

EXCERPT FROM ROUTE 100 VISION REPORT, MAY 2015

3.2.8 LAND USE RECOMMENDATIONS

The committee made various recommendations to help guide appropriate future development and land use in the Route 100 area. As noted, the committee's objective was to guide development in a cohesive and managed way, so that it fits the character of the area and will help recreate the West Falmouth community. The committee recommends the encouragement of sensible business development that stays in character with the different parts of Route 100.

In general, the committee envisions the southern section of Route 100 between the Portland line and Mountain Road for mixed use, commercial development. This section is currently already zoned for commercial use through three different districts: Mixed Use Cluster (MUC), West Falmouth Crossing Planned development District (WFCPDD), and Village Mixed Use (VMU).

The northern section between Mountain Road and the Cumberland line is envisioned by the committee for low to medium density residential, agricultural, and recreational uses. This area is currently zoned as Village Mixed Use (VMU) and Farm and Forest (F).

The specific land use recommendations fall in various categories.

Zoning Map

1. Some misalignment exists in VMU district north of Mountain/Falmouth Road where zoning boundaries traverse through individual properties rather than follow property boundaries. The committee recommends that this be corrected as it will allow for a more clear interpretation of zoning rules.

Permitted Uses

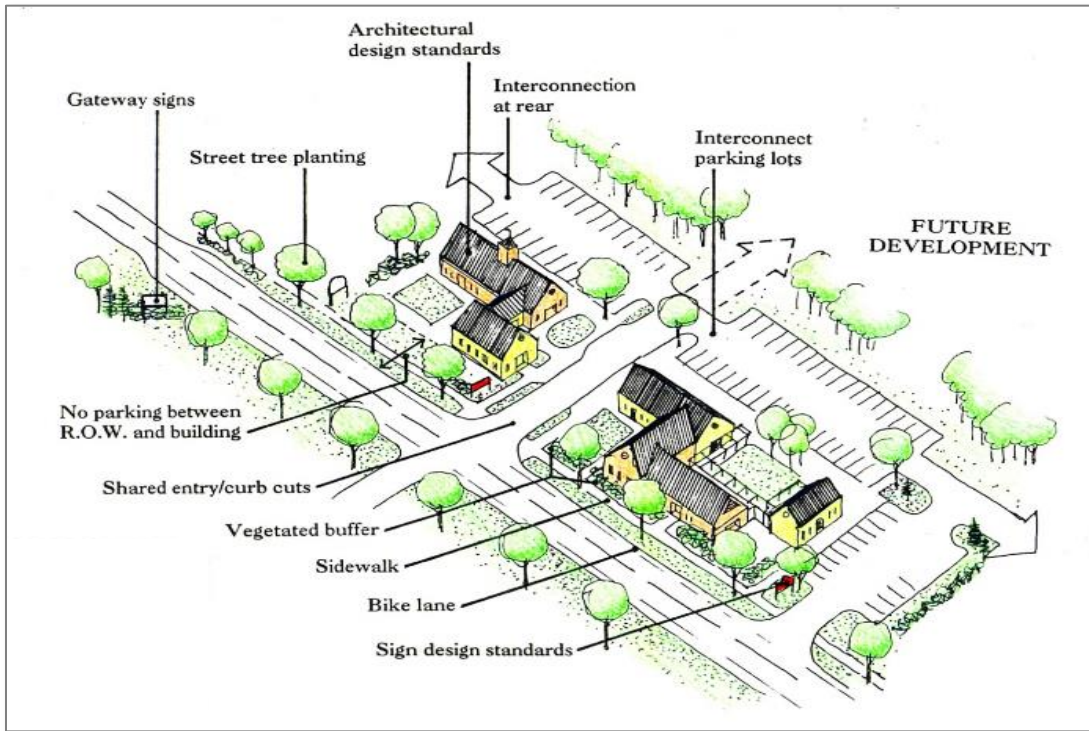
1. The committee felt that existing farms could be supported by expanding the list of permitted uses for existing primary and accessory structures in Farm and Forest (F) district. By example, the list could include studio, art gallery, event space, etc. As the Farm and Forest district covers a large portion of Falmouth and the committee did not want to overstep its bounds, the recommendation is limited to properties that have frontage on Route 100.
2. The committee felt there is an opportunity for hotel development in the area south of Leighton Road. However, such is not permitted currently. The committee recommends to list "hotels" as a permitted use in the MUC and WFCMPD districts.
3. The committee felt that the mixed use requirement in the MUC district was unnecessarily burdensome and may lead to some arbitrary mixing of uses on a site only to meet the letter of the law. The committee felt, instead, that the market should determine to what extent uses will be mixed and that the entire area should be seen as a mixed use area. It recommends that stand-alone retail businesses, multiplexes, and

residential planned developments be permitted in the MUC district and that the mixed use development requirement be removed.

4. The committee does not seek a proliferation of drive-through windows in this area, but felt that walk-up windows for restaurants should be permitted in the VMU district.
5. The committee recommends that the Route 100 Overlay District requirements be reviewed in detail to make sure they are current.

Dimensional Standards

1. Currently, a single-use retail building of any size (commonly referred to as “big box”) can be built in the MUC district. The committee recommends setting a maximum footprint limit of 50,000 square feet on single-use retail buildings in the MUC district. This is similar to the requirements in the Village Center district along Route 1.
2. The committee recommends setting a maximum footprint size of 20,000 square feet and maximum height of three stories for hotels in the MUC and WFCMPD districts.
3. The committee recommends deleting the maximum 60 seat requirement for restaurants in the VMU district as long as they served by public sewer. Such a requirement may be appropriate for restaurants that are served by septic systems.
4. The committee recommends providing short-term parking setback flexibility for the Portland North Business Park property located in the MUC district. This was a specific request made by the owner of the Portland North Business Park property, Joe Cooper, who was also a member of the committee. In the case of future redevelopment of this property, the committee recommends zoning compliance with the building setback and parking standards that are discussed in (5) below.
5. Unless such is not feasible due to topographic or other limitations, the committee recommends discouraging parking between the front property line and any new building in the MUC district and the VMU district south of Mountain/Falmouth Road and setting the front building setback from the property line to a minimum of 0 and maximum of approximately 30 feet. This is a more traditional building pattern that is in keeping with many older buildings in the area, one that the committee feels helps to promote walkability in the area. This is illustrated in the sample graphic on the next page.
6. The committee recommends reducing the minimum lot width from 150 feet to 75 feet in the VMU district. This will help to promote more compact development.



Examples of measures to recreate the Route 100 neighborhood.

Design Guidelines

1. The committee recommends incorporating more flexibility for the reuse of existing structures in the application of site plan requirements and design guidelines.
2. The committee recommends a detailed review of the “Exit 10 Design Guidelines” to make sure they are current.

Access Management

1. The committee recommends updating the Town’s access management rules to strive for (future) shared access driveways and lot interconnections where possible, unless such is not feasible due to topographic or other limitations.

Stormwater Management

1. The committee recommends updating the zoning ordinance to include the stormwater recommendations that are contained in the “Route 1 Commercial District Stormwater Management Report” by Woodard & Curran.