



COASTAL COMMUNITY GRANTS: Stormwater Management

Town of Falmouth Route 1 Commercial District Stormwater Management Plan

“Being able to see, for the first time, a field-verified map that shows how the stormwater system in the Route 1 commercial district consisting of private and public pipes, catch basins, and ponds that were installed one by one over time, is connected to each other and to understand where the “pinch points” in the overall system are was startling. This work will allow the Town to be proactive and deploy any taxpayer funds to address issues in the most cost-effective, systematic, and efficient manner.”

Theo Holtwijk, Director of Long-Range Planning and Economic Development, Town of Falmouth



PARTNERS

Maine Department of Transportation and the Casco Bay Estuary Partnership

ISSUE AREAS

Stormwater Management for Route 1 corridor

PROJECT DESCRIPTION (completed December 2012)

Project partners analyzed stormwater run-off from private and public properties in the study area and developed an integrated stormwater management plan to improve conditions in Mussel Cove, which is currently closed for shellfish harvesting due to pollution.

APPROACH

Within the sub-watershed, we used GIS to map characteristics of the urban stormwater drainage system and contributions to the Route 1 roadway drainage system. We examined the extent and condition of existing private stormwater management facilities through field inspections. We also informed and engaged business owners and property managers and evaluated future stormwater contributions from development build-out.

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RESULTS

Through this work we identified the current impervious surface amount in the Sub-watershed and determined both the capacity of the existing stormwater system and what limits this system may place on future development. A dozen specific stormwater retrofit sites with the potential to improve stormwater runoff from existing developments were identified. We proposed ordinance amendments to better regulate stormwater from future developments and worked with the Maine DOT to identify high priority retrofit sites. We used this information to make recommendations for amendments to local ordinances and stormwater rules.

NEXT STEPS AND OPPORTUNITIES

The final report will be reviewed by Town Council. The potential implementation of specific retrofit options will be discussed with selected private property owners. Authorization of public funding to assist with privately-owned retrofit sites is needed and zoning ordinance amendment language needs to be prepared. Lastly, DOT retrofits will need to be implemented.

LESSONS LEARNED

We gained an understanding of how each private or public component of the stormwater drainage system fits in the greater whole and how environmental and economic goals can be balanced.

APPLICABILITY FOR OTHER MUNICIPALITIES

Commercial districts are everywhere and many of them are located in sensitive watersheds. Taking a comprehensive view of stormwater impacts from both public and private properties allows any municipality to assess how to best address the combined impacts - incorporating recommendations in capital improvement plans, developing zoning ordinance amendments, and sharing the study with private property owners.

RECOMMENDATIONS

We encourage follow through by the Maine DOT as there are state owned roads and maintenance responsibilities involved. The identified retrofit may serve as an example which may stimulate other retrofits.

ADDITIONAL INFORMATION

The full report can be found at: <http://www.falmouthme.org/community-development-committee/pages/january-2013-report-materials>.

CONTACT

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