

INVENTORY & ANALYSIS

COMPREHENSIVE PLAN 2000

FALMOUTH, MAINE

DECEMBER 2000

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INVENTORY & ANALYSIS

COMPREHENSIVE PLAN 2000

FALMOUTH, MAINE

PURPOSE OF THE COMPREHENSIVE PLAN

Decisions in the past have determined who, what, and where we are as a community today. Decisions or the failure to make decisions in such areas as zoning, public facilities, and transportation will similarly affect our future. Without the background research and policy guidance provided in a comprehensive plan, the community is at a distinct disadvantage in terms of making informed choices about future outcomes.

The Comprehensive Plan traces the historic growth and development of the community, examines current trends, and attempts to chart a future course that will maintain the Town's character and meet the needs of its citizens. It sets forth goals and objectives, and recommends general and specific policies for a broad spectrum of issues ranging from protecting our natural resources to diversifying our tax base. It attempts to find a balance between the need to accommodate growth while preserving community character.

As a long-range policy guide, the Comprehensive Plan serves as a backdrop for short-term decision-making by elected and appointed officials as they consider how to regulate land uses and decide where and when to spend scarce public revenues. Following the Comprehensive Plan ensures that such decisions benefit the community at large and avoid future problems.

There are several important reasons to invest time and resources in community planning:

It helps people to understand the connection between ongoing development and community change, which can be positive or negative;

When changes are occurring in the community, it enables citizens to influence those changes toward positive outcomes; and

It provides an opportunity to coordinate individual land use decisions that maximize community benefits while minimizing adverse impacts.

COMPREHENSIVE PLANNING PROCESS

Because every community is undergoing constant change, the Comprehensive Plan is not a static document. Falmouth first adopted a master plan in 1963. That plan responded to the dramatic changes initiated by construction of the Maine Turnpike through the Town. In 1976 the Town began a plan review in light of growing environmental awareness and growth implications of constructing the public sewer system. It took five years to complete that plan update (1981). The building boom of the mid-80s precipitated another overhaul, which resulted in the 1988 plan. The 1994 update focused on community character, economic development, transportation, public facilities, and public utilities.

REASONS TO REVIEW THE CURRENT PLAN

One of the goals of this update to the Town's Comprehensive Plan is to raise public awareness on the long-term patterns and effects of growth. To this end, the Comprehensive Plan Advisory Committee conducted a series of forums, mailed two town-wide surveys, and sponsored a design charrette, all of which combined to produce a large pool of comments and responses on which observations and recommendations will be based.

Another goal of this update is to encourage an understanding of the web of related issues. Topics like overcrowded schools, loss of open space, and speeding traffic are often discussed in isolation, but in reality are closely related. To elicit these interrelationships, this update will compile an inventory and discuss trends in all aspects of the Town's role in civic life. This inventory will be the foundation for a discussion of the issues, implications, and resulting policy statements for each area.

REVIEW OF RECENT STUDIES

Falmouth's planning efforts have formed the foundation of studies, zoning amendments, and other Town actions since the first comprehensive plan was completed in 1963. This first comprehensive plan laid the groundwork for the first Town Ordinance of 1966.

The 1981 and 1988 Comprehensive Plans focused on the growing awareness of environmental issues and development's effects on open space. The 1985 citizens survey and the 1990 Open Space Plan were more significant studies that came from these Comprehensive Plan Updates. These in turn stimulated;

the Land Acquisition Advisory Committee's land purchases,
the Watershed Management Plan,
Stormwater Management Plan,
Resource Conservation Overlay District, and
several other studies, zoning amendments, and reports.

The 1994 Comprehensive Plan Update focused on economic development in Falmouth. The recommendations from this plan initiated market studies, impact analyses, improvement plans, a village study, and zoning overlay districts and amendments that are ongoing today. Most of this work was focused on commercial development opportunities in the Route 1 corridor and at Exit 10 (West Falmouth Crossing).

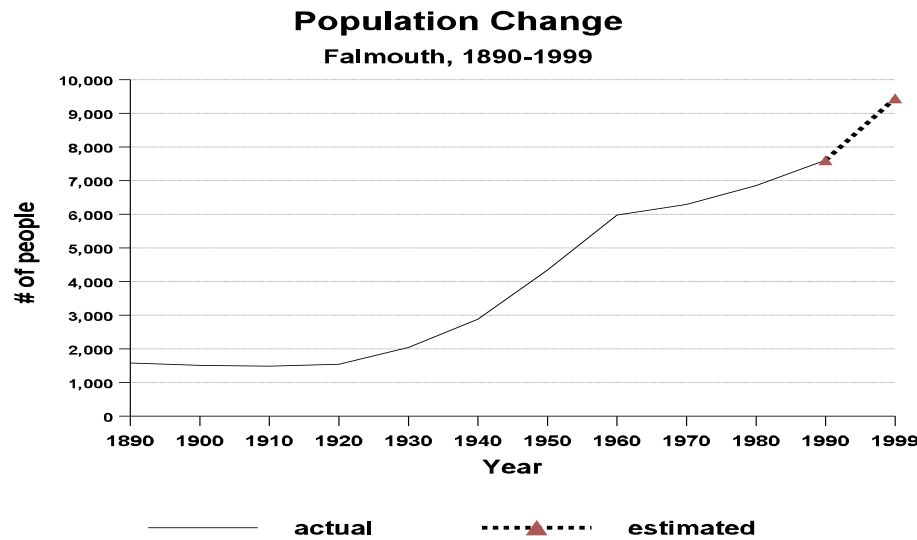
The 2000 Comprehensive Plan Update begins to pull pieces from the several previous updates together with an eye toward the master planning process. This process begins in the following inventories of all aspects of the Town's role in civic life;

Population and Demographics,
Local Economy,
Natural Resources,
Marine Resources,
Public Water and Sewer,
Land Use,
Transportation,
Housing,
Recreation and Open Space,
Municipal Facilities,
Historic and Archaeological Resources,
Cultural Resources, and
Fiscal Capacity

Population and demographic changes play significant roles in our Town's future. Among other factors, these changes can influence Falmouth's character, available open space, school size, commercial development, and level or type of municipal services.

YEAR ROUND POPULATION CHANGE

Between 1890 and 1990, the population of Falmouth increased fivefold from about 1,500 to 7,610. The period of greatest growth occurred in the years leading up to and immediately following World War II. During the 1990s the Town has continued to experience significant growth. By 1999, Falmouth's population is estimated to have reached 9,450 people, an increase of 1,840 (or 24 percent) over its 1990 population.



US Census; Planning Decisions, Inc.

Population change is the result of two factors—natural increase and net migration. Natural increase is the difference between the number of resident births and the number of resident deaths in the community. Net migration is the net change in people moving into the community and those moving out of the community. An estimated 97 percent of the growth in population between 1970 and 1999 has been driven by the net migration of new residents moving into Falmouth.

Projected population levels for 2009 vary depending on the amount of housing development. A low growth scenario with an average of 50 new housing units per year projects a population of 10,700 people by 2009. A medium growth scenario with an average of 100 new units per year projects a population of 11,900 people by 2009. A high growth scenario with an average of 150 new units per year projects a population of 13,150 people by 2009. In the summer of 2000, Falmouth created a building permit limit of 100 building permits per year. This will likely hold population growth to the medium growth scenario.

HOUSEHOLD CHANGES

Although the population increased by 11 percent between 1980 and

1990, the number of households increased by almost 25 percent. This is explained by the decrease in average household sizes from 2.72 persons per household in 1980 to 2.45 persons per household in 1990. This decrease is a reflection of an increase in single person households, a tendency toward small households among the Baby Boomers, the increased longevity and independence of seniors living alone, and increased divorce rates.

Since 1990, Falmouth has continued to grow and at a faster pace than in the 1980's. Based upon building permit activity, there are approximately 700 more households in Falmouth in 1999 than there were in 1990. In addition, the group quarters population (mostly residents of nursing home and eldercare facilities) is estimated to have increased from 84 people in 1990 to 180 people in 1999.

EDUCATIONAL ATTAINMENT

Falmouth residents are well educated. In 1990, more than half of the residents age 25 or older had at least an associate degree. Over 92 percent of residents had graduated from high school or earned a GED, which was a significant increase over 1980. It is likely that this trend to a better educated population accelerated in the 1990s.

Education Attainment in Falmouth, 1980 - 1990 (over 24 years)

	1980	1990
< than High School	15.3%	8.3%
High School Diploma	34.6%	21.2%
Some College	22.4%	18.2%
Associate Degree		8.3%
Bachelors Degree	27.7%	27.1%
Graduate or Professional Degree		17.0%

US Census

AGE DISTRIBUTION

Falmouth's population appears to be moving in two different directions. On one hand, many young families are moving into the community driving up school enrollments. On the other, Falmouth's population has been getting older. Between 1980 and 1990 the median age increased from 37.6 years to 39.8 years. The younger population (5 - 24 years) decreased by 12 percent between 1970 and 1990. While there is no accurate current information detailing the age distribution of Falmouth's population, it appears that high levels of in-migration of younger households with children is resulting in Falmouth's population being younger than would normally be expected.

Unlike many communities, Falmouth is experiencing a growth in its school age population. The number of school age children in Falmouth's public schools has increased by 70 percent (from 1,069 pupils in the public schools in 1988-89 to 1,751 in 1998-99) over the past ten years.

Age of Falmouth's Population

	1970	1980	1990
less than 5 years	7.2%	4.6%	6.2%
5 - 24 years	34.2%	29.1%	21.5%
25 - 44 years	24.2%	25.8%	31.5%
45 - 64 years	23.9%	25.6%	22.1%
65 plus years	10.4%	14.9%	18.7%
total population	6,291	6,853	7,610
median age	n/a	37.6 years	39.8 years

US Census

HOUSEHOLD INCOME

From an income perspective, Falmouth is an upper middle income community. In 1989, one third of the households had household incomes between \$25,000 and \$50,000 and 29 percent had incomes between \$50,000 and \$100,000. Thirteen percent were making over \$100,000 per year, and less than one-in-four Falmouth households made below \$25,000 per year.

Falmouth Household Income, 1989

	Percent
Less than \$25,000	24.3%
\$25,000 to \$49,999	33.6%
\$50,000 to \$99,999	29.4%
More than \$100,000	12.8%

US Census

Falmouth's role as a solid upper middle income community strengthened through the 1990s. Both median and average incomes are estimated to have increased (adjusted for inflation) through 1998.

Estimated Falmouth Household Income Change, 1989 - 1998

	1989	1998	
		estimate	inflation adjusted
median hshld income	\$ 44,663	\$ 60,063	\$ 45,692
avg hshld income	\$ 61,911	\$ 84,830	\$ 64,533

US Census, Claritas (adjusted by CPI Index-All Urban Consumers Base Period 1982 - 1984=100)

ISSUES AND IMPLICATIONS

Continued population growth is changing the character of the community and stressing the capacity of municipal and school services.

The population of the community appears to be becoming more

homogenous and current patterns may further reduce the diversity of the population

The movement of young families into the community is increasing the demand for school facilities and services.

At the same time, the number of senior citizens is growing, creating a

different set of demands on the community.

Increasingly, Falmouth is a bedroom community where a large portion of the residents commute to other communities. This limits the availability of volunteers for local services and increases peak hour traffic volumes.

While Falmouth is often viewed as a residential community, economic activities play a significant role in the community. Falmouth's economy changed between 1980 and 1999. The labor force increased by over 40 percent. The occupations that these people work in have continued to change. Commuting patterns increasingly show more residents employed outside of Falmouth. Retail sales in Falmouth continue to steadily increase.

ECONOMIC BASE

Falmouth's economic base is heavily retail and service oriented. The Route 1 corridor has traditionally been the community's commercial center. In a 1997 study of the Route 1 corridor, 40 percent of the 880,000 square feet of occupied nonresidential space was designated as retail space (figures are pre-Walmart). Office space accounted for 17 percent of this total. Services account for 10 percent, and finance, insurance, and real estate accounted for 8 percent. Recently, a second commercial center has become established in West Falmouth along Route 100 at Exit 10.

Falmouth's role as an office center continues to grow. There is a significant amount of business and professional office space in the Route 1 corridor, especially north of Leighton Road. It appears that the Exit 10 area of West Falmouth will also develop as an office center.

RETAIL SECTOR

Historically, Falmouth's retail businesses have centered around providing day-to-day convenience and service goods for the residents of Falmouth, Cumberland, and eastern Portland. A 1998 study of the Route 1 commercial center's market area (the area from which people will travel to shop in Falmouth) found that residents from eastern Portland, Cumberland Foreside, Cumberland Center, and northwest Falmouth regularly travel to the Foreside to purchase convenience goods (day-to-day items like groceries, beauty products, etc.). Comparison goods (larger ticket items like televisions, jewelry, etc.) stores along Route 1 attract customers from as far away as Freeport, Pownal Center, West Cumberland, and the peninsula in Portland.

Taxable Total Consumer Sales
1990, 1995, 1999 (in thousands of dollars)

	Falmouth	Portland Suburban ESA	Falmouth % of ESA Sales
1990	\$88,867	439,873	20.2%
1995	102,777	612,679	16.8%
1999	142,279	765,280	18.6%

Maine State Planning Office

Taxable retail sales from stores throughout Falmouth have increased from \$89,000,000 to over \$140,000,000 between 1990 and 1999. As a share

of the Portland Suburban Economic Summary Area (includes Scarborough, Cape Elizabeth, Gorham, Pownal, Yarmouth, North Yarmouth, Freeport, Cumberland) Falmouth's share has fluctuated between 16 and 20 percent, but is now growing as a result of recent business development.

LOCAL INITIATIVES

Falmouth has ongoing initiatives intended to increase the amount of commercial activity while maintaining its small town character. The West Falmouth Crossing Development is a mixed use development at Exit 10 of the Maine Turnpike. The development is intended to capitalize on the advantages of its location while assuring minimal impact on surrounding properties. Plans include retail, office, service, community, and recreational space. The District has been placed under a tax-increment financing agreement whereby the increased tax revenues from the project will be set aside to pay for a sewer expansion that will service this new development.

The Village Center Overlay District was created to spark redevelopment along the Route 1 corridor in Falmouth Foreside. The overlay district emphasizes pedestrian links, view corridors between community uses and commercial uses, and the need for public gathering spaces. Several projects have been completed through this initiative, including the Family Ice Arena, a cinema, Walmart redevelopment, and the Shops at Falmouth Village.

LABOR FORCE

Falmouth's labor force (the number of residents who are employed or actively seeking work) increased significantly in the past two decades; it expanded from 3,313 in 1980 to 4,694 in 1999. The unemployment rate fell to as low as 1.5 percent in 1999. Falmouth's labor force increased to 3.5 percent of the Portland MSA's labor force in 1999.

Falmouth Civilian Labor Force

	Labor Force	Employed	% Unemployed
1980	3,313	3,178	4.1%
Average Annual % Change	2.0%	2.1%	
1990	4,036	3,928	2.7%
Average Annual % Change	1.7%	1.8%	
1999	4,694	4,625	1.5%
as % of Portland MSA (1990) ¹	3.1%	3.2%	
as % of Portland MSA (1999)	3.5%	3.5%	

Maine Department of Labor

¹ figures adjusted to 1999 Portland MSA

COMMUTING PATTERNS

Where Falmouth's residents work has changed in the past two decades. In 1980, 53 percent of Falmouth's residents worked in Portland and over 25 percent worked in Falmouth. By 1990, the Town's residents worked in a broader range of towns; only 46 percent worked in Portland and 20 percent worked in Falmouth. Towns that increased their share of Falmouth's commuters include Yarmouth and Scarborough. Other large commuting destinations in 1990 included South Portland, Westbrook, Yarmouth, and Scarborough.

RESIDENT EMPLOYMENT BY OCCUPATION

Falmouth's population is increasingly employed in white collar occupations. The percent of Falmouth residents working in executive, managerial, and professional occupations increased from 34 percent in 1980 to almost 50 percent in 1990. This increase was offset by relative decreases technician, sales, and administrative support occupations and blue collar occupations.

Falmouth Resident Employment by Occupation
(Employed persons 16 years and over)

	Falmouth				Portland MSA	
	1980		1990		1990	
	#	%	#	%	#	%
Executive, Managerial, and Professional	964	33.7%	1,754	47.0%	33,712	30.1%
Technicians, Sales, Admin. Support	986	34.5%	1,115	29.9%	38,009	33.9%
Service	241	8.4%	307	8.2%	14,288	12.7%
Forestry, Farming, and Fishing	50	1.7%	70	1.9%	1,443	1.3%
Blue Collar	619	21.6%	489	13.1%	24,660	22.0%
Total	2,860	100.0%	3,735	100.0%	112,112	100.0%

US Census

ISSUES AND IMPLICATIONS

The revitalization of the Route 1 corridor has increased retail sales in the community. There are limited areas to support new nonresidential use for the community. Increasingly, Falmouth is a bedroom community where a large portion of the residents commute to other communities. This limits the

availability of volunteers for local services and increases peak hour traffic volumes.

STUDIES AVAILABLE AT TOWN HALL

- Route One Study, 1986
- Economic Development Fiscal Impact Analysis, 1994
- Route One Market Study, Implementation Strategies, 1998

HOUSING

Decent and affordable housing plays a significant role in our community. For the homeowner or renter, it represents security, privacy, health, community, and all of the other things that we associate with "home". For the local businesses, it affects their ability to attract and sustain customers. For the community, it represents both stability and diversity. Decent and affordable housing is the foundation on which a healthy Falmouth is based.

GROWTH IN HOUSING UNITS

Falmouth is growing. In 1970, the town had 2,164 housing units. By 1999, this number is estimated to have reached 4,116 housing units— an increase of 90 percent. Growth in housing units has been steady; 23 percent in the 1970s, 30 percent in the 1980s, and an estimated 24 percent between 1990 and 1999. This steady growth suggests Falmouth's housing market has remained independent of real estate booms and busts.

TYPE OF GROWTH

This growth has not occurred evenly among housing types. Between 1970 and 1990, year-round housing units increased from 93 percent to 96 percent of the housing stock, a trend that is expected to continue through 1999. Tremendous growth in condominium developments in the late 70s and early 80s produced dramatic increases in the number of multi-family units. However, this form of housing in Falmouth has virtually disappeared in the past decade as single-family units have dominated new construction.

Type of Housing Stock

	1980	1990	estimate 1999*	% Change 80 - 90	% Change 90 - 99
single family	2,329	2,721	3,514	16.8%	29.1%
2 - 9 units	158	336	336	112.6%	0.0%
> 9 units	45	196	196	335.5%	0.0%
mobile/other	20	69	70	245.0%	1.4%
total	2,552	3,322	4,116	30.2%	23.9%

US Census; * Falmouth Staff, Planning Decisions, Inc.

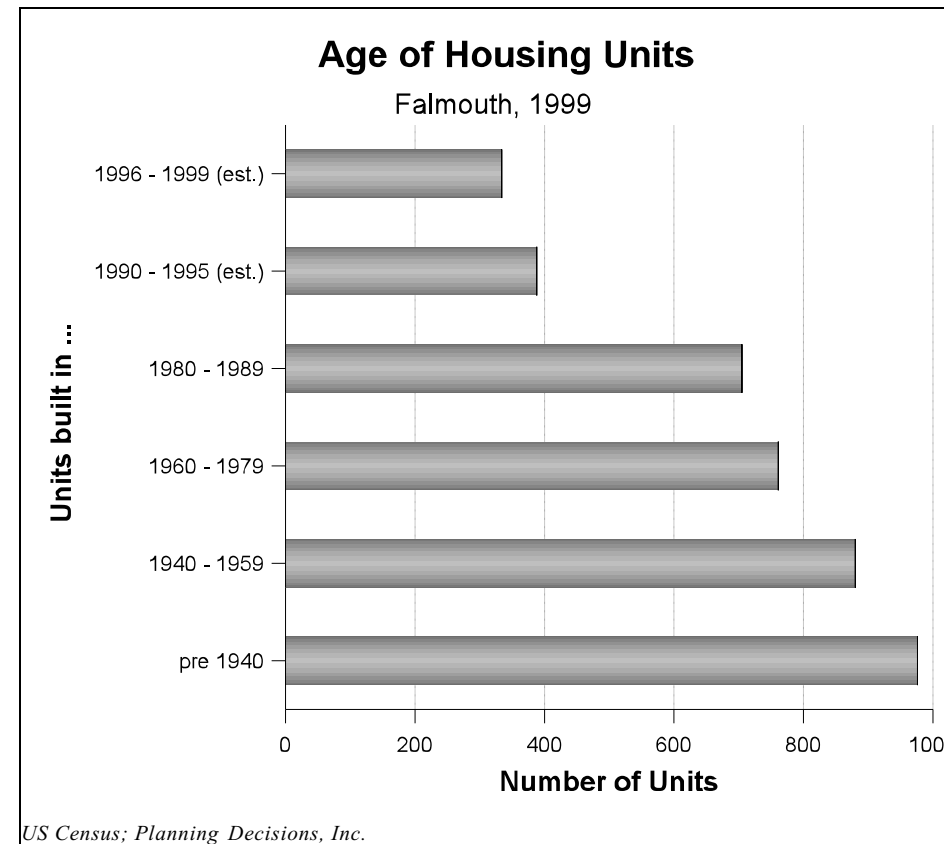
CHANGING RESIDENTS

Falmouth's residents are changing. Occupancy rates remained steady between 1980 and 1990, but the percent of owner-occupied units decreased from 88 percent in 1980 to 80 percent in 1990. This is due in large part to the enormous condominium expansion and increases in assisted living and eldercare facilities in Falmouth. The increase in single family units in the 1990s will likely raise the percent of owner-occupied housing units in Falmouth.

AGE OF HOUSING STOCK

Falmouth's housing units are relatively new and in good condition. An estimated 18 percent of the housing units have been constructed since 1990,

and 55 percent have been built since 1960.



ELDERLY HOUSING AND ASSISTED LIVING

Falmouth has two elderly rental housing developments. Forside Village has 24 apartments located in three buildings at the end of Fundy Road. Falmouth Elderly Housing runs Blackstone, a Section 8 moderate income development with subsidized rents. Forside Estates is a market rate apartment project with 170 units, 35 of which are subsidized Section 8 units. In addition there are three eldercare developments; Ocean View, Falmouth By the Sea, and Sedgewood Commons— an alzheimers care facility.

AFFORDABILITY ASSESSMENT

The State considers Falmouth households with annual incomes lower than 50 percent of the Portland MSA's median income to be very low income. Low income households have incomes between 50 percent and 80 percent, and moderate income households have incomes between 80 percent and 150 percent of the MSAs median. In 1998, these annual income levels were:

- very low income— less than \$23,700;
- low income— between \$23,700 and \$37,920; and
- moderate income – between \$37,920 and \$71,100.

Most residents have access to a supply of affordable housing; supply

exceeds demand at both the low and moderate income levels. However, at the very low income level, there is not enough housing to meet demand. There are an estimated 564 very low income households in Falmouth, and there are an estimated 143 housing units that are affordable for low income residents.

Maximum Affordability Levels for Falmouth Households, 1999

	very low income households	low income households	moderate income households
Rent* (30% of income)	less than \$593	\$594 – \$948	\$949 – \$1,778
Home price* (33% of income)	less than \$61,500	\$61,501 – \$106,000	\$106,001 – \$217,500

*includes utilities for renters and utilities, insurance, and taxes for home owners
Planning Decisions, Inc.

Affordable Housing Supply and Demand, 1999

Income Category	Demand	Supply
Very Low Income	564 households	58 rentals
		24 mobile homes
		29 owned properties
		111 Total
Low Income	521 households	163 rentals
		500 owned properties
		663 Total
Moderate Income	1,189 households	271 rentals
		1,899 owned properties
		2,170 Total

US Census; Planning Decisions, Inc.; Town Staff

MANUFACTURED HOUSING

To many residents, manufactured housing is the only affordable means to own a home. Manufactured housing is allowed in the following areas (with minimum dimensions):

- Pleasant Hill (20,000 square foot lot with 125 feet of frontage);
- shores of Highland Lake and along Middle Road north of Woods Road (40,000 square foot lot with 150 feet of frontage); and
- along Route 9 north of Woods Road and between Winn Road and the Maine Turnpike (80,000 square foot lot with 250 feet of frontage).

ISSUES AND IMPLICATIONS

Virtually all new housing construction is not affordable to low and even

moderate income households.

The State's major transportation corridors converge in Falmouth. While the Maine Turnpike, Interstates 95 and 295, and Route 1 give residents a high level of access to Portland and beyond, they also create barriers that divide the community into parts. Demands on this and other transportation networks in Falmouth will change as settlement patterns in Falmouth and beyond change. This chapter identifies Falmouth's current transportation infrastructure and looks at trends in its usage.

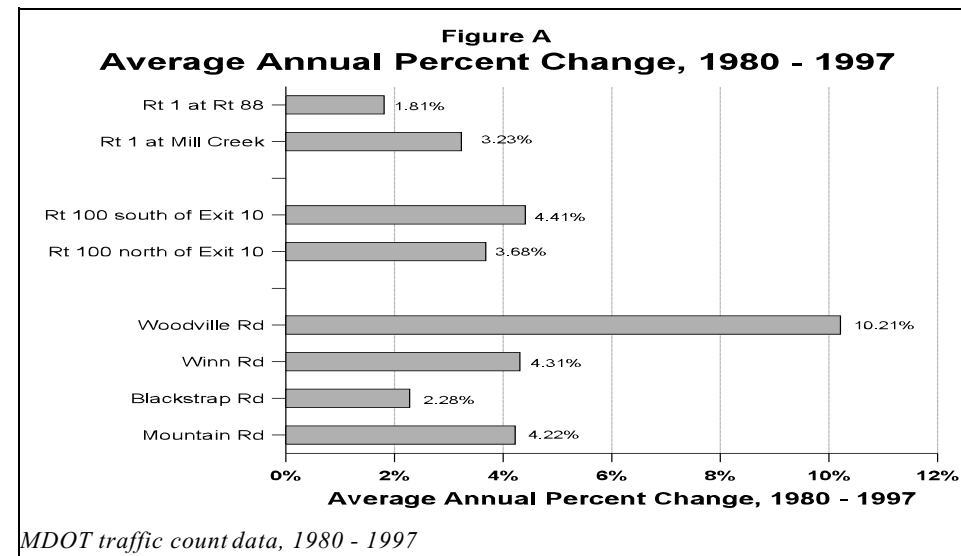
VEHICULAR TRAFFIC

Falmouth has 87.2 miles of roadways. These roadways are broken into three categories:

arterial roads - 20.9 miles, carry high speed, long distance traffic (primarily the Maine Turnpike, Route 1, and Interstate 95/295);

collector roads - 16.4 miles, conduits from residential neighborhoods to arterial roads; and

local roads - 49.9 miles, any road that doesn't qualify above.



The volume of traffic on these roads is monitored by the Maine Department of Transportation. The most recent data indicates that traffic volumes have increased significantly throughout Town. Figure A displays three groupings of traffic counting locations; the Route 1 corridor, the Route 100 corridor around Exit 10, and rural roads. The largest annual increases in traffic have occurred in the rural areas of Falmouth and in the Route 100 corridor.

MDOT determines high accident areas by combining accident frequency and severity data with traffic volume data. The resulting "critical rate factor" must be more than 1.00 and the location must have more than seven

accidents in a three-year period to be considered a high accident area. Falmouth's high accident areas are located in six areas:

- on Bucknam Road;
- at the Route 26 and Falmouth Road intersection;
- at the Route 9 and Woods Road intersection;
- on Blackstrap Road;
- at the Route 26 and Leighton Road intersection; and
- at the Route 9 and Lunt Road intersection.

To improve traffic safety the Town has recently added traffic lights at the intersections of Clearwater Drive and Route 1, Exit 10 and Route 100, and Leighton Road and Route 9.

Proliferation of new development roads can exacerbate traffic and maintenance problems. Dead ends and intersections add significantly to the cost of snowplowing— where one plow could cover 12 to 15 miles of rural roadway, development with many dead ends and intersections requires one plow for each six to eight miles of roadway. Since 1980 the number of dead ends and intersections west of Route 1 has increased from 85 to over 180. Also, driveway access points along arterial and collector roadways leads to congestion, more accidents, and a loss of rural character.

PUBLIC TRANSIT

The Regional Transportation Program (RTP) is the only public transit service available to Falmouth residents. It is a nonprofit organization that provides on-demand and para-transit service to residents throughout Cumberland County. RTP services are open to the general public on a space-available basis and require reservations to be made in advance.

RAIL TRANSPORTATION

Falmouth has two rail lines that run north-south through Town. One is owned by the St. Lawrence & Atlantic Railroad and the other by Guilford Transportation. Passenger rail transit is planned to travel through Falmouth within three years. Proposals do not include a passenger station in Falmouth. Negotiations are underway to determine which rail corridor will handle the passenger service.

BICYCLE, PEDESTRIAN, & TRAIL FACILITIES

Falmouth has a network of designated bicycle and pedestrian facilities located along the Route 1 and Route 88 corridors. Most of the network consists of paved shoulders, but there are sidewalks along the heart of Route 1. The Town is currently updating the 1996 Bicycle, Pedestrian, and Trails Master Plan; the plan's goal is to provide a trail network accessible to all residents.

Falmouth's trail network is largely informal and relies on the generosity of private landowners. This network is expansive. But while most of the trail-

miles are located on the west side of Town, most of the designated public access points are in the east.

BRIDGES

Falmouth's transportation system includes 45 road and rail bridges. Nineteen of these are owned by the Maine Turnpike Authority, 22 by the State, and four by the Town of Falmouth. Of the 45 bridges, 39 have sufficiency ratings low enough to qualify for rehabilitation or reconstruction funds. Most of these are bridges that were constructed for the Interstate 95 expansion (~1960) and the Maine Turnpike construction (1955). The following four bridges are owned by the Town:

- Woodville Road bridge over East Piscataqua;
- Field Road bridge over East Piscataqua;
- Mill Road bridge over Picataqua; and
- Leighton Road bridge over Piscataqua.

The Woodville Road bridge is maintained by the State; the rest are maintained by the Town. All four bridges have sufficiency ratings low enough to qualify for rehabilitation or reconstruction funds.

PARKING

Falmouth owns four parking lots; the Park-n-Ride at Exit 10, the Village Center lot in the Foreside, and the lot and satellite lot at Town Landing. Despite the satellite lot, there is a large demand for parking space at the Town Landing.

REGIONAL TRANSPORTATION ISSUES

PACTS is completing a regional Transportation Study. Results from the citizen survey section of this study shows that a majority of Falmouth residents consider their travel needs to be dependent on the regional transportation network. The survey respondents strongly favor regional solutions to regional transportation issues over local improvement programs. This study includes evaluations of the Interstate/Turnpike system and the possibility of creating a toll-free "ring road" that would include the Falmouth Turnpike Spur and the interconnection of the Spur and Interstate 95.

Falmouth's road network carries commuting traffic from towns to the north (especially Cumberland). Since the mid-90s the Town has been attempting to attain local road access to the Turnpike Spur in order to divert commuter traffic off local roads and onto the highway system. Another regional discussion is underway that addresses either expanding Interstate 295 to six lanes and/or widen the Maine Turnpike from Exit 6 north to the Turnpike Spur. In addition, several regional studies have recommended express commuter bus service from the suburbs to downtown Portland as well as a regional pedestrian trail network. Along the rail lines and the Maritime and Northeast Pipeline have been studied in the Cumberland County Regional Trails Plan.

ISSUES AND IMPLICATIONS

Commuter traffic is increasing the need for improvements on the west side of I-295 to accommodate traffic growth.

Increasing commercial development in the Route 1 corridor is increasing traffic, resulting in the need to explore alternatives for handling these volumes.

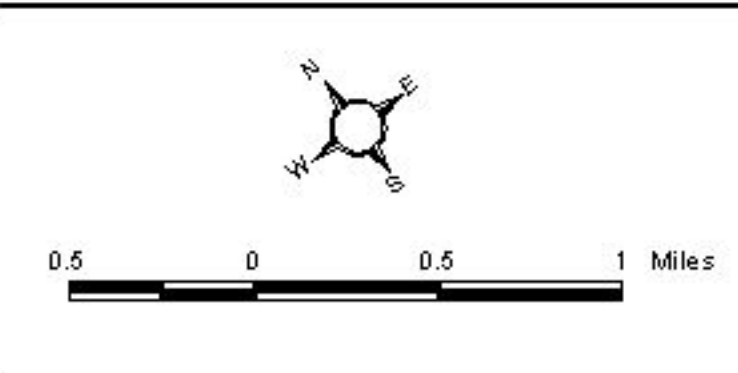
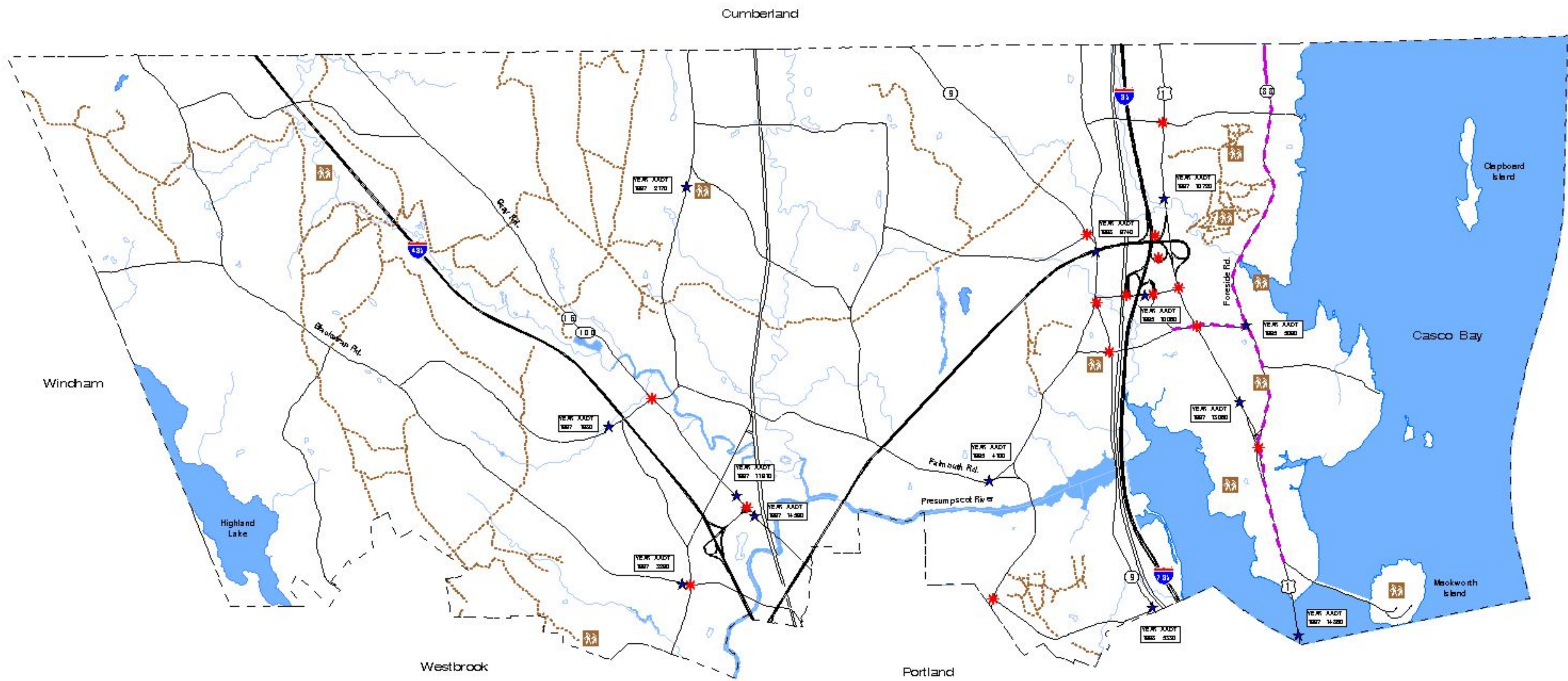
The dispersed pattern of development combined with growth in outlying communities is increasing traffic on the Town's rural collectors and is changing their character.

The lack of pedestrian and bicycle facilities in much of the community has created a need for improvements to allow the interconnection of residential areas.

The limited parking at the Town Landing is not adequate for demand. The PACTS study raises the possibility of fundamental changes in the regional highway network that may address some of Falmouth's needs.

STUDIES AVAILABLE AT TOWN HALL


- Middle & Woodville Connector Road Feasibility Study, 1990
- Falmouth Pedestrian and Bicycle Handbook, 1994
- PACTS Regional Bicycle and Interim Pedestrian Plan, 1995
- Falmouth Bicycle, Pedestrian, and Trails Master Plan, 1995
- Falmouth Turnpike Spur Travel Demand Forecasting Report, 1996
- Future Links: A Turnpike Feasibility Study, 1997
- Cumberland County Regional Trails Plan, 1997
- Transportation Issues Affecting the Greater Portland Region, 1999



Data Sources:
 Base data, bike route, and trail locations obtained from Falmouth GIS.
 High accident data obtained in report format from Maine Department of Transportation (MDOT) Traffic Engineering, Accident Records Section, February 2000 for time period 1/1/96 through 12/31/98.
 Traffic Counts data digitized from paper source map obtained from MDOT, 1999.

<p>Major Roadways:</p> <ul style="list-style-type: none"> Principal Arterials Minor Arterials Collectors 	<p>Town Boundary</p> <ul style="list-style-type: none"> Town Boundary <p>Waterbodies</p> <ul style="list-style-type: none"> Surface Water <p>Bike Route</p> <ul style="list-style-type: none"> Bike Route 	<p>Trails</p> <ul style="list-style-type: none"> Trails Public Access to Trails <p>Traffic Counts - Average Annual Daily Traffic</p> <ul style="list-style-type: none"> Traffic Counts - Average Annual Daily Traffic <p>High Accident Locations</p> <ul style="list-style-type: none"> High Accident Locations
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Map Prepared By:

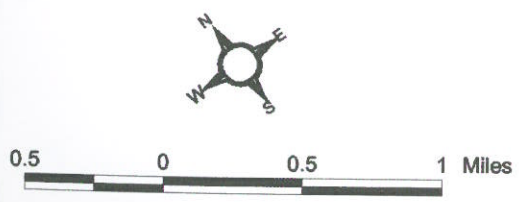
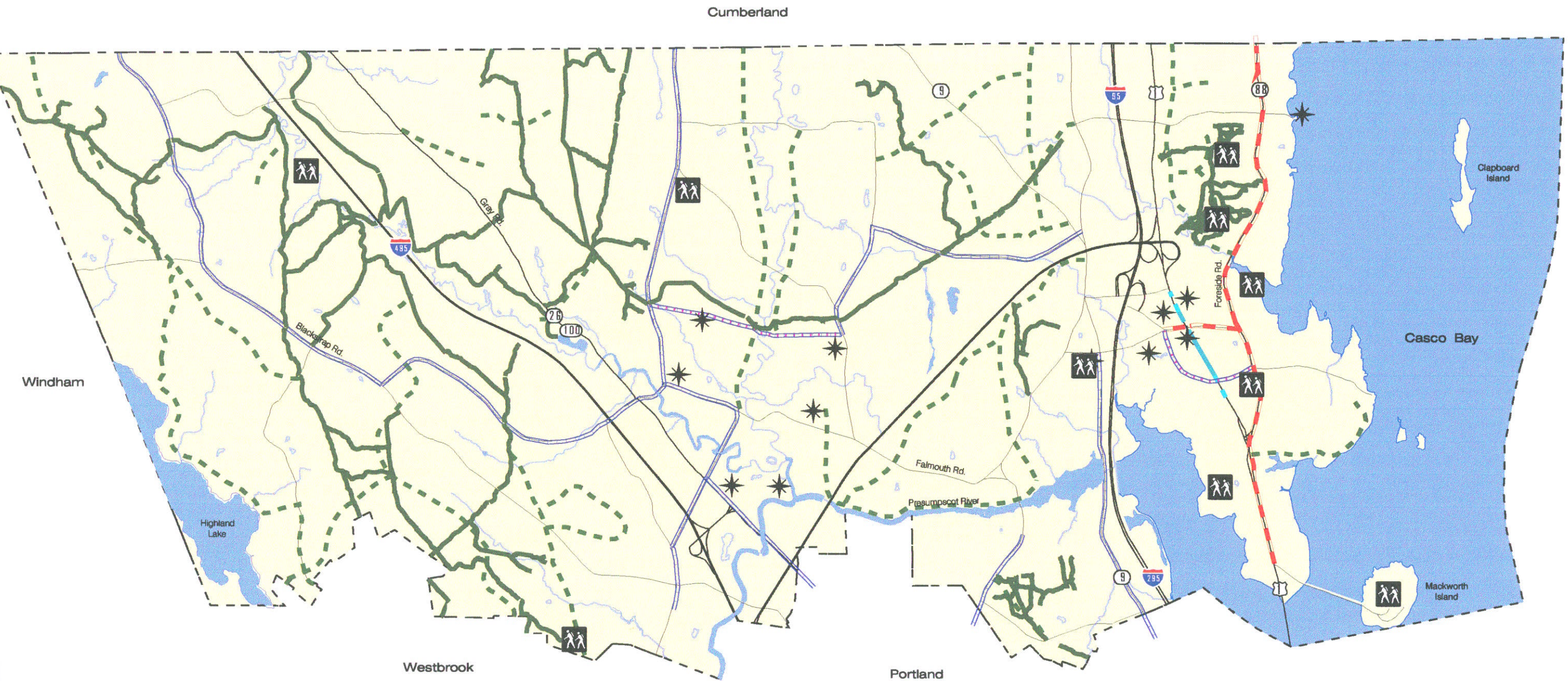



Jennifer Phinney
GIS Administrator

August 2000

FALMOUTH COMPREHENSIVE PLAN UPDATE 2000

BICYCLE PEDESTRIAN AND TRAILS MASTER PLAN



- | | | | |
|-----------------|---------------|------------------|------------------------------|
| Bikeways | Trails | Sidewalks | Major Activity Center |
| Multipurpose | Existing | Existing | |
| Proposed | Proposed | Proposed | |
| Existing | Trail Access | | |

Map Prepared By:

Geo-Systems & Jennifer Phinney
 Yarmouth, Maine GIS Administrator

December 2000

Growth, development, and changing demographics change the demands placed on public services, infrastructure, and facilities. This chapter examines the capacity of the Town's public services, infrastructure, and facilities in Falmouth to meet the existing and future needs for:

- general government facilities,
- public safety (police, fire, and emergency medical services),
- public works, and
- school facilities.

GENERAL GOVERNMENT FACILITIES

Town Hall is located on Falmouth Road in Falmouth Center. The two-story building was built in 1899 and has undergone many renovations since then; Town Hall was expanded most recently in 1996. The Town Hall houses most of the Town's municipal services. An annex is attached that houses public safety and dispatch.

POLICE

The Falmouth Police Department provides 24 hour, seven days per week protection and public safety services. The department is currently staffed by one chief, one lieutenant, two sergeants, one detective, ten patrol officers, and two civilians. One of these civilians splits time as the Animal Control Officer and the Harbormaster. The other is an administrative staff position. In addition there are five dispatch personnel that are shared with fire and rescue.

The department operates in two patrol areas. The east patrol area includes the Foreside up to Middle Road. The west patrol area encompasses all areas west of Middle Road. Occasionally a third patrol is added; it is created by dividing the west patrol area in half along Woodville Road. The Town is in the process of reviewing its coverage to determine if the third patrol area should become permanent.

The Police Department is located in an annex to the Town Hall. The department has filled this space completely. The Town has recently dedicated funds to explore options for a new facility.

Residential and commercial development will continue and increase pressure on the department's resources. Residential growth in rural areas has and will spread the department's ability to offer adequate coverage. Business development has and will change the amount and type of coverage offered. To maintain current levels of service, the police department will likely add officers in the next couple of years which will require more space.

FIRE AND EMS

Falmouth has 24 hours per day seven day per week fire and rescue services. There are four fire stations in Falmouth; Foreside Station on

Foreside Road, Central Station at the intersection of Bucknam Road and Route 1, Engine 3 on Allen Avenue, and Engine 4 at the intersection of Winn Road and Falmouth Road. Except for the full-time fire chief, the 55 firefighters and 30 EMTs are volunteers. Five of the EMS volunteers are paramedics.

The fire department has nine vehicles; four engines, one arial platform, one tanker, one car, one mini-pumper (operated as the squad car), and one squad car that is inoperable. EMS has two ambulances.

In areas of Falmouth served by the public water system, fire hydrant flow volumes and flow pressures are adequate. Only in west Falmouth on Babbige Road is a booster truck needed to increase flow pressures. Several dry hydrants are spread throughout Town, and several recent subdivisions have been built with self-contained sprinkler systems.

The time commitment for volunteers has been increasing. Call volumes have increased for both fire and rescue. Commercial development demands different techniques and equipment, both of which require more training time. Employers have become less willing to give the volunteers time to respond to calls. Residents expect more services today than they did a few years ago—a paramedic now responds to every EMS call.

In the near future the department is hoping to attract more volunteers by recruiting more heavily at a younger age and increasing the response payment (from \$8 per call to \$10 per call). Longer term, the department will likely have to switch from an all-volunteer force to one that includes some paid staffing. To delay the switch, the department has created effective mutual-assistance agreements with neighboring towns—for example Cumberland's station can respond to calls in west Falmouth quicker than Falmouth can, and vice-versa in the Foreside areas.

PUBLIC WORKS

The Public Works Department is responsible for street and road maintenance and for managing the solid waste disposal and recycling programs. The department has a garage on the Woods Road near its intersection with Middle Road; two recent expansions have assured the garage has enough space for the next 10 to 20 years. The department also manages the Goodenow Water Pollution Control Facility on Clearwater Drive in the Foreside.

The public works department has three pickup trucks (one with a plow), seven dump trucks, and a blazer. Specialty equipment includes a backhoe, two loaders, an asphalt maintenance machine, a street sweeper, a tractor (mower), a roller, a grader, and a chipper. The Town has a detailed replacement schedule that plans to replace between one and three vehicles per year.

The Street and Roads Maintenance Divisions performs snow plowing

and ice control, mailbox repair for damages from plow trucks, road drainage, ditching and paving, street signs, street sweeping, catch basin and storm drain maintenance, roadside mowing, and maintenance of Town owned trees.

The Solid Waste Disposal and Recycling Division is responsible for managing the Town's curbside trash collection program and the recycling program, and it operates the Town's transfer station for non-curbside trash. The Town's pay-per-bag program is designed to charge households for only the amount of trash they throw away, thereby encouraging households to throw away less and recycle more. Trash and recyclables that aren't picked up at the curb can be brought to the transfer station on Woods Road.

SCHOOLS

The Town has four school facilities that provide public education for grades K through 12. The Lunt School is used by grades K to 2; it has 478 students enrolled in October of 2000 and is well over capacity (there are several modular classrooms in use). The Plummer-Motz School abuts the Lunt School and also has portable classroom space. There are 501 students enrolled in grades 3 to 5 at the Plummer-Motz School in 2000. Grades 6 to 8 are enrolled at the Middle School. There are 483 students in these three grades. The High School is attached to the Middle School, and there are 548 students in these four grades.

Falmouth is building a new high school and it will be occupied for the 2001-2002 school year. The new school abuts the old High School and it will house grades 9 through 12. The Middle School and Old High School will house grades 5 through 8. Plummer-Motz will be converted to grades 3 and 4, while the Lunt School will be for grades K through 2.

Falmouth's growth has dramatically increased the number of students in the school system. Even with the completion of the new high school and after relocating the fifth grade to the Middle School, some of the schools will still exceed their designed capacities. In addition, the in-migration of households with school-aged children will continue to exert pressure on the school system. The Town is contemplating measures to ease this pressure; one measure under consideration is an impact fee assessed to new housing units that will be dedicated to increasing the capacity in the school system.

In addition to these capacity demands, the Town has other demands in the school system. There are limits on the amount of recreation space available for sports programs. Increasing expectations by parents and teachers has expanded the opportunities offered to students—for example the number of after school programs is growing. Finally, the department is considering moving to a three-run bus schedule from the current two-run schedule in order to maintain current levels of service.

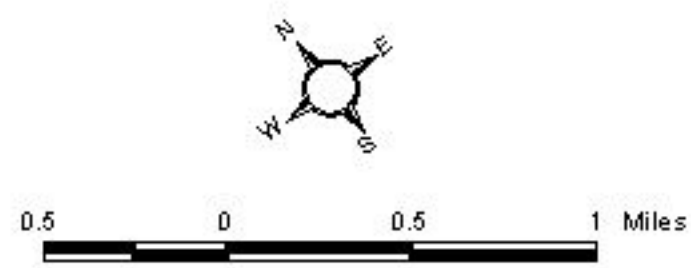
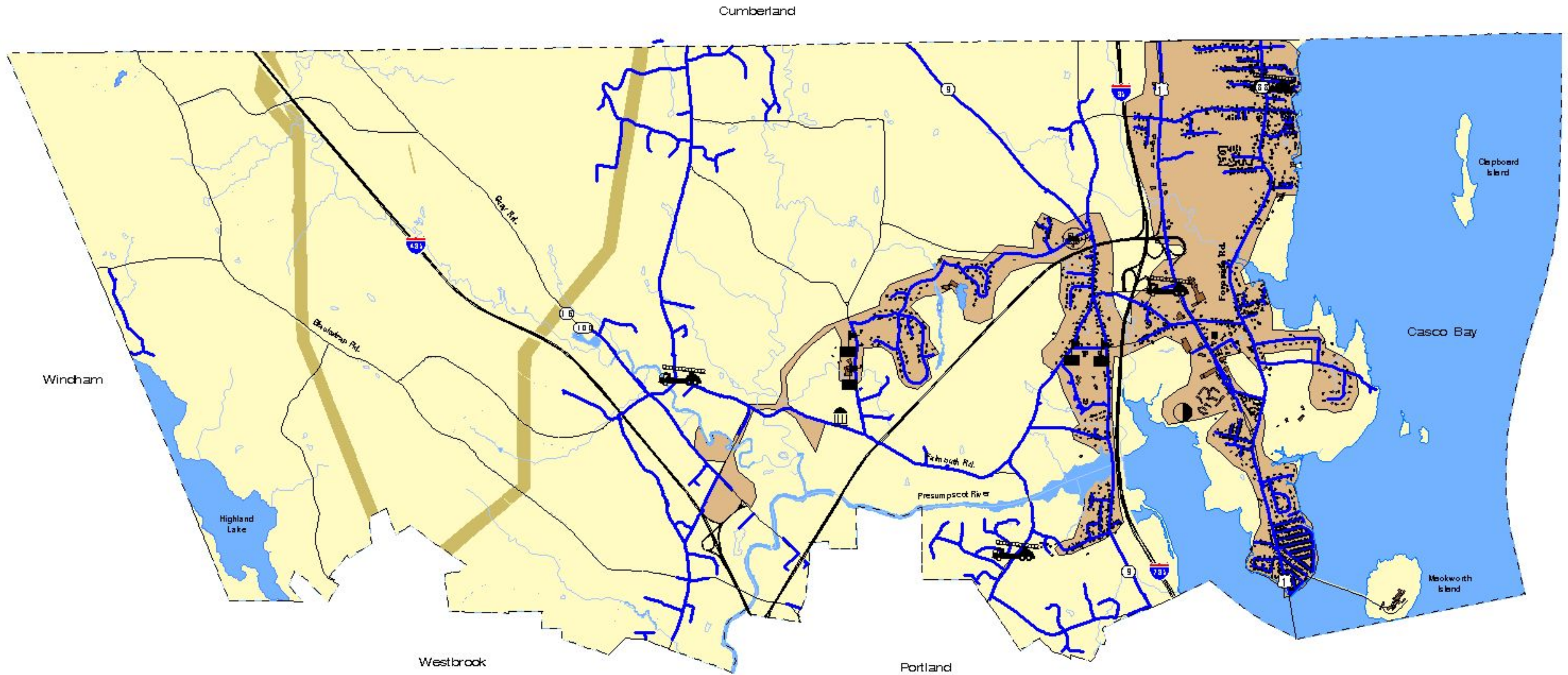
ISSUES AND IMPLICATIONS

Continued growth will stretch the service capacity of the police department and may require additional patrols. The police facility is adequate for current staff needs but will need to be replaced to accommodate future growth. Continued growth may require a transition to additional paid staffing in

the fire department to assure the availability of adequate manpower. The school department currently uses modular and portable classrooms to serve the existing school population. As growth continues, the Town will need to expand its elementary capacity. Growing school age populations will require the development of additional athletic fields and recreational facilities.

STUDIES AVAILABLE AT TOWN HALL

School Impact Fee Ordinance Draft, 2000



Data Sources:
 Base data and municipal facility locations obtained from Falmouth GIS.
 Properties with sewer service obtained from Falmouth sewer billing database.
 Water mains obtained from Portland Water District, Nov. 1999.

- Major Roadways:**
- Principal Arterials
 - Minor Arterials
 - Collectors
 - Town Boundary

- Waterbodies
- Surface Water
- Properties with Sewer Service
- Power Lines & Gas Pipeline
- Water Lines

- Fire Stations
- Sewage Treatment Plant
- Town Hall, Police
- Public Works
- School

Map Prepared By:

Geo-Systems & Jennifer Phinney
 GIS Administrator

December 2000

Public water and sewer are widely available in the denser areas of Falmouth. In the outlying, more rural areas of Town, water supply and sewage disposal are generally an individual responsibility, based on private wells and septic systems. This chapter provides a basic overview of the current status of the public water and sewer systems in Falmouth.

PUBLIC WATER SERVICE

Public water in Falmouth is provided by the Portland Water District. The District is a quasi-municipal organization that provides water service to the Greater Portland Region and is completely independent of the Town.

The District's supply is Sebago Lake. The size of this watershed allows the District to withdraw up to 300,000,000 gallons per day. Current use is only around 22,000,000 gallons per day.

The District has an extensive source water protection program. The water is treated by ozone contact tanks where ozone bubbles up through the water column. Chlorine and ammonia are added to provide long lasting, continued disinfection in the water mains.

In Falmouth, the water distribution system is extensive. It serves Brookside, Falmouth Center, Woodville, Falmouth Corners, Pleasant Hill, and Falmouth Foreside. A booster station is located along Winn Road, but the beneficiaries of this are primarily in Cumberland.

Natural barriers exist for the extension of the water system. Cost is a concern when the water mains have to be blasted through shallow bedrock, and there is much of that on the western side of Town— along Leighton Hill, between Gray Road and Winn Road, on Pleasant Hill, and in areas to the west of Middle Road. In addition, elevation is a limitation, and for this reason it is unlikely that water service would extend up Leighton Hill without an expensive pump station.

Extensions of the water system are done by developers; the water district seldom proactively expands its system. When developers request service, they pay for the expansion themselves. What's more, when water service is expanded, the houses that the extension passes aren't required to connect to the system— this creates fewer incentives to expand the system.

PUBLIC SEWER SERVICE

Falmouth operates its own sewage collection, conveyance, and treatment system. The Wastewater Pollution Control Department, a branch of the Public Works Department, is in charge of the system's maintenance and operation. The system can be roughly separated into collection and treatment.

Falmouth's wastewater collection system serves areas of both

Falmouth and Cumberland (which contracts its service from Falmouth). Falmouth's collection system is centered around Mackworth Point and the Foreside. Middle and Pleasant Hill Roads are another heavily-served area. The system's most recent extension serves the Woodlands development, the Middle and High Schools, and Leighton Road to Exit 10.

The collection system has expanded since its initial configuration in 1971. Pipeline miles have nearly doubled from 21 in 1971 to over 40 today. Fourteen pumping stations have been added, bringing the total to 21. A recent expansion to the development at Exit 10 has extended the sewer two miles and added two pumping stations. Concerns about old and malfunctioning septic systems in the area have prompted interest in possible sewer extensions to residential customers in the area.

While the Town Council must approve sewer extensions, the developer usually pays for the extension. Extensions are expensive, and are made more expensive because developers and residences are not required to hook into an expanded collection system. The Town has generally poor soils for on-site disposal and an excess of sewer capacity, and is currently searching for ways to encourage more residences and developers to hook into the system.

Peak flows during storm events have reached 4,000,000 gallons per day. There are no combined sewer overflows in Falmouth's system; overflows during these events backs-out of the system when there is too much flow (e.g. through manhole covers).

The Town has taken steps to reduce the overflows from large storm events. Sump pumps and floor drains are now being rerouted to improved street drains. The Town is also planning to replace aging and decaying pipelines that allow groundwater to infiltrate into the collection system. These efforts appear to be having success; despite an average of 68 additional connected households per year, the average daily flow volume has decreased by 40,000 gallons over the past 5 years.

The Richard B. Goodenow Water Pollution Control Facility is the treatment component of the wastewater system. It is located on Clearwater Drive at the head of the Presumpscot River Estuary. Despite the near doubling of the service area since 1971, the treatment plant has not changed significantly since its construction.

Demand on the system has grown. Average daily flows have increased from 450,000 gallons in 1971 to 800,000 gallons today. The system is rated to handle 1,560,000 gallons per day. Organic loadings have increased from 800 pounds per day to 1,250 pounds. The system is designed to safely handle 2,600 pounds.

The treatment process begins in the Goodenow Water Pollution Control

Facility. Solids and grit are screened out of the wastewater stream. The wastewater is subjected to a secondary process that provides aeration, clarification, and digestion. The liquids from this process are chlorinated, dechlorinated, and then released into the Presumpscot River Estuary. The solids that settle out during this secondary process are disposed of as biosolids.

Currently almost ten percent of the facility's annual operating budget is dedicated to the disposal of biosolids. The biosolids are shipped away and composted. Much of the cost is incurred in the shipping, and by reducing the amount of water in the sludge the Town can reduce its shipping costs. Investment in a new centrifuge that will remove more liquid from the sludge is expected to pay for itself in lower shipping costs within five years.

Since its construction, the Goodenow Water Pollution Control Facility has been repeatedly upgraded to meet changing wastewater treatment standards. Use of Falmouth's system is predominantly residential; commercial businesses contribute little to the waste stream (there are no heavy manufacturing or industrial wastes in the system). Nevertheless, household paints and varnishes, pesticides, fuels, antifreeze, cleaning detergents, and battery acid are a few examples of the hazardous wastes that make their way into the waste stream. Falmouth's wastewater treatment system is not designed to handle these trace amounts of hazardous materials.

Federal wastewater policy is focusing more on trace pollutants, especially mercury and chlorine. If the waters that receive the wastewater from the treatment plant have high levels of mixing and dilution, then trace pollutants will not have to be treated. The Environmental Protection Agency is reviewing Falmouth's discharge permit to determine if the Presumpscot Estuary, which receives Falmouth's wastewater, has high levels of mixing and dilution. If not, the town will be required to either invest in treatment technology that will treat these trace pollutants, or it will have to pipe its wastewater to an area that does have high levels of mixing and dilution. Either option will require a large investment by the Town.

Residential hookups are charged a flat \$83 per quarter for their sewer service. Commercial fees are levied on the number of fixture-units installed. New customers pay a \$100 application fee to the Town and a \$2,000 connection fee to pay for new capacity at the plant.

Beginning in 2003, Falmouth will be regulated under the Environmental Protection Agency's Phase II rules of the National Pollutant Discharge Elimination System. These rules are intended to improve the quality of polluted storm water that has the greatest likelihood of environmental degradation.

ISSUES AND IMPLICATIONS

The Town has no formal role in most decisions to extend the public water system.

There is no funding mechanism currently in place to provide for the extension of public water mains or sewers into areas where growth is desired.

The Town faces a significant financial issue with the possible relocation of the treatment plant outfall or treatment of trace chemicals.

The Town has no master plan for future sewer service areas and

allows developers to determine where sewers will be extended.

There are no public groundwater supplies at risk from a lack of public sewer service.

Current policy gives developers the option to connect to the public sewers or not, even in areas adjacent to sewer lines.

New development and the reconstruction of existing infrastructure will be required to meet the Environmental Protection Agency's Phase II water quality standards.

STUDIES AVAILABLE AT TOWN HALL

Water Supply Study; West Falmouth-Winn Road Area, 1986
Sample Applications of Proposed Sewer Assessment Methodology, 1993

The amount and type of recreation and open space that are available to residents speaks volumes about who we are and how we live. It gives us places to meet, play, relax, and reflect. It defines spaces we feel are appropriate for human development and those that should be reserved for nature. This chapter quantifies the recreation and open space resources of Falmouth and explores how they are poised for the demands of the future.

STATE RECREATION & OPEN SPACE RESOURCES

Mackworth Island is owned by the Maine Department of Conservation. Its one hundred acres are open to the public free of charge and are shared by the Baxter School for the Deaf. The 1.5 miles of trails on the island offer wonderful views of Casco Bay and access to several small pocket beaches.

The Maine Department of Conservation also owns a hand-carry access point to Highland Lake. The access is located on Mast Road.

MUNICIPAL RECREATION AND OPEN SPACE RESOURCES

Falmouth's town-owned recreation and open space resources vary in size, use, and ownership.

Undeveloped Land– Falmouth owns a total of 1,043 acres on 76 parcels. Of this, 560 acres are undeveloped (25 parcels). These include the Wilshire Farms Community Forest, Foreside Nature Preserve, Town Forest, and many other smaller parcels.

Landscaped Parks– Falmouth has several landscaped parks. Underwood Park has 7 acres, Graves Park has 1.6 acres, and Depot Park has 0.5 acres. Village Park has recently been landscaped and expanded.

Trails– Falmouth has a total of 11 miles of designated trails. The shortest is a 0.2 mile trail to Mussel Cove, the longest is the 3 mile cross country trail at the High School.

Athletic Fields– Some of Falmouth's fields are multiple use (for example a baseball diamond's outfield might also be part of a soccer field). Counting these multiple-use fields individually (the above example would tally as one soccer field and one baseball diamond), there are 19 athletic fields in Falmouth. This includes nine running fields (soccer, field hockey, etc), two softball fields, and seven baseball diamonds. There is one track field.

Outdoor Athletic Courts– Falmouth has seven lighted tennis courts and two unlighted tennis courts. There are two half-court basketball facilities at Huston Park.

Playgrounds– Falmouth has six community playgrounds. These are located at Plummer-Motz School, Legion Fields, Huston Park, Underwood Park, Graves Park, and the Lunt School (where Maze Craze is located).

Water Access– Falmouth has a paved all-tide boat ramp and a beach at the Town Landing.

Skating Facilities– Falmouth has three skating facilities. An outdoor hockey rink at Village Park, an outdoor family skating rink at Huston Park, and an outdoor re Fridgerated rink at the Family Ice Center.

Indoor Athletic Courts– Falmouth has four gymnasiums, but only two are appropriate for organized basketball.

PLANNED FACILITIES AND FACILITIES UNDER CONSTRUCTION

A new high school is scheduled to be ready for the 2001-2002 school year. Several new recreation facilities will be available to residents. A gymnasium with three full-sized basketball courts is under construction. In addition, a fitness facility and aerobic room are being built. New fields are under construction which will replace multi-purpose fields with designated-use fields. Other fields, including baseball and football, have been planned but are unfunded.

The first of three planned phases is under construction at the Falmouth Community Park. When built out, this park will add four running fields, two baseball fields, and trails, and will still maintain a considerable amount of open space.

PRIVATELY OWNED RECREATION AND OPEN SPACE RESOURCES

Maine Audubon's preserve on Mackworth Point is the only privately-owned open space that has dedicated public access in Falmouth. This land includes 2.5 miles of hiking trails and several wonderful views of the Presumpscot River and Estuary.

Falmouth has several types of open space that do not have dedicated public access. These vary in ownership and level of legal restriction:

Undeveloped parcels are throughout Town, but especially prominent in Hurricane Valley, on Poplar and Leighton Hills, and throughout Falmouth Corners. Some developed parcels (the Portland Country Club and Falmouth Country Club) can be considered open space. Legally there is no open space protection for most of these parcels; several have been developed recently in the western and northern Falmouth.

Tree Growth parcels are located throughout Town. Currently 1,556 acres are enrolled in the Tree Growth program, a current use taxation program. Lots can be removed from this program at the will of the owner, so these lots are not permanent open space.

Open Space parcels are located throughout Town. The owners of lands enrolled in the open space component of the Farm and Open Space program pay reduced property taxes so long as development does not occur. Currently there are 102 acres enrolled in this portion of the program. Like the lands in the Tree Growth program, these lands can be removed from the program and so are not considered permanent open space.

Conservation Easements are located throughout Falmouth. While the terms on each easement varies, typically the right for the owner to develop the land is removed or restricted and the land is dedicated open space. Several new developments in northern and western Falmouth have easements for open space, as does the Woodlands Country Club.

Acre-wise, these parcels make up the vast majority of Falmouth's open space resources. Because most of these parcels can be developed, they shouldn't be considered permanent open space.

FALMOUTH LAND ACQUISITION PROGRAM

Falmouth's 1990 Open Space Plan recommended the creation of three regional parks in Town. In 1995 residents overwhelmingly approved a referendum for specific acquisition to purchase 200 acres of land at the Wilshire farm on Gray Road near the Cumberland border. The Wilshire Community Forest has become the cornerstone of the west Falmouth regional park.

In 1997, Falmouth residents approved a \$1 million bond for the acquisition of significant and valuable lands. The Land Acquisition Advisory Committee recommended using some of this money to purchase the Zacharias farm on Falmouth Road. This 120 acre parcel has become the Falmouth Community Park and is a cornerstone of the central Falmouth regional park. The rest of the bonded money was used to purchase the Otte parcel in Falmouth Foreside. This 18 acre parcel linked the Falmouth Nature Preserve with the Nature Conservancy preserve at Mill Creek and is the cornerstone of the east Falmouth regional park.

A citizen survey shows overwhelming support for an additional land acquisition bond issue of greater than \$1,000,000.

ADEQUACY FOR CURRENT AND FUTURE RECREATION NEEDS

Demand for recreation space has increased significantly in recent years. A 1997 study found that the number of recreation teams participating in organized sports increased by 88 percent between 1987 and 1996. Most of this growth was non-school recreation, although school-organized recreation teams increased by 13 percent.

The recreation facilities in Falmouth are considered minimally adequate for current uses. What was a significant outdoor capacity problem has recently been alleviated for now with the completion of the Falmouth Community Park Phase I. This new park has made running fields available to recreation programs. The new high school will alleviate indoor capacity problems by making three new basketball courts available.

Future demand predictions suggest that Falmouth will need to build more recreation facilities. Assuming moderate growth, Falmouth's new fields should be adequate to handle the demand for soccer, basketball, and baseball. Additionally, the recreation facilities across Town must be prepared for the large increase in the school-age population.

ISSUES AND IMPLICATIONS

The current rate and pattern of residential development is reducing the amount of informal open space in the community and altering its character.

The Town's indoor and outdoor recreational facilities are generally adequate to meet current needs but will need to be expanded as the population grows.

The Town's open space acquisition program provides opportunities to

preserve significant open areas but will need periodic funding. There is little formal activity to preserve the Town's scenic resources. Changing demographics and changing interests in recreation activities will change the amounts and type of recreation opportunities desired (for example the interest in a roller-blade/skateboard park).

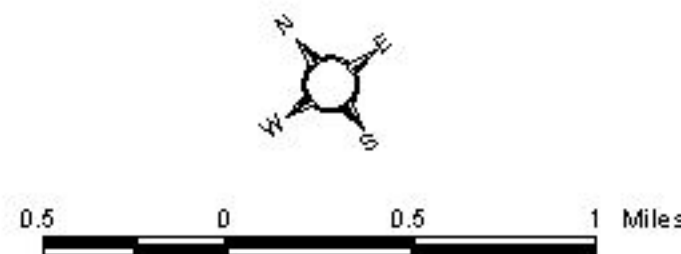
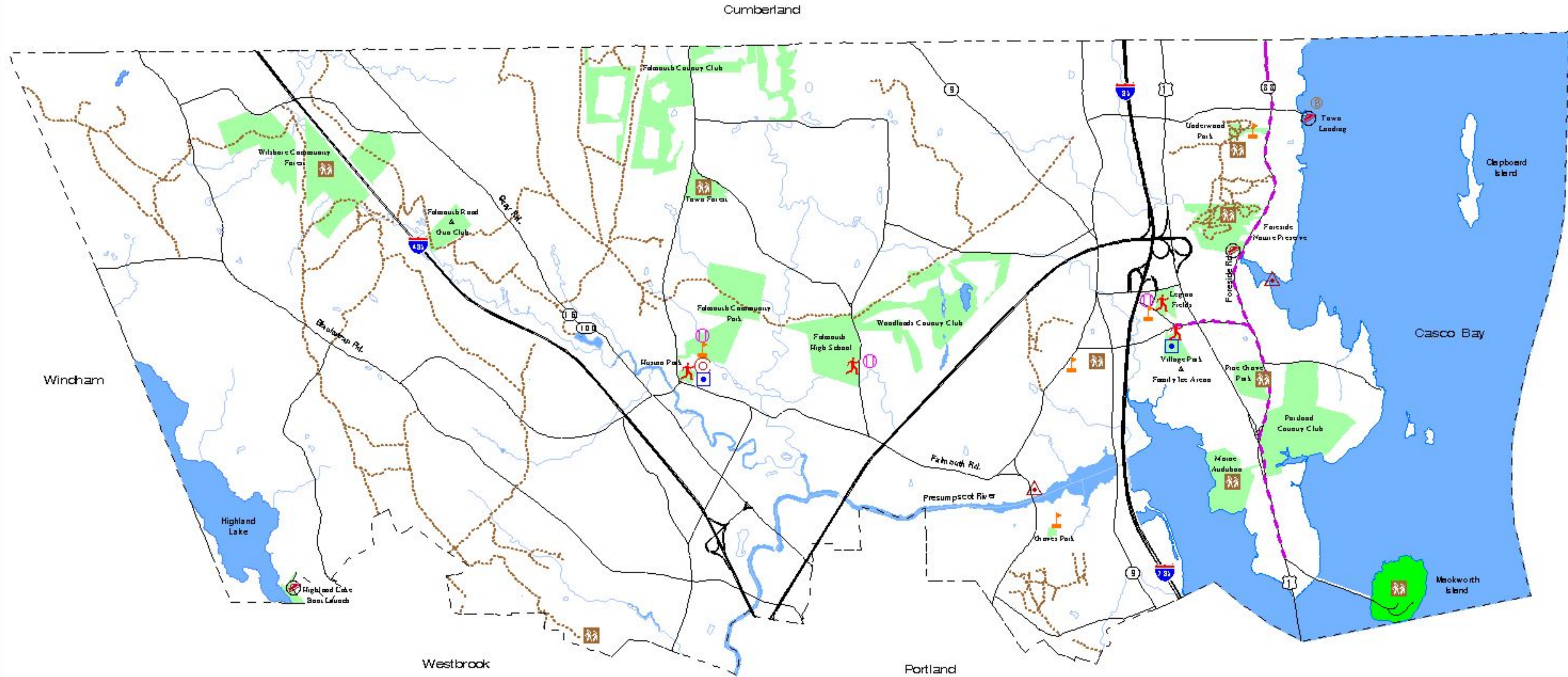
STUDIES AVAILABLE AT TOWN HALL

Falmouth Parcel Study, 1980

- Falmouth Public Access Study, 1987
- Falmouth Open Space Plan, 1989
- Mackworth Island Management Plan, 1991
- Wilshire Farms: A land preservation proposal for Falmouth, ME, 1994
- Wilshire Farms Preservation Plan Component Agreements, 1995
- Open Space Plan Update, 1996
- Wilshire Farms Community Forest Site Analysis Report, 1996
- Land Acquisition Evaluations of 15 Properties, 1996

FALMOUTH COMPREHENSIVE PLAN UPDATE 2000

RECREATION ACCESS AND FACILITIES



Data Sources:
 Base data and all recreation data obtained from Falmouth GIS.
 Trail lines converted from trail survey conducted by G. Fogg for the Town of Falmouth, 2000

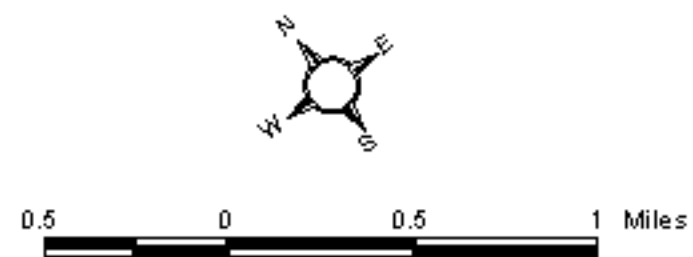
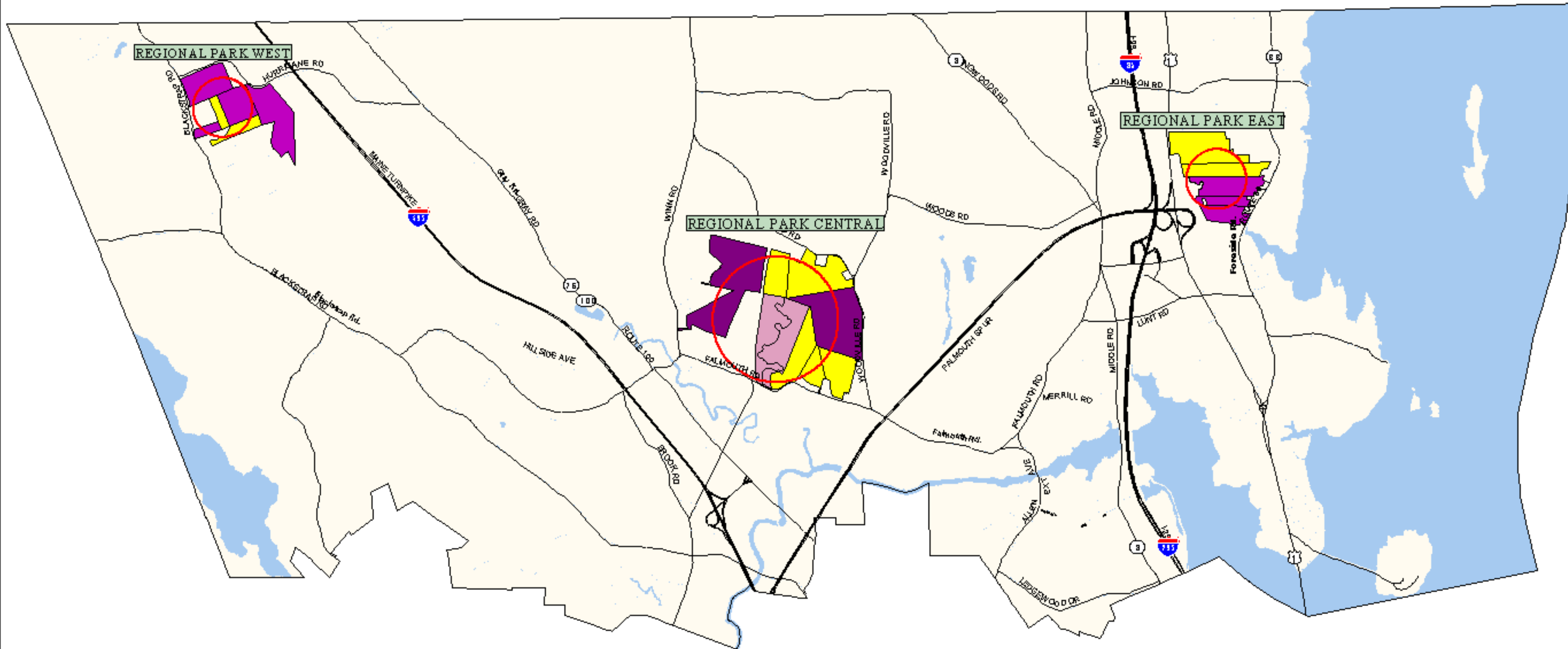
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|------------------------|-----------------------|-----------------|-----------------|
| Town Boundary | Waterbodies | Basketball | Beach |
| Major Roadways: | Surface Water | Tennis | Boat Access |
| Principal Arterials | Parks and Open Spaces | Playground | Scenic Overlook |
| Minor Arterials | State Recreation Area | Recreation Area | Trail |
| Collectors | Bike Route | Ice Skating | |
| | Trail | | |

Map Prepared By:

Geo-Systems &

Jennifer Phinney
GIS Administrator

August 2000



- Regional Park Centers
- Active Recreation
- Passive Recreation
- Private Open Space
- Open Space Parcel

Map Prepared By:



December 2000

Rocky headlands, extensive tidal flats, estuaries, and islands characterize Falmouth's diverse coastline. Equally diverse has been the town's history with the marine environment. Initially our waterways were highways for the Native Americans and early settlers. In the 1800s they became the engine of the economy—boat building, milling, transportation, and fishing. More recently, the marine environment has become less of an engine for economic activities and more of a attraction for passive and active recreation. This chapter assesses the state of Falmouth's marine environment.

COMMERCIAL FISHING

The Maine Department of Marine Resources reports that there are 86 commercial boats registered in Falmouth in 2000. All of these boats fish for lobster. Because there are no shore-based facilities for these fishers, the boats sell their catch on Long Island or in Portland.

Falmouth's extensive tidal flats are prime habitat for softshell clams, but not all waters are open to shellfishing. According to the Maine Department of Marine Resources, the mudflats in the vicinity of Underwood Road near Cumberland are closed due to stormwater discharges. The flats down to Waites Landing are closed during all seasons when boats are moored because of the potential for overboard dumping of wastes. Flats from Waites Landing to Mackworth Island and in the Presumpscot Estuary are open as long as the Falmouth and Westbrook sewage treatment plants are chlorinating and dechlorinating their effluent discharges.

There is one commercial depuration clamming firm that occasionally operates in the Presumpscott River Estuary and other closed shellfish areas (depuration is a process where clams are harvested from closed beds and then taken to a facility that flushes the pollutants from the clams before going to market). In addition there are about 150 resident recreational clambers and 15 nonresident recreational clambers.

One proposal is currently under review by the Maine Department of Marine Resources for a mussel aquaculture operation seaward of Clapboard Island. If approved, several floating frames supporting ropes will be seeded with mussels.

RECREATIONAL BOATING

Maine's Department of Inland Fisheries and Wildlife licenses all recreational and commercial boats (except nonmotorized boats less than 20 feet). In 2000, there were approximately 898 recreational boats and 86 commercial boats registered in Falmouth.

Falmouth has 982 moorings; it is possibly the largest mooring in the State. Approximately one-half of these moorings are owned by residents of Falmouth. While there is plenty of room for more moorings, the Harbormaster

doesn't predict much growth in the near future. The Town Landing's floats are home to around one hundred dinghies— which is too congested for the space available. Also at the Town Landing is a parking lot, beach, and a paved all-tide boat launch.

MARINE DEPENDENT USES

Falmouth has two marine dependent uses, both are located off of the Foreside Road. Handy Boat is a marine service company that specializes in recreational boat service. The Yacht Club is located between Handy Boat and the Town Landing. Both of these have a marine launch service. A general lack of parking facilities and high seasonal traffic volumes have created conflicts with adjacent and nearby neighborhoods.

PUBLIC ACCESS TO MARINE RESOURCES

Falmouth's town landing is on Town Landing Road. The site includes a pier, an all-tide paved boat launch, and a beach. In addition, Mackworth Island has miles of coastline and small beaches that allow access to the ocean. Visual access is available in numerous locations, but water access is restricted to these two locations.

MARINE HABITATS

Extensive mud flats cover Falmouth's intertidal and nearshore waters—prime habitat for softshell clams. Also called steamers, softshell clams are harvested by digging into the mud or sand at low tide. Occasionally passers-by can see the depuration clambers at work in the Presumpscot River Estuary. Threats to clams include overharvesting and red tide, which is a dramatic increase in marine microorganisms caused by excessive nutrients in the water. The clam's digestive system concentrates the microorganisms in such large quantities that the clam itself can be unsafe for human consumption.

In waters between 20 and 40 feet deep just north of the Town Pier is a pocket of blue mussel habitat. Mussels are popular seafood and are exported from Maine to places around the globe. Like clams, mussels are filter feeders; they draw seawater through their systems and strain oxygen and nutrients. Because of this, mussels are subject to red tides in much the same way as clams are.

In the deeper waters beyond Clapboard Island and Mackworth Island is abundant sea scallop habitat. While scallops resemble clams and mussels (two shells surrounding the organism itself), scallops are more mobile and actually swim through the water. Scallops are caught by divers as well as boats dragging nets along the seafloor, and they are a highly prized seafood around the world. The largest threat to scallops is overfishing,

Sea run fish are a pointed reminder that the marine environment is not independent of Falmouth's freshwater lakes, rivers, and streams. Several of Falmouth's rivers and streams host sea run fish, or fish that split their lives between salt water and fresh water. Salmon, smelt, alewife, and bass are born in freshwater, live their lives in saltwater, and return to freshwater to breed. Eels are the opposite; they live in freshwater but return to the ocean to breed.

The Smelt Hill Dam on the Presumpscot River presents a barrier to sea run fish. Plans are currently underway to remove that dam, which was damaged beyond repair in a 1996 flood. Upon removal, greater access by several species of fish is expected, and recreational opportunities will increase.

One particular sea run species has caused local conflict with neighborhoods adjacent to the river. Night fishing of 'elvers', immature eels that are exported to the Orient, has created opposition to public river access that could impede recreational opportunities for fishing.

MARINE INFLUENCE ON LOCAL ECONOMY

The marine environment has a small influence on Falmouth's economy. The 86 commercial fishing boats are moored in Falmouth, but essentially none of their purchases or sales are done in Falmouth. Recreational boaters play a larger role in Falmouth's economy than the commercial fishers. Handy Boat relies heavily on recreational boaters, but this is the only water-dependent business in town.

THREATS TO MARINE ENVIRONMENT

Pollution is the largest marine-related threat to the environment. Antifouling paint is toxic and accumulates on the seabed as it 'flakes-off' boat bottoms. The large number of moorings in Falmouth could pollute the seabed over time. Outboard engines discharge oils and unburned hydrocarbons into the sea. Bilge water—water that drains into a boat's bilge—can mix with oils and hydraulic fluids before being pumped back into the marine environment. These steady low-levels of pollution can affect habitat over time.

Land-based threats exist as well. Some Foreside residences have septic systems which, when not working properly, can emit too many nutrients into the oceans. Although the Harbormaster believes many of these systems have been fixed, there are sources of pollution in the Foreside and interior watersheds that have not been identified. Runoff throughout the watershed (including the Presumpscot and Piscataqua) from lawns, agriculture, and golf courses can introduce pesticides, herbicides, and fertilizers to the oceans. Roadways and parking lots can be the source of salts, sediments, and oils. Poor land use in the coastal zone as well as in the watersheds flowing into the marine environment can affect the water quality in Falmouth's waters.

ISSUES AND IMPLICATIONS

The current public access at the Town Landing is limited and is probably overused.

Some of the community's clam flats remain closed to harvesting.

The coastal marine habitat may be impacted adversely by surface runoff that carries pollutants from paved surfaces and poorly

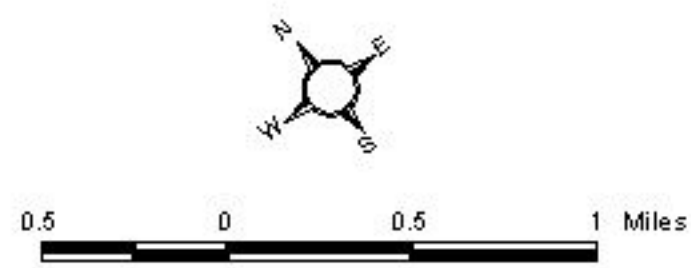
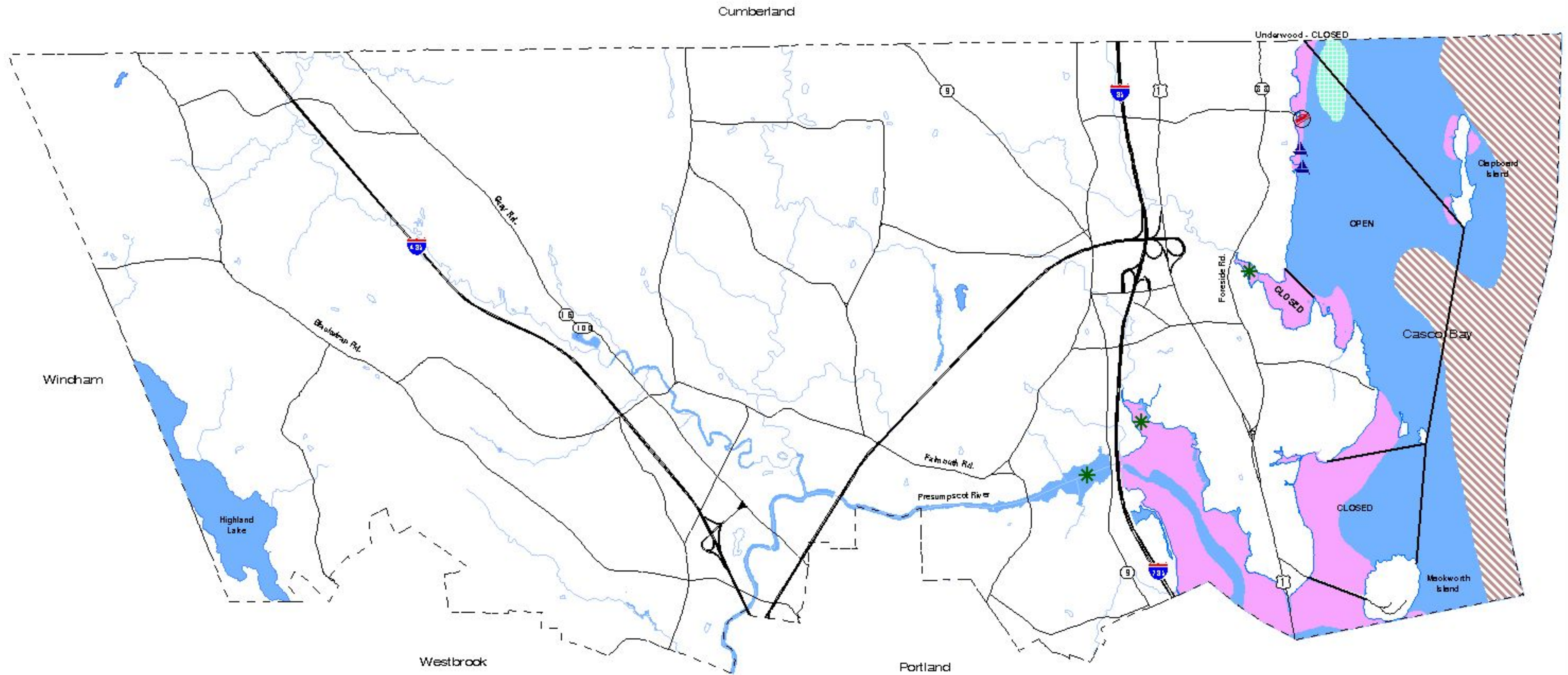
functioning septic systems into the tidal areas.

There are very limited opportunities for public access to the coast except at Mackworth Island.

Access to rivers and streams for recreational and commercial fishing is limited.

FALMOUTH COMPREHENSIVE PLAN UPDATE 2000

MARINE RESOURCES



Data Sources:

Base data and boat ramp boath obtained from Falmouth GIS.
 Molluscan shellfish habitat is generalized representation of commercial shellfish harvesting areas based on 1977 coastwide survey, as digitized from paper maps.
 Point boathouse streams and rivers with anadromous/estuarine fish runs digitized from 1980's source material from the Maine Dept. of Marine Resources (MDMR).
 Closed molluscan shellfish growing areas digitized from legal notice source material from the MDMR as of December 1995.
 Data downloaded from the Maine Office of GIS Data Catalog, 2000.

Major Roadways:

- Principal Arterials
- Minor Arterials
- Collectors

- Town Boundary
- 20' Contour Lines
- Waterbodies
- Surface Water

- Stream/River with Sea Run Fish

- Water Dependent Uses
- Town Pier
- Softshell Clam Habitat
- Blue Mussel Habitat
- Sea Scallop Habitat

Map Prepared By:



August 2000

As a coastal community, Falmouth has a rich diversity of natural resources, including marine habitats, a major river system, a freshwater great pond, and numerous streams and wetlands. Much of Falmouth is forested, and wildlife abounds within minutes of nearby Portland, Maine's largest city. That proximity, however, has prompted increasing development, and maintaining a balance between accommodating growth and preserving Falmouth's natural resources is a major goal of the Comprehensive Plan. A complete understanding of these natural resource systems is key to that goal.

GEOLOGY

Falmouth is a transition zone between two of Maine's physiographic regions—the Central Uplands and the Midcoast. Inland, Falmouth is more akin to the Central Uplands with its long and gently-rolling ridges like Poplar Ridge and Blackstrap Hill. Along the coast are drowned river valleys, long winding bays, and rocky headlands; more typical of the Midcoast region.

LANDFORMS AND WATERSHEDS

Falmouth's elevation rises from sea level to 503 feet above sea level at Blackstrap Hill. Leighton Hill and Blackstrap Ridge form Falmouth's western wall. From these heights, the land falls away into hills and valleys that diminish to the coast. Seven watersheds divide the landscape; Casco Bay, Mill Creek, the East and West Branches of the Piscataqua, Highland Lake, Presumpscot River, and the Presumpscot Estuary.

STEEP SLOPES

Steep slopes affect the land's suitability for development; as slopes increase, so do the costs of development and the potential severity of environmental impacts. Slopes between 3 percent and 8 percent offer the fewest development restrictions. These slopes are predominant throughout Town. Slopes between 15 percent and 25 percent are more difficult to develop, and are restricted to areas around Blackstrap Hill and Leighton Hill, an area between Hadlock and Winn Roads, and an area between I-95 and Route 1. Slopes greater than 25 percent are significant development constraints and are confined to locations immediately adjacent to the coastline and along stretches of the Presumpscot River.

SOILS

Soil types can dictate the land's suitability for development. Shallow to bedrock soils and hydric (wet) soils can be a limiting factor in the location of septic systems; the Maine State Plumbing Code requires a minimum of 12 inches (or more with some soil types) between the bottom of the leach field and the seasonal high water table, bedrock, or other restrictive layer. Shallow bedrock can also be problematic for the construction of roads, utilities, and building foundations due to increased costs for blasting. Prime farmland soils are defined by the US Department of Agriculture as having the soil quality, growing season, and moisture supply needed to produce a sustained high yield of crops. Although farming has dramatically declined due to regional economic changes, preserving agricultural soils as a future resource should be considered. These agricultural soils are located throughout Falmouth, but

most heavily in the Woodville Road and Winn Road area.

SURFACE WATERS

Healthy surface waters (lakes, rivers, estuaries, and ocean) are a crucial resource because of their ecological, social, scenic, and recreational uses. The State has developed classification systems for lakes, rivers, and salt waters. These systems are based on standards for uses such as drinking water supply (Class A), fishery habitat, and recreational uses.

The Department of Environmental Protection monitors surface water quality in Falmouth. Since the Westbrook pulp mill closed, the Presumpscot River has been steadily improving, and the possible removal of the Smelt Hill Dam would continue this trend. Development and some agricultural activity in the Piscataqua River watershed impair the River's water quality.

Falmouth Surface Water Quality, 2000

	Classification	Reason	Source
Presumpscot River	C (non-attain)	low dissolved oxygen	point/nonpoint source
Piscataqua River	B (non-attain)	bacteria	nonpoint source
Highland Lake	GPA	nutrient levels are increasing	nonpoint source

MDEP, draft of section 303(d) biannual report to USEPA

Highland Lake's water quality has been steadily decreasing in recent years. Nonpoint source pollution from roads, driveways, and lawns has increased phosphorous and sediment levels. These pollutants have reduced water clarity and dissolved oxygen levels—threatening the trout fishery. The 1999 watershed management plan includes three tenets; nonpoint source mitigation, water quality monitoring, and education.

WETLANDS

Wetlands can be identified by the presence of hydric soils, hydrophilic (water loving plants), and a high water table for at least part of the year. While some wetlands have more value than others for cleansing water, providing flood control, maintaining stream flows, or supporting wildlife habitat, in most cases they are a severe constraint to development. Wetlands are located throughout Falmouth. Coastal wetlands are concentrated around the Presumpscot River estuary, floodplain wetlands extend through the watershed of the Piscataqua's East Branch, and there are large fresh water wetlands near Highland Lake.

FLOODPLAINS

Floodplains are low, mostly flat areas adjacent to rivers, streams, ponds, and the ocean that are periodically covered by rising water during major periods of rain or snowmelt. The mapped 100-year floodplain has a one

percent chance of being flooded during any year. In recent years, Falmouth has experienced several storms exceeding the 100-year event, including a 500-year flood in 1996. These floodplains are located along the river corridors and the shores of Falmouth's lakes and ponds. Fortunately, very little development has occurred in the floodplains and all are zoned Resource Protection.

GROUNDWATER

Groundwater meets the drinking water needs of residents not served by the public water system. Falmouth has a few larger sand and gravel aquifers, located in the Maine Turnpike corridor as well as along and south of the East Branch of the Piscataqua River. There are no public water wells in Town, but about one-third of the population gets its potable water from individual wells. The majority of wells are drilled into bedrock, which tends to be less susceptible to contamination problems than sand and gravel aquifers.

FISHERES AND WILDLIFE HABITAT

The availability of high quality habitat for fish and wildlife is essential to maintaining an abundant and diverse population for both ecological and sport purposes. Development often fragments wildlife habitat and diminishes its quality for certain native species. Deer wintering areas are the only significant wildlife feature in Falmouth; most of these are located just west of the I-95 corridor. Another species capable of living in suburban fringe areas is the wild turkey. The possible removal of the Presumpscot River's Smelt Hill Dam will improve the freshwater fishery habitat along the river.

UNIQUE AND CRITICAL NATURAL AREAS

Falmouth contains many distinctive natural resources that are officially listed as unique and critical natural areas by the State, including:
 old growth white pine stands at C-1 and C-2;
 seabird nesting areas at C-3 and RF-4;
 seal haul outs at N-1;
 rare reptile habitat at RF-1;
Carex polymorpha, an endangered sedge at RF-2, RF-3, and RF-6;
Potamogeton pulcher, a threatened aquatic plant at RF-7;
Lonicera dioica, an endangered plant on Mackworth Island at RF-5;
 a rare vascular plant's habitat at OS-3

SCENIC RESOURCES

Scenic resources help define a community. They are the attributes that give it identity and make it an appealing place to live. These resources include the natural (views and vistas) as well as the cultural (buildings and monuments). Key scenic resources include:
 a scenic outlook at N-2;
 the Falmouth Foreside Preserve at N-3;
 the Gilsland Farm at OS-1;
 the Presumpscot River to Highland Lake at OS-2;
 the Mill Creek at OS-4; and
 rural road corridors and viewsheds (see Open Space Plan, 1990).

ISSUES AND IMPLICATIONS

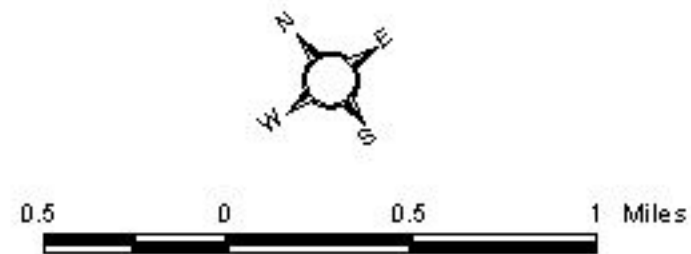
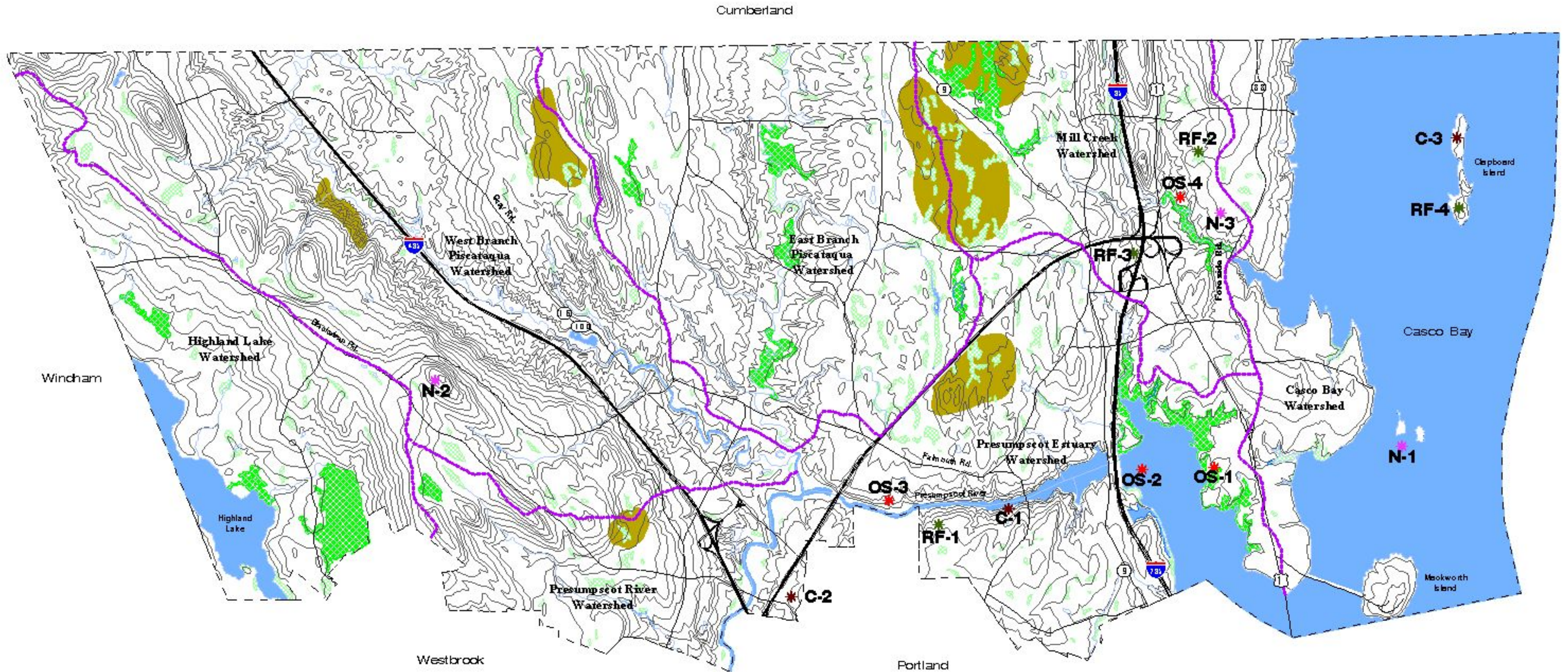
Highland Lake continues to experience water quality problems due to development in the watershed. Both the Presumpscot and the Piscataqua Rivers fail to meet the water quality standards of their classification. The possible removal of the Smelt Hill Dam will alter the riverine

environment and improve the recreational potential of the segment upstream of the dam. Much of the residential development relies on on-site sewage disposal, but soils in much of the Town are marginal for this purpose. Relaxed state standards for septic system bedrock and groundwater separations have allowed development in marginal areas.

The Town lacks adequate wetland protection in its land use ordinances.

STUDIES AVAILABLE AT TOWN HALL

- Wetlands Policy Report, 1991
- Watershed Management Plan, 1993
- Stormwater Management Plan, 1995



Data Sources:

Base data and deer wintering areas obtained from Falmouth GIS.

Contours were scanned and vectorized from USGS 1:24,000 scale mylar contour separates. Data downloaded from the Maine Office of GIS (OGIS) Data Catalog, 2000.

Map watersheds, waterbodies and wetlands data converted from natural resource study by G. Fogg for the Town of Falmouth, circa 1996.

Major Roadways:

- Principal Arterials
- Minor Arterials
- Collectors

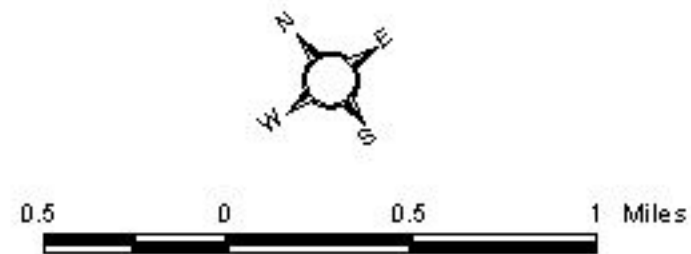
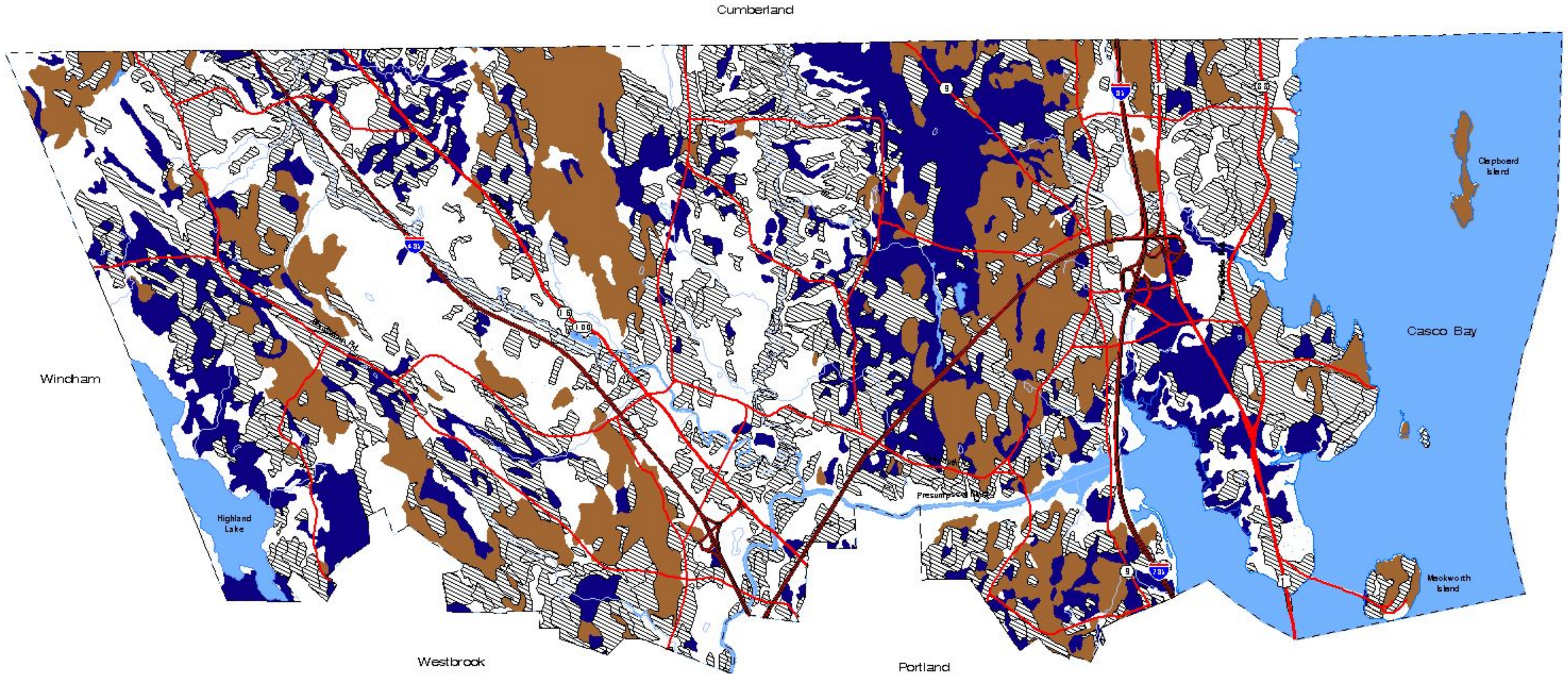
- Town Boundary
- 20' Contour Lines
- Waterbodies
- Surface Water
- Major Watersheds
- Deer Wintering Areas

- Critical Area (C)
- Natural Area (N)
- Rare Feature (RF)
- Other Significant Area (OS)
- Wetlands
- Wetlands (10+)

Map Prepared By:



August 2000



Data Sources:

Base data obtained from Falmouth GIS.
 Wetlands data converted from natural drainage study by G. Fogg for the Town of Falmouth, circa 1996.
 Soil limitation data obtained from U.S. Dept. of Agriculture, Natural Resource Conservation Service, State Soil Geographic Database, as downloaded from www.fw.nrcs.usda.gov, January 2000.

Major Roadways:

- Principal Arterials
- Minor Arterials
- Collectors

Town Boundary

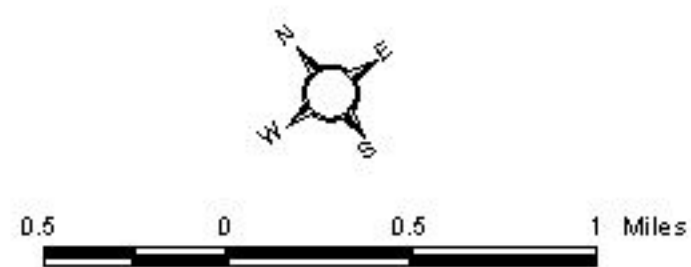
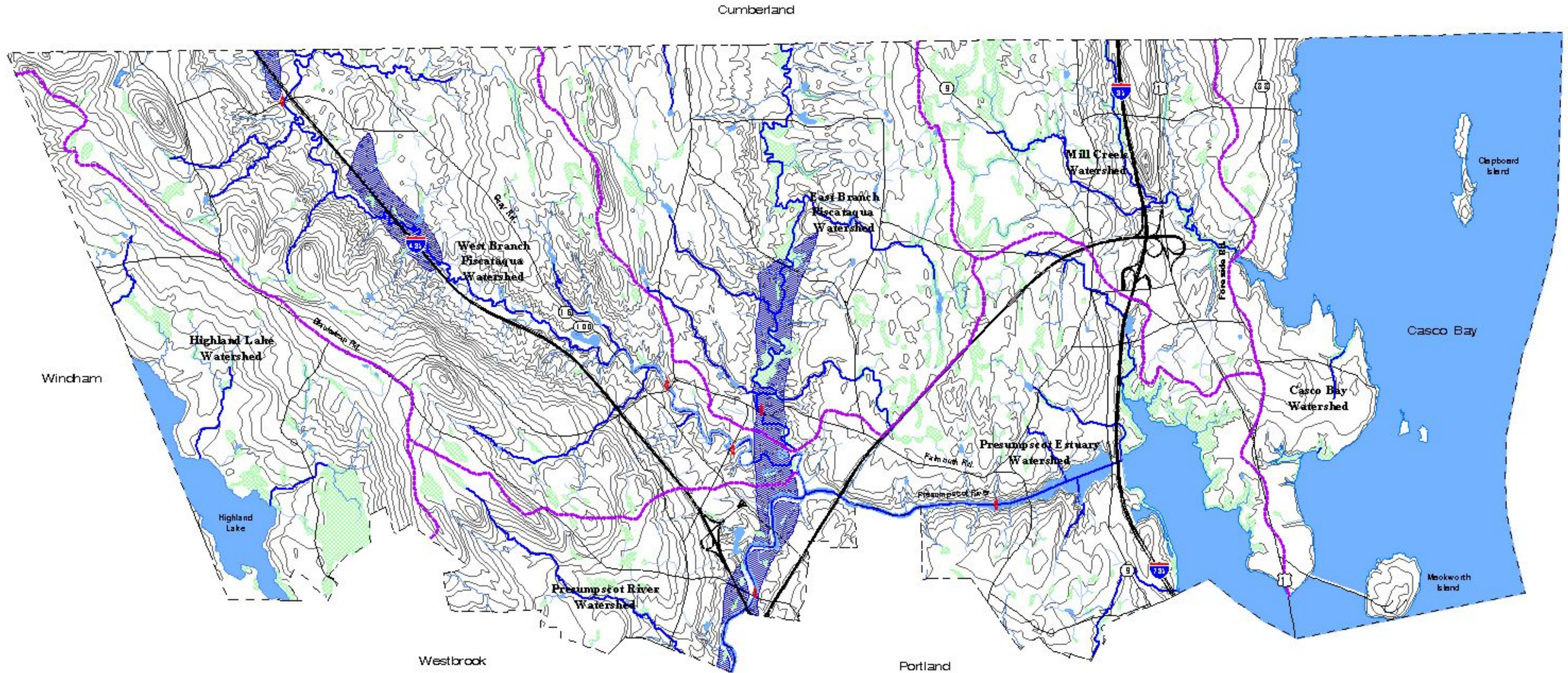
- Waterbodies
- Surface Water

Soil Limitation for on-site sewage disposal:

- Hydric Soils
- Shallow to Bedrock
- Prime Farmland Soils

Map Prepared By:

August 2000



Data Sources:

Base data and sand and gravel aquifers obtained from Falmouth GIS.

Presumpscot River Watch (PRW) water quality sampling points obtained from 1999 water quality data found on the PRW website at www.maine.gov/dep/air/pw/

Map watersheds and waterbodies data converted from natural drainage study by G. Fogg for the Town of Falmouth, since 1996.

- Town Boundary
- Major Roadways:**
- Principal Arterials
- Minor Arterials
- Collectors

- Waterbodies
- Surface Water
- Major Watersheds
- Wetlands
- Sand and Gravel Aquifers

- Presumpscot River Watch Water Quality Sampling Points
- Main Channel
- Small Channel
- Drainage Way
- 20' Contour Lines

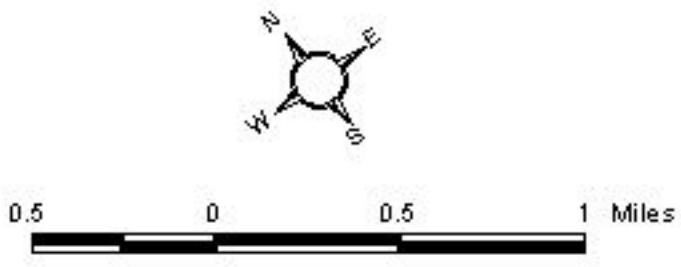
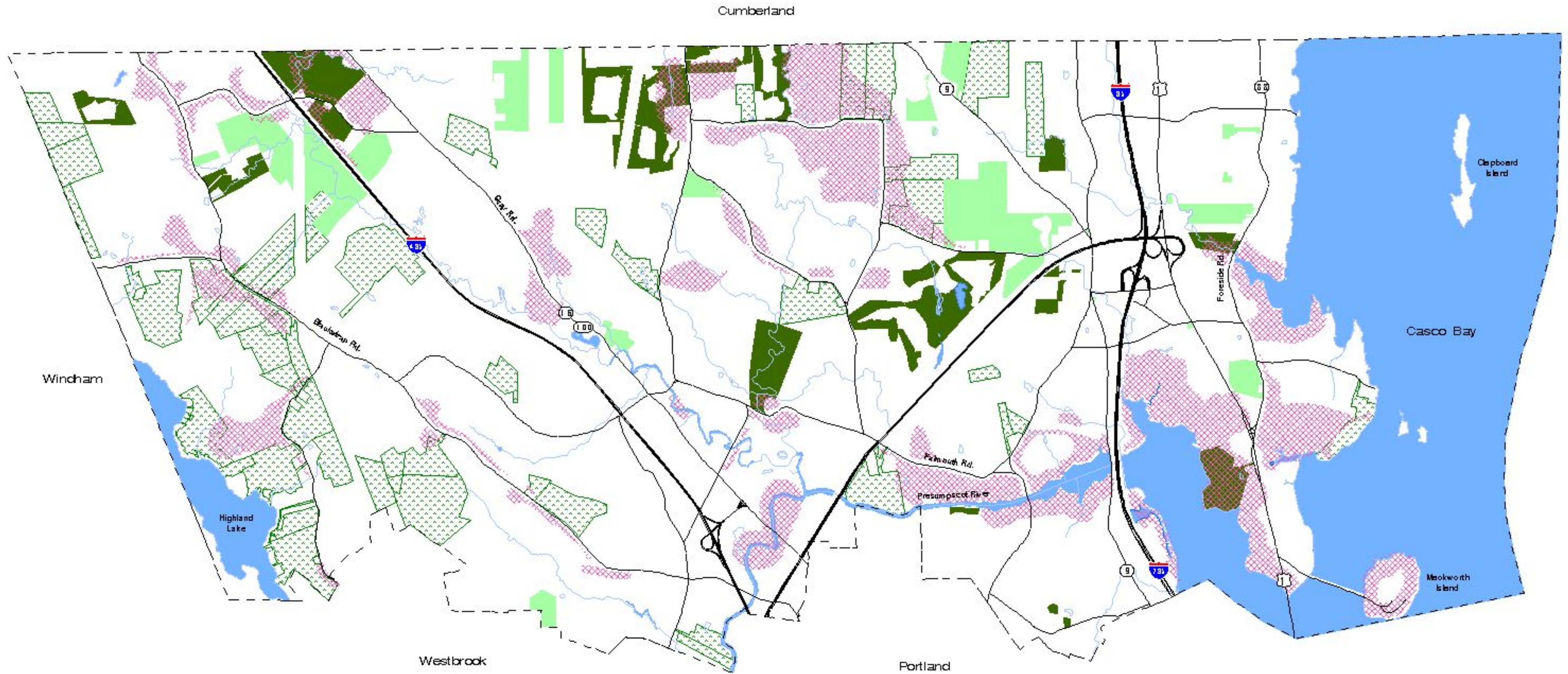
Map Prepared By:



August 2000

FALMOUTH COMPREHENSIVE PLAN UPDATE 2000

LAND CONSERVATION AND RESOURCES



Data Sources:
 Base data, private open space, and municipal conservation land obtained from Falmouth GIS.

- Major Roadways:**
- Principal Arterials
 - Minor Arterials
 - Collectors
 - Town Boundary
 - Waterbodies
 - Surface Water

- State Tree Growth
- Private Open Space
- Municipal Land
- Areas Identified in Visual Resources Study

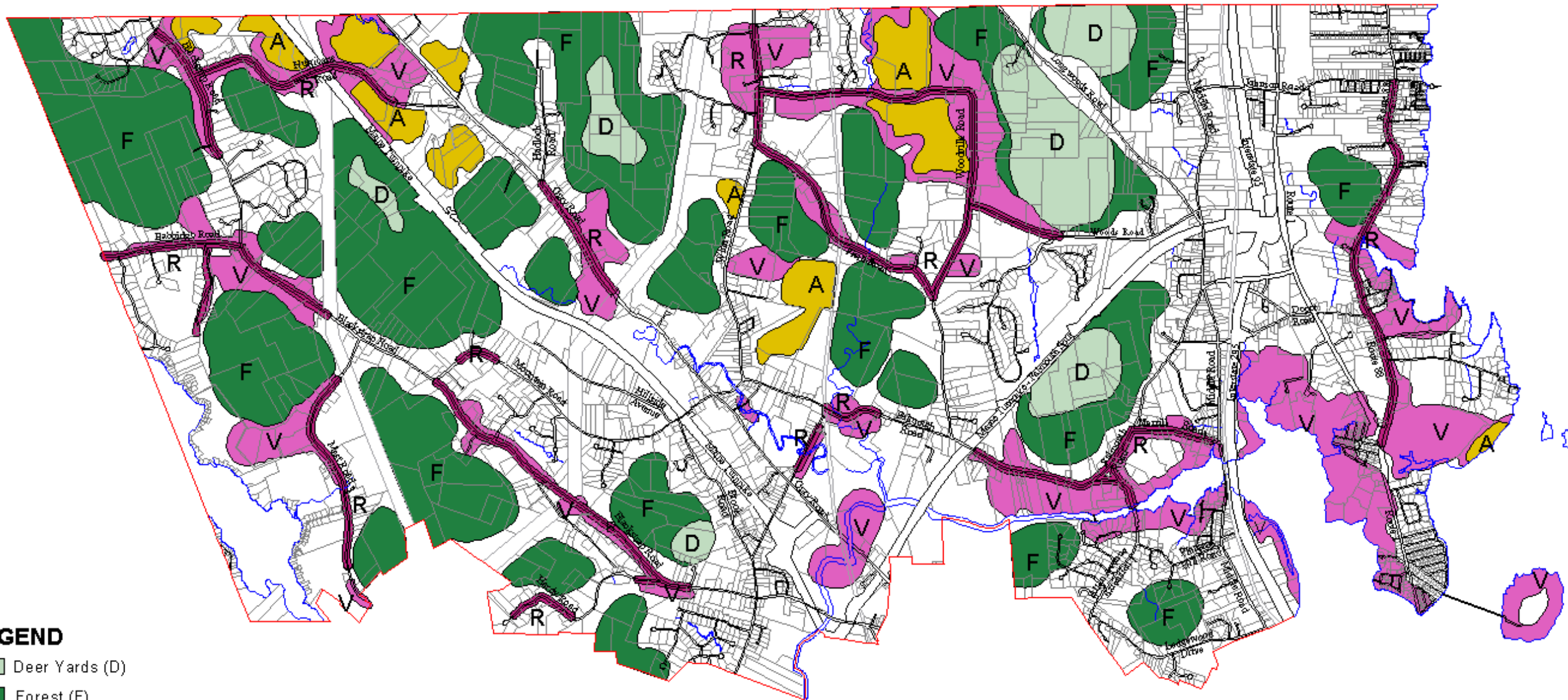
Map Prepared By:




August 2000

TOWN of FALMOUTH

Resource Conservation Overlay District



LEGEND

- Deer Yards (D)
- Forest (F)
- View Shed (V)
- Rural Road (R)
- Agriculture (A)

Adopted: August 26, 1996

I CERTIFY THIS TO BE A TRUE COPY OF THE OFFICIAL RESOURCE CONSERVATION OVERLAY DISTRICT MAP AS ADOPTED BY VOTE OF THE TOWN COUNCIL.

Town Clerk

Remembering traces of our past provides context for today and a perspective on the future. It creates a sense of place and adds richness and texture to our Town. It is important for Falmouth to remember and preserve these links to its past.

TOWN HISTORY

The lands that comprise what is today Falmouth were used by Native Americans for millennia before European settlement. These first residents left artifacts (along waterways and the coastline), place names, and generations of lore.

European settlement began in the 1620s. Arthur Mackworth (Mackworth Point and Mackworth Island) and Richard Martin (Martin’s Point) were early settlers. By 1640, there were nine families living in what is now Falmouth.

Falmouth was incorporated in 1718; at the time it encompassed 80 square miles. For almost 50 years “Falmouth” included much of Scarborough, and all of Cape Elizabeth, South Portland, Portland, and Westbrook. Starting in 1765, these communities were slowly carved out, until Falmouth’s current borders were finalized in 1871.

Throughout the 1800s the Presumpscot River was a beehive of activity. Along its shores were shipyards, lumber and grist mills, a brick yard, comb mill, and a hydroelectric plant (built in 1889 as the first in Maine). Mussel Cove had its own grist mill, and lumber mills on the Piscataqua River operated into the 1900s. Blacksmiths flourished in several parts of Town.

By 1900, the seeds of the suburban community we see today were planted. Summer cottages were converted to year round homes. Trolley service to the Foreside and West Falmouth was reliable and automobile traffic soon followed and steadily increased.

PREHISTORIC ARCHEOLOGICAL RESOURCES

Maine’s Native Americans moved into the region 11,000 years ago. Until European settlement, there were no formal or written records of the Native American’s culture and environment; artifacts from this period are called “prehistoric” archeological resources.

Maine Native Americans were mobile; summers were spent fishing and digging for shellfish along the coast and winters were spent hunting game in Maine’s interior. They carried their homes and belongings on their backs. Thus, there were no permanent villages or other “monumental” architecture. Their artifacts are typically habitation/workshop sites, lithic (stone raw material) quarries, cemeteries, or rock art and pictographs.

For these Native Americans, waterways were the simplest means of transportation. Over 95 percent of prehistoric archeological sites are located along waterways. These sites are assumed to extend 50 yards inland from the waterline. In Falmouth, these areas of archeological resource potential are located on the east shores of Highland Lake, along stretches of the Presumpscot River and the Piscataqua River, along the estuarine and coastal waters of the Foreside, and around the offshore islands in Casco Bay.

HISTORIC ARCHEOLOGICAL RESOURCES

European settlement began what is now referred to as “historic” archeology. The New Casco Fort on Menickoe Point (near Waites Landing) signified the end of the Indian Wars and the beginning of resettlement. The Indian Wars cost many lives and severe destruction; for a time Falmouth was deserted by European settlers. In 1700, survivors joined forces and built the fort. The site has never been located, but records suggest it is directly across from The Brothers.

NATIONAL REGISTER OF HISTORIC PLACES

Falmouth has five buildings that are listed on the National Register of Historic Places, the Nation’s official list of cultural resources worth preserving.

Built circa 1798, the Thomas Skelton House (I) is one of the earliest remaining examples of local construction and woodworking of the late 18th century. The house was initially located on Pleasant Street in Portland, but was moved in 1971 to its current location to avoid demolition. Many of the original details remain, and extensive restoration has brought the rest of the house back to excellent condition.

The Baxter Summer House (T) is prominently located on Mackworth Island in Casco Bay. Initially the summer home of Percival P. Baxter (a former governor and one of the most important conservationists the state has produced) the property is now home to the Baxter School for the Deaf. The rest of the island is a mixture of fields and forests and is open for public recreation. The two-and-one-half story brick home was designed in 1917 by Frederick Thompson, a well-known Portland architect.

Hall’s Tavern (N) is located on Gray Road in northern Falmouth. Built around 1800, Hall’s Tavern is a fine example of rural Federal style architecture. Originally a residence large enough to accommodate Nicholas Hall’s typically large family, Hall’s youngest son converted it to a tavern in the 1820s. The tavern operated for nearly 70 years before reverting to a private residence in 1890.

The Elisha Purington House (S), also known as the Pride Farm, is located on Mast Road. A staunch Quaker, Purington is considered to have been one of colonial New England’s finest clockmakers; he also was an accomplished gunsmith and blacksmith for residents of Falmouth. His house remains as one of the most remarkably preserved examples of rural mid-18th century architecture in Maine.

The Falmouth House (J) was built circa 1828 by Samuel Hicks and is a representative example of the traditional 18th century New England house. Located on the Gray Road, the Falmouth House was for a time an inn on the route from Portland to Lewiston. Hicks sold the inn to Otis Washburn in 1836, and it continued as a favorite stopover under a new name– the Washburn Tavern. As a private residence today, the Falmouth House retains most of its interior and exterior Federal style character.

HISTORIC BUILDINGS

A 1994 survey identifies 985 Falmouth buildings built prior to 1945. The buildings in the survey reflect the mixed character of the Town; farms, summer homes, schools, and small businesses. More than a dozen

architectural styles were identified, including Colonial, Federal, Greek Revival, Romanesque, Italianate, and several others. Some of the buildings included in the survey with historical significance are:

The Captain Samuel D Freeman House (A) is located on Mountain Road. Its hand-hewn frame is held together with wooden pegs or tree-nails. Inside this home are many historic features including Indian shutters that slide along the chair rails.

The Old Lunt Place (B) was built by Benjamin Lunt and deeded to his son Joshua in 1817. The property is on Falmouth Road above the East Branch of the Piscataqua, on which Lunt operated a grist mill and a saw mill.

The James Merrill House (D) is located on Falmouth Road and was purchased from Samuel Waldo in 1738. The house remained in the Merrill family for more than two hundred years until it was sold in 1960. The house is a fine example of colonial architecture with a quintessential center chimney.

The Cape Cod House (H) was one of eleven houses built by James Merrill for each of his offspring. Located on Falmouth Road, this house is believed to have been built by 1760.

The Henry Gallison House (K) had been constructed by 1825. Gallison was a blacksmith who moved to Mountain Road from neighboring Windham.

Other notable historic buildings in Falmouth include:

St. Mary’s Episcopal Church (C) was built by General John Marshall Brown. It was built in 1890 as a memorial to his daughter. The church was designed after the 12th century church of St. Mary in Ifley, England. The building is situated so that the rising sun shines through the east window on the morning of March 25, the Feast of the Annunciation of the Blessed Virgin.

Falmouth Congregational Church (E) was erected in 1893 using bricks made on the nearby banks of the Presumpscot Estuary.

Other historic properties include:

- James Hopkins Smith House (F)
- Burnham House (G)
- Tavern/Spring Pond Farm (L)
- Jonathan Knight Homestead (M)
- Barker School (O)
- Allen Stage Tavern (P)
- Isaac Allen house (Q)
- Larsen House (R)

CURRENT TOWN PROTECTIONS

Any subdivision within Falmouth’s Resource Conservation Overlay District is required to catalogue its historic and archeological resources. Under certain circumstances, the subdivision approval could be withheld if the proposed development damages these resources.

ISSUES AND IMPLICATIONS

The Town provides some protection for historic and archaeological resources through the Resource Conservation Overlay District but this does not apply Town-wide.

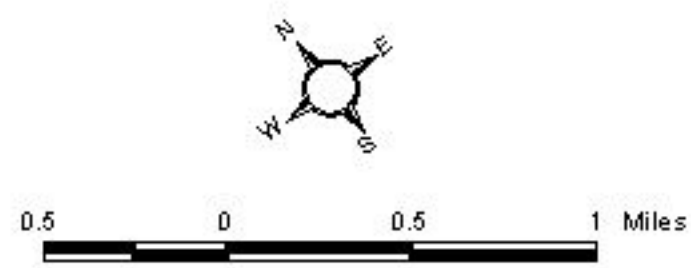
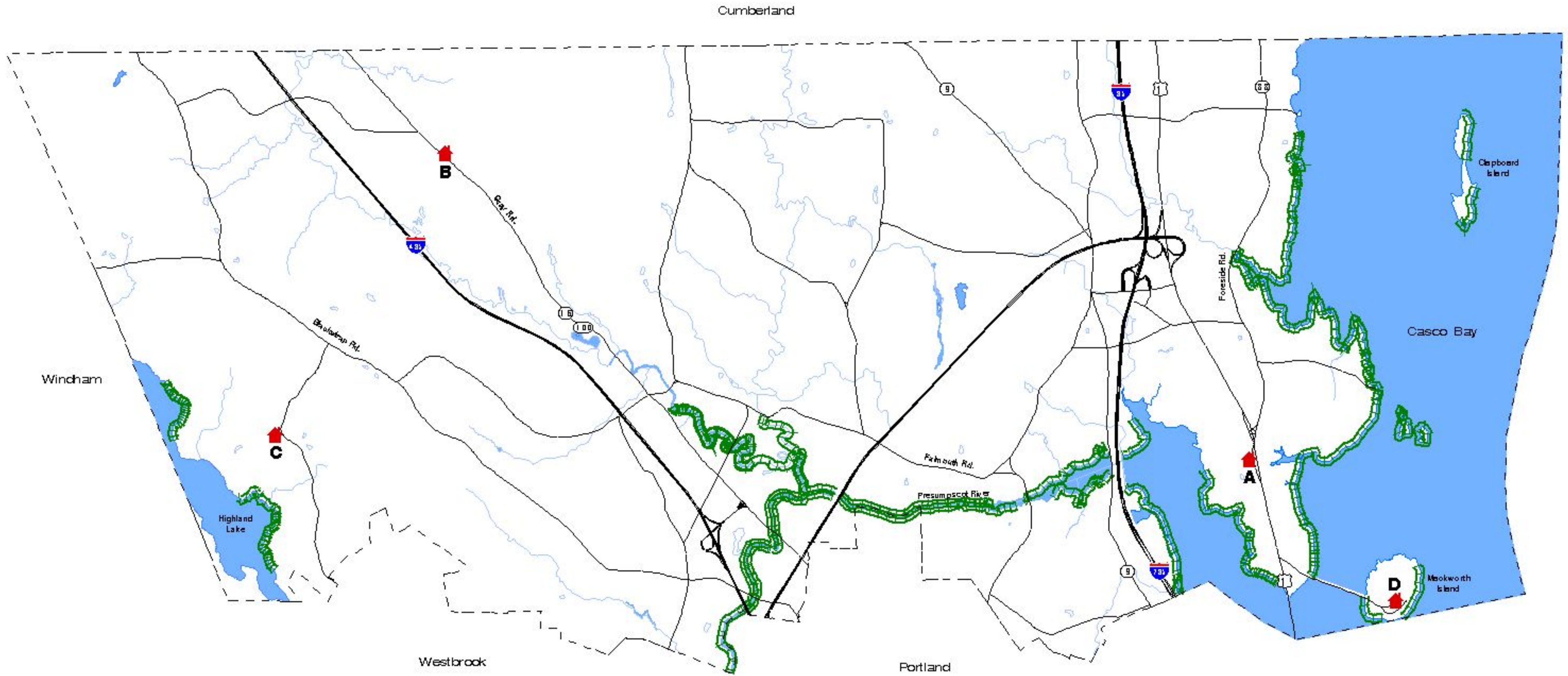
There is no formal effort to inventory, evaluate, and protect, if

appropriate, the Town’s prehistoric archaeological resources.

STUDIES AVAILABLE AT TOWN HALL

National Register of Historic Places Nomination Form (Falmouth House, Baxter Summer Home, Hall’s Tavern, Purington House,

Skelton House), various dates
 A Portrait of Falmouth, Celebrating 250 years, 1993
 Greater Portland Landmarks: Reconnaissance-Level Survey, 1993



Data Sources:

Base data obtained from Falmouth GIS.
 Areas of Archaeological Resource Potential digitized from paper source maps obtained from the Maine Historic Preservation Commission, dated April 1997.
 Historic Buildings data digitized from an inventory list obtained from the Maine Historic Preservation Commission, dated January 2000.
 Waterbodies data converted from natural drainage study by G. Fogg for the Town of Falmouth, since 1996.

Major Roadways:

- Principal Arterials
- Minor Arterials
- Collectors

Town Boundary

- Town Boundary
- Waterbodies
- Surface Water
- Areas of Archaeological Resource Potential

Historic Buildings:

- A - Thomas Skelton House
- B - Hall's Tavern
- C - Elisha Purlington House
- D - Baxter Summer Home

Map Prepared By:



August 2000

Cultural resources are the repositories of our collective conscious. They are links to our past, perspectives on our present, and glimpses of our future. Libraries take us into the minds of ourselves and others. The visual and performing arts are expressions of life. Historical artifacts bring the past to life, and promote understanding and inspire innovation. This chapter provides an overview of Falmouth's cultural resources.

MUNICIPAL RESOURCES

Despite the scores of cultural opportunities in the adjacent City of Portland, Falmouth has substantial cultural resources. The school system offers several gymnasiums and lecture halls for civic events. The new high school will have an 800-seat auditorium available for cultural events.

Public lands offer places to explore ourselves and our communities, and are visual reminders of whom we are and what we value as a Town. Land available to residents varies widely in size, use, and location. Falmouth owns more than 560 acres of undeveloped land on more than 25 parcels throughout Town. The larger parcels include the Wilshore Farms Community Forest, Foreside Nature Preserve, Town Forest, and the Falmouth Community Park. Other components include landscaped parks, trails, athletic fields and courts, playgrounds, water access, farms, and indoor athletic courts. A more detailed discussion of public lands is in the chapter on Recreation and Open Space.

FALMOUTH MEMORIAL LIBRARY

Falmouth Memorial Library is an independent nonprofit organization offering library services free to all residents. The Town provides between 70 and 80 percent of the library's operating budget. Its services extend beyond simply books to community programs, music, technical assistance, meeting space, outreach programs, and more. The library is directed by a twelve-member board of directors— three of which are appointed by the Town Council.

Falmouth Memorial Library was conceived in 1944 as a way to honor the Town's veterans. Its doors opened in 1952 and, after two additions and several renovations, the library still exists at its original Foreside location.

The library recently took steps to ensure it will be able to serve Falmouth residents in the twenty-first century. The most recent expansion—paid for by a widely supported municipal bond in 1993—was completed in 1995. The expansion increased the library from 3,000 square feet to 10,000 square feet. Services were upgraded, and automated catalogues and an electronic-checkout system were added. The library is now considering linking itself to Maine Infonet, which will provide access to library resources across Maine.

Since the expansion was completed, use of the library has increased significantly. In 1995, approximately 54,000 items were circulated through the public. By 2000, this number had increased to 121,000.

Falmouth Memorial Library has many traditional resources. Its collection includes approximately 40,00 titles. The collection is especially strong with children's works and has an extensive Maine collection. The library participates in an interlibrary loan program which gives Falmouth patrons the ability to tap into the collections of other libraries in the region. In addition, magazines, videos, compact discs, and audio books are available for circulation.

Resources within the library include atlases, encyclopedias, almanacs, dictionaries, and electronic databases. Staff and volunteers offer workshops, internet training programs, reading programs, and social book clubs. An outreach program delivers library resources to those who can't make it to the library. The library is an outlet for municipal services, including state and federal income tax forms that are available every year.

The expansion also created room for less traditional library services. The John Russell Room has meeting space for 90 people and can be reserved free of charge for Falmouth-based nonprofit groups: recreation programs and various civic societies use the space regularly. Other groups rent space for a nominal charge. There is space designated to display works by local artists, and the library contains office and storage space for the Falmouth Historic Society.

Looking to the future, effort will be needed to ensure that the library is using technology appropriately. Are there enough terminals available? Do we have access to useful databases? Are we efficiently using the right interlibrary services? In short, does this technology increase the services we can give to our patrons? These questions and more will require steady effort by staff in the future.

Staffing is adequate for current levels of use. A full-time children's librarian was recently hired but increasing demand will likely require more staff in the future.

FALMOUTH HISTORIC SOCIETY

The Falmouth Historic Society was founded in 1966. The organization is currently directed by officers— there is no board of directors or other form of oversight. The organization funds itself entirely.

Membership in the organization has fluctuated in past decades but most recently has been on the upswing. The organization has a collection of Town archives stored at the Falmouth Memorial Library. The organization publishes a quarterly newsletter and sponsors lectures, workshops, special events, and genealogical resources for residents.

Looking to the future, the Historic Society's largest goal is to find a home in which they can store artifacts and archives. Currently all of their larger artifacts are sent to the Maine Historic Preservation Commission to be stored.

The Society is also actively seeking money through a capital campaign and grants that will increase the quality and quantity of the services offered. Another goal is to publish a history of the Town.

TOWN AND REGIONAL ORGANIZATIONS

Falmouth has numerous local and regional volunteer groups, organizations, and Town committees that add character and diversity to civic life. A sampling of these groups includes everything from the Falmouth Conservation Trust to the American Legion, and from the Falmouth Rod & Gun Club to St. Mary's Garden Club.

ORGANIZED RELIGION

Organized religion in Falmouth began in 1674 on the Neck. It was not until 1735 that the first parish was designated. Since then numerous churches have been built and as many religions are an active component of Falmouth's cultural fabric. These denominations hold services, but also sponsor lectures, theatrical events, community meetings, bake sales, and numerous other opportunities to add richness and community to our lives.

GILSLAND FARM SANCTUARY— MAINE AUDUBON

The Gilsland Farm Sanctuary is a 60-acre parcel of land along the Presumpscot River Estuary owned by the Maine Audubon Society. The property is open to the public for free and includes large open meadows, woods, salt marshes, orchards, a pond, and the Environmental Center (which is headquarters for the Maine Audubon society).

The Environmental Center has several resources open to members for free and to the public for a nominal fee. The Teachers' Resource Center includes curriculum materials, books, children's literature, audio and videotapes, information files, and taxidermy mounts for loan. There is also a Discovery Room full of exploratory activities and interactive exhibits. Workshops, lectures, symposia, book discussion groups, and other forums are held weekly. Outdoor summer camps are available for elementary-aged children.

HISTORIC AND ARCHAEOLOGIC SITES

Historic and archaeological sites are located throughout Town. Falmouth's only known archaeological site is the New Casco Fort. Although never located definitively, the site is believed to be near Waites Landing across from The Brothers islands. Historic sites include St. Mary's Episcopal Church, Falmouth House, Thomas Skelton House, Baxter Summer Home, Hall's Tavern, and many others. A more comprehensive discussion of these resources is located in the Historic and Archaeological chapter.

ISSUES AND IMPLICATIONS

The Town continues to be reliant on regional cultural resources. Continued growth may increase the pressure on the community to increase the range of cultural opportunities available in the Town.

STUDIES AVAILABLE AT TOWN HALL

Planning a Town Center for Falmouth Maine: a proposal of the Comprehensive Plan Advisory Committee, 1991
E Pluribus Unum: a story of Falmouth, Maine

Open Space Plan, 1990

Orderly growth protects our open spaces and makes efficient use of our municipal resources. This chapter assesses Falmouth's current land use patterns and analyzes development trends since 1980.

GENERAL PATTERN OF DEVELOPMENT (UP TO 1980)

Interstate 95 and the Presumpscot Estuary divide Falmouth in half. Falmouth Foreside lies south of this divide. The Foreside is denser and more urban. In 1980 there were 296 year-round housing units per square mile in the Foreside. North of the Interstate 95 and the Estuary is much more rural in character. In 1980, this area had 52 year-round housing units per square mile. The development patterns that characterized these halves are still visible today.

Falmouth Foreside was one of Portland's earliest suburbs. Its location by the sea and its rural character attracted the city's elite to its shores in the late 1800s. By 1893 the Portland Yarmouth Electrics trolley service was running up what is now Route 88, transporting people between the city and the young suburbs to the north. The automobile quickly supplanted the trolley (which ceased operating in 1933). Interstate highways in the 1950s and 60s and sewers in the 1970s fueled the late 1970s building boom in multi-family housing. Much of this housing is located on small neighborhood streets that connect with the more heavily trafficked "feeders" (Routes 1 and 88).

The Foreside was so closely linked to the city that an established commercial district didn't develop until the late 1950s and 1960s. Much of what did develop along the newly constructed Route 1 was a community shopping center that sold convenience goods (every-day items and services such as groceries, pharmaceuticals, banking, etc) to residents of a geographically-limited area.

The other half of Falmouth was remarkably different. Numerous farms dotted the rural landscape—some are still visible today along the Winn, Gray, and Woodville Roads. Instead of neighborhoods directing traffic onto "feeders", the farms in this half of Town developed along the country roads. This development pattern can be seen along Blackstrap Road and the Gray Road. Despite having similar transportation links as the Foreside, (the Portland Lewiston Interurban trolley line paralleled Gray Road), urban traffic generally flowed *through* this half of Falmouth instead of *to* this half of Falmouth.

This side of Town was dotted with hamlets; West Falmouth Corner (Mountain Road and Gray Road), Falmouth Corner (Falmouth Road and Depot Road), and Presumpscot Falls were the largest centers outside of the Foreside. Over time these hamlets gradually lost their general stores, inns, and rail stations, until today only vestiges are visible.

At the same time limited commercial opportunities developed outside of these hamlets, specifically the scattered commercial activity along Gray Road and that clustered around Exit 10 of the Maine Turnpike.

RESIDENTIAL DEVELOPMENT (1980 - PRESENT)

Recent residential development patterns run counter to Falmouth's historical development pattern. The real estate bust in the early 1980s put an end to the multi-family developments in the Foreside, and during the mid 1980s large single family subdivisions exploded in the rest of Town. The denser Falmouth Foreside grew at a slower rate than did the rural west side of Town. Between 1980 and 1990, the number of housing units in the Foreside increased by 25 percent. In west Falmouth the number of housing units increased by 35 percent. This disparity in growth will likely continue as open spaces west of the Foreside are converted to single family housing developments and developable lots in the Foreside become harder to find.

Residential Development Pattern 1980 - 1990

		east of I-95	west of I-95	Total
square miles		4.2	25.4	29.6
year-round housing units	1980	1,242	1,310	2,552
	1990	1,549	1,773	3,322
% change 80 - 90		24.7%	35.3%	30.2%
density	1980	295.7	51.6	86.2
	1990	368.8	69.8	112.2

US Census

Since 1990, 36 new subdivisions have been approved in Falmouth. In these subdivisions there were a total of almost 400 housing units. The geographic spread of these new developments varies. More than three-quarters of these new housing units in subdivisions are in central Falmouth (Falmouth Center, Woodville, Falmouth Corner, and Pleasant Hill). Approximately 80 housing units were in west Falmouth, and less than 15 were in the Foreside. The area with the most subdivisions was Pleasant Hill. This suggests that areas demanding services will continue to shift from the Foreside to the central and western parts of Town.

COMMERCIAL DEVELOPMENT (1980 - PRESENT)

Today Falmouth has two growing commercial centers. Physical deterioration of older buildings and stronger regional competition (Maine Mall, Old Port) were harming the health of the Route 1 commercial center. Two remedies were undertaken:

The Business Professional zoning district north of Bucknam Road limited strip development by requiring traffic control measures, limiting curb cuts, and requiring extensive landscaping and open space preservation.

to create a community center in this area. The Town's historic natural resource based uses are shrinking as the community becomes more subdivided and this pressure is likely to continue or increase.

STUDIES AVAILABLE AT TOWN HALL

- Route 100 Study, 1987
- Comprehensive Plan Update, 1988
- Village Center Charrette, 1993

The Village Center Overlay District stimulated redevelopment along lower Route 1 and placed an emphasis on human-scale development. It includes greenbelts and community paths, view corridors between community uses and commercial uses, connections for bicycle and pedestrians, streetscaping, and public gathering places.

Recent development along lower Route 1 suggests that this plan has been successful.

West Falmouth is a smaller commercial district, but it is changing quickly. The center of the area, once West Falmouth Corner, has now moved south along Gray Road to Exit 10 of the Maine Turnpike. Recent zoning changes have created:

the Exit 10 Master Planned Development District. This is a planned mixed-use development in keeping with the semi-rural character of West Falmouth and its neighborhoods.

the Route 100 Corridor Overlay District that stretches up Route 100 towards the Cumberland line. This district is intended to maintain current traffic capacities while protecting the corridor's visual environment and rural character.

NATURAL RESOURCE USE

Falmouth has 320 acres enrolled in the Farm and Open Space Tax Program, of which 218 are enrolled under the farm land portion of the program. To qualify for farming tax treatment under this program a parcel must contain at least five contiguous acres and be used for farming, agriculture, or horticultural purposes. Falmouth's farmlands are mostly in Hurricane Valley and Woodville.

Maine's Tree Growth Tax Law allows forest lands to be taxed at its productivity value rather than its fair market value. To be eligible for the program, parcels must be larger than 10 acres and be managed for commercial wood production. Falmouth has 52 parcels enrolled in this program for a total of 1,556 acres. The majority of these parcels are near Highland Lake, on Poplar Ridge, and along Leighton Hill. Smaller parcels are scattered throughout Falmouth Center and Woodville.

Much of Falmouth is zoned as the Farm and Forest District. This zone has focused on large lot residential development and resource extraction. Today there is so little resource extraction that the zone is improperly named. Suggestions to change it to Rural Residential are being considered.

MUNICIPAL LAND USE

Most of Falmouth's larger municipally-owned lands are scattered north of the Maine Turnpike Spur. Several smaller parcels are located in the Foreside, which includes Pine Grove Park, Legion Fields, Foreside Nature Preserve, Underwood Park, and the Village Park.

ISSUES AND IMPLICATIONS

The current development pattern of primarily single family housing on larger lots is converting large areas of the Town from rural to suburban. The character of the community is being altered by the current pattern of development

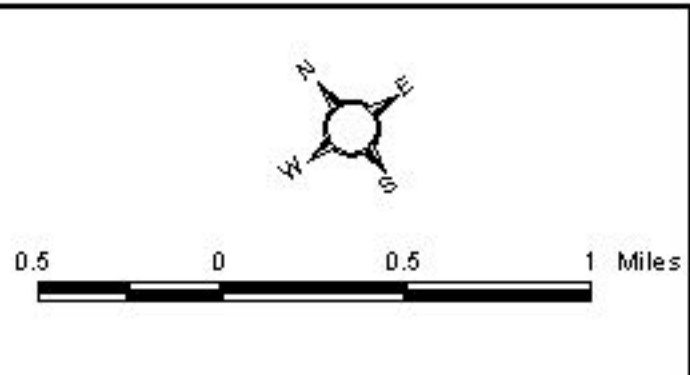
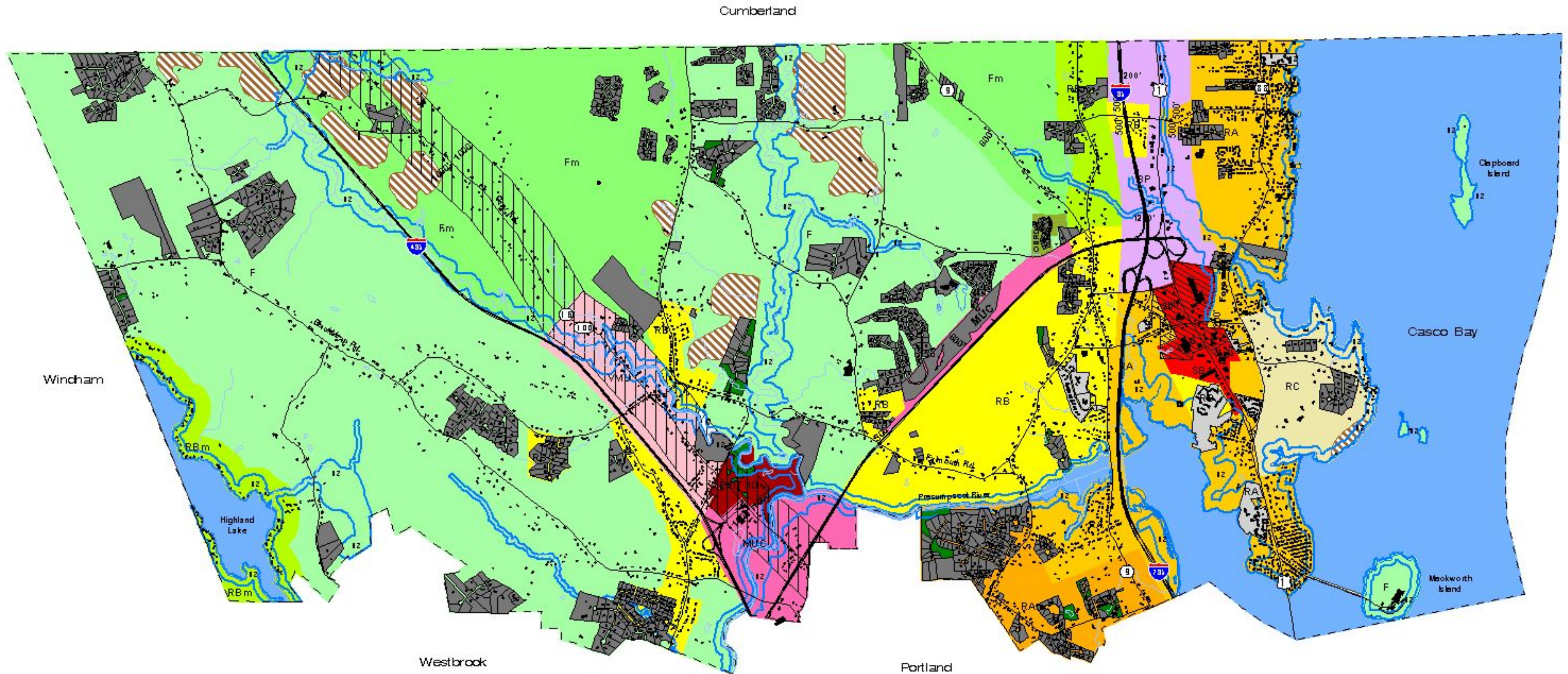
The development of the Exit 10 area created opportunities for the Town to expand its nonresidential tax base, but there is potential for other limited nonresidential projects.

Redevelopment and improvement of the Route 100 corridor has begun

- Comprehensive Plan Update, 1994
- Creating a Transit-Oriented Development Plan at Maine Turnpike Exit 10, 1997
- Assessment of the Community Impacts of West Falmouth Crossing Development, 1997
- Exit 10 Design Guidelines, 1998
- Route One Design Guidelines, 1998
- Comprehensive Plan Preliminary Report, 2000

FALMOUTH COMPREHENSIVE PLAN UPDATE 2000

CURRENT LAND USE



Data Sources:
 Base data; subdivisions by decade and type; tree growth, open space and farmland data; and common land in development obtained from Falmouth GIS.

100 year flood zones obtained from FEMA digital Q3 flood data files digitized from FRM hardcopy maps, 1998.

Major Roadways:
 Principal Arterials
 Minor Arterials
 Collectors
 Waterbodies
 Surface Water
 Multi Family Homes
 Single Family Homes
 Agriculture

Town Boundary

Zoning Districts

RA	Residential A	20,000 sq.ft.
RAM	Residential A	Minimum Lot Width 125 ft.
RB	Manufactured Housing Subdistrict Residential B	40,000 sq.ft.
RBm	Residential B	Minimum Lot Width 150 ft.
RC	Residential C	60,000 sq.ft.
	Manufactured Housing Subdistrict	Minimum Lot Width 160 ft.

F	Farm and Forest	80,000 sq.ft.
Fm	Farm and Forest	Minimum Lot Width 250 ft.
SBI	Suburban Business 1	Minimum Street Frontage 200 ft.
MUC	Mixed Use Cluster	
VMU	Village Mixed Use	
BP	Business Professional	
OSRD	Open Space Residential District	

Exit 10 Master Planned Development District
Corridor Overlay 1000 ft. from center of Route 100 in either direction
Retirement Corridor Overlay District
Village Center Overlay District
See the Official Falmouth Shoreland Zoning Map for Shoreland Zoning District delineations.

NOTE: Not to be used for other purposes without the permission of the Town of Falmouth.

Map Prepared By:

Geo-Systems
 Falmouth, Maine

Jennifer Phinney
 GIS Administrator

August 2000

MASTER PLANNING FUTURE GROWTH

There appears to be widespread concern that the character of Falmouth is changing as a result of the residential growth that has occurred and is likely to continue. Steps can be taken to effectively plan future residential growth to preserve character and minimize the negative consequences of that growth. This potential has been demonstrated in the town's response to commercial growth pressures.

Across the country, many communities have applied this type of proactive planning to commercial and residential growth. Since far more areas of the community are dedicated to residential development, the benefits of controlling housing projects are probably of greater consequence to the long-term future of Falmouth.

The same planning and design principles that have been successfully applied to commercial development should be applied to the residentially zoned sections of Falmouth. To succeed in controlling residential growth requires that the town take a proactive role in looking at potential development areas and to plan the general framework for growth to follow. Since the town's first Comprehensive Plan was adopted in 1965, residential growth has been guided by a simple zoning scheme that segregates commercial and residential uses and establishes minimum lot sizes, lot widths, and property line setbacks. These few spatial requirements do little to address the concerns of Falmouth citizens for protecting open space and community character or controlling traffic impacts.

The town has developed planning information, technology, tools, and processes that could be applied to deal with a more comprehensive treatment of residential growth. Decisions on public sewer extensions, new street locations, open space preservation, and bicycle/pedestrian linkages would be made by the town rather than individual developers. These decisions would be made through a public participation process involving residents of the areas to be developed, landowners, real estate professionals, developers, conservationists, and other interested citizens.

The planning process would create a vision for the future and would provide general guidance, but would leave adequate flexibility to deal with the unique characteristics of individual properties and the specific needs of land owners and developers. The Comprehensive Plan Advisory Committee recommends that the town identify several geographic districts for preparing residential master plans. This approach would enable the town to cost-effectively develop growth plans and to maximize public involvement by citizens in affected areas.

Within the individual geographic sections, several alternative growth models, could develop based on historic development patterns, sewer availability, importance of open space and natural areas, and technical planning considerations like topography and soils. In general, the town seems to divide into three separate planning areas or zones.

The eastern, Foreside area (Zone 1) is mostly developed, and any future growth will simply fill in vacant land around existing neighborhoods. The central section of Falmouth (Zone 2) contains vast tracts of undeveloped land and has the most options for managing growth because of the availability of public water and sewer. The western third (Zone 3) contains the most rural sections where future development will occur exclusively on private wells and septic systems, which require low density development patterns, and would be most conducive to conservation zoning and design.

Master planning future residential growth in Falmouth will require the town to make decisions in several important policy areas, including:

- * Public Sewer Service Areas;
- * Transportation;
- * Bicycle & Pedestrian Facilities
- * Open Space;
- * Residential Design Guidelines; and,
- * Public Facilities

PUBLIC SEWER SERVICE AREAS

The ability of the town to control residential growth, preserve open space, and enhance town character is partially dependent on using the public sewer system to manage growth. The use of private septic systems for residential development usually results in the spread of housing across the landscape in order to provide adequate infiltration and treatment of the wastewater. This low-density pattern produces most of the loss of open space, town character, and sense of neighborhoods. Providing public sewer service expands management options for clustering development in the most suitable locations with better facilities for recreation and walking, while leaving large open tracts of land around those neighborhoods.

TRANSPORTATION

If growth continues in Falmouth and surrounding communities, traffic congestion and related problems will increase over time. The town's current policy of requiring subdivision streets to be interconnected lacks a comprehensive framework to disperse traffic instead of funneling it onto a limited number of collector roads and through congested intersections. The town should be determining the best location for new streets and intersections rather than leaving such decisions to individual developers. Numerous dead ends limit the travel options of residents, both in terms of direction of travel and the ability to safely move within their neighborhood on the busy collector roads. Service access by school buses, snowplows, and public safety vehicles is also hindered.

BICYCLE & PEDESTRIAN FACILITIES

An insidious effect of the historic pattern of development is the isolation of neighborhoods and their residents. Continuously adding new subdivisions to the existing network of collector roads and ever increasing amounts of commuter traffic make most streets in town unsafe for cyclists and pedestrians. To address this concern, the town has adopted a Bicycle, Pedestrian, and Trails Master Plan that lays out a town-wide network of on-road and off-road facilities. The master planning process should also require that new development include provisions for safe bicycle and pedestrian facilities within projects and between adjacent neighborhoods and open space areas.

OPEN SPACE

Since the mid-1980s, concern for the loss of open space in town has ranked among the highest growth management concerns of Falmouth citizens. That high level of public interest spurred the town to adopt an open space plan that laid out a general concept for open space preservation along with numerous tools for accomplishing the plan's goals. The most noticeable effect of the Open Space Plan has been the town's land acquisition efforts. These

land preservation actions have created or expanded significant open space areas in three different sections of town.

The town's Land Acquisition Advisory Committee has recommended that the three regional locations in Falmouth established through public acquisition and voluntary donations be further expanded in the future. The residential master planning process should incorporate that goal but also look at other opportunities to surround and connect existing and new neighborhoods with open space. Pursuing open space preservation will require added town funding for land purchases, a goal supported by 74 percent of respondents to the second citizen survey.

RESIDENTIAL DESIGN GUIDELINES

One of the advantages of low density housing spread throughout the town is that it provides maximum freedom to construct individual homes with little or no regard to surrounding property owners. Pursuing more compact growth patterns to preserve open space and community character, however, requires careful consideration of neighborhood design and may warrant adopting residential design guidelines.

This approach would follow the successful model of the Falmouth's commercial design guidelines, and would provide general guidance while allowing adequate flexibility to allow developers and homebuilders to meet market demand and the specific needs of consumers. The most important principle would be coordination of all of the individual components of developments, including; the design, construction, and installation of streets, homes, utilities, landscaping, pedestrian facilities, and common open space.

Through the application of residential design guidelines, the town could ensure that new housing is appropriately sized for the density of development proposed under various master plans in the different residential areas proposed. For those areas with compact growth plans, the design guidelines would also help create a sense of neighborhood by promoting the qualities of traditional New England towns and adding greater space, environmental sensitivity, and public amenities.

PUBLIC FACILITIES

Residential growth has stimulated increased demand for public services and facilities. The town has responded by upgrading existing facilities and adding capacity to accommodate growth. Whenever existing facilities are upgraded, the town should see public facilities as potential nodes or focal points for future development.

The residential master planning process should identify key locations for future public facilities and lay out connections from those locations to existing and potential neighborhoods.

COMMERCIAL AREAS

The Town has focused commercial development in the Route One corridor and in the new Exit 10 Development District. The Town should continue to limit intensive nonresidential development of these two areas and work to maximize the utilization of these districts.

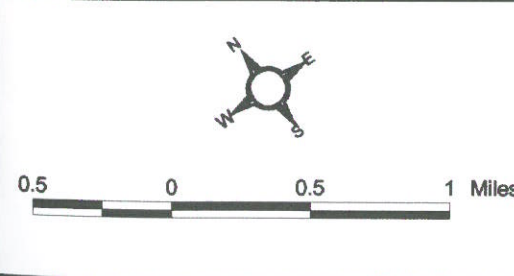
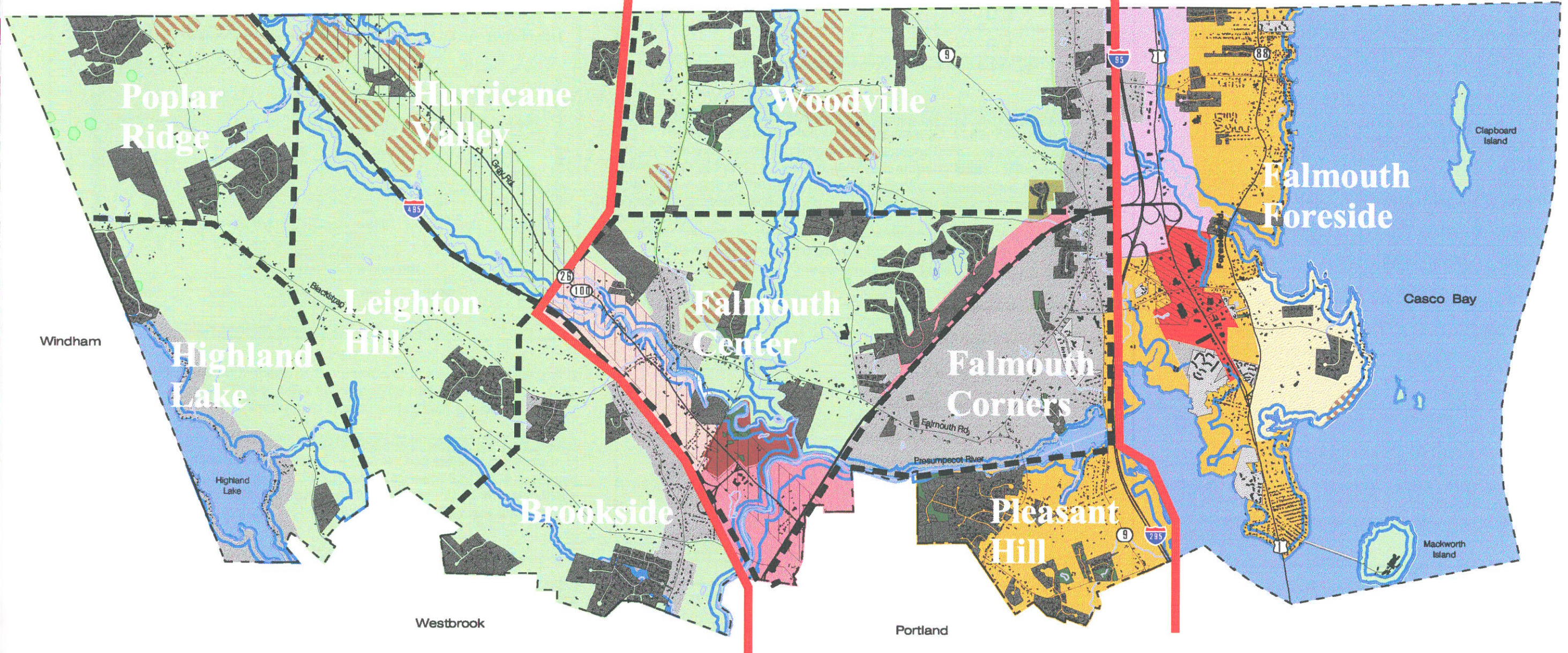
FALMOUTH COMPREHENSIVE PLAN UPDATE 2000

PROPOSED LAND USE

Zone 3 - Rural Residential

Zone 2 - Master Planned Growth

Zone 1 - Infill Growth



Data Sources:
 Base data; subdivisions by decade and type; tree growth, open space and farmland data; and common land in development obtained from Falmouth GIS.
 100 year flood zones obtained from FEMA digital Q3 flood data files digitized from FIRM hardcopy maps, 1998.

- Major Roadways:**
- Principal Arterials
 - Minor Arterials
 - Collectors
 - Waterbodies
 - Surface Water
 - Multi Family Projects
 - Single Family Projects
 - Agriculture
- Growth Management Zones**
- Master Planning Areas
 - Buildings
 - Town Boundary
 - Common Land

- Zoning Districts**
- Farm and Forest
 - Mixed Use Cluster
 - Suburban Business 1
 - Residential A
 - Residential B
 - Residential C
 - Village Mixed Use
 - Open Space Residential
 - Business Professional
 - Exit 10 Master Planned Development Area

- Corridor Overlay
1000 ft. from center of Route 100
In either direction
 - Retirement Corridor Overlay District
 - Village Center Overlay District
 - SZ See the Official Falmouth Shoreland Zoning Map for Shoreland Zoning District delineation.
- NOTE: Also see the Town of Falmouth's Zoning and Site Plan Review Ordinance for special requirements and performance standards.

Map Prepared By:

Geo-Systems
Yarmouth, Maine

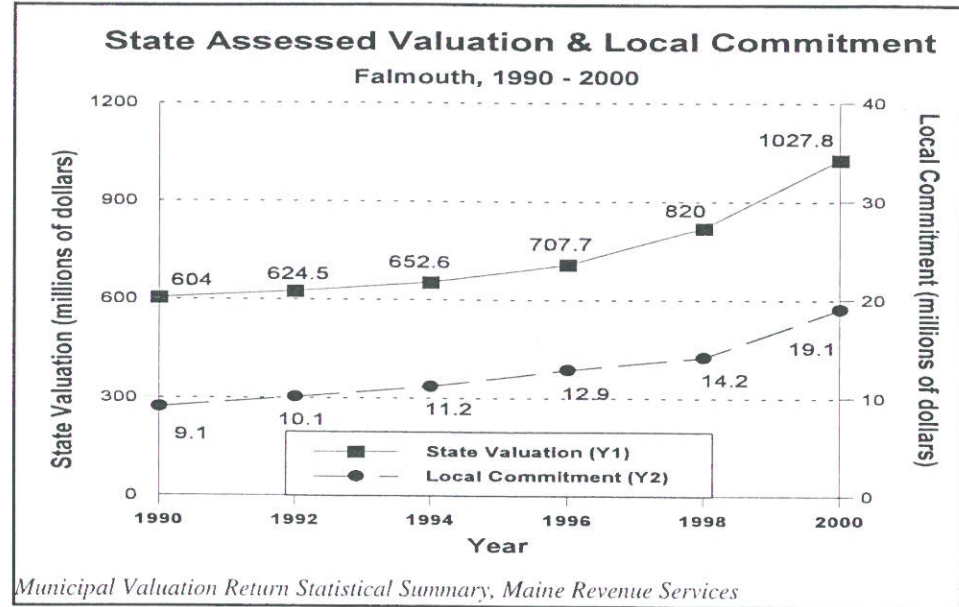
Jennifer Pinney
GIS Administrator

December 2000

The fiscal capacity of a community is a key factor in its ability to accommodate growth while providing the facilities and services needed by the community. This chapter examines the current financial condition of Falmouth and its ability to service new growth.

ASSESSED VALUATION AND TAX RATE

An important component of the Town's fiscal health is its taxable real and personal property, also known as total assessed valuation. In the early 1990s, a soft real estate market held valuations to gradual increases. Growth, a strengthening real estate market, and a revaluation in 1997 increased the Town's valuation significantly in the late 1990s.



Municipal Valuation Return Statistical Summary, Maine Revenue Services

The Town's commitment, or the portion of the annual budget that is raised through property taxes, more than doubled between 1990 and 2000. By 2000, the Town's commitment had increased to \$19.1 million.

TAX RATE

Throughout the 1990s Falmouth's tax rate has steadily increased. In 1990 the tax rate was 15.1 mils (or \$15.10 of tax for each \$1,000 in assessed valuation). By 2000 the rate had increased to 18.6 mils. Note—the drop in the 1998 tax rate resulted from the 1997 revaluation; a lower tax rate was paid on a higher valuation.

**Tax Rate
Falmouth, 1990 - 2000**

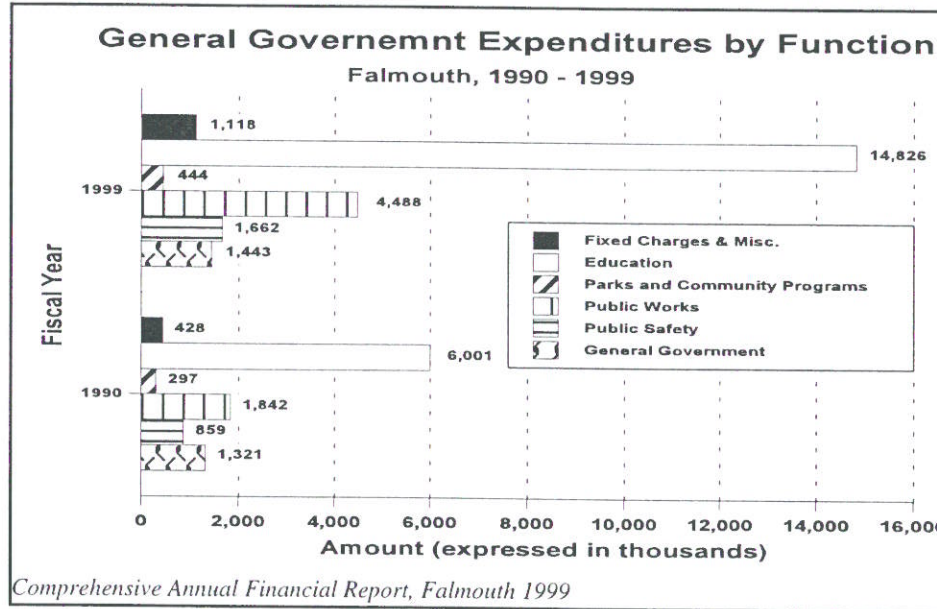
Year	Tax Rate (mils) ¹
1990	15.1
1992	16.2
1994	17.1
1996	18.3
1998	17.3
2000	18.6

Municipal Valuation Return Statistical Summary, Maine Revenue Services

¹ not full-value tax rate

OPERATING REVENUES AND EXPENDITURES

For the fiscal year that ended on June 30, 1999, Falmouth's general fund revenues totaled \$20 million. Money raised from taxes accounted for \$16 million, and of this \$14.5 million was from property taxes. Intergovernmental revenues—most in the form of state school aid—accounted for another 13 percent of general fund revenues. Interest income comprised almost 3 percent of revenues.



Comprehensive Annual Financial Report, Falmouth 1999

In 1999, three-fifths of all general fund expenses were spent on education. Public safety and public works combined to account for 15 percent of expenditures, and capital outlays accounted for 9 percent of expenditures.

Between 1990 and 1999 education expenses more than doubled. Both public works and public safety expenses more than doubled, while parks and community expenses increased by 50 percent. General government expenses increased by more than 10 percent.

DEBT SERVICE

Falmouth uses long term borrowing to finance its larger capital expenditures. As of June 30, 1999, the Town had more than \$5,000,000 in outstanding debt. This debt is for a wide range of projects including school-related projects, capital improvements, and the library addition. The annual cost for debt service (principal and interest) totaled just more than \$400,000 in 1999.

**Long Term Debt Payable
Falmouth, June 30, 1999**

General Obligation Bonds and Notes	Interest Rate	Final Maturity Date	Balance
School Athletic Facilities	5.7% - 7.7%	2009	\$450,000
Library Addition	5.25% - 5.4%	2005	\$350,000
Lunt School Addition	6.75%	2005	\$660,000
Capital Improvements	3.6% - 3.85%	2008	\$2,500,000
High School Construction Bond Anticipation Note	3.25%	1999	\$1,200,000
TOTAL			\$5,160,000

Town of Falmouth Financial Report, June 30, 1999

The Town issued a \$16,965,000 bond in October 2000 to finance the construction of its new high school. The High School Construction Bond Anticipatory Note was refinanced as part of this larger bond. It is estimated that the State will end up paying for approximately 50 percent of the total cost of the school facility. Payments on the new bond will increase the Town's debt service costs in future years.

ISSUE AND IMPLICATIONS

- Growth and the need to expand municipal and school facilities are putting upward pressure on the budget that is likely to continue.
- Even though economic growth continues, the Town has limited ability to increase the share of property taxes paid by nonresidential uses.
- The Town's use of debt to pay for needed facilities is increasing but

remains at manageable levels.

STUDIES AVAILABLE AT TOWN HALL

- Fiscal Impact of Residential Development, 1995
- An Analysis of the Fiscal Impact of Residential Growth, 1996

- Fiscal Impact of Exit 10 Development in Falmouth, 1997
- Comprehensive Annual Financial Report for the Fiscal Year Ending June 30, 2000

POLICY / ACTION RECOMMENDATIONS	TIME FRAME	RESPONSIBILITY
GENERAL		
1. Prioritize among the following recommended policies and actions and establish a specific work program for implementation of this updated Comprehensive Plan.	Immediate	Town Council & Comprehensive Plan Advisory Committee
LAND USE		
1. Continue development of the CommunityViz computer modeling as a tool for analyzing growth options and development patterns, and for engaging the public in an interactive planning process.	Immediate	Planning Department
2. Conduct a master planning process of Falmouth in three sections starting with the central master planned growth zone, to develop master plans for the ten residential districts using an interactive planning process involving residents of the districts and a cross section of citizens. The ten State goals set forth in the State Growth Management Program will be considered in the development of these master plans.	Short-term	Comprehensive Plan Advisory Committee
3. Adopt a master plan as an addendum to this Comprehensive Plan for each residential district to guide development patterns and the future location of streets and intersections, public utilities, subdivisions, open space and greenbelts, public facilities, and bicycle/pedestrian linkages.	Mid-term	Comprehensive Plan Advisory Committee
4. Review the zoning for the Route 1 and Exit 10 commercial areas to assure that these allow the type of planned nonresidential growth desired.	Mid-term	Planning Department
5. Review and revise, as necessary, the zoning for the ten residential districts as the individual master plans are completed and adopted.	Mid-term	Planning Department
6. Review and revise, as necessary, the subdivision and other land use regulations to implement the residential master plans.	Mid-term	Planning Department
HOUSING		
1. Adopt flexible residential design guidelines to ensure that housing is appropriately designed for the density of development proposed under various master plans in different residential districts.	Short-term	Town Council & Comprehensive Plan Advisory Committee
2. Reactivate the town's Affordable Housing Alliance and charge them with developing policies and proposals to address the need for affordable housing.	Short-term	Town Council
3. Continue the Town's policy of making land available for non-profit affordable housing efforts on an individual lot basis.	Short-term	Affordable Housing Alliance & Town Council
4. Consider making Town land available for affordable housing subdivisions and/or multi-family projects conducted by non-profit organizations.	Mid-term	Affordable Housing Alliance & Town Council
5. Exempt affordable housing units constructed under town supported programs from impact fees.	Mid-term	Comprehensive Plan Advisory Committee & Town Council
6. Identify a number of suitable locations for mobile home projects.	Long-term	Comprehensive Plan Advisory Committee
7. Revise zoning and subdivision regulations to establish standards for mobile home parks consistent with State law.	Long-term	Comprehensive Plan Advisory Committee & Town Council
TRANSPORTATION		
1. Appoint the Falmouth Trails Advisory Committee as a standing committee and provide it with the resources necessary to implement the Town's Bicycle, Pedestrian, & Trails Master Plan.	Immediate	Town Council
2. Participate in regional transportation planning efforts to increase utilization of the highway system and to provide long-range solutions to traffic congestion in Greater Portland.	Immediate	Planning Department & Public Works Department
3. Conduct a study to lay out future road networks that improve east-west collector road travel and increases accessibility and route options for secondary roads.	Immediate	Public Works Department
4. Commission a feasibility study for diverting commuter traffic onto the highway system as outlined in the Town's Turnpike Spur Report.	Short-term	Public Works Department
5. Adopt an ordinance establishing limits on the creation of new driveways on arterial and collector roads to preserve roadway capacity.	Short-term	Planning Department & Public Works Department
6. Amend the Zoning and Site Plan Review Ordinance to require driveway connections on adjacent commercial sites and pedestrian connections to adjacent sites, neighborhoods, and the public sidewalk system.	Short-term	Planning Department & Town Council
7. Amend the Subdivision Ordinance to require preservation of existing trails, construction of sidewalks, and interconnection with surrounding or proposed bicycle & pedestrian networks.	Short-term	Falmouth Trails Advisory Committee & Planning Department
8. Lobby the Maine Turnpike Authority and the Maine Department of Transportation to participate in and consider recommendations from a feasibility study that addresses changes in the toll highway system.	Mid-term	Planning Department & Public Works Department
PUBLIC FACILITIES		
1. Continue developing a municipal swimming pool proposal.	Short-term	Poll Committee
2. Develop a baseline description of an acceptable level of services and facilities. Estimate the current capacity of services and facilities and attempt to identify growth thresholds where expansion will be necessary.	Mid-term	Comprehensive Planning Advisory Committee & Planning Department
3. Begin preliminary planning for the construction of a public safety building.	Mid-term	Public Safety Department

Immediate: within three months; **Short-term:** within six months to one year; **Mid-term:** within two to three years; **Long-term:** within four to five years; **Ongoing**

POLICY / ACTION RECOMMENDATIONS	TIME FRAME	RESPONSIBILITY
4. Develop a proposal for the needed expansion of elementary school capacity that meets the community's educational needs in a manner that is consistent with the planned development of the community.	Mid-term	School Building Committee
5. Study the need for a senior center to meet the social and recreational needs of the community's growing elderly population.	Long-term	Community Programs
6. Consider joint-use arrangements and multi-purpose designs on all public facilities projects that will maximize limited resources and provide for flexible responses to changing conditions.	Ongoing	All Departments
PUBLIC UTILITIES		
1. Conduct a study of establishing designated sewer service areas, encouraging sewer extensions by developers and permitting higher densities when sewers are provided.	Short-term	Sewer Department
2. Consider revising development standards to establish a two-step process for determining development density, establishing a base density for development on public sewers or private septic systems, and increasing or decreasing density from that base depending on soil suitability, design, and mitigation factors.	Mid-term	Planning Department & Sewer Department
3. Explore options for upgrading the sewage treatment plant to address issues related to trace pollutants.	Mid-term	Sewer Department
POPULATION		
1. Explore establishing impact fees to help pay for the new school and municipal facilities needed to accommodate growth.	Immediate	Comprehensive Plan Advisory Committee & Town Council
2. Adopt an interim cap on the number of building permits issued for new residential units while the Town completes its residential growth planning.	Immediate	Comprehensive Plan Advisory Committee & Town Council
3. Identify the optimum residential growth rate for the community based upon the residential master plans and adjust the building permit limit accordingly.	Mid-term	Comprehensive Plan Advisory Committee
4. Continue exploring approaches for expanding the supply of affordable housing in Falmouth (see Housing policies).	Mid-term	Affordable Housing Alliance & Town Council
5. Tie the growth rate of residential units to implementation of the established goals and objectives to encourage the development pattern desired such as giving priority to development in compact growth areas or affordable housing.	Long-term	Comprehensive Plan Advisory Committee & Town Council
6. Continue monitoring the rate of residential development and reassess the impacts of growth on the community, municipal and school facilities, and municipal and school services on a periodic basis.	Ongoing	Planning Department
LOCAL ECONOMY		
1. Continue implementing the Village Center Plan for the Route One Business District and review the Town's zoning and subdivision regulations to assure that they are consistent with the Village Center Plan.	Ongoing	Planning Department
NATURAL RESOURCES		
1. Study the impact of camp roads on phosphorous loading in Highland Lake and explore ways to reduce nutrient export if these roads are shown to be a significant source of phosphorous.	Short-term	Conservation Commission
2. Adopt a wetland protection policy to establish building setbacks and buffering requirements.	Short-term	Conservation Commission
3. Undertake a program to educate homeowners on the maintenance of septic systems and to identify and correct malfunctioning systems with a focus on the Presumpscot and Piscataqua River watersheds.	Mid-term	Conservation Commission
4. Continue to monitor the water quality in Highland Lake to assess the impact of the recently adopted Phosphorous Control Ordinance.	Ongoing	Conservation Commission
MARINE RESOURCES		
1. Revise the Town's subdivision and site plan review regulations to establish standards for the quality of stormwater runoff especially in areas that are directly tributary to marine habitats.	Mid-term	Public Works Department & Planning Department
FARM AND FOREST USES		
1. Encourage owners of farmland and commercial forest land to continue to utilize available current use tax programs.	Ongoing	Assessing Department
RECREATION AND OPEN SPACE		
1. Revise the subdivision regulations and zoning ordinance to encourage the use of conservation subdivisions that permanently preserve large portions of the site as open space.	Short-term	Planning Department & Town Council
2. Pursue approval of an additional open space bond issue to allow the community to purchase or obtain conservation easements on key open land.	Short-term	Town Council
3. Undertake a comprehensive, objective inventory of the Town's scenic resources.	Mid-term	Planning Department
4. Proceed with the development of Phase II of Community Park as funding permits.	Long-term	Community Programs Department

Immediate: within three months; **Short-term:** within six months to one year; **Mid-term:** within two to three years; **Long-term:** within four to five years; **Ongoing**

POLICY / ACTION RECOMMENDATIONS	TIME FRAME	RESPONSIBILITY
HISTORIC AND ARCHAEOLOGIC RESOURCES		
1. Revise the Town's subdivision and site plan regulations to require that the historic and archaeological significance of a site be investigated (<i>especially in areas identified by the State Historic Preservation Office as "Resource Potential Areas"</i>) as part of the development review process and that appropriate measures be taken in the design of a project to protect as necessary any identified resources.	Mid-term	Planning Department & Town Council
2. <i>Protect the Town's archaeological and historic resources through regulation and education.</i>	<i>Mid-term</i>	<i>Planning Department</i>
3. <i>Inventory the Town's prehistoric and historic archaeological resources in partnership with the State Historic Preservation Office.</i>	<i>Long-term</i>	<i>Planning Department</i>
FISCAL CAPACITY		
1. Monitor the fiscal impacts of growth and development and explore the use of impact fees to help pay for the facilities needed to serve new development.	Ongoing	Planning Department & Town Council
REGIONAL COORDINATION		
1. <i>Continue to work with the Soil and Water Conservation District and other towns to improve water quality in Highland Lake.</i>	<i>Ongoing</i>	<i>Conservation Commission</i>
2. <i>Continue to work with PACTS, Metro, and the other municipalities to improve the regional transportation network and expand bus service, regional trails, and bike routes.</i>	<i>Ongoing</i>	<i>Planning Department and Town Council</i>
3. <i>Encourage and work with the Greater Portland Council of Governments and regional municipalities to develop regional approaches for addressing the pattern of residential development and affordable housing.</i>	<i>Mid-term</i>	<i>Planning Department and Town Council</i>
4. <i>Work with Westbrook and Portland relative to the removal of the Smelt Hill Dam on the Presumpscot River.</i>	<i>Long-term</i>	<i>Planning Department</i>

The continuing residential and nonresidential growth will require the community to make a number of significant capital investments to accommodate that growth, allow the town to continue to deliver a comparable level of municipal and school services, and maintain the community's "quality of life." This section identifies the major facility investments that are currently planned or will be needed to address growth.

EXPANDED ELEMENTARY SCHOOL CAPACITY

The Town currently provides elementary education (K - 5) in two older buildings (Lunt and Plummer-Motz Schools) that are located on a single campus. Current enrollments exceed the capacity of the two buildings, modular classrooms, and portable classrooms that are in use at the complex. The construction of the new Falmouth High School will allow the fifth grade to move to an expanded grade 5 - 8 middle school in the Fall of 2001 but growing enrollments will continue to result in elementary space deficiencies. The School Department is currently involved in a facility planning process to identify the best approach for expanding elementary capacity. Preliminary cost estimates for the construction of a new elementary school are approximately \$7.5 million but this may change with the option selected.

LAND ACQUISITION PROGRAM

Falmouth's Land Acquisition Program was initiated in 1997 when residents overwhelmingly approved a \$1 million bond for the purchase of significant and valuable lands. Two parcels totaling almost 140 acres were purchased to expand the regional-park concept identified in the Town's 1990 Open Space Plan.

A recent citizen survey shows overwhelming support for an additional land acquisition bond issue of greater than \$1 million.

ROUTE ONE TRAFFIC

The Town is currently studying the possibility of enhancing the traffic flow in the Route One corridor by developing a more interconnected travel network to create options to using Route One. Until the Study is completed and a preferred improvement scheme identified, no estimate of possible costs is available.

ROUTE ONE TIF IMPROVEMENTS

The Route One North and Route One South Municipal Development and Tax Increment Financing Districts, are comprised of properties which are adjacent to U.S. Route One in the vicinity of the interchanges with the Maine Turnpike and Interstate 95.

The purpose of the districts is to finance the construction, installation and operation of certain public improvements inside the district and/or outside the district, but benefiting the district.

RIVER POINTE PARK

The River Pointe Park consists of approximately 41 acres and is located next to West Falmouth Crossing near Exit 10 of the Maine Turnpike. This unique site will allow citizens the opportunity to gain access to both the Piscataqua and Presumpscot rivers from the lower section of the park. In order to gain access

to the park, the current vehicular timber bridge would need to be renovated or removed. Buildings on the site could also be renovated in order to accommodate a variety of community needs.

FALMOUTH COMMUNITY POOL

As a result of the pool advisory referendum, which passed by a 2:1 margin, the Town Council appointed a Swimming Pool Study Committee. The Committee is currently working with an architectural firm for design and construction of a community pool that may include an eight lane, 25 yard pool, a therapy pool, a community room, a fitness area, and office space.

SEWER TREATMENT PLANT AND PUMPING STATION UPGRADES

Falmouth's sewage treatment facility, which has been in service for thirty years without any significant capacity improvements, is planned for a substantial upgrade to improve the levels of treatment that it provides. These improvements are planned for 2003-2004 and result from the need to replace the aging infrastructure, comply with more stringent regulations, and to meet increasing demand. Preliminary costs estimates for the needed improvements range from \$2 to \$4.5 million. The technology under current consideration would dramatically improve the quality of the plant discharge and would maximize the continued use of the existing plant.

Certain sewage pumping stations and sewer lines within the town's system will also require improvements to increase capacity. This need generally results from existing and projected flow increases in some areas of the system.

Funding sources for the needed improvements include TIF revenues, cost sharing or assessments with new users, and low interest loans offered through Maine's Revolving Fund Loan Program.

MAJOR COLLECTOR AND SUBCOLLECTOR ROAD IMPROVEMENTS

In 1996, a Collector Road Study Committee reviewed the collector roads of the Town and identified over \$20 million dollars in necessary road improvements. The Committee further reviewed their findings to develop a priority list of road improvements and, as a result, recommended nearly \$8 million dollars in road improvements to be funded over the next 10 years.

Recognizing that several important roads were not classified as collectors, staff has also identified sub-collector roads that need improvements as well. These have been added to the list of improvements identified by the Collector Road Study Committee to produce a list of about 20 projects to be completed over the next several years. Some of these projects will receive State funding to help offset the cost.

BICYCLE PATHS/SIDEWALK IMPROVEMENTS AND TRAIL DEVELOPMENT

This item provides funds for a reserve account to implement the Town's multi-year bicycle paths/pedestrian plan. The Falmouth Trails Advisory Committee would add input to keep the plan updated and to be responsive to needs and opportunities. Also included are funds for developing trails and linkages. Where appropriate, these funds would augment specific street project funds to add paved shoulders for bike/pedestrian use. Proposed are sidewalks and bike paths in the Route One/Depot Road area. Plans are currently under review for a similar project in West Falmouth for subsequent years. This plan

would be implemented on an incremental basis from year to year.

SALT SHED

The Town's winter sand stockpile is currently stored outside where the salt additive leaches out into the surrounding soil, an environmental and economic concern. Outside storage also results in waste and inefficiency. Additionally, residential development in the immediate area results in citizen concern over noise and aesthetics. A modern specially designed building is proposed to stockpile approximately 3,500 yards of sand for winter use. We would fund this project over the next two years.

PUBLIC SAFETY BUILDING

Police and dispatch services are currently located in the Town Hall and an adjoining annex. The facilities were recently expanded and upgraded. If growth continues and the size of the Police Department expands, the public safety function will need to be relocated to a freestanding public safety building. The estimated cost of this facility is \$2.25 million.

COMMUNITY PARK DEVELOPMENT

The Community Park provides recreational facilities for the Town. A long range plan for the park has identified the need to expand the facilities to meet growing demand. Phase II of the development plan provides for the following improvements. Construction of turfex baseball infields with backstops, dugouts, added bleachers, and seasonal fencing and landscaping are planned, as well as picnic tables under small shelters. A storage facility will also be constructed.

Installations of water (with underground piping) and power lines to supply potable water, and above ground irrigation lines in Section 1C and trail expansion, are planned. Parking lots with pressure-treated railing around the lots, as well as a playground, will be constructed.

VILLAGE CENTER IMPROVEMENTS

A number of related improvements are planned for the Village Center area of Route One. Additional parking for 16-20 cars will be provided along Depot Road by paving the shoulder. Roadside trees will be pruned and limbed for participant safety. New playground equipment and access ways will provide a family focal point for the Legion Field Complex.

A pedestrian bridge will provide access from Village Park to the Family Ice Complex. This connector is designed to enhance pedestrian flow while keeping with the Village Center Concept Plan.

The corner located at the Shops at Falmouth Village will be redesigned in order to accommodate new pedestrian traffic as well as take advantage of the identity opportunity on all four corners.

The Depot Park will be reoriented to accommodate the new commercial facilities located on either side of the Park as well as take advantage of the new identity opportunities established along Route One.

Additional parking and pedestrian pathways will be continued along Depot Road to Blackstone Estates. Walkways will be added within the Legion Complex along with gathering nooks in order to accommodate pedestrian traffic from the Legion Road to other currently established pathways.

This section looks at the regional issues facing Falmouth and how Falmouth's policies conform to the adopted policies of the Greater Portland region.

REGIONAL ISSUES

While the focus of the Comprehensive Plan is on Falmouth and its resources and opportunities, there are some issues that extend beyond or are influenced by activities outside of the geographic limits of the Town. This section looks at those regional issues.

HIGHLAND LAKE WATER QUALITY

The watershed of Highland Lake includes portions of Falmouth, Windham, and Westbrook. Improvement of the lake's water quality will require a coordinated effort by the three communities. Initial work on nutrient loading and other water quality issues had been completed by the Cumberland County Soil & Water Conservation District.

REGIONAL TRANSPORTATION NETWORK

As noted in the transportation sections, Falmouth is highly dependent on, and impacted by, the principal regional arteries including the Maine Turnpike, I-295, and Route One. Falmouth supports and actively participates in regional transportation planning activities. A major concern of the community is providing an additional exit on I-95 north the Bucknam Road to allow

commuter traffic better access to the interstate.

REGIONAL RESIDENTIAL DEVELOPMENT PATTERN

Residential growth in other communities such as Cumberland, Gray, Windham, Raymond, and Casco increase commuter traffic on the Town's collector road network. The Town supports efforts to develop a regional residential growth management strategy to assure that its planned development is not adversely impacted by continuing unplanned development in these communities.

PRESUMPCOT RIVER MANAGEMENT

The potential removal of the Smelt Hill Dam will change the character of the river. The Town will need to work with Westbrook and Portland to maximize the benefit of this action.

BUS SERVICE EXPANSION

The Metro bus service serves the Cities of Portland and Westbrook. One existing route extends to the North Deering section of Portland. The Town should work with the developer of West Falmouth Crossing at Exit 10 and major employers in this area to explore the extension of Metro bus service to West Falmouth.

AFFORDABLE HOUSING

There is currently no coordinated strategy for the provision of affordable housing throughout Greater Portland. This inhibits community efforts to deal with problem. The Town should support regional efforts to develop a comprehensive regional affordable housing strategy.

REGIONAL TRAILS PLANNING

Falmouth is a key element in regional trail planning including potential trail development along the Maine Central Railroad line, the St. Lawrence and Atlantic Railroad line, and the Maritimes and Northeast Gas Pipeline.

REGIONAL BICYCLE ROUTES

The Town is also a key in planning for regional bicycle routes for both recreational and commuter use.

COMPATIBILITY WITH REGIONAL GROWTH MANAGEMENT PLANS

The Greater Portland Council of Governments does not have a current growth management plan for the Greater Portland Region. The policies of this plan are generally consistent with on-going regional planning including the PACTS Regional Comprehensive Transportation Plan Update.