



TOPSHAM, ME

LOWER VILLAGE WATERFRONT ACCESS STUDY

DECEMBER, 2011

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Acknowledgements

The development of this Waterfront Access Study was guided by the numerous past community planning efforts for the Lower Village area, a wealth of publicly solicited input from key stakeholders and assistance from Town Staff.

Past plans include:

1992 Comprehensive Plan
1996 Main Street Vision Plan
2005 Comprehensive Plan
2005 Topsham Transportation Plan
2008 Main Street Village Plan

Key Stakeholders include:

Fore River Company (*Bowdoin Mill*) - Owner
Pure Warm, Inc. (*Finest Hearth and Home*) - Art Bannister, Property Owner
Topsham Sewer District
Green Street residents
Lower Village business owners
Contributors to prior planning efforts / general interested parties
Brunswick-Topsham Androscoggin Riverwalk
Numerous members of the public at-large who also participated in the public input process.

Town Staff include:

Cornell Knight - Town Manager
Rich Roedner - Planning Director
John Shattuck - Director, Economic & Community Development
Pam LeDuc - Director, Parks & Recreation
Rod Melanson - Natural Resources / Assistant Planner

Photographs and illustration in this Plan were provided by Wright-Pierce.

Digital mapping data, Tax Maps and 2011 Assessed Property Valuations were provided by the Town of Topsham

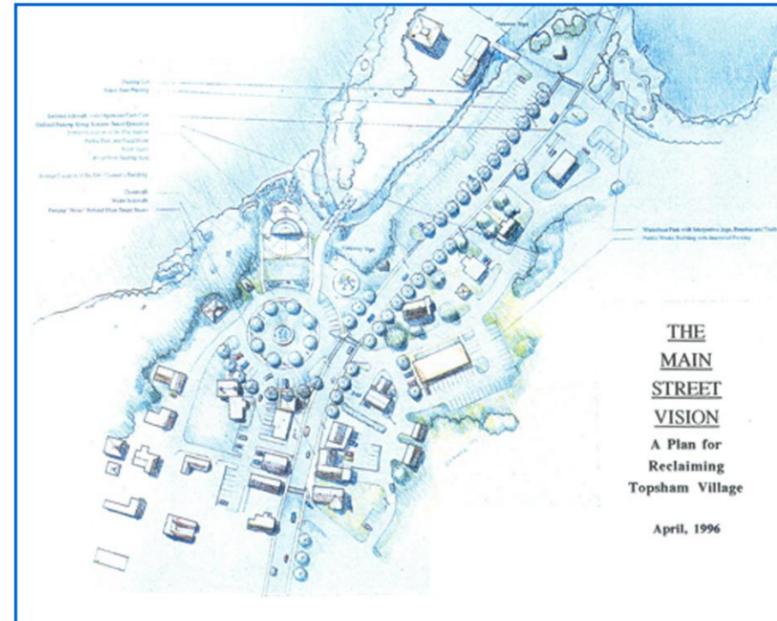
A boundary survey plan entitled "Plan of Boundary Survey of: Lower Green Street" was provided by Paul H. Ruopp Jr., PLS - Land Surveying & Mapping

Aerial photography courtesy of the Maine Office of GIS.

Traffic evaluation was performed by Thomas Gorrill of Gorrill-Palmer Consulting Engineers, Inc,

The Lower Village Waterfront Access Study was prepared by Wright-Pierce of Topsham, Maine. Jonathan Edgerton served as Principal-in-charge, Travis Pryor served as Project Manager, Amanda Bunker served as Land Use Planner and Kevin Obery served as lead engineer for the project.

The input from such a wide range of community sources was instrumental to the development of this Plan. **Many thanks to all in the community who participated in this process and made this plan possible.**



PART I: PROJECT OVERVIEW

INTRODUCTION

Since adoption of the 1992 Comprehensive Plan, the Town of Topsham has seen significant revitalization of the Lower Village area along Main Street. Revitalization efforts have been most notably realized through the renovation and expansion of commercial businesses in this area, along with accompanying vehicular and pedestrian infrastructure improvements (Roadway and Streetscape).

In addition to these implementation initiatives, the Town has further developed several "master plans" focused on Main Street and the Lower Village, including a new Comprehensive Plan, adopted in 2005. These ongoing planning efforts have identified the community's desire to create a public gathering space in the Lower Village area, focusing on access to the Androscoggin River. Concept plans and illustrations showing site-specific park development options have been presented to, and supported by the public. These visions all show specifics of what the community generally wants in a public park space, but the site plans have not been fully grounded in the various opportunities and constraints connected to the area.

Seeking to confirm the public's desire to continue exploring opportunities to develop a public gathering space with access to the Waterfront, The Town retained Wright-Pierce to study the feasibility of such a goal. The study efforts have focused on:

- Gathering additional public input;
- Identifying land use patterns;
- Evaluating physical site composition of the area;
- Evaluating environmental resources;
- Consideration of historical waterfront development context;
- Examining land ownership; and
- Review of utility, transportation, storm water and pedestrian infrastructure. (Both within the Lower Village area itself and in connection to immediately adjacent and regional systems)

Based on this review process, the purpose of the study effort is to clearly identify the constraints and opportunities that can serve as the "ground rules" for guiding the community in any future decision making process regarding site specific design plans for development of this area of the community. There are several specific recommended goals by the public referenced in this report that the Town needs to consider carefully with respect to the opportunities and constraints that have been identified, as the purpose of this initial planning stage is not to presume a site specific waterfront access design efforts.

COMMUNITY WATERFRONT ACCESS GOALS

Public outreach efforts focused on reaching consensus with respect to community waterfront access goals through discussions with key public stakeholders including:

- Lower Village land owners with access to the waterfront and lands adjacent to the town-owned parcel at Green Street;
- Lower Village residents along Green Street;
- Lower Village business owners;
- Local citizens with past interest and planning involvement within the Lower Village; and
- The general public at-large.

General Consensus

While it has been widely endorsed to add a civic gathering space with waterfront access to the fabric of the Lower Village area, by the community as a whole, this study aims to identify the common interests of common user groups (*as listed above*), providing the Town with a range of perspectives from those who reside in, or have particular interest in the Lower Village. As a result of these outreach efforts, some key consensus goals regarding waterfront access in the Lower Village were identified (*See Appendix for documentation of the public process*). In general, most people identified the need for hand carry boat access to the river, while providing some public gathering space or area for a park. It was generally desired by most that a project of this nature consider:

- Hand carry boat access;
- Public space with visual access to the river (There are varying opinions as to the scope and scale of a park, from local neighborhood pocket park to a larger scale town common.);
- Improvements to bicycle and pedestrian access throughout the Lower Village;

- Improvements to vehicular traffic flow throughout the Lower Village and minimization of negative impacts to neighboring residents;
- Provision of adequate parking for park users and local businesses;
- Improved way finding signage and information center; and
- Continue redevelopment of the Lower Village in a timely manner to complete the last pieces of the prior planning goals.

Stakeholder / Focus Group Specific Issues

While there was clear consensus on a number of issues raised by the variety of stakeholder groups, there were some key differences as well that the Town should consider. The following is a more detailed breakdown of the range of development issues raised by individual stakeholders and focus groups that may not have had unanimous consensus but were still general areas of agreement among many of the individuals attending these meetings.

Fore River Company - Owner

Wright-Pierce met one-on-one with the Owner/Developer of the Bowdoin Mill who also maintains ownership of the waterfront area abutting the town-owned parcel on Green Street including the Granny Hole area, the land currently leased to the Town which houses the former fire station and the neighboring residence immediately to the north along Green Street (Tax Map U-06 / Lot 24). Wright-Pierce presented the town-initiated study process and solicited input as follows:

- Believes that there is room for at least one more commercial entity within the Lower Village area on lands that they own which are currently undeveloped as such.
- Interested in following what may happen with town-initiated efforts.

Pure Warm, Inc. - Owner

Wright-Pierce met one-on-one with the Owner of the building housing "Finest Hearth and Home" located between the town-owned parcel on Green Street and Main Street. Wright-Pierce presented the town-initiated study process and solicited input as follows:

- Generally interested in following what may happen with town-initiated efforts.
- Recognizing inter-relationships between public space and abutting businesses will be key to the success of the waterfront access project.
- Concerned that certain types of development could be heavy vehicular traffic generators which probably wouldn't be a "good fit" for the area.

Topsham Sewer District

Wright-Pierce met with the Topsham Sewer District at one of their Trustee's meetings. The Topsham Sewer District maintains a Sewer Pump Station located within the town-owned parcel on Green Street. Wright-Pierce presented the town-initiated study process and solicited input as follows:

- The District is generally in support of a waterfront access project of any nature and scale so long as the plan allows for access to the pump station for routine maintenance and future upgrades as necessary.
- The District plans to install a permanent generator and would be interested in collaborating with the town to build a structure that encloses their above ground controls for the pump station.
- They are willing to relocate their pump station if the waterfront access project necessitates such a measure but would expect the cost to do so to be paid for by others.

Green Street Residents

Wright-Pierce and Town Staff met with the residents of Green Street at a Focus Group meeting to discuss their issues as members of an abutting neighborhood to the town-owned parcel on Green Street. Wright-Pierce presented the town-initiated study process and solicited input as follows:

- Vehicular traffic on Green Street is currently an issue and they do not want any additional redevelopment efforts to increase vehicular traffic volumes. Suggested most of the current vehicular traffic comes from Winter Street, turning right on to Main Street then up Green Street to Elm Street.
- Vehicular traffic improvements at Elm Street and Main Street intersection could be improved to alleviate traffic issues elsewhere in the Lower Village.
- Would prefer that Green Street become a dead-end street instead of maintaining two-way traffic or changing the traffic pattern to one-way.
- General concern with pedestrian and bicycle safety along Green Street for neighborhood children.
- Do not think additional parking along Green Street is needed.
- Waterfront access with hand carry boat access is desirable.

- Park development should be at a scale that fits the neighborhood and not a regional attraction.
- Park development could accommodate some additional small-scale commercial business meeting needs of neighborhood services.
- Redevelopment efforts associated with waterfront access should be a "Jewel" for the community, keeping with the historic context of the Lower Village, and deliberately thought out (20 year design horizon).
- Concerned that waterfront access be clearly defined along the shoreline so that abutting owners of shore frontage are not adversely impacted.
- Desire pedestrian connectivity improvements from Lower Village area to Brunswick, to Williams Cone School and to trails at the Highlands.
- Would like to see pedestrian bridge connection to the Bowdoin Mill "Island" over Granny Hole.
- Maintain existing mature vegetation along Green Street.
- Examine water access at other parts of Lower Village area and at nearby Town Landing Road.

Lower Village Businesses

Wright-Pierce and Town Staff met with business owners within the Lower Village at a Focus Group meeting to discuss their issues as commercial members of the Lower Village area. Wright-Pierce presented the town-initiated study process and solicited input as follows:

- General concern for maintaining adequate parking for businesses and park users.
- Wayfinding signage would help with parking usage.
- Consider docking access along waterfront in addition to hand carry access for services such as a water taxi.
- Generally support a park as the best option for redevelopment of the town-owner parcel and abutting commercial properties if available for sale.
- Vehicular traffic entering Main Street from "Island" and businesses on western side of Main Street needs improvement.
- Explore creative options for pedestrian crossing near Frank Wood Bridge. Consider going under the bridge.
- Explore ways to highlight historic significance of the Lower Village.
- Provide a pedestrian bridge connection from the park to the Bowdoin Mill "Island".
- General timetable concerns for implementation of a waterfront access / park project. Want to see progress made in next couple of years.
- Vehicular traffic improvements at Elm Street and Main Street intersection could be improved to alleviate traffic issues elsewhere in the Lower Village.

Contributors to Prior Planning Efforts / General Interested Parties

Wright-Pierce and Town Staff met with contributors to prior planning efforts in the Lower Village and interested parties such as the Brunswick-Topsham Androscoggin Riverwalk who have a vest interested in waterfront access within the Lower Village area, at a Focus Group meeting to discuss their issues. Wright-Pierce presented the town-initiated study process and solicited input as follows:

- Generally interested in hand carry boat access to the Androscoggin River but recognize that it may not have to be in the Lower Village.
- Would like to see formal rowing facilities (Interest from Bowdoin College etc...)
- Would like to see safe bicycle and pedestrian systems across the Lower Village and connecting to neighboring communities (from the Heights to Foreside Fields for example).
- A park should be at a neighborhood "pocket park" scale.
- Vehicular egress onto Main Street should be improved in general.
- Parking to support any further redevelopment in the Lower Village should be addressed.
- Would like to see storm water quality improved prior to entering Androscoggin River.
- Egress over Granny Hole could improve vehicular traffic flow off the "Island".
- Provide a pedestrian bridge connection from the park to the Bowdoin Mill "Island".
- Vehicular traffic improvements at Elm Street and Main Street intersection could be improved to alleviate traffic issues elsewhere in the Lower Village.
- Better enforcement of parking regulations would help with current parking issues.
- Would support additional commercial redevelopment around former fire station area if done tastefully like recent redevelopment efforts.
- Would like to see diversity of redevelopment and increased housing opportunities.
- Granny Hole area has some scenic value. Generally the best use of the area is for urban infill, alleviate development pressure and environmental impacts to other parts of the Town.
- Consider one-way traffic along Green Street from Elm Street towards Main Street.
- Improved vehicular way finding signage would be helpful.
- General timetable concerns for implementation of a waterfront access / park project. Want to see progress made in next couple of years.



Topsham Lower Village Zone

PART II: SITE ASSESSMENT

The basis of this Waterfront Access Study is to confirm the public's desire to continue exploring opportunities to develop a public gathering space with access to the Waterfront within the Lower Village area. This report evaluates the range of opportunities and constraints that are anticipated to effect future town-lead efforts to design such facilities. The "ground rules" describe below are intended to provide a clear set of recommendations, in terms of feasibility of site development, that address the community goals as reconfirmed through the public input portion of this study.

Land Use Patterns

Opportunities

In general, there is a mix of development types within the Lower Village. As shown on the following Land Use Pattern illustration, development patterns are predominantly commercial, however, there are a variety of other developments including single family, mixed use residential, utility and municipal. There are currently a few vacant parcels within the Lower Village as well that provide an opportunity for additional redevelopment.

As far as existing waterfront access opportunities are concerned, there are two boat launch facilities, one above and one below the dam, located within a mile of the Lower Village area in neighboring Brunswick. These sites accommodate both hand carry and motorized put-ins for boat users. There are also four pocket park scale areas with visual waterfront access areas (two in the Lower Village, one above the dam on Summer Street on and one immediately across the Frank Wood Bridge in Brunswick. These areas are all currently maintained by private entities, requiring no maintenance by the Town. Since there are no known plans which may change the present use of these areas, the citizens of Topsham are afforded several means of waterfront access to the Androscoggin River while allowing time for the community to decide where best to locate and design a town-owned waterfront access site, and raise funds as needed.

Constraints

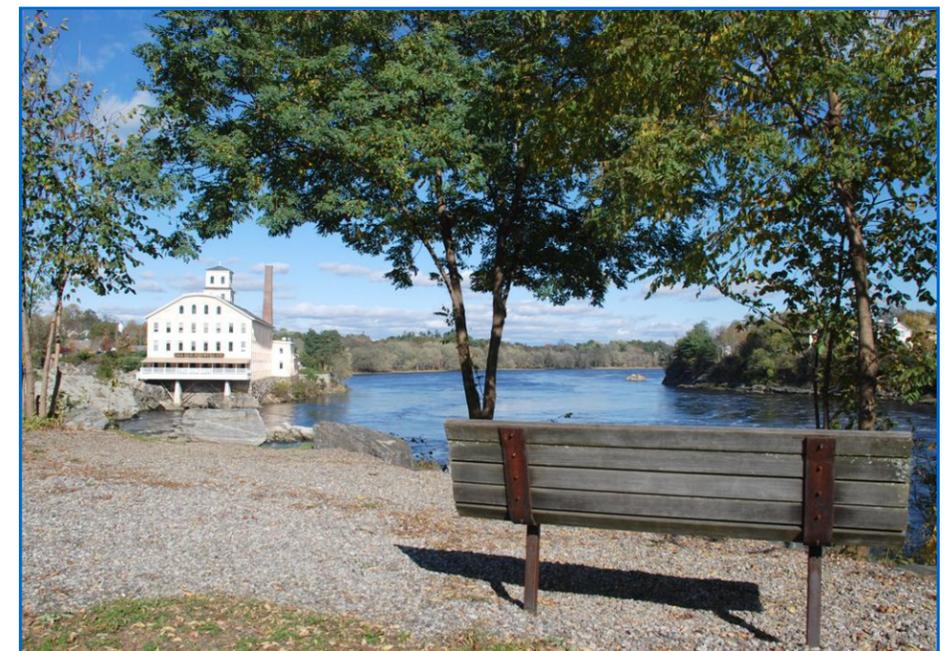
The Town currently owns land located along Summer Street within the Lower Village area with waterfront access to the north of the Frank Wood Bridge. While this provides the opportunity for visual waterfront access to the Androscoggin River, boat access is prohibited along this section of the Androscoggin River, between the bridge and the nearby NextEra dam.

The parcel that the Town owns along Green Street has been identified as most desirable for park development. This site does not have any water frontage. This parcel also contains a sewer pump station as maintained by the Topsham Sewer District (*See write-up on Infrastructure below*)

If the Town desires to provide waterfront access in the area of Green Street and Main Street, it will require the acquisition of additional lands or an easement from one or more of the abutting landowners who control waterfront access in this area. This is true not only for physical access to the shoreline by also for visual access to the waterfront in this area as considerable vegetative growth exists between the town-owned parcel and the Androscoggin River. The Town will likely need to develop preliminary design materials further regarding park and waterfront access improvements to better communicate with the private land-owners in this area and come to an agreement on the future redevelopment of this area. The scope of the preliminary design will inform the amount of land or easement acquisition needed to meet the community's waterfront access goals.



View from Town-Owned Parcel on Summer Street



View from park across Frank Wood Bridge in Brunswick on NextEra land



Topsham Land Use Patterns within Lower Village Zone: Blue = Commercial / Green = Town Owned / Red = Single Family Residential / Orange = Multi-Family Residential / Brown = Vacant / Gray = Utility



View from Bowdoin Mill property

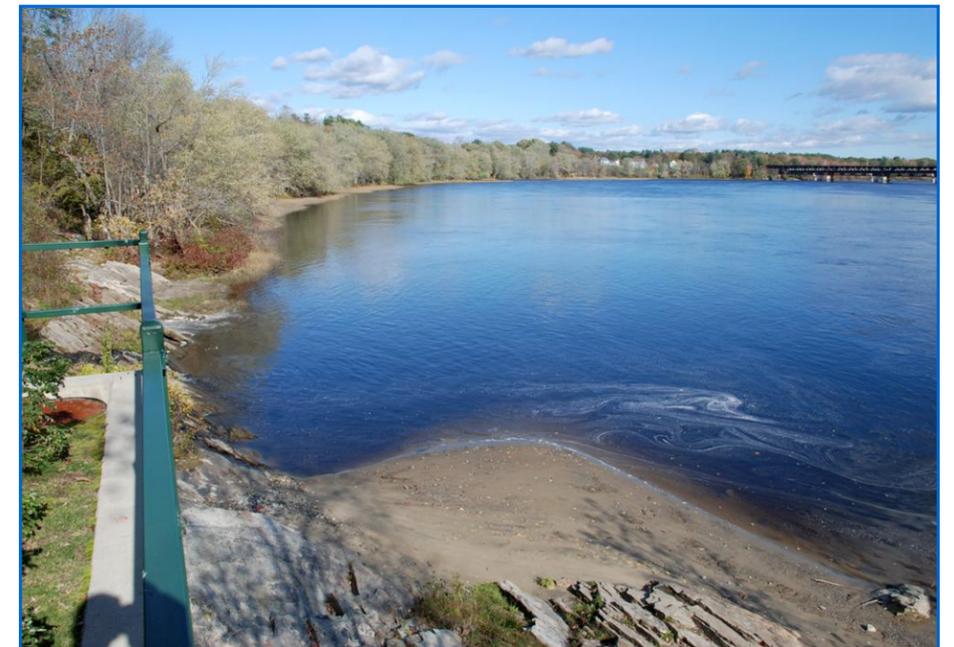
Green areas represent boat access sites nearest to Lower Village - Magenta areas represent visual access sites within or adjacent to Lower Village



View from Border Trust



View from NextEra parcel on Summer Street



View from Red Mill property

Physical Site Composition

Opportunities

Almost all of the Lower Village has previously been developed in a manner that has supported a variety of historic waterfront uses. The site condition of these areas provides some open, relatively flat sites at the top of the river embankment. The terrain of this nature provides a land area that is relatively easy to conduct public park space improvements that meet the American's with Disabilities Act (ADA) accessibility guideline. The rise in elevation from the river's edge to the top of the embankment also provides a means to take advantage of opportunities to create expansive views of the Androscoggin River.

Park facilities often require little subsurface disturbance. Working at waterfront sites that may have had significant deposit of fill material and potential industrial and manufacturing wastes can present unstable areas for construction and thus minimized site construction by a typical park project presents a potentially easy option for site redevelopment in this area

While the slope from the top of the embankment down to the river is generally quite steep (*described in greater detail in the constraints section below*), the slope is more gradual as you head north along the shoreline, away from the dam, providing greater potential for ADA access to the shoreline.

Constraints

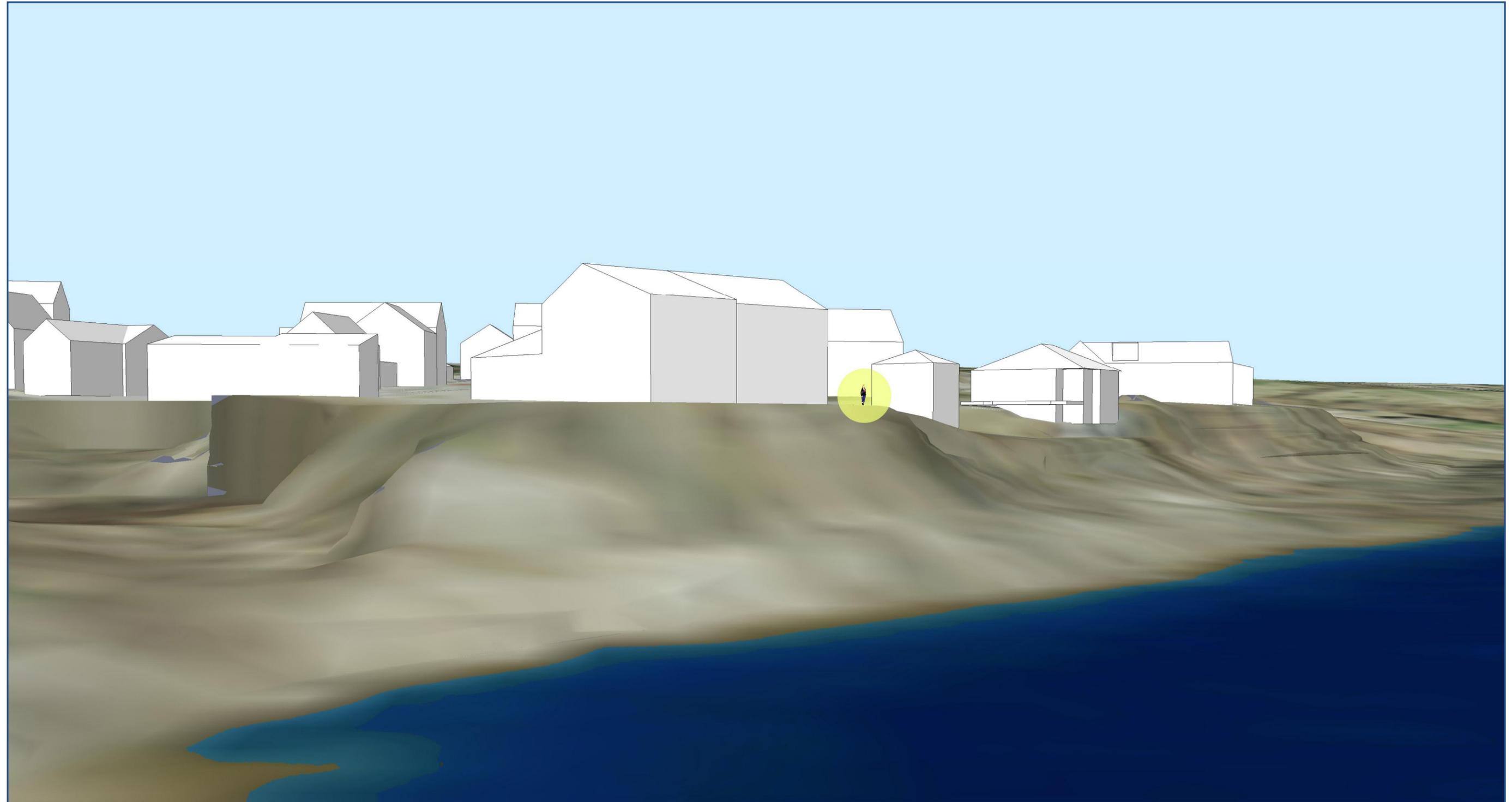
Hand carry boat access was one of the most common consensus goals supported by the community input process. While technically feasible, the steep topography of the waterfront within the Lower Village area presents a challenge to ADA accessibility. The average elevation change from Main Street down to the shoreline is approximately 24 feet. To accommodate ADA accessibility, maintaining a maximum running slope of 8%, not to exceed 30 foot length runs without a landing area along the access route, is required. Even though the slope is less steep as you head downstream from the dam, the elevation change from the top of the embankment to the shoreline is still approximately 24 feet. By means of constructing a built ramp structure or earthwork constructed trail with retaining walls and guardrails, the Town would need a route in excess of 300 linear feet to reach the shoreline from the top of the embankment. While the Town is not currently required to meet all ADA guidelines for outdoor recreational facilities of this nature, the community has strived to provide ADA access where feasible at all public facilities. Additionally, new ADA guidelines are expected to be released in early 2012 that may change these federal requirements. The new regulations could also be a requirement of potential state or federal funding sources.

As mentioned above, significant site disturbance can often be difficult along shorelines, especially where the embankment is so steep. This could present a challenge to development of any built structures within close proximity of the top of the embankment.

Also, existing mature vegetative growth on private property partially blocks view to the river from public lands, and would require coordination or land/easement acquisition from private waterfront land owners to maintain less obstructed views to the river.



*Clockwise from left: Steep slopes behind former fire station building over private property to shoreline.
Terraced slopes over private property along Green Street
Flat, developed site at intersection of Green Street and Main Street*



Elevation showing typical change in grade (Approximately 24 feet) from top of the embankment and developed areas within the Lower Village to the shoreline of the Androscoggin River. (Person highlighted in Yellow)

Environmental Resources

Opportunities

Since the federal Clean Water Act was enacted in 1972, Maine's rivers have made slow but steady improvement in terms of ecological recovery. This is evidenced today by the return to the Lower Village of federally protected species such as bald eagles, Atlantic sturgeon and Atlantic salmon.

Promotion of public park space and low impact recreational opportunities such as hand carry boat access and scenic vista's promote great opportunities for the public to experience and appreciate the diversity of the river's ecological system with minimal impact to those habitats.

Urban infill and redevelopment by it's nature is considered to be environmentally friendly. Given that the upland areas of the Lower Village have little to no environmentally sensitive systems, flora or fauna that have been identified to date, the promotion of density of development within a village area can assist the community in reducing environmental impacts from sprawling development and associated increased vehicular traffic volume and travel length.

Constraints

There are some key environmental features in the Lower Village that will require various levels of environmental review. These include the Androscoggin River and associated shoreland zone; the delineated wetlands within and adjacent to the Granny Hole area, and federally endangered Atlantic sturgeon and Atlantic salmon.

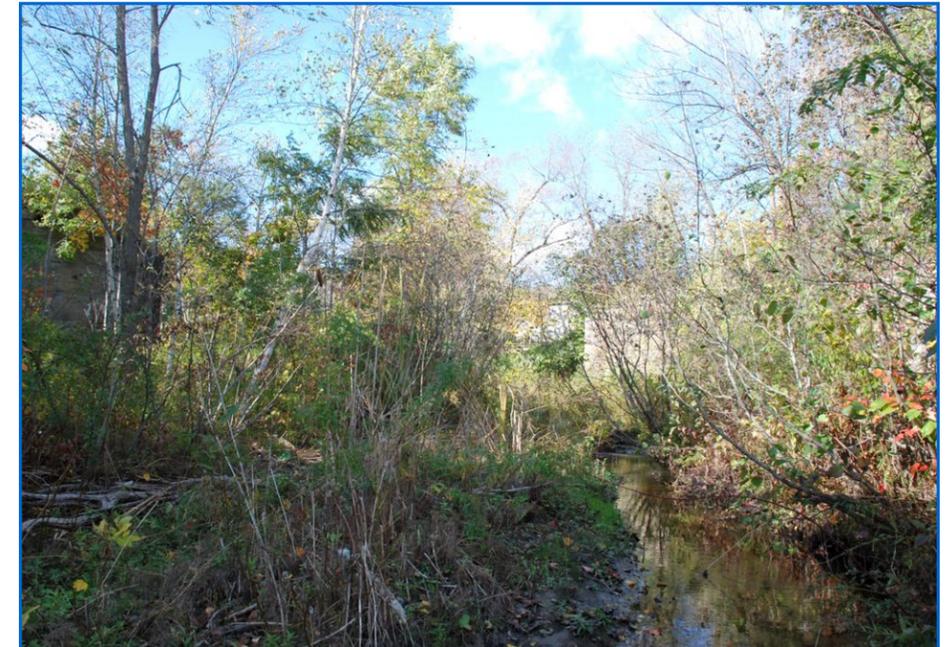
There are a variety of regulatory review processes associated with development impacting these natural resources either directly or within certain setback distances. Permitting requirements are expected to range from the Town's local shoreland zoning ordinance to the Maine Department of Environmental Protection's Natural Resource Protections act, to the federal U.S. Army Corps of Engineer's jurisdiction over work below the high water line of the Androscoggin River.

If the project is generally focused on visual waterfront access and park development that provides views of the river only, then the environmental permitting efforts can be expected to follow an expedited regulatory review process.

Should the project involve physical access to the waterfront and boating facilities located within the Androscoggin River, the review process will likely take a minimum of 120 days to review, typically limits when construction activities can be scheduled and may limit the scale of the project development.

This is often also true of projects involving federal funding that require standard environmental review so long as the project is within the watershed of the Androscoggin River which is recognized as a breeding habitat for the above mentioned endangered species.

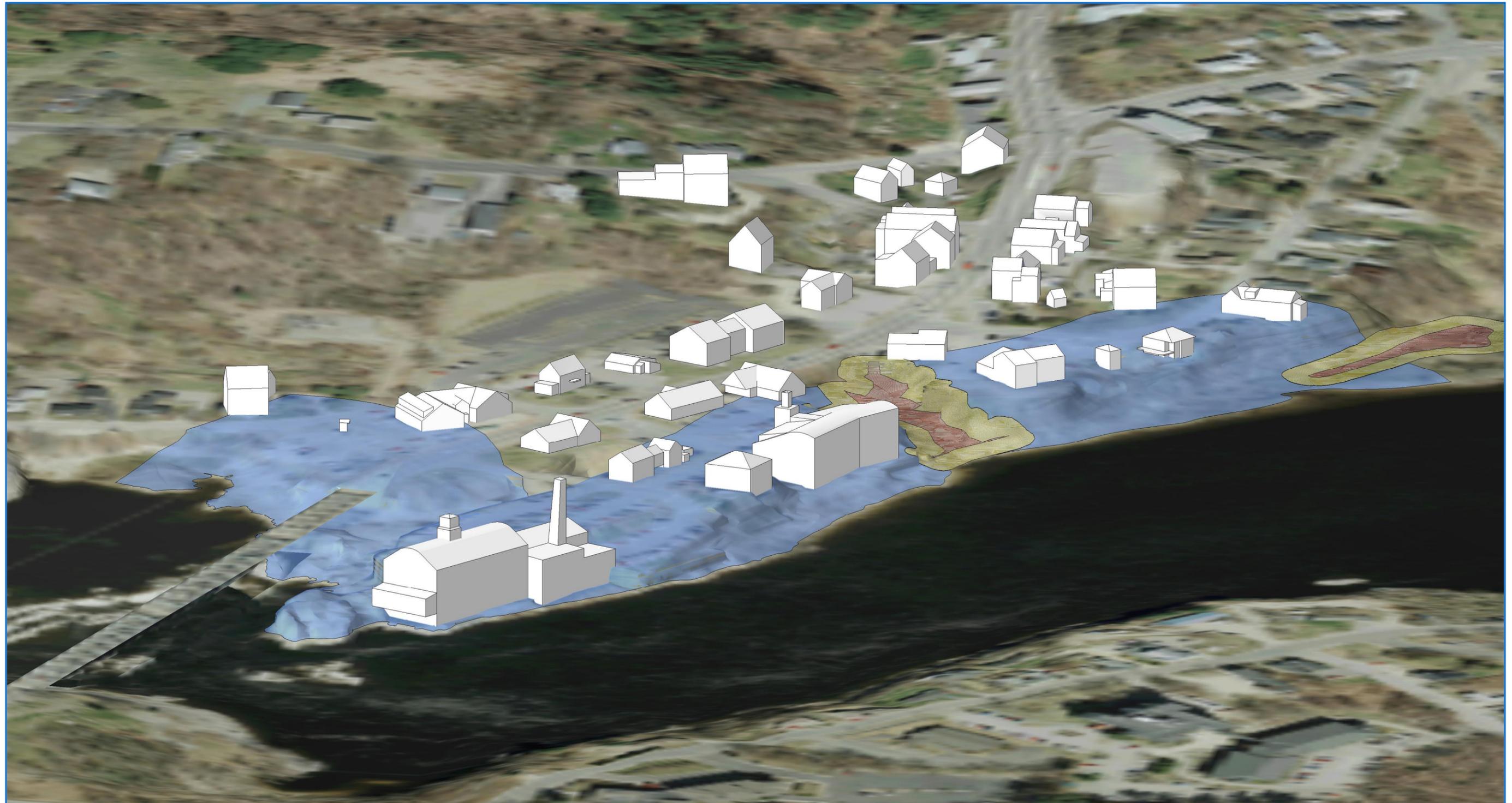
Another argument that will need to be made is the need for hand carry boat access, in particular given the existing nearby facilities in Brunswick. The Town can likely make the case that they cannot be assured that public access to these sites will continue to be readily available for the residents of Topsham but the question is likely to arise during MeDEP review.



View of wetlands in Granny Hole area



View of the Lower Village waterfront from Brunswick



Environmentally Sensitive Area Boundaries: Blue = 250 Foot Shoreland Zone from Androscoggin River / Red = Delineated Wetlands / Yellow = 25 Foot Wetlands Setback

Historic Waterfront Context

Opportunities

To-date, the redevelopment efforts in the Lower Village have done an excellent job of preserving existing historic buildings and retaining a certain historic character in the development of new structures. This process has been guided by the Town's local ordinances and historic overlay district zoning requirements. The Town has completed an "Historic Resources Survey, Report and Resource Inventory List" which serves as a valuable guide to understanding the rich history of Topsham's Lower Village area. Should future redevelopment efforts follow this standard, the Lower Village character of an historic waterfront with industrial and manufacturing mill sites would be further strengthened, creating an even stronger sense of place for the community and those visiting.

The Town has recently initiated further ordinance changes that would strengthen the preservation of the historic character of the neighborhood, providing additional support of historic preservation.

While the presence of historic artifacts often found along Maine's riverfront communities can present some challenges to development as described below, they can also present an opportunity for education and funding for site preservation.

Often these preservation efforts also lead to opportunities that promote an area to tourists and historians alike, bringing increased activity to an area that can provide support the local tourism economy.

Historic preservation is also a great source of educational information for students and adults alike.

Constraints

While many may see historically significant sites as an opportunity to preserve uniquely significant historic resources, the presence of historically significant archaeological sites could potentially limit the scale and nature of park and waterfront access development. No such known features have been identified by the Maine State Historic Preservation Office (SHPO) to-date, however, the State office has determined that the Lower Village, like many of Maine's riverfront areas, "has both prehistoric and historic archaeological resource potential...". Based on local reports by some who believe that a portion of the historic "Underground Railroad" exists within the Lower Village, SHPO has made several visits the Lower Village in response to these reports and has found no evidence of the "Underground" Railroad" to-date.

Should the Town pursue certain state and federal funding sources for implementation of a park and waterfront access project, an environmental review could identify archaeologically significant features that are commonly found along Maine's historic waterfront, potentially limiting the development of any given site in the Lower Village.



Historic Building on Main Street in Lower Village - Now Maine Fiber Arts



Recently constructed Red Mill building in keeping with historic architecture



Topsham Historic District within Lower Village Zone

Land Ownership

Opportunities

As mentioned in the Land Use Patterns section of this report, there are several available sites within or within close proximity of the Lower Village area that currently provide public access to the Androscoggin River. These include small scale picnic areas with view sheds of the river at the Bowdoin Mill, Red Mill and Border Trust within the Lower Village and the park provided by NextEra (formerly FPL) immediately across the Frank Wood Bridge in Brunswick, and an overlook area on NextEra property adjacent to Summer Street. Waterfront access for boaters is also available both above and below the dam in Brunswick. All of the pocket park areas with visual access and informal trails to the shoreline that primarily serve as access for shore fishermen are privately owned and maintained. The public boating facilities are owned and maintained by the Town of Brunswick.

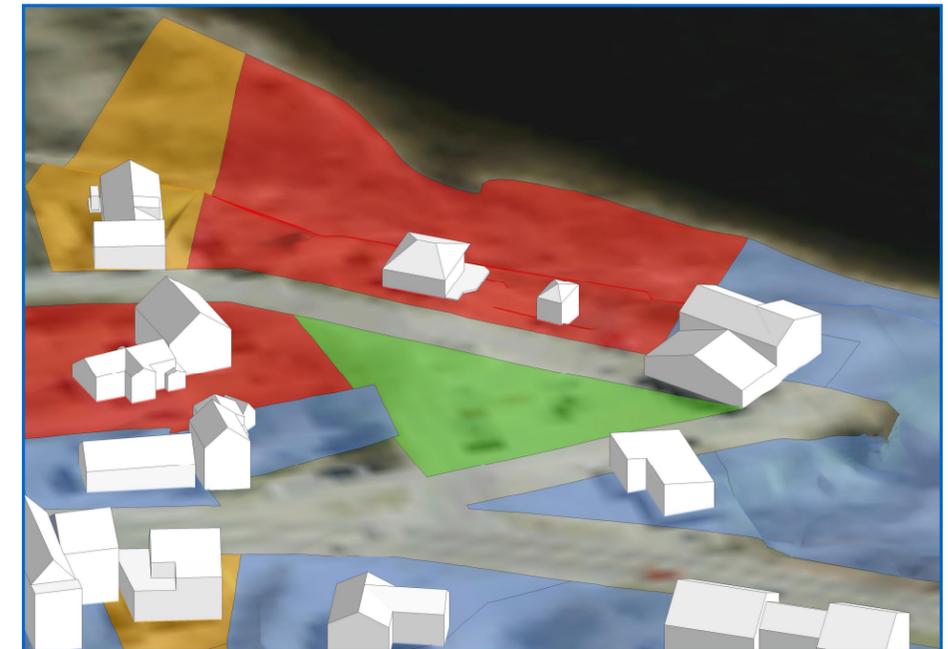
The Town also owns a parcel of land with waterfront access in the Lower Village along Summer Street which could provide a small scale park space with visual waterfront access only. Again, the current resources may not be controlled and maintained by the Town of Topsham, but they provide several readily available places to access the Androscoggin River for the Lower Village area.

The strongest public support for a public park space with waterfront access is at and adjacent to the town-owned parcel on Green Street. While this site currently does not provide opportunities for visual or physical access to the waterfront, it may offer an opportunity to collaborate with one or more of the abutting land owners to develop a mixed use site that is beneficial to a variety of Lower Village residents, businesses and visitors.

Constraints

The fact that the Town does not own any land or easements in this area with access to the waterfront presents perhaps, the most significant constraint with respect to development of hand carry boat access in the Lower Village. Acquisition of waterfront lands could be quite costly and may not be an option that is available to the Town.

The Study did consider nearby access to the water from Town Landing Road. This was discussed with the public as an alternate site to Green Street should waterfront access in that area ultimately not be achievable. While it was recognized that such a location would not serve as a focal point for the Lower Village and would require significant improvements to the road while needing to provide new parking facilities, it does have potential as an alternate waterfront access site for both hand carry boat access and visual access, with the potential need to acquire additional right-of-way to the shoreline. Confirmation of the Town right-of-way extending all the way to the Androscoggin River has not been verified in this report.



Town-owned Parcel at Green Street highlighted in Green



Town Landing Road Currently Terminating at Private Residence

Lower Village Site Infrastructure

Perhaps one of the most talked about issues associated with park and waterfront access development was the need to consider improvements to vehicular access throughout the surrounding Lower Village area. There were some key issues raised by the public, neighboring residents, business owners and Town Staff and these are elaborated on in more technical detail within Appendix A4 of this report.

Vehicular Traffic

Opportunities

In terms of signalized traffic, a recently installed system just over the Frank Wood Bridge in Brunswick appears to have made some improvements to traffic flow within the Lower Village. Should conditions warrant, an additional signal is possible at the Summer Street intersection along Main Street.

Pending current permitting efforts by the Fore River Group, there is an opportunity to re-establish vehicular access to and from Green Street and the "Island".

There are also opportunities to improve Wayfinding signage and implement additional traffic calming measures such as an additional pedestrian crossing at the Frank Wood Bridge on Main Street that will further control vehicular flow.

The "Transportation Plan" for Topsham developed by Gorrill-Palmer identified opportunities to make improvements to the Elm Street intersection that could alleviate traffic flow issues at the Winter Street and Main Street intersection in particular. This recommendation in their report is still an opportunity for the Town to consider.

Constraints

Perhaps the greatest constraint to vehicular traffic entering Main Street near the Bowdoin Mill development is the availability of adequate width within the public right-of-way to make physical road way improvements such as turning lanes or a round-about. If such an approach is pursued it would leave little room for streetscape amenities, and pedestrian and bicycle infrastructure between the widened vehicular travelways, the edge of the public right-of-ways and the building fronts of the abutting businesses.

A widened roundabout has been considered at several intersections along Main Street within the Lower Village area, and due to the physical site constraints and likely impacts to the consistency of the Village streetscape aesthetic, such a traffic calming measure would likely have a significant impact on the streetscape condition and would likely impact private property owners.

Any changes to traffic patterns along Green Street such as one-way traffic or a dead-end street will ultimately need to be made to accommodate access to the area for life-safety vehicles including fire trucks, ambulances and police vehicles.

Improvements to the Elm Street area have been identified as feasible in prior traffic plans and discussions with the Town's public works department, however, they are likely to involve significant costs associated with grade adjustments, storm drainage improvements and potential access of additional right-of-way and or relocation/demolition of historic buildings that are close to the existing edge of the Main Street and Elm Street travelways in this area.



Traffic entering and exiting Main Street at Winter Street



Traffic entering the "Island" via the access to the Red Mill

Pedestrian / Bicycle Infrastructure Opportunities

While a few pedestrian and bicycle infrastructure improvements may be necessary to complete the network of systems within the Lower Village, there are several functional and regularly utilized shoulders, sidewalks and crosswalks in the area that currently allow for pedestrian and bicycle access to most of the Lower Village.

Existing sidewalks extend from the Lower Village along a portion of Summer Street towards the residential neighborhoods to the west and the first phase of the Brunswick-Topsham Androscoggin Riverwalk Trail will complete a 1-1/4 mile loop connecting the Lower Village to the surrounding Bridge Street neighborhood area and Brunswick's neighboring downtown by means of the Swinging Bridge, in addition to the existing sidewalk across the Frank Wood Bridge.

Improved connections to Elm Street, from either Main Street and or Green Street, would serve to connect the lower village to abutting neighborhoods, the Williams-Cone School, the Highlands, and existing and planned regional trail systems including the Androscoggin Riverwalk in Brunswick and the Merry Meeting Trail, connecting Brunswick to Gardiner.

Pending current permitting efforts by the Fore River Group, there is an opportunity to re-establish vehicular access to and from Green Street and the "Island", which may also present an opportunity to provide pedestrian access to the island from Green Street.

While pedestrian traffic can cross Main Street between Summer Street and the northerly access drive to the Bowdoin Mill Island, the need for a pedestrian crossing at the southerly access drive to the Bowdoin Mill can be readily observed as pedestrians traverse across the Frank Wood Bridge to and from Brunswick. The site is technically feasible for installation of a crosswalk should the Town determine the level of need to do so.

Several of these improvements are likely to involve relatively low capital costs, when combined in conjunction with the above mentioned initiatives. Furthermore, connecting the Lower Village to regional systems can provide a means to promote tourism in the area and draw an increased volume of pedestrian traffic to the Lower Village.

Constraints

One of the areas identified as most in need of safer pedestrian and bicycle access was Green Street. The narrow public right-of-way and location of several residential structures within close proximity to the roadway presents a challenge to accommodating such pedestrian infrastructure. Should the Town consider reconfiguration of Green Street from two-way vehicular traffic to one-way (see Vehicular Traffic section above), then the opportunity for pedestrian and bicycle infrastructure improvements in this area might arise.

Another option raised by the public was pedestrian connections along the shoreline. There are two basic constraints that such a trail would encounter. One is the seasonal flooding experienced most years along the shoreline of the Androscoggin River. The other is that the Town does not currently own any of the land along the shoreline below the Frank Wood Bridge, within the Lower Village area. Some of the abutting land owner's indicated they might be interested in discussing opportunities to provide public access along the Shoreline and the Town will need to continue these dialogues with each respective land owner.

A pedestrian crossing at the southerly access drive to the Bowdoin Island Mill crossing Main Street near the Frank Wood Bridge has marginal site distance for vehicular traffic and should be carefully considered in terms of location and signalization. An alternative approach was raised by the public by means of making a new connection under the bridge. This approach represents two challenges that may prove unfeasible. First, the Town does not own land on either side of the bridge and would need to acquire additional land or easements to implement such a crossing. Second, the area experiences seasonal and historic flooding that is in close proximity to the bottom of the bridge structure, which creates a situation where pedestrian passage would be prohibited for extended periods of time.



Area lacking pedestrian crossing to the Bowdoin Mill "Island"



Underpass at the Topsham side of the Frank Wood Bridge



Green = Existing Sidewalks / Blue = Planned Androscoggin Riverwalk Trail / Orange = Existing crosswalks / Red = Public Identified Crosswalk and Pedestrian/Bicycle Access Improvement areas

Parking

Opportunities

There is a general perception that there is a lack of parking in the Lower Village area. This appears to be due in most part to minimal way finding signage directing traffic to the available parking on the west side of Main Street, and due to the lack of enforcement of regulated parking limits.

The Town currently owns 53 parking spaces in the Lower Village area. The majority of these spaces are located near Green Street and could provide adequate parking in support of a small scale park / public space area with small scale park amenities on the town-owned parcel, as a public recommended goal. Privately owned parking spaces have largely been developed based on the Towns land-use ordinance standards, based on calculated methods to determine adequate parking for the type of development proposed. There are currently approximately 475 private parking spaces in the Lower Village area.

Constraints

The Town has carefully examined parking at the town-owned parcel on Green Street during past planning phases for park development in this area. The triangular layout of the site and presence of the sewer pump station are such that there is little room for improvements in efficiencies of parking layout over the present arrangement.

Further redevelopment in this area, whether it be a significant sized park with the need to accommodate boat trailers for hand carry waterfront access, or for mixed use development in collaboration with business or residential development, will likely require that a significant amount of the existing parking be retained and could facilitate the need for provision of additional parking, ultimately limiting the amount of park space.

Other than the few spaces that are designated to the public on the west side of Main Street within the "Island" overflow parking area, the town-owned parking area on Green Street is the only other site where public parking is controlled by the Town. Elimination of parking spaces in this area to accommodate other development could prove to be inadequate to serve the needs of the developed space



Parking at Green Street on town-owned parcel



Overflow parking west of Main Street for "Island" businesses

Green areas represent town-owned parking areas

Utilities

Opportunities

One of the more significant pieces of utility infrastructure within the Lower Village is the Topsham Sewer District's pump station located on the town-owned parcel along Green Street. This pump station facilitates the density of development in this area and the surrounding neighborhoods by pumping sewage from a low point within the Village, to the wastewater treatment facility, thus freeing up available land by eliminating the need for localized treatment of waste. Periodically the pump station needs maintenance and upgrades. At this point, Sewer District plans to make upgrades to some of their system controls and potentially to install a permanent generator at the site in the next 1 to 2 years. This could present an opportunity for the Town to share in the construction costs to develop a built structure that also serves the park and waterfront access goals of establishing an information center with other park amenities such as public restrooms. Such a structure would need to be located either on the town-owned land or at a nearby site if acquired by the Town.

Constraints

While the footprint of this infrastructure may appear small at the surface, the subsurface and wet well pump station facilities below ground are at a significant depth (approximately 21 feet below grade) and need a substantial at-grade area for staging of construction equipment and materials. Reconstruction or relocation of this facility would also be expensive. At today's construction costs, it is estimated that relocation of the facility to a different location within the study area would range from \$800,000 to \$950,000.

The Topsham Sewer District does not have any immediate plans to make improvements of this magnitude to their facilities so any relocation costs would likely need to come from funds available for the park. Furthermore, unless the Town acquires more land nearby that could locate the pump station further away from the waterfront, relocation of the pump station within the current town-owned parcel does not provide a more optimal layout to accommodate park improvements and access by vehicles and pedestrians to the site.



Sewer Pump Station Surface Infrastructure at Green Street



Area in Yellow represents a typical staging area required for sewer pump station construction



Example showing construction of similar scale pump station below grade

Development Scenario Considerations

General

The following diagrams represent potential development patterns for development of public waterfront access within and surrounding the Town's Green Street parcel. These scenarios are based on physical site constraints and opportunities and do not represent specific detailed design recommendations or opinions regarding the acquisition of land to accomplish the Town's goals. It is anticipated that those decisions will be made during the next phase of the project.

Key

Red Line = Property Lines

Blue Shading = 250 Foot Town Shoreland Zone

Red Shading = Delineated Wetlands

Yellow Shading – 25 Foot Regulatory Buffer

Magenta Line = 300 Foot Handy-Carry Access Path

Green Line = Travers Hand Carry-Access Path



Key

Red Line = Property Lines

Yellow Shading = Flat 0 – 8% Readily Developable Slopes

Orange Shading = Moderate 8 – 15% Slopes, feasible ADA Accessibility with some grading necessary

Magenta Line = 300 Foot Handy-Carry Access Path

Green Line = Travers Hand Carry-Access Path



Key

Red Line = Property Lines

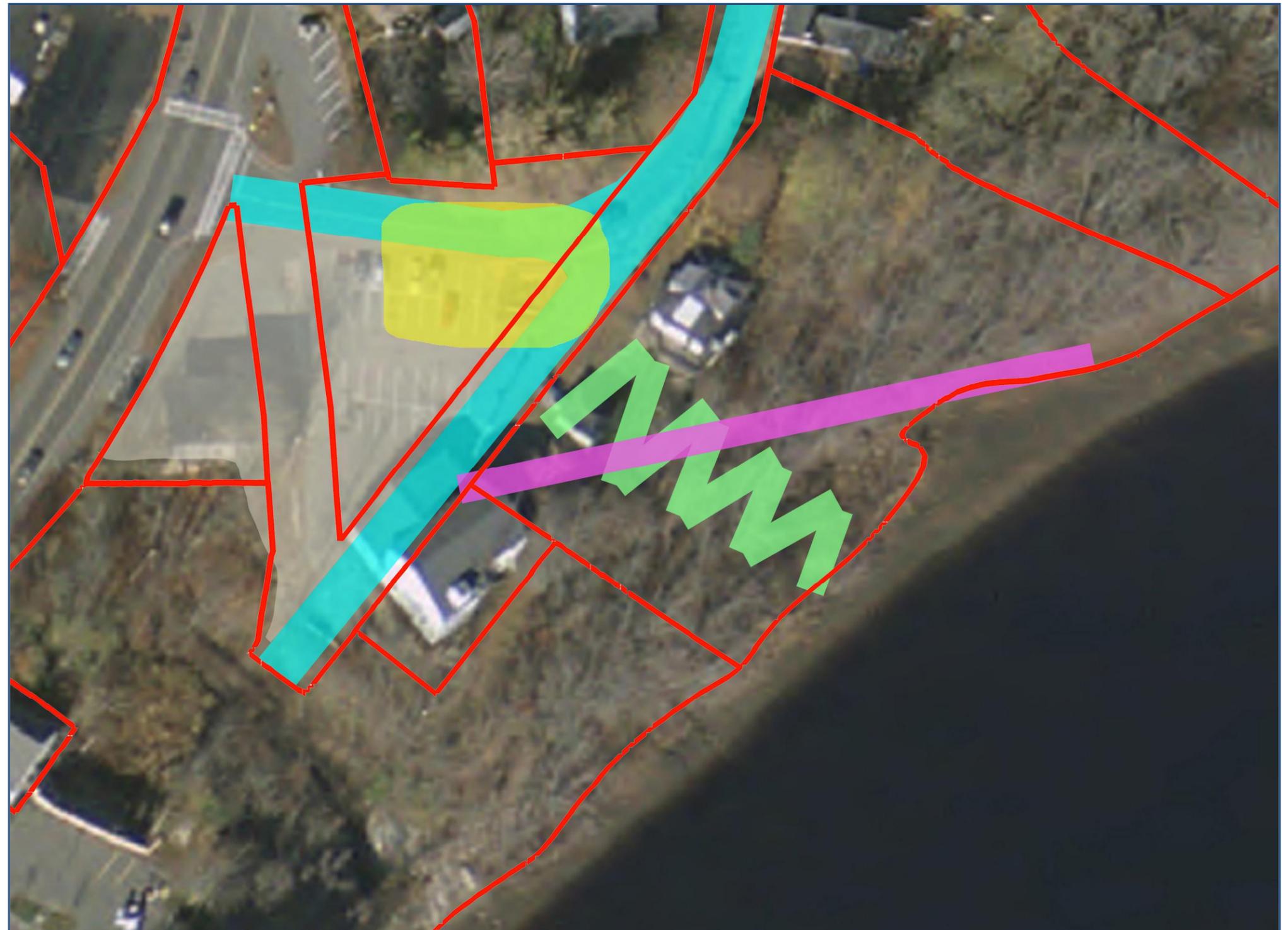
Blue Lines = Vehicular Access Ways

Gray Shading = Land Available for Parking (Note that this area is overcalled by the Sewer Pump Station staging area needs.)

Yellow Shading – Staging Area for Pump Station

Magenta Line = 300 Foot Handy-Carry Access Path

Green Line = Travers Hand Carry-Access Path



Key

Red Line = Property Lines

Blue Lines = Vehicular Access Ways

Green Shading = Good site lines and elevation for views to waterfront (This will require some pruning of existing vegetation.)

Orange Shading – Moderate site lines and elevations for views to waterfront (This will require more extensive pruning of existing vegetation and will limit other development patterns in this area.)

Magenta Line = 300 Foot Handy-Carry Access Path

Green Line = Travers Hand Carry-Access Path



Key

Red Line = Property Lines

Blue Lines = Vehicular Access Ways

Green Shading = Area suitable for public park related development

Yellow Shading – Staging Area for Pump Station

Magenta Line = 300 Foot Handy-Carry Access Path

Green Line = Travers Hand Carry-Access Path



PART III: RECOMMENDATIONS

The Town has confirmed the community's goals for waterfront access in the Lower Village area and this feasibility study has examined the range of opportunities and constraints for park and waterfront access development in the Lower Village. These efforts are intended to lay the "informational foundation" for any further public decisions or discussions regarding additional Town efforts to improve waterfront access in the Lower Village.

The general consensus goals expressed through the public input are as follows:

- Neighborhood park scale public space with visual and physical access to the river;
- Hand carry boat access;
- Improvements to bicycle and pedestrian access throughout the Lower Village;
- Improvements to vehicular traffic flow throughout the Lower Village and minimization of negative impacts to neighboring residents;
- Provision of adequate parking for park users and local businesses;

The following recommendations are made for the Town's consideration to guide further specific design decisions regarding town-initiated waterfront access efforts in the Lower Village:

1. A community-oriented preliminary design process that outlines multiple potential development scenarios to best meet the community's waterfront access goals should be undertaken. The planning scenarios should carefully consider:
 - The immediate and long term goals for waterfront access;
 - The need for acquisition of easements or fee ownership of waterfront land, and options for funding these acquisitions;
 - Compatibility with existing planned private investment in the area immediately surrounding the existing town-owned parcel, and potential opportunities for mutually supportive investments. *(If the Town continues to pursue options for physical waterfront access within the Lower Village then it is recommended that the initial planning effort define the general scale of such a project and consider issues like boat trailer parking, vehicular and pedestrian access to the facility, etc... and discuss these development goals with private landowners who control waterfront access before investing significant effort in a site specific design details.);*
 - The need for supporting infrastructure related to any potential park development, including pedestrian and bicycle access, parking (vehicular and trailer), and other site amenities; and
 - The scale of project construction costs and impacts to environmentally regulated resources should be carefully vetted in order to provide a realistic estimate of funding needs and timeframe for implementation of the project.
2. The Town should continue to address vehicular traffic as recommended in the Transportation Plan as developed by Gorrill-Palmer. In particular, the intersection at Elm Street may need further consideration in connection with additional pedestrian and vehicular improvements made along portions of Main Street, Green Street and Winter Street in particular;
3. Pedestrian improvements should be considered along Green Street and across Main Street at the Frank Wood Bridge to tie the Lower Village pedestrian systems with the surrounding neighborhoods and regional trail initiatives such as the Androscoggin Riverwalk Trail; and
4. Any park development in the Green Street area should maintain the location of the existing sewer pump station, and reserve a portion of the park immediately adjacent to the pump station for future replacement. In the interim, only low cost park improvements should be made in this area.

APPENDIX A-1
Public Participation

FOCUS GROUP MEETING AGENDA

1. Introduction/Background (10 min.)

Project Area

Study Process To-Date

- o *Review of Past Town Plans and Report*
- o *Assemblage of Readily Available Site Mapping (Aerial Photos, Topographic Surveys and Boundary Surveys)*
- o *Identified Key Stakeholders and Focus Groups*

Study Evaluation Objectives

2. Focus Group Input Process

Identify "Guiding Principals" / Criteria of Focus Group for the Lower Village Area

- o *The goal of this Study is to evaluate the existing site conditions and identify general interests / site improvement goals for the Lower Village Area.*
- o *For example, "Increased Pedestrian Safety"*
- o *Site specific concept plan or design details are not being developed from this study*

General Discussion

Summarize Recorded Areas of Consensus

3. Next Steps

Initial Public Meeting - Monday September 19, 2011 at 6:00 PM

Provide Draft Site Evaluation Report to Town - October, 2011

2nd Public Meeting - November, 2011

Provide Final Study Report to Town - December, 2011

Town Begins Design / Planning Process Based on a Set of Identified Site Constraints and Opportunities - Late Winter / Spring 2012.

4. Questions

Additional questions on the process or outcomes

FOCUS GROUP 1 - INPUT

- No increase in traffic impacts on Green Street (Volume or speed)
- Can traffic coming from the Topsham Fair Mall via Winter Street be configured to head towards the Elm Street intersection? Would like to alleviate traffic turning right off Winter Street onto Main Street and then heading up Green Street to get back to Main Street heading north.
- Would prefer Green Street becoming a dead-end street instead of maintaining two-way traffic or changing the traffic pattern to a one-way street.
- Would like any project types to be eco-friendly.
- Increased parking would be a negative impact to the neighborhood. Don't think more parking is needed.
- Concern for pedestrian safety of kids in neighborhood.
- Development should be a "Jewel" with a deliberate ("20 year") design process, resulting in a space that draws the community to the waterfront.
- Park should be at a scale that fits the local neighborhood and not be a site that attracts/supports regional interest groups.
- Neighborhood historic character should be respected.
- Historic residences are located close to the edge of the roadway.
- Green Street is narrow and lacks sidewalks, pedestrian safety.
- Main Street is a loud, un-pedestrian friendly environment.
- Hand-carry boat access is desirable. Could support small, local rental business.
- Riverfront is currently used quietly by picnickers and shore fishermen.
- Want to make sure waterfront access is clearly delineated along shoreline and doesn't adversely affect abutting private properties..
- Stormwater is an issue coming off Thompsons Lane and along Green Street impacting residences.
- Temporary generator used periodically at the pump station is loud.

- Desire improvements to walk to Brunswick, Williams Cone School and trails at the Highlands.
- Would like better lighting for pedestrian safety but want to make sure no up-lit fixtures resulting in "over-lighting" occurs, to maintain Maine's "Dark Skies".
- A park should avoid attracting loiterers. Hours of operations should be established.
- Would support small scale, local businesses like a farmer's market, café, boat rentals, local vendors.
- Comments regarding the status of the boundary survey between 3 and 5 Green Street.
- Maintain large street trees along Green Street.
- Green Street used to be called Back Street and it had wooden deck sidewalks along it.
- A pedestrian bridge to the Red Mill is desired.
- Generally want to keep Green Street at a neighborhood scale / quiet.
- Cyclists currently look up Green Street and back down Main Street, returning to Brunswick.
- Requested that draft report materials be made available to the public.
- Would like to see traffic speed reduced on Green Street.
- Desire safe, pedestrian access to the Bowdoin Mill "Island" off of Main Street.
- Can the Town implement pre-emptive zoning to meet the community's development goals for future site development?
- Do not want parking at expense of "good" park development.
- Consider water access in other parts of the Lower Village and adjacent areas. (Town Landing Road?)

FOCUS GROUP MEETING AGENDA

1. Introduction/Background (10 min.)

Project Area

Study Process To-Date

- *Review of Past Town Plans and Report*
- *Assemblage of Readily Available Site Mapping (Aerial Photos, Topographic Surveys and Boundary Surveys)*
- *Identified Key Stakeholders and Focus Groups*

Study Evaluation Objectives

2. Focus Group Input Process

Identify "Guiding Principals" / Criteria of Focus Group for the Lower Village Area

- *The goal of this Study is to evaluate the existing site conditions and identify general interests / site improvement goals for the Lower Village Area.*
- *For example, "Increased Public Parking"*
- *Site specific concept plan or design details are not being developed from this study*

General Discussion

Summarize Recorded Areas of Consensus

3. Next Steps

Initial Public Meeting - Monday September 19, 2011 at 6:00 PM

Provide Draft Site Evaluation Report to Town - October, 2011

2nd Public Meeting - November, 2011

Provide Final Study Report to Town - December, 2011

Town Begins Design / Planning Process Based on a Set of Identified Site Constraints and Opportunities - Late Winter / Spring 2012.

4. Questions

Additional questions on the process or outcomes

SIGN-IN-SHEET
TOPSHAM, MAINE
LOWER VILLAGE AREA WATERFRONT ACCESS STUDY

(FOCUS GROUP 2 - INPUT SESSION)

DATE: Wednesday, September 7, 2011 at 7:30 PM
LOCATION: Topsham Town Hall Meeting Room

Name (please print legible)	Address / E-mail	Use or Interest in Project
Kevin Sullivan	3 Main Street Topsham tk5@drtkullivan.com	
Christine Macchi	13 Main St feberart@gwic.net	greenery, artists' involvement, beauty
STEVE STERN	13 MAIN ST	PROPERTY OWNER COMMUNITY INVOLVEMENT
Arlene Morris	13 Main St	property owner community involvement
Suzanne Mahar	barndoorcase@comcast.net 4 Bowdoin Hill Island #102	business owner
Travis Pryor	99 Main St. TJP@wright-pierce.com	Wright-Pierce
Amanda Bunker	ajb@wright-pierce.com	"
FRED WIGAND	FRED WIGAND C. GWI. NOT 7 MAIN ST	BUSINESS OWNER
Curtis Obary	5 Main St coobery@maine.rr.com	local business owner
Jim Howard	2 main street	Property Owner
Jay Herick	4 GREEN ST	PROPERTY OWNER

Name (please print legible)	Address / E-mail	Use or Interest in Project
Also Present		
Liz Armstrong		Resident
John Shattock		staff
Rod Melanson		staff
Rich Reedner		staff
Cornell Knight		staff
Pam LeDuc		staff
Don Russell		Selectmen

FOCUS GROUP 2 - INPUT

- Some minor stormdrainage improvements are needed. Maintenance of existing system mostly.
- There is available parking across Main Street for employees of the Bowdoin Mill "Island" businesses and their covenants require them to utilize it when the need arises (i.e. when the Red Mill is more fully occupied)
- Public parking in front of the fire station is adequate for surrounding businesses if hours of use regulations are better enforced.
- Designated parking for large vehicles / tour buses should be considered in the Lower Village in general.
- Increase in public events is of concern regarding available parking.
- Private parking lots don't allow for public parking on weekends and off hours. Is it possible to work out an agreement to make these spaces more available to the public?
- Wayfinding signage for parking location / regulations could be enhanced.
- Should public parking provide for boat trailers?
- Generally supportive of a park as the best option for redevelopment in the fire station area.
- Consider docking access along the waterfront for services such as a water taxi.
- Generally want a park that will fit the site and provide adequate parking, hand carry boat access and passive recreational / shore fishing uses.
- Want to explore and highlight historical significance of the Lower Village Area.
- Vehicular traffic exiting from the "Island" and turning left on to Main Street needs improvement.
- Same thing for traffic from the bank and other businesses across the street turning right onto Main Street.
- Safety concerns with addressing "seedy" elements at night.
- Prefer maintaining the remaining area around the fire station as a park with parking spaces versus additional commercial development.
- Could pedestrian traffic be routed under the Frank Wood Bridge?

- Park development would necessitate a pedestrian bridge connection to the "Island".
- Important to connect local adjacent and regional trail systems to the park area and provide kiosks / public visitor information center.
- Can a crosswalk be installed at the end of the Frank Wood Bridge crossing Main Street?
- More crosswalks could lead to better traffic calming on Main Street.
- A de facto park exists at Granny Hole.
- Do not want to see Granny Hole filled in.
- Prefer a pedestrian bridge crossing Granny Hole versus a road.
- Can a traffic light be installed at the "Island" entrance/exit onto Main Street?
- General timetable concerns with implementation of site redevelopment improvements in the vicinity of the fire station. Can progress be made in the next couple of years or will it take a "life time".

FOCUS GROUP MEETING AGENDA

1. Introduction/Background (10 min.)

Project Area

Study Process To-Date

- o Review of Past Town Plans and Report
- o Assemblage of Readily Available Site Mapping (Aerial Photos, Topographic Surveys and Boundary Surveys)
- o Identified Key Stakeholders and Focus Groups

Study Evaluation Objectives

2. Focus Group Input Process

Identify "Guiding Principals" / Criteria of Focus Group for the Lower Village Area

- o The goal of this Study is to evaluate the existing site conditions and identify general interests / site improvement goals for the Lower Village Area.
- o For example, "Connect to local/regional trail systems."
- o Site specific concept plan or design details are not being developed from this study

General Discussion

Summarize Recorded Areas of Consensus

3. Next Steps

Initial Public Meeting - Monday September 19, 2011 at 6:00 PM

Provide Draft Site Evaluation Report to Town - October, 2011

2nd Public Meeting - November, 2011

Provide Final Study Report to Town - December, 2011

Town Begins Design / Planning Process Based on a Set of Identified Site Constraints and Opportunities - Late Winter / Spring 2012.

4. Questions

Additional questions on the process or outcomes

SIGN-IN-SHEET
 TOPSHAM, MAINE
 LOWER VILLAGE AREA WATERFRONT ACCESS STUDY

(FOCUS GROUP 3 - INPUT SESSION)

DATE: Wednesday, September 12, 2011 at 6:00 PM

LOCATION: Topsham Town Hall Meeting Room

Name (please print legible)	Address / E-Mail	Use or Interest in Project
Travis Pryor	99 Main St tjpr@wright-pierce.com	Wright-Pierce
PETER LEPARI	15 WHITE ST. PLEPARI@MYFAIRPOINT.NET	TDI
Jim Shattuck	TOPSHAM TO	staff
JANE SCASE	11 WESTERN AVE jscase@gnl.net	resident
Nancy Randolph	14 Munroe Lane	Resident
Don Russell	80 WINTER ST	Selection
Also Present		
Angela Tuttle		BLT / Conservation Commission
Gary Fogg		Conservation Commission
Rich Radner		staff
Pam LeDuc Amanda Bunker		staff Wright-Pierce

FOCUS GROUP 3 - INPUT

- Would like to provide hand carry boat access in general although that may be accomplished elsewhere and doesn't necessarily have to happen in the Lower Village area.
- Would like to see access / facilities for rowing clubs (Bowdoin College, etc...)
- Area is generally small in scale for a public park with lots of functions / amenities.
- Would like to see safe / clearly defined pedestrian and bicycle systems connecting the lower village to the neighboring communities (from the Heights to Foreside Fields)
- Small scale park with picnic area and passive recreational uses. A neighborhood "Pocket Park".
- Improve traffic egress / public parking in general to support existing Lower Village Area development.
- Would like to see stormwater quality improved prior to entering the Androscoggin River.
- Granny Hole has scenic value. Its nice to have some "Green Space" left in the Lower Village.
- Traffic onto "Island" is ok. Exiting is onto Main Street is a challenge.
- Increased pedestrian traffic should be encouraged in general.
- Parking in general should be designed to be adequate and not excessive. It is currently perceived to be inadequate.
- Vehicular traffic flows could be improved at the Elm Street and Winter Street intersections with Main Street.
- Egress over Granny Hole could improve traffic flow from "Island".
- Better signage identifying public and private parking on west side of Main Street.
- Better enforcement / creation of parking regulations.
- Would like to see fire station demolished. Perceived as an "eyesore".
- Would support additional commercial development around the fire station if done tastefully like recent Lower Village redevelopment efforts. Otherwise Town should prioritize purchasing land as needed for park space.
- Topsham housing authority is purchasing an apartment building north of Michaud's Market.

- The Lower Village Area will function better with increased mixed-use density so long as traffic impacts are well thought out.
- There is a lack of population / activity in the Lower Village Area.
- Consider condemning residential buildings in poor condition when necessary. (Address slum and blight)
- Consider one-way traffic on Green Street from Elm Street towards Main Street. Also make sure consideration of impacts to traffic in other portions of the Lower Village is addressed.
- Improved vehicular traffic signage on Main Street heading towards Brunswick.
- Improve vehicular leaving the "Island",
- Encourage residential / mixed use development in Red Mill.
- Pleased with recent redevelopment of the Lower Village Area in general and see the fire station area as the last piece that needs to be addressed to complete the community's vision for the area.
- Would like to see improvements completed in next two to three years.
- Not too many concerns with preserving environmental land features in the area. Best use is to support density of development.

PUBLIC MEETING - 1 AGENDA

1. Introduction/Background (10 min.)

Study Background / Evaluation Objectives

- Review of Past Town Plans and Reports
- Assemblage of Readily Available Site Mapping (Aerial Photos, Topographic Surveys and Boundary Surveys)

Opportunities and Constraints Evaluated To-Date

- Identified and Solicited Input from Key Stakeholders and Focus Groups
- Landuse Patterns
- Physical Assessment
- Environmental Assessment
- Land Ownership
- Public Sewer Infrastructure
- Historic Preservation / Archaeology

Consensus Issues from Public Input To-Date

2. Public Input Process

Break out into groups of 4 to 6 participants and 1 Town Staff / Consultant recorder to Identify "Guiding Principals" / Criteria of community redevelopment goals for the Lower Village Area

- The goal of this Study is to evaluate the existing site conditions and identify general interests / site improvement goals for the Lower Village Area.
- For example, "Connect to local/regional trail systems."
- Site specific concept plan or design details are not being developed from this study

General Discussion

Summarize Recorded Areas of Consensus

3. Next Steps

Provide Draft Lower Village Waterfront Access Evaluation Report to Town - October, 2011

2nd Public Meeting - November, 2011

Provide Final Lower Village Waterfront Access Evaluation Report to Town - December, 2011

Town Considers Site Specific Design Process based on Waterfront Access Evaluation Report - Late Winter / Spring 2012.

4. Questions

Additional questions on the process or outcomes

SIGN-IN-SHEET
 TOPSHAM, MAINE
 LOWER VILLAGE AREA WATERFRONT ACCESS STUDY

(PUBLIC MEETING 1 - INPUT SESSION)

DATE: Monday, September 19, 2011 at 6:00 PM
 LOCATION: Topsham Town Hall Meeting Room

Name (please print legible)	Address / E-Mail	Use or Interest in Project
Victor Langelo	vlangelo@eclipseservices.com	
Arlene Morris	arlene@arlene-morris.com	
Jim Byrn	jimbyrnept@Comcast.net	
MIKE HAMILTON	MIKEHAMILTON@REMAX.NET	
Cornell Kn-jur	TOWN OFFICE cknjv@topshammaine.com	
DAVID TOTH	181 TOTH RD	
And MR	WABECAMP@GMAIL.COM	
PETER LE PARI	Plepari@myfairpoint.net	
Sue Spann	35 Bay Park Ave.	
FROB WIGAND	FROB WIGAND@GWI.MOI 7 MAIN ST.	
Grace Lewis Mc haren	29 Emily St.	

Name (please print legible)	Address / E-Mail	Use or Interest in Project
Don Russe II	80 WINTER ST	Selectman
JANE SCASE	11 WESTERN AVE	RESIDENT
Pam LeDuc	9 Prospect St.	Per Director
Carla Rensenbrink	196 Cathance Rd.	resident
John Rensenbrink	"	"
Jim Howard	54 BEECHWOOD DRIVE	Resident / Business Owner
[ALSO PRESENT]		
Travis Pryor		Wright-Pierce
Amanda Bunker		" "
Jon Edgerton		" "
Rich Roedner		Town staff
John Shattuck		" "

TOPSHAM LOWER VILLAGE WATERFRONT ACCESS STUDY
SEPTEMBER 19, 2011 - 6:00 PM AT THE TOPSHAM TOWN OFFICE

PUBLIC MEETING 1 - INPUT

- Encourage more pedestrian traffic and improve safety of pedestrian crossings. Higher percentage of residents representing Lower Village area pedestrians.
- Value views of river, eating lunch and fishing.
- Would like to see increase in residential development along with more "small" shops.
- Lower Village improvements should be "human scale"
- Waterfront access should be handicap accessible.
- Waterfront access should be developed in such a way as to minimum maintenance burden.
- Waterfront access should be limited to hand-carry boats.
- Appreciate for resurgence of riverfront environs. Waterfront access should be at a scale that keeps with the quiet riverfront setting. (E.g. no motor boats)
- Lower Village area should accommodate small scale park uses while providing adequate parking.
- Lower Village should prioritize more parking over more commercial development.
- Consider pedestrian access along shoreline. (Recent studies have confirmed that this would likely be seasonal unless an elevated boardwalk system was constructed)
- "Soften" parking lot at intersection with Green Street with landscaping improvements.
- Would like to see pedestrian bridge access over Granny Hole.
- Consider a pocket park at current Winter Street intersection with Main Street if two-way vehicular improvements could be made at Elm Street and Main Street intersection.
- Most Main Street traffic is perceived to be through traffic from Brunswick to the Interstate. State route signage encourages this.
- Difficult for vehicles to enter Main Street from Green Street.
- New traffic signal light across the Frank Wood Bridge in Brunswick has helped with vehicular traffic flow.
- Consider opportunities to house boating facilities in the Red Mill basement floor.

- Considered appropriateness of a park and waterfront access outside of Lower Village and ultimately concluded that the Green Street intersection with Main Street is a central focal point entering and traveling through the Lower Village Area and is best suited for accommodating public space needs.
- Vehicular traffic needs to be improved at Winter Street, Elm Street and Main Street in order to make successful traffic improvements at intersection of Green Street and Main Street.
- What happened to past planning goals identifying mixed use development on the "island"?
- Additional residential growth in the Lower Village is key to creating a vibrant, sustainable neighborhood.
- Location of crosswalks are key to linking area paths with Lower Village pedestrian infrastructure.
- Kiosk / Community Information display area is important.
- Need to find some type of activity for the area that makes it a "destination".
- View shed of the river with benches and picnic areas at an overlook is a high priority in terms of waterfront access.
- More shops might encourage more foot traffic.
- Encourage expansion of low maintenance landscape improvements.
- Vehicular traffic turning left off "island" is difficult.
- Through traffic on Green Street needs to be addressed. Concerns it will get worse when Red Mill is more occupied.
- Waterfront farmer's market / small scale local businesses should be considered.
- What can ultimately be accomplished in terms of waterfront access if "we" don't step up and purchase land. Park should be "substantial" and discussed with current landowners regarding sale of land.
- Traffic light or roundabout at Bowdoin Mill to improve vehicular traffic?
- Need pedestrian infrastructure improvements to provide access to "island" from parking on west side of Main St and at the Green St and Main St intersection.
- Better way finding signage for public parking.
- Waterfront access improvements (Park) should be developed in next 2 to 5 years.
- Architectural improvements should maintain historical context of Lower Village area.

-
- Additional commercial development makes other consensus issues (pedestrian safety, Green Street traffic, park space) more difficult.
 - If Town were to build a park / acquire additional lands, what are the costs and where would the money come from?
 - Would a park at the Green St and Main St intersection force one-way traffic on Green St?
 - Stormwater quality entering Androscoggin River is of greater concern than other natural features present in the area, including Granny Hole.
 - Town should work with private property owners in the Lower Village in support of creating a park by:
 - Developing a "real" plan for the park.
 - Building a walking bridge to the "island".
 - Helping local commercial tenants.
 - Addressing safe pedestrian improvements crossing Main St.
 - Recent redevelopment prosperity and increased local eateries in the Lower Village are of value to the community.

APPENDIX A-2

Town of Topsham - 2010 Official Zoning Map

Town of Topsham Tax Map U02

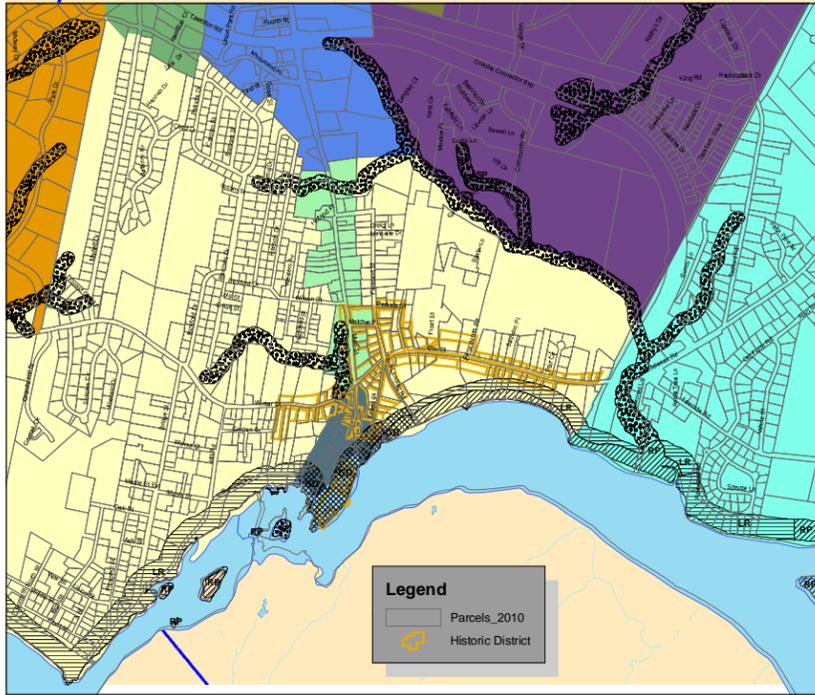
Town of Topsham Tax Map U06

2006 Hydrological Features - Aerial Analysis -
 Bradstreet Consultants INC
 2008 Parcel Data - Spatial Alternatives
 Map Produced by - Topsham Planning Office
 NAD_1983_StatePlane_Maine_West_FIPS_1802_Feet
 Projection: Transverse_Mercator
 GCS_North_American_1983
 Datum: D_North_American_1983

Note
 This is the Official Zoning Map
 referred to in Section 225-7
 of the Topsham Zoning Ordinance
 as adopted at the May 20, 2009 Town Meeting
 _____ Date:
 Attested, Town Clerk

Note
 For Planning, Codes, and Assessing purposes only
 Not to be used for property conveyance

Village Inset



Legend
 Parcels_2010
 Historic District

**Official Zoning Map
 Town of Topsham
 May 19, 2010**



Land Use Zones			
	ShorelandZoning	zoning	
	GD - General Development		LI - Limited Industrial
	LR - Limited Residential		LV - Lower Village
	RP - Resource Protection		MUC - Mixed Use Commercial
	SP - Stream Protection		MUC 1 - Mixed Use Commercial One
	Wellhead Buffer		MV - Middle Village
	Aquifer Protection		R1 - Urban Residential
	Parcels_2010		R2 - Suburban Residential
			R3 - Rural Residential
			RCU - Rural Commercial Use
			VC - Village Center



TOWN OF TOPSHAM, MAINE

PROPERTY MAPS



James H. Thomas
GIS Solutions of Maine
Cumberland, Maine
jth@maine.gis.com

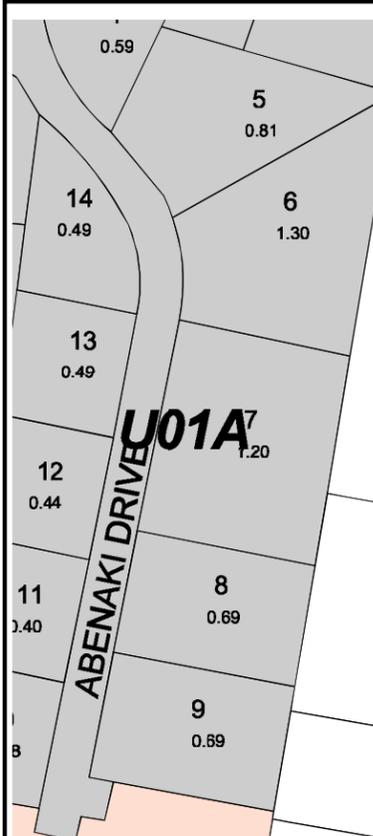
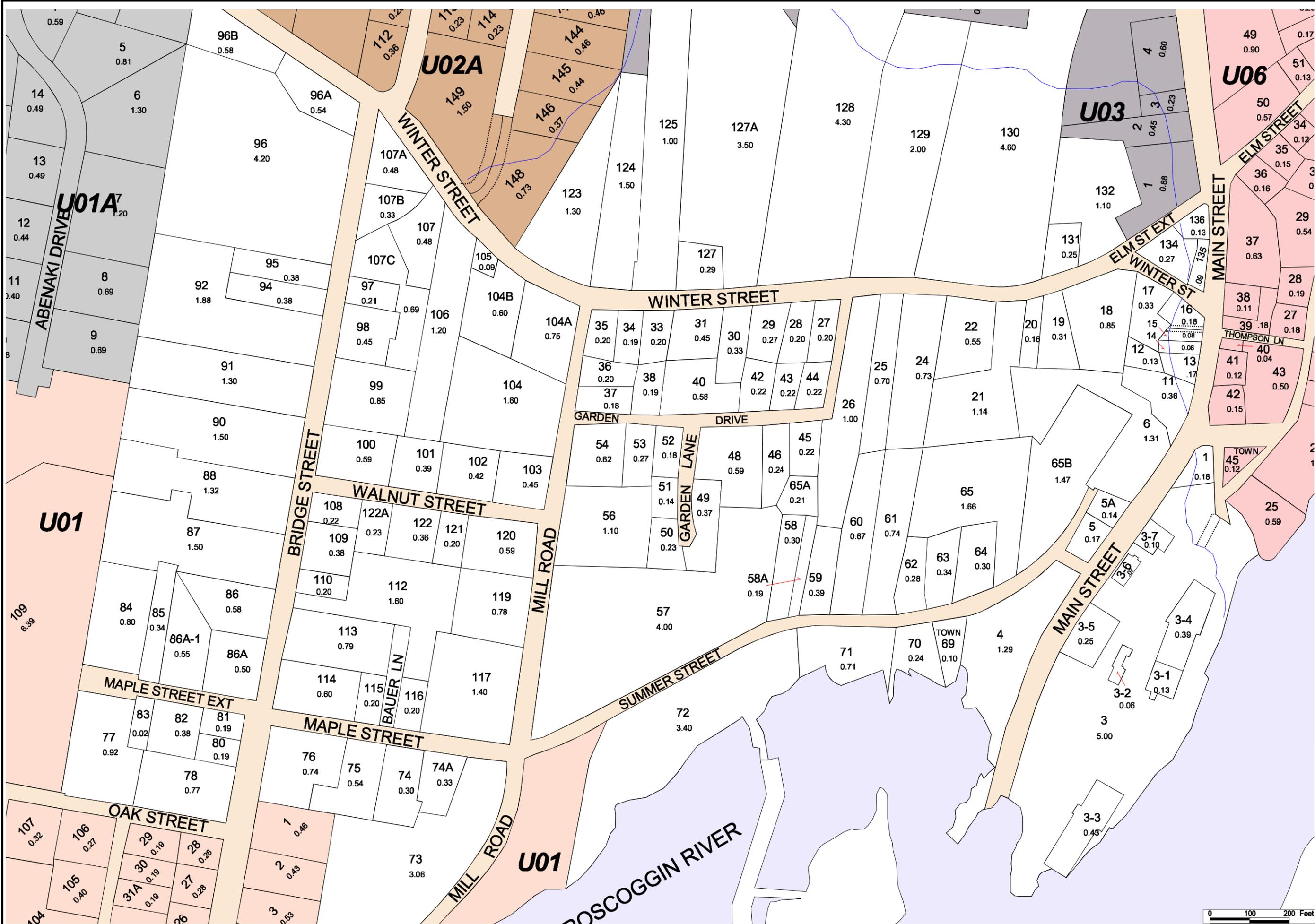
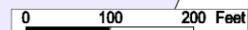
These maps are intended to
be used for the purpose of Property
Tax Assessments and should not be
used for conveyances.

Revised to April 1, 2011

- Hooked Mapline
- ROVY
- Streams
- Town Boundary
- Shore
- Subdiv Map
- Bordering Map
- Text Assessment
- Bordering Map
- Bordering Map

2011

U02





TOWN OF TOPSHAM, MAINE

PROPERTY MAPS



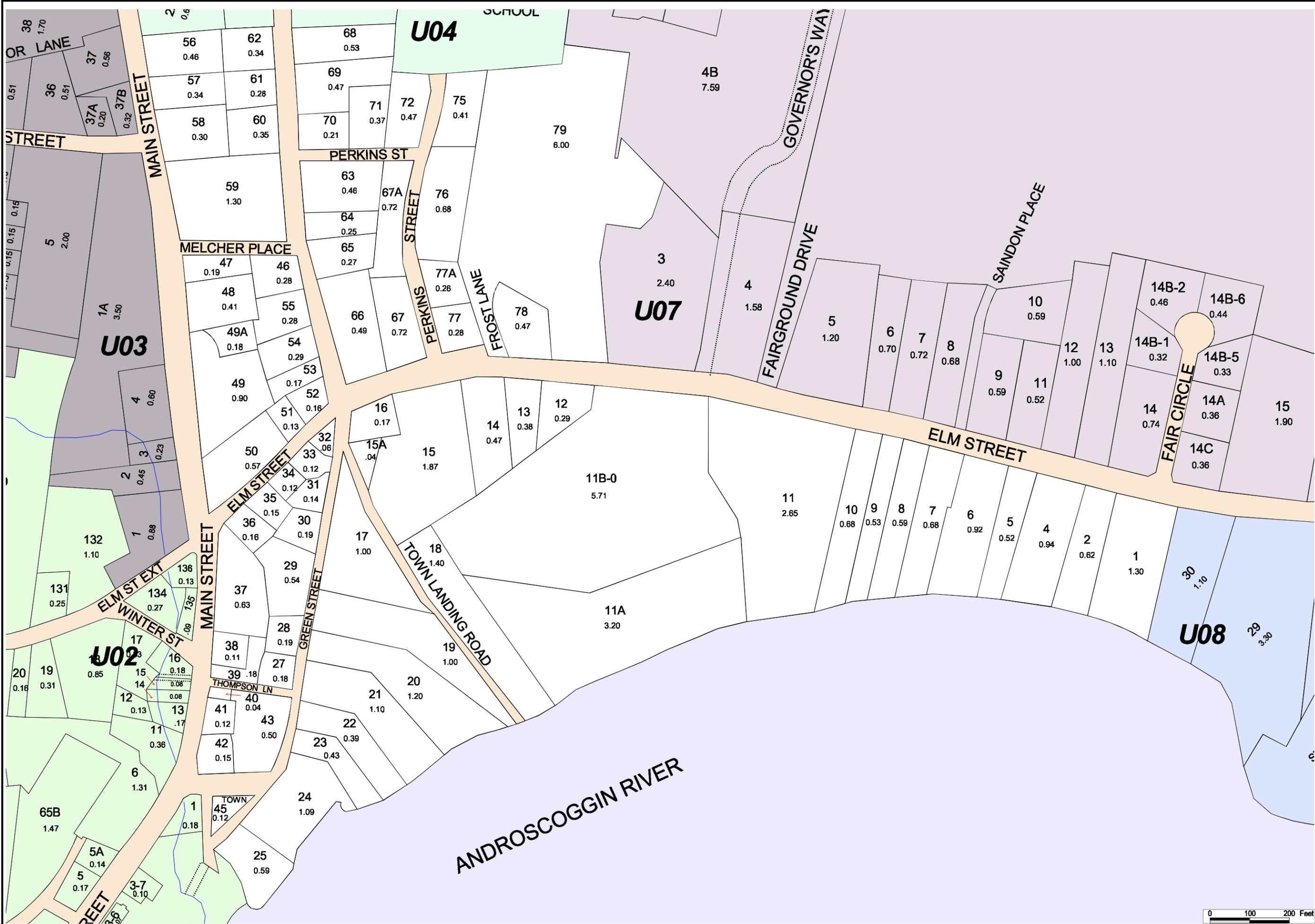
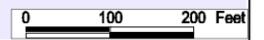
James H. Thomas
GIS Solutions of Maine
Cumland, Maine
jht@maine.rr.com

Scale: 1 inch = 100 feet
Revised to April 1, 2011



2011

U06



OR LANE
STREET

MAIN STREET

MELCHER PLACE

PERKINS ST
PERKINS STREET

FROST LANE

GOVERNOR'S WAY
FAIRGROUND DRIVE

SAINDON PLACE

ELM STREET

FAIR CIRCLE

ELM STREET
WINTER ST

MAIN STREET

GREEN STREET

TOWN LANDING ROAD

THOMPSON LN

ANDROSCOGGIN RIVER

STREET

TOWN

PERKINS STREET

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APPENDIX A-3
Town Warrant for Sewer Easement
Topsham Sewer District Easement
Boundary Survey by Paul H. Roupp, Jr., PLS

WARRANT FOR SPECIAL TOWN MEETING

TOWN OF TOPSHAM

Topsham, Maine
Sagadahoc, ss

June 10, 1975

To Ronald Riendeau, Chief of Police in the Town of Topsham
in the County of Sagadahoc and State of Maine:

Greetings:

You are hereby required in the name of the State of Maine to notify and warn the inhabitants of the Town of Topsham in said county and state, qualified to vote in Town affairs, to meet at the Williams School Auditorium in said Town on Tuesday, the tenth day of June, A.D. 1975 at seven-thirty o'clock in the afternoon (Eastern Daylight Saving Time) then and there to act on Articles 1 through 3 inclusive.

ARTICLE 1. To choose a moderator to preside at said meeting.

ARTICLE 2. To see if the Town will vote to give the Topsham Sewer District a permanent easement to build, maintain, use, repair and replace from time to time, a sewer pipe and sewer pumping station on the Town's property bounded north by Summer Street, also known as Green Street; bounded easterly by Green Street, or its southerly extension which runs past the fire station; and bounded westerly by Old Main Street which runs to the old bridge across Grannie Hole Stream. And to authorize the Selectmen to execute a deed of easement therefor on behalf of the Town. The town is to retain use of said premises to the extent that such use does not interfere with the construction, repair and use of said sewer line and pumping station. The said sewer district is to have the right to do all things incidental to any of said purposes including the right to construct, maintain and repair a fence and/or guardrails from time to time for protection of said pumping station.

ARTICLE 3. To see if the Town will vote to amend the Shoreland Zoning Ordinance, Town of Topsham, enacted at the March 4, 1974 Town Meeting and as amended at the March 3, 1975 Town Meeting as follows:

Add to Section 3.2, Subsection 3.2.2 B Conditional Uses:
6) Any public sewer pipe lines or pumping station, public storm drains, public water mains or wells, or anything pertinent or incidental thereto.

Given under our hands this second day of June, 1975.

WILLIAM E. GREIG
GERARD F. LAMARRE
EVELYN A. WHITE
Selectmen of the Town of Topsham

Attest:

RONAND A. RIENDEAU
Chief of Police
Topsham, Maine

Bk 3036 Pg 290 #9534
12-05-2008 @ 04:13p

SEWER EASEMENT

KNOW ALL MEN BY THESE PRESENTS, that the Town of Topsham, a municipal corporation organized under Maine law and situated in Topsham, Maine, for one dollar and other valuable considerations, does hereby grant to the Topsham Sewer District, a quasi-municipal corporation duly organized under the laws of the State of Maine and having its principal offices in the Town of Topsham, County of Sagadahoc, its successors and assigns with QUIT CLAIM WITH COVENANTS, described as follows:

A permanent easement to build, maintain, use, repair and replace from time to time, a sewer pipe and sewer pumping station on the Town's property bounded north by Summer Street, also known as Green Street; bounded easterly by Green Street, or its southerly extension which runs past the fire station; and bounded westerly by Old Main Street which runs to the old bridge across Grannie Hole Stream.

The town is to retain use of said premises to the extent that such use does not interfere with the construction, repair and use of said sewer line and pumping station. The said sewer district is to have the right to do all things incidental to any of said purposes including the right to construct, maintain and repair a fence and/or guardrails from time to time for protection of said pumping station.

Together with the right of ingress and egress over adjoining lands of Grantor for the purpose of exercising the rights herein granted.

The easements herein granted are transferable, and may be sold, leased, assigned, pledged, and mortgaged by Grantee, and shall be binding upon and inure to the benefit of the parties hereto, their respective heirs, successors and assigns and shall run with the land.

This conveyance is made pursuant to a Town of Topsham Warrant dated June 10, 1975, Article 2 authorizing the Selectmen to execute a deed of easement on behalf of the Town.

WITNESS our hands and seals this 5th day of December, 2008.

TOWN OF TOPSHAM

SAGADAHOC COUNTY

Then personally appeared the above named James Z. Cady, Town Manager and acknowledged the foregoing instrument to be his/her free act and deed in his/her said capacity and the free act and deed of said municipality.

Before me,

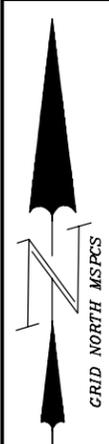
Rose M. Woodd
Notary Public

SAGADAHOC COUNTY

Barbara J. Trott

Register of Deeds

Rose M. Woodd
Notary Public, Maine
My Commission Expires June 4, 2011

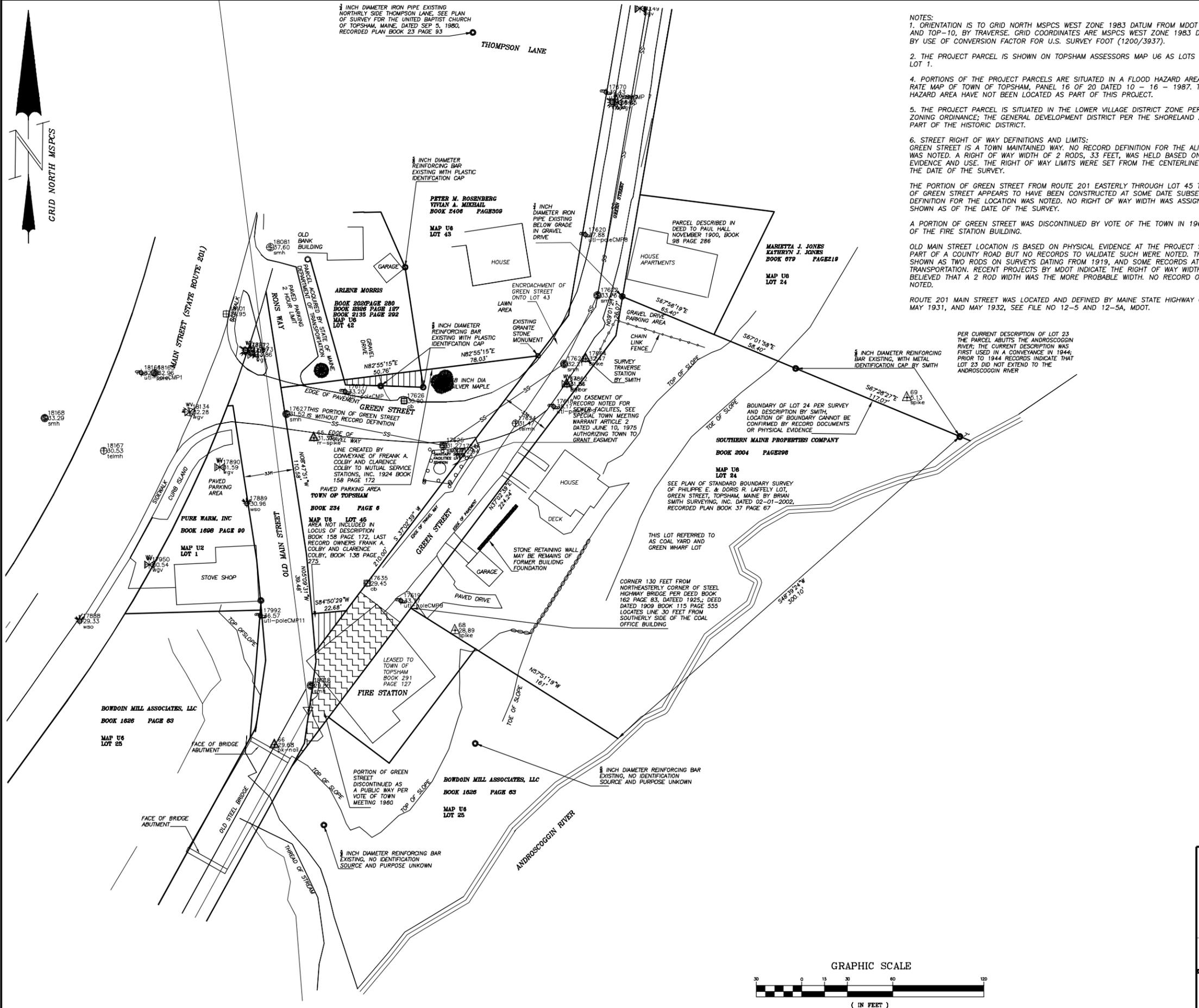


3/4 INCH DIAMETER IRON PIPE EXISTING NORTHERLY SIDE THOMPSON LANE. SEE PLAN OF SURVEY FOR THE UNITED BAPTIST CHURCH OF TOPSHAM, MAINE, DATED SEP 5, 1980, RECORDED PLAN BOOK 23 PAGE 83

THOMPSON LANE

NOTES:
 1. ORIENTATION IS TO GRID NORTH MSPCS WEST ZONE 1983 DATUM FROM MDOT CONTROL STATIONS TOP-RR AND TOP-10, BY TRAVERSE. GRID COORDINATES ARE MSPCS WEST ZONE 1983 DATUM IN FEET, CONVERTED BY USE OF CONVERSION FACTOR FOR U.S. SURVEY FOOT (1200/3937).
 2. THE PROJECT PARCEL IS SHOWN ON TOPSHAM ASSESSORS MAP U6 AS LOTS 45, 25, 24 AND MAP U2 LOT 1.
 3. PORTIONS OF THE PROJECT PARCELS ARE SITUATED IN A FLOOD HAZARD AREA PER FLOOD INSURANCE RATE MAP OF TOWN OF TOPSHAM, PANEL 16 OF 20 DATED 10 - 16 - 1987. THE LIMITS OF THE FLOOD HAZARD AREA HAVE NOT BEEN LOCATED AS PART OF THIS PROJECT.
 4. THE PROJECT PARCEL IS SITUATED IN THE LOWER VILLAGE DISTRICT ZONE PER THE TOWN OF TOPSHAM ZONING ORDINANCE; THE GENERAL DEVELOPMENT DISTRICT PER THE SHORELAND ZONING OVERLAY, AND IS PART OF THE HISTORIC DISTRICT.
 5. STREET RIGHT OF WAY DEFINITIONS AND LIMITS: GREEN STREET IS A TOWN MAINTAINED WAY. NO RECORD DEFINITION FOR THE ALIGNMENT OF GREEN STREET WAS NOTED. A RIGHT OF WAY WIDTH OF 2 RODS, 33 FEET, WAS HELD BASED ON EXISTING PHYSICAL EVIDENCE AND USE. THE RIGHT OF WAY LIMITS WERE SET FROM THE CENTERLINE OF THE TRAVEL WAY AT THE DATE OF THE SURVEY.
 6. THE PORTION OF GREEN STREET FROM ROUTE 201 EASTERLY THROUGH LOT 45 TO THE ORIGINAL LOCATION OF GREEN STREET APPEARS TO HAVE BEEN CONSTRUCTED AT SOME DATE SUBSEQUENT TO 1943. NO DEFINITION FOR THE LOCATION WAS NOTED. NO RIGHT OF WAY WIDTH WAS ASSIGNED. TRAVEL WAY LIMITS ARE SHOWN AS OF THE DATE OF THE SURVEY.
 A PORTION OF GREEN STREET WAS DISCONTINUED BY VOTE OF THE TOWN IN 1960 FOR THE CONSTRUCTION OF THE FIRE STATION BUILDING.
 OLD MAIN STREET LOCATION IS BASED ON PHYSICAL EVIDENCE AT THE PROJECT SITE. IT MAY HAVE BEEN PART OF A COUNTY ROAD BUT NO RECORDS TO VALIDATE SUCH WERE NOTED. THE RIGHT OF WAY WIDTH IS SHOWN AS TWO RODS ON SURVEYS DATING FROM 1919, AND SOME RECORDS AT MAINE DEPARTMENT OF TRANSPORTATION. RECENT PROJECTS BY MDOT INDICATE THE RIGHT OF WAY WIDTH AS 3 RODS. IT IS BELIEVED THAT A 2 ROD WIDTH WAS THE MORE PROBABLE WIDTH. NO RECORD OF DISCONTINUANCE WAS NOTED.
 ROUTE 201 MAIN STREET WAS LOCATED AND DEFINED BY MAINE STATE HIGHWAY COMMISSION PLANS DATED MAY 1931, AND MAY 1932, SEE FILE NO 12-5 AND 12-5A, MDOT.

LEGEND:	
SURVEY CONTROL (TRAVERSE) STATION	△
IRON PIPE OR ROD EXISTING	○
STONE OR CONCRETE MONUMENT EXISTING	□
DRILL HOLE EXISTING	●
5/8" DIA REINFORCING BAR SET WITH SURVEYORS ID CAP	⊙
MONUMENT SET (OTHER THAN REBAR)	⊠
BENCH MARK OR TEMPORARY BENCH MARK	⊕
CATCH BASIN	⊞
DRAIN MANHOLE	⊟
SANITARY SEWER MANHOLE	⊠
WATER GATE VALVE	⊡
HYDRANT	⊢
WATER SHUT OFF	⊣
WELL	⊤
UTILITY POLE	⊥
UTILITY GUY POLE	⊦
CONTROLLER CABINET	⊧
POLE LIGHT	⊨
GAS/OIL FILL POINT COVER	⊩
SOIL TEST PIT LOCATION	⊪
SOIL BORING LOCATION	⊫
TRAFFIC DIRECTION	→
FLOW DIRECTION	⇨
SANITARY SEWER LINE	—●—
STORM DRAIN LINE	—○—
WATER LINE	—□—
AERIAL ELECTRIC & TELEPHONE LINE	—x—
BELOW GRADE ELECTRIC, TELEPHONE LINE	—u—
WIRE FENCE LINE	—x—
WOOD FENCE LINE	—o—
CHAIN LINK FENCE	—o—
STONEWALL	—o—
PROPERTY LINE	—
EASEMENT LINE	—
PARCEL LINE PER DEED	—
ZONING YARD SET BACK LINE	—
LOT/DIVISION LINE	—
EXISTING CONTOUR LINE	—
WETLANDS LIMIT	—w/l—
VEGETATION/TREELINE LIMIT	—
LINE TABLE REFERENCE	L1
CURVE TABLE REFERENCE	C1



I HEREBY CERTIFY, THAT TO THE BEST OF MY KNOWLEDGE, THE SURVEY REPRESENTED BY THIS PLAN CONFORMS WITH THE STANDARDS OF PRACTICE OF THE STATE OF MAINE BOARD OF LICENSURE FOR PROFESSIONAL LAND SURVEYORS.

PAUL H. RUOPP, JR. P.L.S. NO 1165

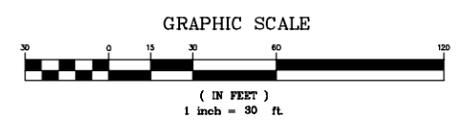
THIS PLAN HAS BEEN PREPARED FOR THE CLIENT NAMED HEREON FOR THE PURPOSE OF SHOWING THE BOUNDARIES OF THE STREETS AND LOTS IN THE VICINITY OF LOWER GREEN STREET AND OLD MAIN STREET.

THE PLAN REFLECTS CONDITIONS ON THE SURFACE OF THE EARTH AS OF THE DATE OF THE SURVEY IN DECEMBER 2006 JANUARY 2007.

USE OF THIS PLAN BY INDIVIDUALS AND OR PARTIES OTHER THAN THE CLIENT NAMED HEREON, AND / OR USE OF THIS SURVEY FOR PURPOSES OTHER THAN WHICH THE SURVEY WAS COMPLETED IS UNAUTHORIZED WITHOUT EXPRESSED WRITTEN CONSENT OF THE SURVEYOR.

UNAUTHORIZED USE OF THE PLAN OR RELEASE OF THE PLAN TO UNAUTHORIZED PARTIES OR AGENCIES WILL ENTITLE THE SURVEYOR TO ADDITIONAL COMPENSATION.

PLAN OF BOUNDARY SURVEY OF: LOWER GREEN STREET GREEN STREET TOPSHAM, MAINE FOR: TOPSHAM DEVELOPMENT, INC 22 ELM STREET TOPSHAM, MAINE	
NOT VALID WITHOUT EMBOSSED SEAL OF SURVEYOR	PAUL H. RUOPP JR., PLS LAND SURVEYING & MAPPING 25 MAPLE STREET P O BOX 330 MONMOUTH, MAINE 04259 TEL & FAX: 207-933-3393
FIELD WK: PHR DRAWN BY: PHR CHECKED BY: PHR DATE: 14FEB2007 SCALE: 1" = 20' FIELD BK: 0097 PROJ: 12090034 SHEET: 1 OF 1 File No.: 12090000	



APPENDIX A-4
Traffic Evaluation by Gorrill-Palmer Consulting Engineers, Inc.

December 20, 2011

Mr. Travis Pryor
Wright-Pierce
99 Main Street
Topsham, Maine 04086

Subject: Preliminary Evaluation of Traffic Patterns
Lower Village Area
Topsham, Maine

Dear Travis,

Gorrill-Palmer Consulting Engineers, Inc. (GPCEI) has completed a preliminary assessment of the relative benefits and adverse impacts associated with several potential scenarios for adjustments in traffic patterns in the Lower Village Area. A description of each of the potential scenarios and our preliminary comments are presented below:

Potential crosswalk at the southerly driveway to the Bowdoin Mill

Pedestrian traffic approaching the Mill from Summer Street or from Topsham north of the Bowdoin Mill can utilize the existing Main Street crosswalk at the northerly driveway to the Bowdoin Mill. However, pedestrian traffic approaching from the sidewalk on the westerly side of the Frank J. Wood Memorial Bridge from Brunswick, currently walks to the crosswalk on Main Street at the northerly side of Summer Street. This is inconvenient for pedestrians trying to access the southerly side of Bowdoin Mill. GPCEI evaluated the safety of installing a Main Street crosswalk at the northerly side of the southerly driveway to the Mill at the bumpout as illustrated in Figure 1 of this letter. The MaineDOT recommends a minimum of 200 feet of sight distance for a pedestrian crossing for a posted speed of 25 mph and the sight lines to the bridge from this potential crosswalk would be 205 feet, just meeting the minimum. A threshold question for installing such a crosswalk is the level of pedestrian demand, however this is likely to increase as a result of the proposed multiuse path along the River.

We recommend that a count of pedestrians crossing Main Street be completed from 3:00 PM to 7:00 PM during a weekday during the summer once the multipath is completed. If the observed volume is enough to meet a warrant for the installation of a crosswalk, that a crosswalk be installed with adequate overhead lighting and that pedestrian activated flashing warning lights be installed. We further recommend that the flashing warning light on the westerly side of the road be double sided to assist its visibility for drivers approaching it from the bridge.

Crosswalk at the northerly driveway to the Bowdoin Mill

The June 20th 2005 Transportation Plan completed by our office for the Town of Topsham recommended that a pedestrian actuated flasher be installed at the crosswalk north of Summer Street. We continue to recommend its consideration.

Mr. Travis Pryor
December 20, 2011
Page 2 of 3

Potential Signalization in Lower Village Area

GPCEI reviewed the potential for signalization in the vicinity of the Bowdoin Mill. In order for a traffic signal to be installed, it must meet one or more warrants for signalization contained in the *Manual on Uniform Traffic Control Devices*. Based on our general observations of the area, the location with the highest potential to meet such a warrant is the northerly driveway to the Bowdoin Mill and/Summer Street intersection. Based on traffic counts completed as part of the *Transportation Plan* in 2005, the intersection did not meet any of the warrants since the sidestreet traffic was too low.

We recommend that an updated signal warrant analysis be completed during the summer months and be installed if warranted. Such installation will also require the construction of additional turning lanes for left turning traffic into the Mill and onto Summer Street.

The need for the traffic signal may be influenced if the bridge connecting the Mill to Green Street is ever reinstalled as discussed in more detail in a later section.

Potential Roundabout in Lower Village Area

Our office developed conceptual layouts for a roundabout at two potential locations as shown in Figures 1 and 2:

- At the intersection of Summer Street and the northerly driveway to Bowdoin Mill- As can be seen from the illustration, construction of a roundabout at this location would severely impact the adjacent buildings and therefore is not recommended for any further consideration.
- At the intersection of Green Street and Main Street- While the impact of a roundabout at this location would be somewhat less than the alternative above, it still has significant impact on the adjacent businesses. Additionally the northerly Main Street approach grade is greater than what is normally considered appropriate for a roundabout. *For these reasons, a roundabout is not recommended at this location.*

Preliminary evaluation of Green Street

Green Street is currently a two way 18 foot roadway. The sight lines exiting Green Street onto Elm Street looking to the west is limited to 80 feet or less due to a house and bushes. The minimum distance for the posted speed of 25 mph is 200 feet. Neighbors have also indicated to engineers at Wright- Pierce that they experience cut thru traffic from Winter Street. Since a left from Winter Street onto Main Street is not allowed, they stated that some traffic turns right from Winter Street and then left onto Green Street to access Elm Street. GPCEI has evaluated several options to address this issue:

- Remove the home on the south west corner of the intersection- This would significantly improve the sight lines for traffic exiting onto Elm Street, however, the home was constructed around 1900 so it may be regarded as an historic resource making removal

difficult. It appears that removal of the bushes fronting the home would improve the sight lines to approximately 140 feet. This scenario could be combined with neighborhood traffic calming alternatives to reduce cut-thru traffic.

- Realign Green Street to the east at Elm Street to improve sight lines- A conceptual realignment of Green Street at Elm Street is illustrated in Figure 3 and would impact three parcels and two garage facilities as shown. It would also require a significant amount of fill. The sight lines could be improved to approximately 170 feet with this relocation and 230 feet with removal of the bush. This scenario could also be combined with neighborhood traffic calming alternatives to reduce cut-thru traffic.
- One way flow on Green Street- Restrict Green Street to one way from Elm Street to the bend in the roadway by the former fire station. The section from the bend to Main Street would remain two way. This would eliminate the safety concern due to limited sight lines for traffic entering Elm Street. The one way could begin after Town Landing Road since a left turn onto Green Street would be difficult from Town Landing Road. The major concern with this scenario is that left turns from Green Street onto Main Street are currently restricted from 6:30 AM to 7:30 AM due to the difficulty of making this turn.
- Making Green Street a dead end roadway at the Elm Street end- This would have the same issue as the one way flow in that left turning traffic onto Main Street is restricted from 6:30 AM to 7:30 AM due to the difficulty of making this turn. It would also require a turnaround be constructed for plowing and emergency vehicles in the vicinity of Town Landing Road, or alternatively, exit from Green Street be restricted to right turning traffic only.

Connection Between Green Street and the Bowdoin Mill

This bridge was removed several years ago and is currently lying on the ground behind the former fire station. Reinstallation of such a connection as shown in Figure 2 would allow Green Street neighborhood traffic to access the Mill and potentially a future signal without using Main Street. This type of interconnectivity is often desirable to reduce delays on arterials. However, in planning such a connection, close attention would need to be given to potential cut through traffic from Elm Street to the Mill.

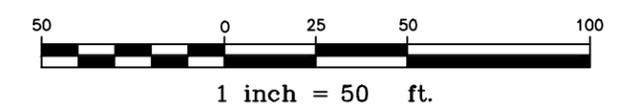
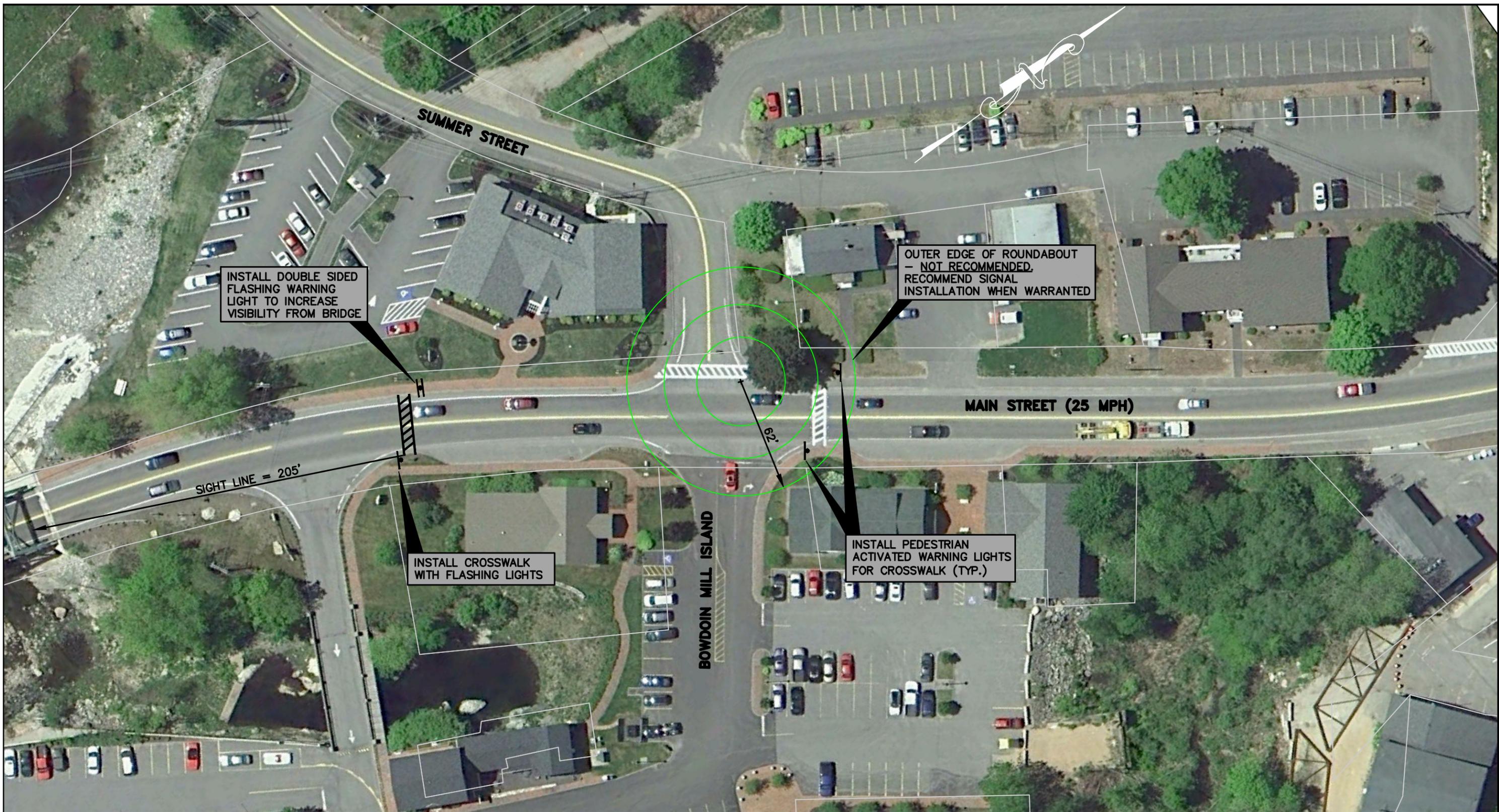
Closing

Gorrill-Palmer Consulting Engineers, Inc. appreciates the opportunity to evaluate these potential circulation scenarios within the Lower Village area and would be happy to meet with you to discuss them further.

Sincerely,

Gorrill-Palmer Consulting Engineers, Inc.

Thomas L Gorrill, P.E., PTOE
President



Rev.	Date	Revision

Design: TLG	Date: DEC 2011
Draft: DB	Job No.: 2626
Checked: TLG	Scale: 1"=50'
File Name: 2626_CONCEPT1.dwg	

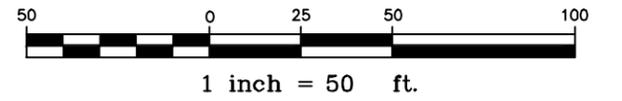
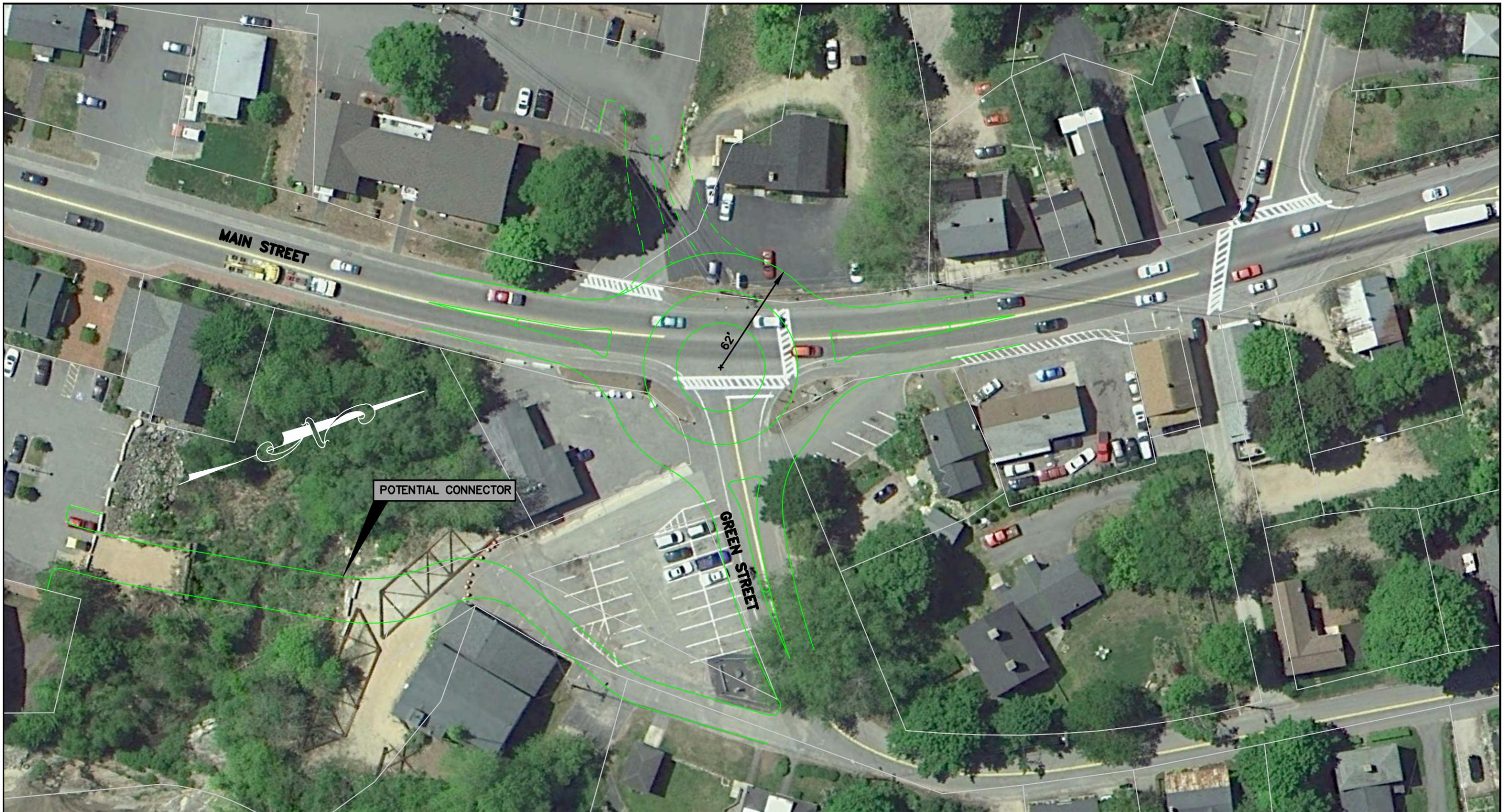

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Conceptual Roundabout Plan & Pedestrian Signage

Project:
LOWER VILLAGE TRAFFIC SCENARIOS, TOPSHAM, MAINE

Figure No.
1



Rev.	Date	Revision
-	-	-

Design: DB	Date: DEC 2011
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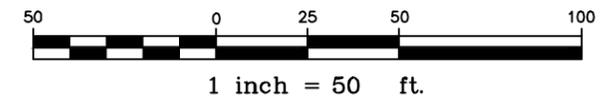
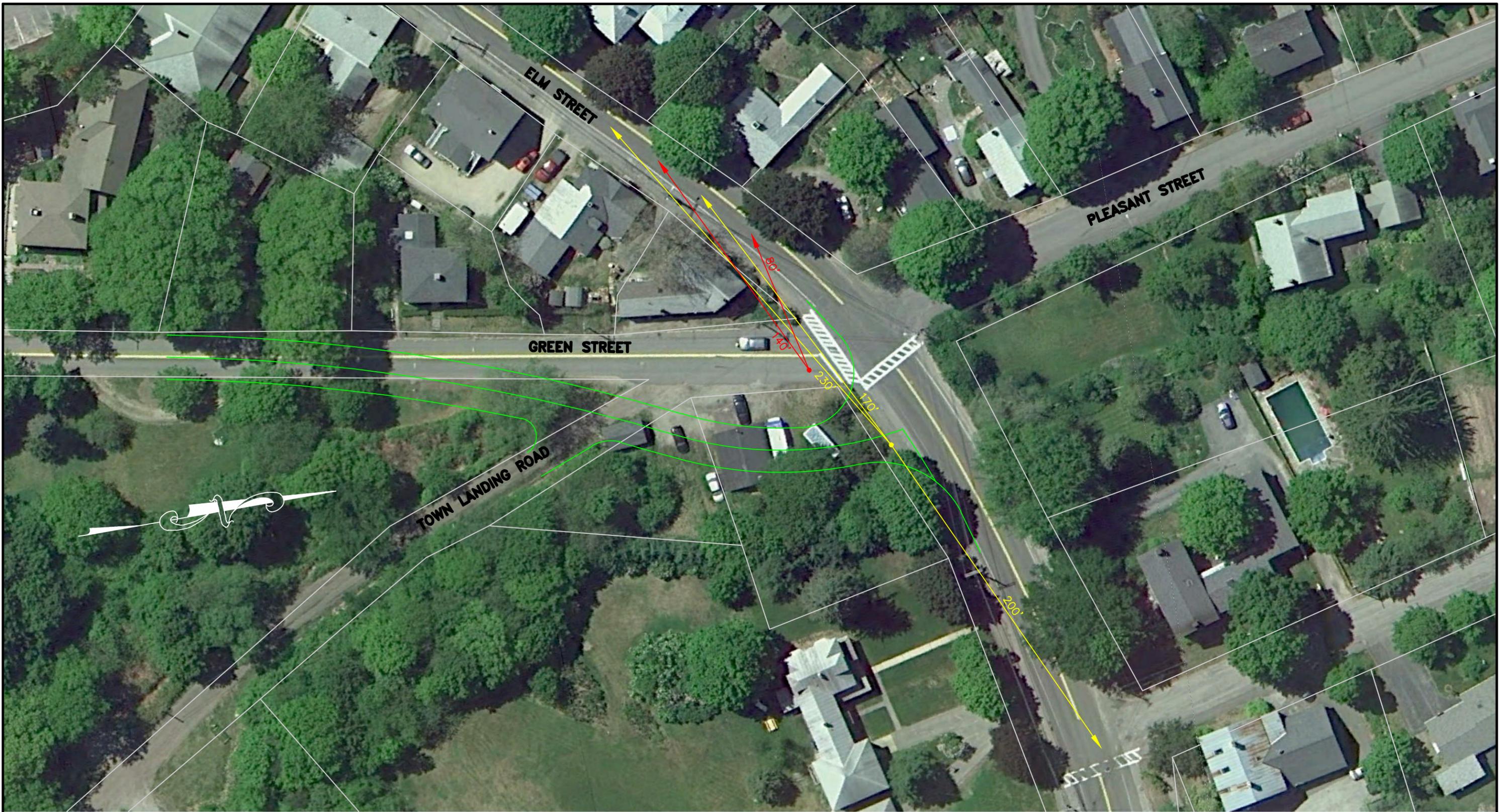

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Drawing Name: **Conceptual Roundabout Plan**

Project: **LOWER VILLAGE TRAFFIC SCENARIOS, TOPSHAM, MAINE**

Figure No. **2**



Rev.	Date	Revision
-	-	-

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 Project: **LOWER VILLAGE TRAFFIC SCENARIOS, TOPSHAM, MAINE**

Figure No.
3



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