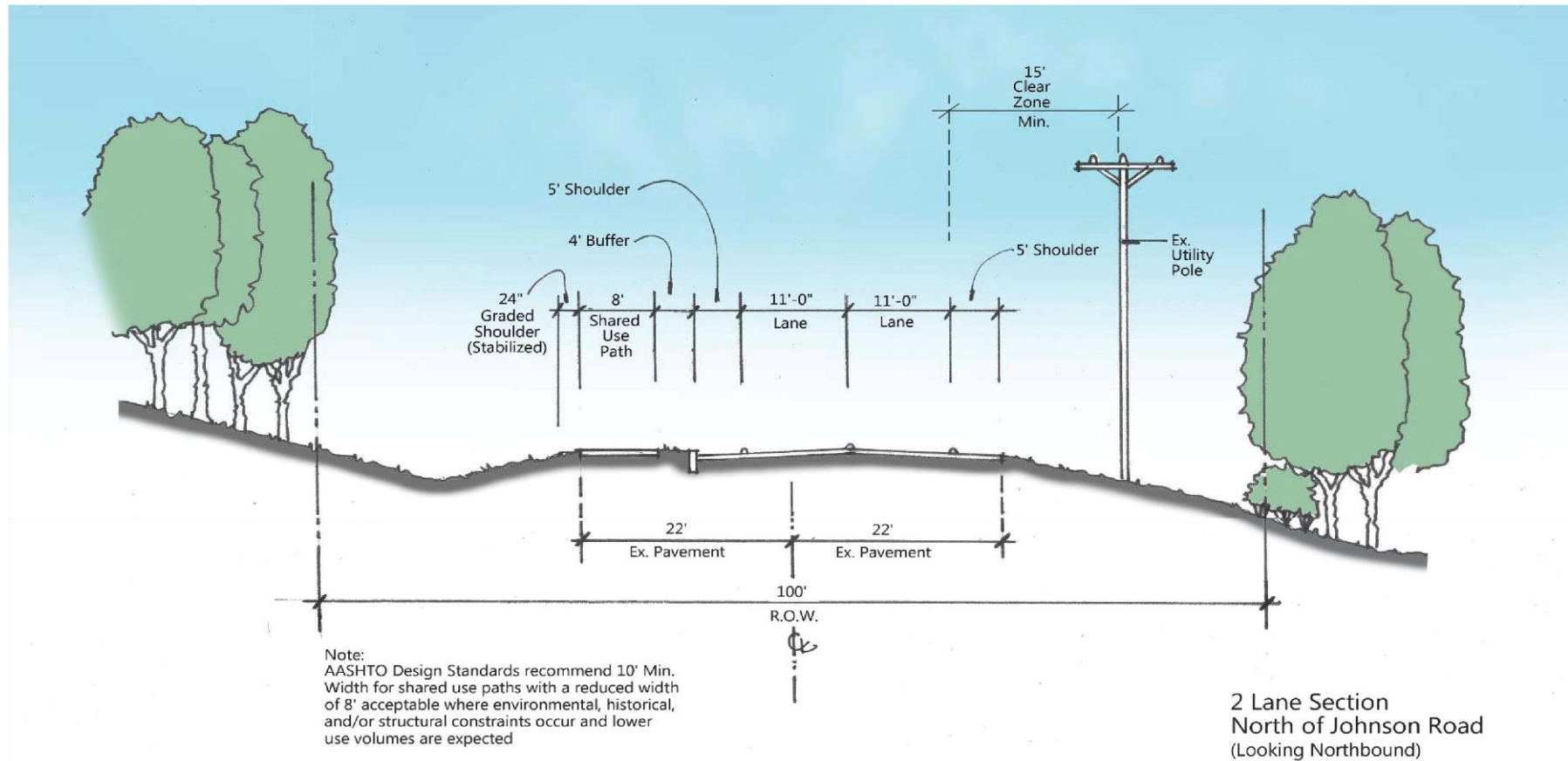
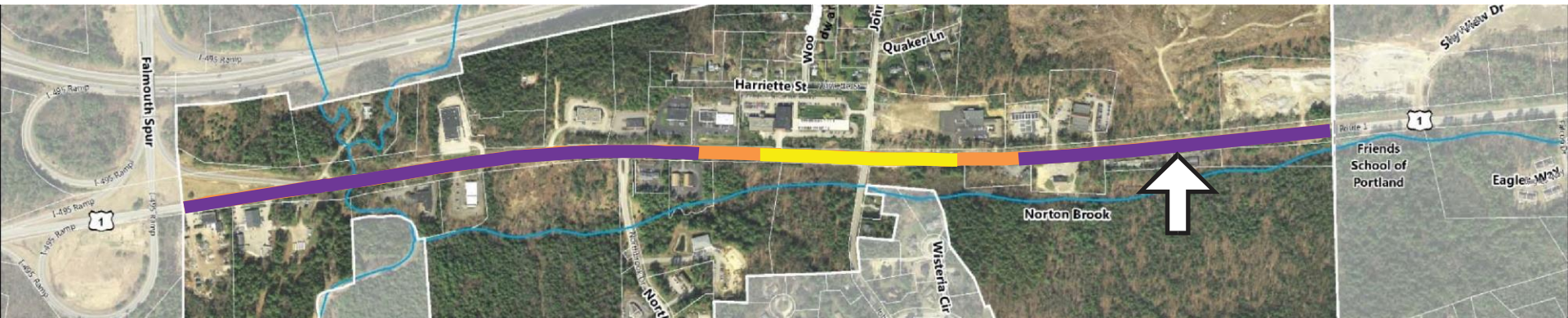






Note:
 AASHTO Design Standards recommend 10' Min.
 Width for shared use paths with a reduced width
 of 8' acceptable where environmental, historical,
 and/or structural constraints occur and lower
 use volumes are expected

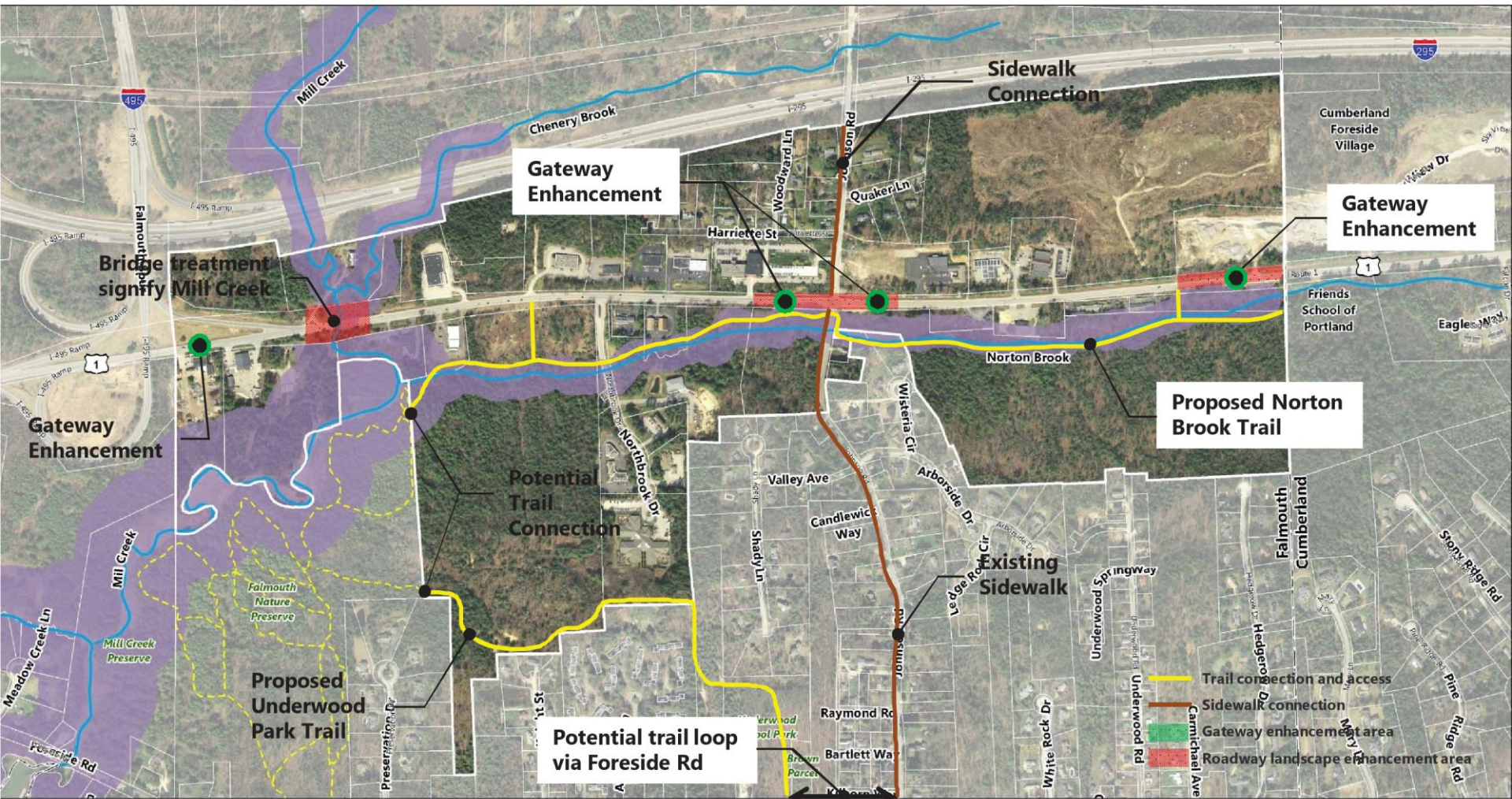
3 Lane Section
 North of Johnson Road
 (Looking Northbound)



Open Space, Recreation, and Amenities Recommendations

1. Develop Norton Brook Watershed Management Plan
2. Make trail improvements to connect trails at Nature Preserve and Underwood Park, and develop Norton Brook Trail
3. Review tree preservation and landscape requirements in BP district

Conceptual Environmental Framework

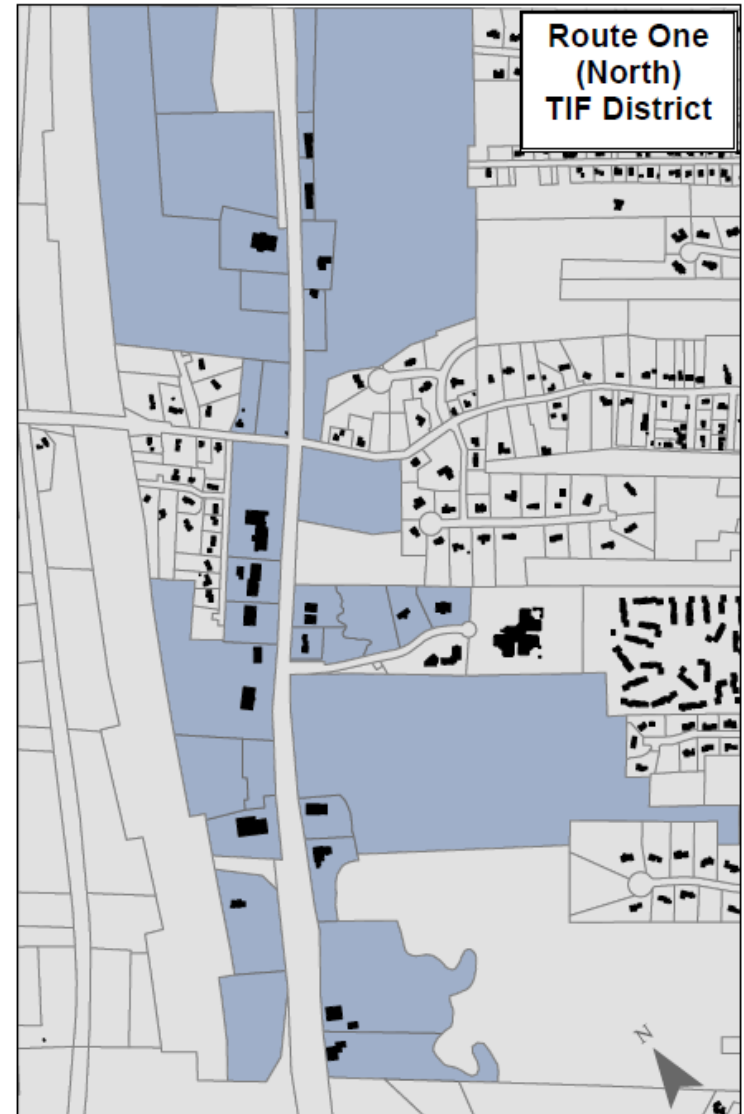


Cost Estimate (incl. 25% contingency)

Location	#	Recommended Improvements	Cost
Route 1/Johnson Road Intersection	1	Design development & implementation (stand-alone)	\$ 2,140,000
Route 1 - South of Johnson Road	2	Sidewalk and shared use path and bicycle lane improvements (+/- 2,295 LF)	\$ 1,727,000
	3	Streetscape improvements (street trees, lighting, sidewalk connections)	\$ 530,000
	4	Metro bus stop improvements (2)	\$ 100,000
	5	Sanitary force main upgrade (from 4 to 8", 1800 lf)	\$ 250,000
Route 1 - North of Johnson Road	6	Sidewalk and shared use path and bicycle lane improvements (+/- 1,935 LF)	\$ 1,200,000
	7	Streetscape improvements (street trees, lighting, sidewalk connections)	\$ 440,000
Johnson Road	8	Sidewalk on south side from Route 1 to Middle Road (+/- 2,782 LF)	\$ 1,205,000
	9	Streetscape improvements (street trees, lighting, sidewalk connections)	\$ 650,000
Gateways at north & south end of corridor and Johnson Road intersection	10	Gateway improvements	\$ 600,000
Trail Network/Norton Brook	11	Develop Norton Brook Management Plan	\$ 80,000
	12	Develop strategic trail plan	\$ 25,000
	13	Norton Brook Trail/Stream Restoration improvements (+/- 1.2 miles)	\$ 350,000
	14	Underwood Park Trail connection (+/- 0.5 miles)	\$ 40,000
		TOTAL CONCEPT COST	\$ 9,337,000

Route 1 North TIF Status

- No tax rate impact if 100% use TIF funds
- TIF funds do 3x work of general funds
- TIF fund is due to expire in FY 2022 - projected end balance \$3.6M
- With extension of term with 7 years (max. 30-year term) - expiration FY 2029, projected end balance \$6.1M.
- Amending the TIF program and term requires approval of the State of Maine DECD.



Recommended Next Step

Next Steps

1. Develop:
 - a. preliminary engineering plan,
 - b. more detailed cost estimate, and
 - c. preliminary financing plan

2. Authorize the Town Manager to expend funds from the Route One North TIF to support this next step