

Appendix A

NOTES FROM THE VISIONING SESSIONS
SEPTEMBER 24, 2003
OCTOBER 1, 2003

Appendix A

TO: Topsham Comp Plan Update Committee
FROM: Erik Hellstedt
DATE: October 24, 2003
RE: Summary of Visioning Session notes

I thought the Visioning came together very well. The most important variable – attendance – was both strong and well-balanced. Kudos to the Committee for getting participants to the meetings.

Now we have to (a) summarize and analyze all of the visioning information, and (b) use the information to make the Comp Plan Update better. This packet summarizes (a), and we are all going to be doing (b) over the next several months...

The ***Small Group Introduction*** started the Visioning process and got participants talking about Topsham in very familiar terms. Participants were asked to identify one or two of the reasons they live in Topsham. What makes Topsham such a great place to live?

Times Mentioned	Characteristic
31	Great Community (including small town atmosphere, friendly community, nice people, safe, great neighborhoods, child friendly)
24	Location (including access, close to Brunswick, close to Portland)
15	Family (including roots, close to family, friends)
12	Rural and country living
12	Employment (including nearby jobs, businesses, BNAS)
10	Schools and Bowdoin College
5	Affordable (including taxes)
4	Growth potential and business opportunities
2	General area
1	Diversity
1	Good services

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Times Mentioned	Characteristic
1	Historical homes
1	Freedom from traffic

The *Special Places* exercise asked each group to identify all of the special places in Topsham. Where are they? What are they? After all of the places had been identified, each participant was asked to ‘vote’ for the three special places that are most important to them.

The results of this exercise can be examined in two ways – by the total number of ‘votes’ each special place received, and by the total number of groups that identified a place as being special.

Total Tables Listed	Total ‘Special’ Votes	Location
11	32	Cathance River (includes watershed, gorge, falls, Barnes’ Leap)
10	16	Topsham Fairgrounds
4	16	Topsham Fair Mall
11	15	Bisson Farm
11	13	Historic homes, historic district, Main Street
8	11	Library, future library location
9	10	Bowdoin Mill
7	10	Hunter Farm, view of Merrymeeting Bay
4	8	Green spaces (includes woods, rural atmosphere, hills, undeveloped areas)
7	7	Schools (including the Orion Center)
6	7	Merrymeeting Bay
6	6	Riverfront areas and water bodies across town
3	6	Rusty’s, Michauds, Lee’s Tire, Copper Kettle
11	5	Recreation fields and park
8	5	Quarries, conservation areas behind Highland Green
7	5	Muddy River
6	5	Highlands (including the golf course and hiking trail)
10	4	Bradley Pond (includes marsh, conservation areas, land trust lands)

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Total Tables Listed	Total 'Special' Votes	Location
7	4	Androscoggin River corridor
5	4	Bike path and trails
2	4	Wildlife (includes eagles, nature, insects)
6	3	Pleasant Point and road
6	3	Pejepscot Village (includes old schoolhouse, mill)
2	3	Brunswick Topsham Water District land
2	3	View of Fort Andros across water (top of hill)
1	3	Open spaces with public access (across town)
9	2	Swinging bridge
6	2	Mill apartments, old feldspar mill
4	2	Topsham Annex, Mount Ararat, Mount Ararat tower
1	2	Totman Farm
7	1	Dump and transfer station
4	1	Grange Hall
2	1	Merrill Farm
2	1	Town Hall
2	1	cemeteries
1	1	Pejepscot River corridor
1	1	CMP area near village
1	1	Walkable neighborhoods
1	1	Interstate highway access
1	1	Many ways to get around
1	1	Old road to Lisbon Falls
5	0	Church in village
5	0	Water tower along Cathance Road
4	0	Wood Bridge and Black Bridge
3	0	Farmlands and fields along Route 201, Cathance Rd
3	0	FPL dam, pathway along waterfront
2	0	Cow Island sanctuary
2	0	Meadow Road views and open spaces
2	0	Saint Andrews Church

Appendix A

Total Tables Listed	Total 'Special' Votes	Location
2	0	Open spaces and views from water tower in village
2	0	Ski Hi
1	0	Tributary streams
1	0	Barns in the Cathance area
1	0	McManus Farm
1	0	Edgecomb Road bridge
1	0	Rural business corridor along Route 196
1	0	White oak at corner of Pleasant Point Rd
1	0	Archaeologic site
1	0	4-wheel trails
1	0	Flying Changes
1	0	Mission Church

The *Topsham 2020* exercise drew out some of the themes that should guide the future of five sections of town. What should each section look like in 2020? How should it function? What will be different? What will be the same?

I roughly grouped the responses into themes for each section of town. Detailed notes that flesh out these themes are included in the attachments.

Section of Town	Major Themes
Lower Village	<ul style="list-style-type: none"> This should be the historic center of the community – maintain character and emphasize aesthetics in design, landscaping, etc This should be the core pedestrian center with a better traffic pattern, more parking, and safe pedestrian spaces Small shops, professional services, and convenience stores/restaurants should be attracted to the commercial center Public spaces (gazebo, trails, benches, river access, etc) should tie the lower village together and be anchored by a new park located at the site of the fire station Many of these ideas are in the current Lower Village Plan Any new housing should be high-density infill housing
Upper Village	<ul style="list-style-type: none"> This should be the commercial center of Topsham. Business activity in this section of town could vary widely

Section of Town	Major Themes
Lisbon Road Corridor	<p>– from mall development to light manufacturing to small scale retail development</p> <ul style="list-style-type: none"> • The traffic pattern should be improved with efficient connections (e.g. Tedford Rd to schools, wider Connector, etc), alternative ways to move around (trails, sidewalks, safe corridors from schools to neighborhoods, public transit), and gateways • This should become the new municipal service center for the town if the public safety buildings and town hall are relocated and consolidated. • Residential neighborhoods should be respected and protected from traffic/commercial development. Infill development and higher density developments (e.g. Highlands) should be constructed where appropriate • Commercial development along Rt 196 should be more attractive (design guidelines, New England character) and have better traffic patterns. Strip development should not occur – new development should reach in off of the road. • Opinions about infrastructure vary widely – extend utilities versus don’t extend utilities, 3 or 4 lane road widening versus bike paths • Access to the Androscoggin River and other resources should be improved for boats, canoes, and pedestrians walking along the waterfront
Rural Topsham	<ul style="list-style-type: none"> • The Pejepscoot and River Rd areas should either be rural residential or industrial (not agreement) • This should stay as it is • The open spaces, farms, and habitat should be preserved • Any future changes should protect and complement what is there • Access to rural resources in this area should be improved
Middlesex and Foreside Roads	<ul style="list-style-type: none"> • This section of town should stay as it is with river views, open spaces, habitat protection, and a rural atmosphere • Residential development should be either low-density or a clustered low-density housing that protects open spaces • Some commercial development might be appropriate • Recreation trails, motorized trail corridors, and bicycle paths should be located throughout this section of town. There should be a connection across the river to the Androscoggin River Bike Path in Brunswick so that people could do a loop. Recreation fields, a community center, water access, and connections with the new library should be made

The *Residential Development and Conservation* exercise pushed participants to identify the location and type of residential development and conservation in the future. Each group set twenty stickers on a map of the town, with each sticker representing a portion of the new residential development and/or conservation that will occur in the future.

The results from this exercise are summarized in the table below. In general, three development patterns emerged.

- Development in the Downtown areas (between the Coastal Connector, Route 196, and I-95) should be infill with small-lot residential and multi-family homes (condos, affordable housing, etc). Much of this section of town is already built out, but new development should be behind Sokokis and River Rds and near the Fairgrounds. This development should be relatively small when compared with the other two development patterns.
- Of the three patterns, development on the fringes of downtown should account for most of the town's residential development. This includes areas around Townsend Rd, Tedford Rd, and Lovers Lane as well as out Rt 196 to Pejepscot Village and the River Rd. Most of this development should be small lot residential or multi-family, but some of it could be open space and large lot residential housing. This development should account for nearly half of all the new housing in Topsham.
- Development in rural areas of town (rural Topsham and the Cathance Rd, Middlesex Rd, Foreside Rd area) should account for more than one-third of the new residential development. Most of this development should be large lot and/or open space developments (open space developments were preferred roughly 2:1). Small lot and multi-family accounted for very little of the development in these areas.

Percent of Total 'stickers'	Large Lot	Open Space	Small Lot Res	Multi-family	Total	Conserve/Park
Downtown		0%	2%	12%	14%	9%
Fringe East		2%	14%	3%	19%	11%
Fringe West	1%	4%	16%	8%	29%	9%
Rural Topsham	7%	10%	2%		19%	22%
Cathance/Middlesex/Foreside	5%	9%	4%	1%	18%	49%
Total	12%	26%	38%	24%	100%	100%

Nearly half of the conserved lands, parks, and trails should be located in the **Cathance Rd, Middlesex Rd, and Foreside Rd** area of Topsham. Common themes for these protected areas include protecting the corridor across from the Highlands easement, improving water access along the Androscoggin River, protecting sensitive habitats in the Muddy/Cathance river basins, protecting Pleasant Point, and creating trail networks throughout this section of town.

Nearly one-quarter of conserved lands, parks, and trails should be located in **Rural Topsham**. Common themes in this section of town included protection of the Bradley Pond area/Cathance River/sensitive wildlife habitat, protecting the views from the Bisson Farm, and expanding on the Town-owned land deep in the woods of Rural Topsham.

Roughly one-fifth of the conserved lands should be in the **fringe areas**. Common themes in the East Fringe include protecting the views from the Hunter Farm, expanding the recreation fields, providing water access to the lower Androscoggin River. Common themes in the West Fringe include creating a waterfront park at or near the current industrial site on the upper Androscoggin River.

Roughly one-tenth of the conserved lands should be in the **downtown**. Common themes were a downtown park, park at the Fairgrounds, waterfront access (for trails and boats), and park behind Sokokis Drive and River Rd.

The **business development** exercise focused more on the commercial centers of Topsham and what their future should be like.

Participants generally felt the lower village, upper village, Fair Mall, and Route 196 should be separated and support different segments of the economy. The villages should be have smaller and more pedestrian oriented shops. The Fair Mall should be the retail center of the community. Route 196 had no clear vision – suggestions ranged from limited development to a “Falmouth Crossing”

style retail center to the manufacturing and light industrial center of the community. However, whatever happens in this corridor, it should not be sprawl, strip malls, or look like “Western Av” in Augusta.

Another common theme was an interest in manufacturing and light industry in the community. This would diversify the town’s economy, but there was concern about dirty industries – i.e. ‘smokestacks’ and water quality issues on the Androscoggin.

Making more connections is an important part of Topsham’s future. Participants were asked to identify which areas of the community would benefit by new connections (trail corridors, new roads, sidewalks, wildlife habitat corridors, etc). What should be connected?

Common themes included:

- Creating new access/egress points onto Interstate 95. These should be directly to the Topsham Fair Mall, to Route 201 above the village, or in northern Topsham.
- Providing corridors for bicycles and pedestrians. These should be on widened roads (the Foreside/Middlesex Rd loop) or on dedicated paths (connecting to the Androscoggin Bike Path over the river and extending this path up to the schools). Also, safe bike and pedestrian routes in residential neighborhoods that connect to the downtown and schools should be available.
- Creating more water access points both to launch boats (motorized and non-motorized) and trails that move along the waterfront for pedestrians. Water access points for the upper Androscoggin could be at the industrial site, and for the lower Androscoggin in the village or from Pleasant Point Rd.
- Providing recreation resources in west Topsham for the new development in the area. This includes connecting across I-95 to the more established trails and park areas on the east side of I-95.
- Creating a new road through the Crooker property from Rt 196 to Rt 201 to alleviate traffic on Main St and to open the Crooker property for commercial development. Also mentioned, although more controversial would be a connection from Monument Place to the Topsham Fair Mall.
- Expand the width of the Coastal Connector.

**FUTURE SECTIONS OF TOWN
TOPSHAM VISIONING SESSION
SEPTEMBER 24, 2003**

Lower Village

Historic character and aesthetics...

- More attention to architecture, landscaping
- Stricter attention to architecture, function, use of multi-family units
- “you need a lunch” – nostalgia
- Maintain historic nature “feel”
- Continue to preserve historic features and materials
- Maintain river view
- Wood/Green bridge maintenance/replace with more aesthetically appropriate
- Continuity of appearance
- Retain as focal point/center of town
- Enhance/preserve historic district
- Preserve character
- Retain historic feel
- Maintain historical aspect of homes

Traffic, sidewalks, walking, and transportation...

- More attention to ease of entry for motorists/pedestrians
- Park to meet – see park plan
- Improve parking
- restore right hand lane on Elm St
- no stop light on Main Street @ new intersection
- walking bridge – remove old one
- The area should be more pedestrian, but it is not happening
- Maintain walkability
- Fix signal at Main and Elm

- Get traffic off of Main Street
- Need sidewalk on Cr. Street
- Low traffic flow
- Lower speed limits
- Alternate routes to relieve traffic
- Traffic flow/control/parking
- Connect via bike paths to other parts of town
- Make walkable
- Better access to Main Street
- Repair Black bridge
- Walking trails
- Sidewalks
- Walking areas – sidewalks and trails
- Public transportation
- Retain Main Street as 2-lanes
- Swinging bridge (keep)
- Retain Black Bridge
- Develop waterfront bike path
- Update green bridge
- Swinging bridge and Black bridge should remain
- Traffic management at bridges
- No left turn at Elm Street
- Need pedestrian ways
- Road improvements, not good

Commercial development...

- Increased small pedestrian scale businesses
- Unique shops – bakery, health food store, etc
- Light development
- spot zone Dairy Queen to keep garage
- Mix it up with commercial and residential uses
- Concerned that development is too professional versus mom and pop stores
- Professional and small retail (mom and pop)
- Arts

- Café
- Place to eat and see river, more café style
- Diverse businesses
- Let Dairy Queen expand
- Encourage small businesses
- Building blocks view of mill buildings
- Balance on both sides of road
- Coffee shop
- Bakery
- Finish gas station removal
- Continue development of Bowdoin Mill site
- Mill development and beautification
- Remain a village (New England character)
- Need small shops, more parking, appropriate and diverse businesses

Public spaces and services...

- Gazebo
- move fire station
- new lighting (done)
- Goal to be greener and more open
- Benches and better sidewalks
- River park and walkways along the river
- Waterfront park
- Keep existing trees and green space
- Maintain trails in ravine and wooded areas
- Public park
- More trees and vegetation
- Riverside parks (swinging bridge and green bridge)
- Riverfront park and greenspace
- River access
- Fill in “Granny Hole”, leave bridge
- Remove fire station
- Remove fire station, put park in its place
- Green space

- Gateway to Topsham
- Remove public works garage
- Move fire station
- Develop waterfront park
- Uniqueness to town
- Move fire station to Navy Annex
- Village green at Fire Station
- More trees with walkways along river

Lower Village plan...

- Relook at Main Street Vision
- Let Lower Village Plan work itself out – parking and build-out of commercial/residential uses
- Need master plan
- Achieve lower village vision

Odds and ends...

- High density housing
- Traditional infill housing
- No further changes

Upper village

Commercial development...

- More attention to road design as part of protecting neighborhoods
 - Do not cut neighborhoods in half
 - Don't overdevelop the upper village commercially
 - Transition zone between upper village neighborhoods and more intense commercial development and associated traffic
 - Stricter architectural guidelines
 - No development on west side of I-95
 - Need for visual/attractive balance to Mall
- Change zoning to accommodate mix of businesses and residential
 - Now is too limited
 - Not friendly to little businesses

- Industrial park needed
- More small businesses
- Keep infrastructure in place with more interconnecting corridors, no more VIPs
- Hotel at 196 and I-95
- More retail and restaurants at the mall
- Restrict commercial development to major corridors (196 and 201)
- No more Arbys
- Mixed use in Tedford area (small scale, blend with residential)
- Mall improvements (i.e. landscaping and road improvements)
- Convenience of variety of businesses
- Don't like frontage and random businesses, unorganized business areas, or business sprawl
- Better planning of businesses along 196
- Let Dairy Queen expand
- Fill mall
- Utilities west of I-95
- Commercial develop behind Grange
- Additional light industry
- Encourage office space
- Encourage good-paying businesses
- Limit development in Topsham Fair Mall
- Smaller stores
- Explore development on other side of I-95
- Properly plan for future development
- Industrial development encouraged
- Encourage blue collar businesses
- Plan infrastructure for growth areas
- No new development – Green and Elm Streets, and Lower Village
- Banks are okay
- Service business should be in a mall area
- Non-retail commercial space at Crooker land
- Expand village area through bypass
- Expand commercial area
 - Topsham Fair Mall to I-95

- Limit large commercial development on the west side of I-95
- Keep development focused on the Mall
- Promote commercial development and access to industrial zone on 196 west of I-95 (with water and sewer)

Traffic, bikes, sidewalks, and other transportation...

- Traffic
 - Redesign Coastal Connector
 - 4-5 lanes, no lights
 - bridge over Rt 201
 - anywhere access off connector (with 5 lanes)
- Traffic planning
- Connector road from Tedford to 201
- Don't like the location and traffic in and out of the post office
- No new mall access road (as proposed)
- Mall access off I-95
- Safety at 196/201 intersection, and along Route 196
- Better roads into Mall
- Accessibility through bike paths/walking (post office, schools, etc)
- Off ramp to Mall from I-95
- Traffic control enforced at the new intersection
- Better understanding and use of 201
- Enhance appearance of 201 from bypass to I-95
- No new road into Mall
- Solve traffic issues
- Need overpass at 201
- Main Street should remain as is
- I-95 interchange at Rt 201
- Do not connect Meadow Road to Rt 196
- Make Coastal Connector wider
- Better traffic management of Rt 196
- Roads need to be studied, widen road, bike and pedestrian routes
- Maintain current flavor of 196 and I-95 corridors
- Maintain walkability of Annex area
- Sidewalk improvements

- Walking and sidewalks
- Other ways to get around
- Bicycle trails – alternative bike paths
- Alternative transportation
- ATV trails open
- Extension of bike path to schools
- Restore gateway concept into Route 201 and 196 intersection (more trees and vegetation)

Municipal and public spaces ...

- Public service building and town offices in upper village
- Maintain Fairgrounds as a fair
- New fire station/public municipal building
- Promote Orion Arts Center
- Annex the Annex
- Skate board park
- Co-locate fire and police services

Residential development...

- Respect for established neighborhoods
 - Buffers and setback
- Regulated density and open space in new developments
- Residential single family homes in Tedford area
- Preserve neighborhoods
- Highlands development is done well
- More infill development
- Great American Neighborhood is good idea
- Noise ordinances

Odds and ends...

- Big lots to maintain open space
- Maintain relations with Navy to recover gov't property
- Town funding for water and sewer extensions
- Improve green space at Mall

Lisbon Road Region

Commercial development and design...

- Concentrate on development on both sides of I-95 but do not carry it up to 196
 - Too much traffic and congestion
- Big setbacks adjacent to 196 if development proceeds
- More New England character in design guidelines and enforcement (all zones)
- 80' buffer strip is too restrictive, change
- development should occur in Lisbon Road and Upper Annex areas
- No Route 128 with massive on-road developments
- Service oriented businesses
- 4-5 lanes
- Commercial frontage development
- Managed access
- Limited access and cluster residential and commercial type neighborhoods off of the access roads
- Don't want linear sprawl or linear corridor of buildings and businesses
- Plan development in coordination with traffic flow
- Formulate clear vision/plan
 - Aesthetic continuity
 - Bike path
 - Awareness of sprawl potential
- Management of industrial zone development
- 3 or 4 lane road
- commercial development (rezone for this)
- industrial parks
- public water and sewer along 196
- Ugly- enhance appearance of 196 from I-95 to Ivanhoe
- Zoning changes
- Discourage strip zoning
- Lower speed limit
- No sewer up Route 196
- Sewer just on other side of I-95
- No sewer on this side of I-95
- Extend services
- Add commercial zones to area

- No commercial development beyond Pejepsco Village
- Slow down growth along 196
- Need manufacturing and industrial
- Water and sewer

Recreation, access to resources...

- Maintain all types of river access
- Create all types of river access
- River park
- Recreation park facilities for balance with Foreside
- Conservation of Androscoggin frontage
- Develop waterfront park at industrial park (recreational walkway and boat launch)
- Recreation area along river
- Need river park

Pejepsco/River Rd and future development...

- Pejepsco area is future industrial area
- Light industrial at Pejepsco
- Residential along River Road
- Keep River Rd rural
- Promote development of industrial site
- River Rd remain farming and residential

Odds and ends...

- Need residential growth
- buffer residential areas
- Develop as a green gateway
- Keep wildlife
- Retain rural feel of Rt 196

Rural Topsham

Keep it as is...

- Leave it as is
- Maintain rural nature

- Keep it the way it is
- Keep it as is
- Stay rural
- Leave it alone
- Preserve natural state of that area
- Large chunks of land undeveloped especially along the rivers

Preserve farms, open spaces, habitat...

- Maintain wildlife habitat and open space preservation
- Good habitat areas
- Unfragmented, maintains habitat
- Protect aquifers, wetlands
- Maintain/preserve land
- Protect wildlife corridors
- Keep open spaces without restrictions
- Views, streams, farms
- Publically owned lands
- Preservation of wildlife habitat, especially the Cathance corridor
- Encourage agricultural
- Preserve key areas (habitat and wetlands)
- Maintain open spaces
- Preserve farmlands
- Protect watershed areas
- Protect Bisson Farm
- Keep the farms, help them stay running
- Exploit Bradley Pond – town should own

Future change should try to protect what is here...

- Preserve open space even if development occurs – cluster if necessary
- Methods to conserve open space and wildlife habitats should be flexible
- Clustering
- Traditional neighborhood development
- Cluster housing with open space
- Contain sprawl
- More cluster development of houses

- Explore innovative policy mechanisms
- Limit spread of infrastructure, build toward inner area
- Keep rural with planned residential development
- Preserve area through creative development methods
- Control growth of residential areas
- Discourage sprawl
- Buy development rights
- Town buy key tracts for open space
- Encourage cluster development with maximum open space
- Connect new neighborhoods
- No sewer and water
- Need sidewalks

Improve access to resources...

- Public access to rivers for nonmotorized boats
- Corridor of preservation land on both sides of the Cathance River for public access
- Better state access to rivers
- Access to rivers
- Access to open spaces
- Recreation more accessible (more passive recreation)
- Improve public access to natural resources
- Public access areas
 - Bradley Pond
- Rebuild ski area

Affordability, commercial activity, zoning...

- Still zoning problem
- Avoid high acreage zoning
- Home affordability
- Establish affordable housing areas
- Commercial development should be allowed
- Allow home occupations with employees (a limited number)

Foreside Rd, Middlesex Rd

Character of the section of town...

- Maintain views of river
- Same conservation criteria as rural Topsham area
- Help property owners keep land open and accessible
- Maintain rural character (limited increase in housing)
- Maintain the trees along the road
- Preservation of wildlife areas and farms
- Keep area rural and residential
- Preserve streams, rivers, habitat, etc
- Protect viewsheds
- Keep rural feel
- Keep views
- Maintain watershed area on Muddy River
- Keep rural

Residential development...

- New 6-unit retirement community not working on Lisbon Rd corridor because it is too close to road
- Continued revision to Code to achieve congruence to design guidelines
- No more development
- Low density housing
- No more development on Pleasant Pt Rd
- Cluster developments off the main roads with open space as part of the development
- Encourage cluster development with maximum open spaces
- Retain residential
- Residential development
- Expand water and sewage to Bay Park and beyond
- Residential development off of roads

Commercial development/infrastructure...

- Open to commercial development
- Open to mixed use development
- Extend sewer on Rt 24 to serve existing communities
- Extend sewer on Rt 24 to Bowdoinham

- East Bay/West Bay Bridge (concerned about development pressure)

Recreation, trails, paths, access...

- Recreation opportunities @ old landfill site
- Boat launch needed
- Work with Brunswick for recreational trail over river
- River park/access/boat landing
 - Recreation
- Publically owned land
- Bike path, trails, river trail
- Keep tennis courts
- Public recreation and swimming on Townsend Way
- Fix and maintain tennis courts
- Adult recreation areas
- Park and sitting area around library
- Public and boat access to Muddy & Androscoggin River, Merrymeeting Bay
- Connect to Androscoggin bike path
- Expand recreation areas
- Bike path to library
- Trails around library
- Adequate library parking to serve trail and path users
- Merrymeeting Bay boat launch
- Androscoggin River access
- Access to water
- Boat launch
- Bike paths
- Sidewalks along both Foreside and Middlesex
- Recreation center (where?)
- Walking trails
- Maintain recreation facilities
- Expand recreational boat access
- Extend trail system
- Paddle boat access behind recreation fields
- Roadside bike paths

- Preserve more riverfrontage
- Expand recreational areas – Library to Pleasant Point
- YMCA-type facility
- Ballfields
- Merrymeeting Bay access
- Too much traffic with recreation fields and library

Transfer station...

- Keep transfer station clean to make compatible with residential areas
- Maintain transfer station as is
- Cleaning up old landfill, reclaim via recreation

All areas

- Develop structure/process to continually monitor implementation of Comp Plan
- Bike lanes along all of the roads
- Leave green space interspersed with buildings
- Some people are feeling overwhelmed by current pace of development – particularly the impact on the quality of life – traffic, safety, walking, open spaces

COMMERCIAL DEVELOPMENT EXERCISE
TOPSHAM VISIONING SESSIONS
OCTOBER 1, 2003

Route 196 corridor

- Crooker land – new business park development
- Williams land – light industry
- Smith land – residential
- No Western Av type development
- No Maine Mall
- Business park
 - Intellectual property
 - Light manufacturing
 - Professional
 - Educational
- Medium density with open space
- Low density
- Outer Rt 196
 - Low impact commercial
 - Extend water and sewer
 - No strip development
 - Commercial park
 - Single entrances (cluster entrance drives)
 - Parking behind developments
 - Green belt
 - “Falmouth Crossing”
- Outer Rt 196
 - Rural commercial
 - Limit curb cuts
- Limit strip malls along Route 196

- Cluster businesses, develop them off the roadways and into the interior
- Extend utilities across I-95 on Rt 196
- Large clean business with many employees on Williams parcel (behind the Agway)
- Concern about Rt 196 development
 - Good place for it but have traffic concerns
- Office park west of I-95 in a campus setting
- Light industrial park along Rt 196 near highway with common access
-

Village

- should have strong design standards
- consistent with surrounding character
- traffic is a big concern
- small businesses
- professional uses (although some concerns about upstairs apartments)
- Smaller
- Service businesses
- Family-owned
- Professional
- Foot traffic
- Mixed in with residential
- Encourage
 - walking trails
 - small shops in lower village area
 - connection over river to Brunswick
- keep historic aesthetic in lower village
- Coastal Connector should be redesigned
 - Overpass over Rt 201
 - Multiple lanes (5) with no lights
 - Develop along corridor
 - Make it a true bypass
- Blinking lights at Elm St/Main St intersection

- Higher density (Old public works building)
- High density
- Upper village more mixed use (commercial 1st floor with apartments above)
- Continue mixed use in lower village
- No MDOT on Coastal Connector
- Lower Village
 - Small retail
 - Professional services
 - Aesthetically pleasing restaurants (café, bistro)
 - In-fill development
 - Parking
 - At-grade
 - Large enough for future
 - Vertical growth
- Lawyers, doctors, medical services near the Mill – close to the population center
- Lower village
 - Ideal development includes adequate parking and road capacity
 - Bicycle paths and pedestrian ways
 - Limit development to low-traffic generation businesses
 - Professional buildings
 - Evening activity
 - Theater
 - Restaurants
 - Waterfront parks
 - Move fire station
 - Retail and small shops
- Upper village
 - Retail
 - Continue bike pedestrian paths
 - Professional buildings
 - Secondary city center (including town hall) neat post office
 - Dry cleaners
 - Cinema

- Bakery
- Hotel
- Bookstore
- Ensure heights are consistent with surrounding areas
- Road setbacks, limit curb cuts
- Service roads to many stores with development behind buildings
- Restaurant in lower village, 2nd street
- Commercial in Highlands – offices
- Existing Mall – should not be Maine Mall
 - Traffic on Winter St is big problem
 - Spur off of I-95

Topsham Fair Mall and I-95/Rt 196 Intersection

- Retail and service
- Travel lodge industry
 - Located at I-95 corners
 - More likely if Crooker moves
- Around 4-corners of I-95 and Rt 196
- Outlet type, no strip mall
- Offices at Crooker
- Develop Park Drive
- More restaurants
- Hotels and convention center
- design (aesthetic) considerations for guidelines for Topsham Fair Mall and environs
- Need more business park area
- Topsham Fair Mall
 - Needs to be more pedestrian friendly for bordering neighbors
 - High school, Mallet Drive, Smith Farm
- I-95 interchange
 - Fill in Topsham Fair Mall
 - Address traffic concerns
 - Develop existing commercial zones

- Balance retail with professional spaces
- Limit scale of businesses at Mall
- Relocate Crooker
- Hotel on smith property on Route 196/I-95 with conference center
- Cluster large employers at I-95 and Rt 196 interchange with traffic control
- Make mall area and environs more pedestrian friendly
- Reduce size of industrial zone on Route 196 for light industrial
- Shopping malls, one is enough
- Big retail - no more, limited
- Small retail in lower village and Rt 196
- Hotels near mall (small convention center)

Industrial and manufacturing

- Diversify businesses development to include industrial/manufacturing
- Doesn't belong downtown
- Facilitate expansions for existing businesses
- Attract new businesses
- Organize into business park with real boundaries
- Pursue two options
 - Redevelop Pejepscot
 - Create new manufacturing center
 - Possible locations:
 - Off of Rt 196
 - West of I-95 corners
- Mixed use industrial
- Concern with industrial development on river in industrial zone (water quality and habitat)
- Light industrial is okay (e.g. computer chips)
- Need to define light industrial, commercial, heavy industrial
- No smokestacks

Town wide

- Help local businesses stay and expand
- Quality jobs
- Public meeting places
- Senior citizens and youth recreation facilities
- Miniature golf course
- Diverse small businesses
 - Home health care
 - Professional types
- Mixed use residential and commercial
- Concerns
 - Private landowner rights
 - Poor condition of Winter St to facilitate traffic
 - Too many condos
- want professional places, smaller offices
- concern over comparison retail sales stores, too many of them
- mix of high-tech and blue collar/manufacturing opportunities
- transitional zoning to allow mixed use
- residential can mix with industrial zoning
- concern over road infrastructure limits
- Support military housing and services
- Nursery and greenhouses
- Cultural something – museum
- Light industrial
- Auburn Mall size is okay
- Maine Mall is too large
- New road for small businesses
- Birch Ridge should be medium density
- Tedford area should be medium density
- Recreational area beside Foreside Road
- Shuttle from Lower Village to Mall, Upper Village, and library with public restrooms

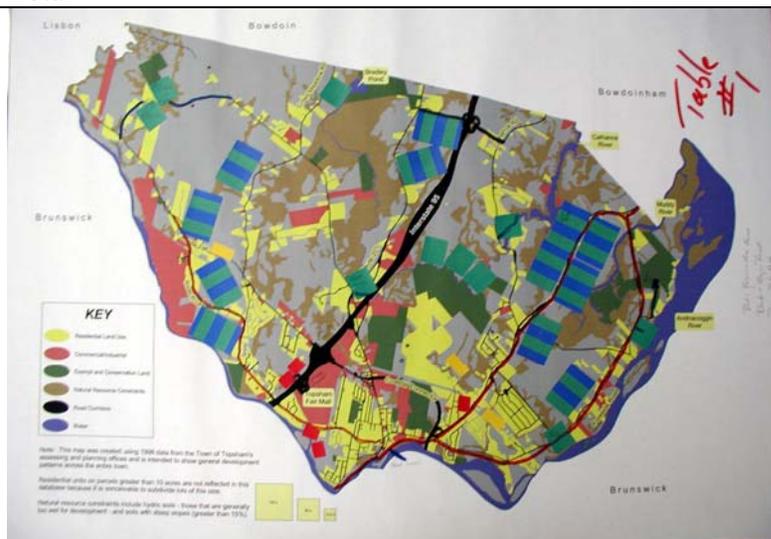
- Low impact business, include traffic when defining low-impact
 - Rail service
 - Commuters
 - Goods
 - Re-activate the rail line
 - Portland, Topsham, Augusta
 - Terminal @ Coastal Connector
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**RESIDENTIAL DEVELOPMENT AND CONSERVATION
TOPSHAM VISIONING SESSION
OCTOBER 1, 2003**

(See next page)

Group 1

Percent of Total 'stickers'	Large Lot	Open Space	Small Lot Res	Multi-family	Total	Conserve/Park
Downtown				2	2	
Fringe East			2	1	3	1
Fringe West		2	1	2	5	1
Rural Topsham		3			3	3
Cathance/Muddy/Pleasant Pt		6			6	5
Total		11	3	5	19	10



Conservation

- Hunter Farm, water access near Princess Pt from Foreside Rd
- Cathance River protection across from conservation easement, access to Cathance River from Cathance Rd
- boat access to Cathance; Bradley Pond protection; Farm, forest, park in west Topsham

Connections

- access to natural resources - downtown boat launch, access to Princess Point natural lands, farms and forests in West Topsham
- I-95 access; clover leaf in north Topsham to Cathance and Route 201, clover leaf to mall
- bike path from Rt 196/River Rd through village and out Route 24 and Foreside Rd

Group 2

Percent of Total 'stickers'	Large Lot	Open Space	Small Lot Res	Multi-family	Total	Conserve/Park
Downtown						3
Fringe East						2
Fringe West		2			2	
Rural Topsham	1	2			3	
Cathance/Muddy/Pleasant Pt	3	1			4	5
Total	4	5			9	10



Conservation

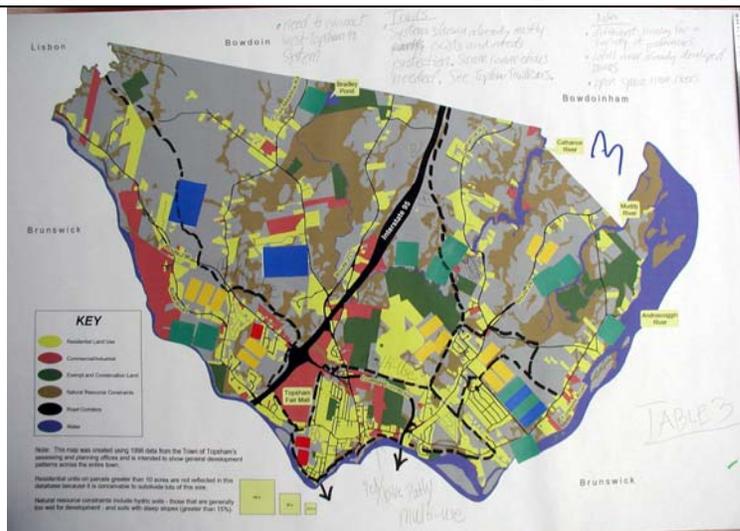
- In village connecting water tower and Mall area, existing Fairgrounds
- Add more to current recreation fields
- End of Lovers Lane, Farm near Princess Pt Rd
- Cathance R across from Highlands easement, lower Cathance frontage

Connections

- Boat ramp on upper Androscoggin
- Safe bike lanes along roads and water access
- Public access buses
- Sidewalks to library and recreation fields

Group 3

Percent of Total 'stickers'	Large Lot	Open Space	Small Lot Res	Multi-family	Total	Conserve/Park
Downtown				2	2	
Fringe East		1	6		7	1
Fringe West			5	1	6	2
Rural Topsham	2				2	1
Cathance/Muddy/Pleasant Pt			2		2	6
Total	2	1	13	3	19	10



Conservation

- Bradley Pond protection
- Androscoggin R frontage off of River Rd
- Cathance R frontage across from Highlands easement
- Muddy R frontage across from State lands
- Hunter Farm and farm at Princess Pt Rd intersection with Foreside Rd

Connections

- Need to connect West Topsham to the system (on the other side of I-95)
- Multi-use trail throughout Topsham, most of which already exists (see Topsham Trailriders) and needs protection, some connections needed

Group 4

Percent of Total 'stickers'	Large Lot	Open Space	Small Lot Res	Multi-family	Total	Conserve/Park
Downtown				1	1	1
Fringe East			4	1	5	
Fringe West			6	2	8	
Rural Topsham			3		3	2
Cathance/Muddy/Pleasant Pt			1		1	7
Total			14	4	18	10



Conservation

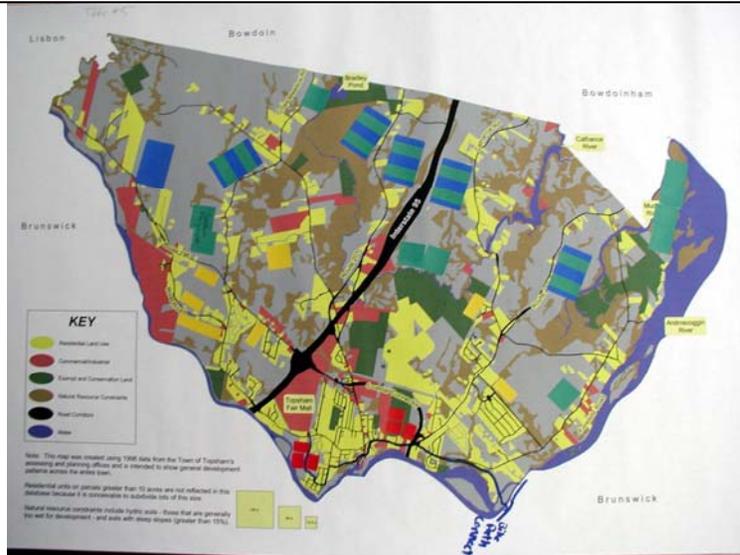
- Rt 201 Bisson Farm views
- Cathance River next to Highlands easement
- Cathance River corridor connection to Muddy River protected lands
- Farm at Foreside Rd/Princess Point Rd intersection
- Hunter Farm

Connections

- Bridge across Androscoggin to Brunswick bike path
- Pedestrian trails and posted speeds in village and across I-95
- Water and sewer extensions outward from village core

Group 5

Percent of Total 'stickers'	Large Lot	Open Space	Small Lot Res	Multi-family	Total	Conserve/Park
Downtown				6	6	
Fringe East			1		1	
Fringe West			5		5	
Rural Topsham	1	3	2		6	3
Cathance/Muddy/Pleasant Pt		2	1		3	7
Total	1	5	9	6	21	10



Conservation

- Bradley Pond, new Topsham Fair Grounds near Rt 196 and Meadow Rd (use existing Fair Grounds for higher density development)
- Cathance R across from Highlands easement
- Princess Point, between Foreside Rd and Rt 24

Connections

- Bike path connection to Brunswick across Androscoggin R, into village along Foreside Rd, along Androscoggin waterfront, past water tower to Topsham Fair Mall at Winter Street

Group 6

Percent of Total 'stickers'	Large Lot	Open Space	Small Lot Res	Multi-family	Total	Conserve/Park
Downtown			4	4	8	1
Fringe East			1		1	1
Fringe West	1		2	6	9	2
Rural Topsham						1
Cathance/Muddy/Pleasant Pt		2			2	5
Total	1	2	7	10	20	10



Conservation

- Bradley Pond
- Androskoggin R at industrial zone
- Lower Village park

- Cathance River frontage across from Highlands easement, lower Cathance River frontage
- Lower Androskoggin R frontage (at Hunter Farm) and Lovers Lane

Connections

- I-95 exit West on Rt 196, at Fair Mall
- Connect existing bike path to schools, ball fields to Bowdoin Mill
- Recreation area at existing Fairgrounds
- Monument Place extension to Mall
- Encourage motorized vehicle trails

Group 7

Percent of Total 'stickers'	Large Lot	Open Space	Small Lot Res	Multi-family	Total	Conserve/Park
Downtown			1	2	3	
Fringe East			5		5	2
Fringe West			3		3	2
Rural Topsham	4				4	1
Cathance/Muddy/Pleasant Pt	5				5	5
Total	9		9	2	20	10



Conservation

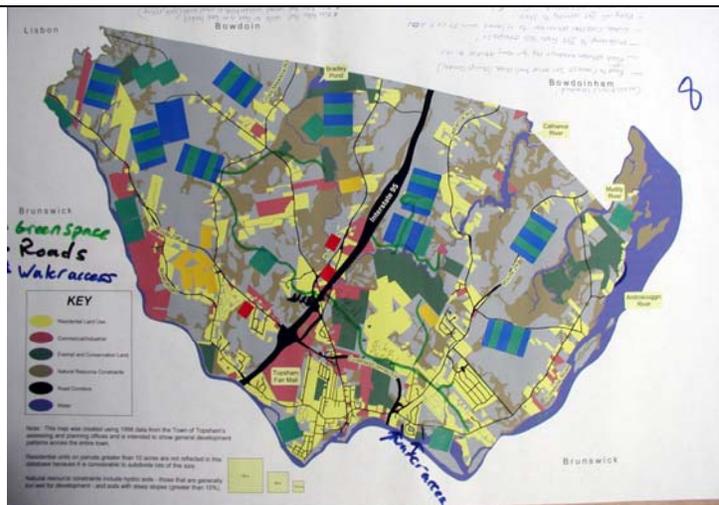
- Cathance protection
- Boat ramp and park in industrial zone along Andro River
- Multi-use trail between I-95, Cathance Rd, north of Coastal Connector, south of Mall, under I-95, out to Lisbon north of Rt 196
- Bike and pedest trail in village fringe along river extending out Foreside Rd
- Open space and rec area between Foreside Rd and Rt 24

Connections

- Multi-use trail between I-95, Cathance Rd, north of Coastal Connector, south of Mall, under I-95, out to Lisbon north of Rt 196
- Open old Rt 201 exit, new exit directly to Mall, north exit heading up Rt 196
- Connect Foreside Rd to Rt 24 along old road
- Add two more lanes to Coastal Connector
- Connect rail to Portland, rail lines north of village should become trail corridors

Group 8

Percent of Total 'stickers'	Large Lot	Open Space	Small Lot Res	Multi-family	Total	Conserve/Park
Downtown						1
Fringe East			1		1	1
Fringe West			6	1	7	2
Rural Topsham	1	5			6	5
Cathance/Muddy/Pleasant Pt		4		2	6	1
Total	1	9	7	3	20	10



Conservation

- West topsham near town-owned land, Bradley Pond, between Bisson Farm and Rt 196
- Along upper Androscoggin River, near industrial zone
- Village along upper Androscoggin
- Lower Androscoggin, Princess Pt

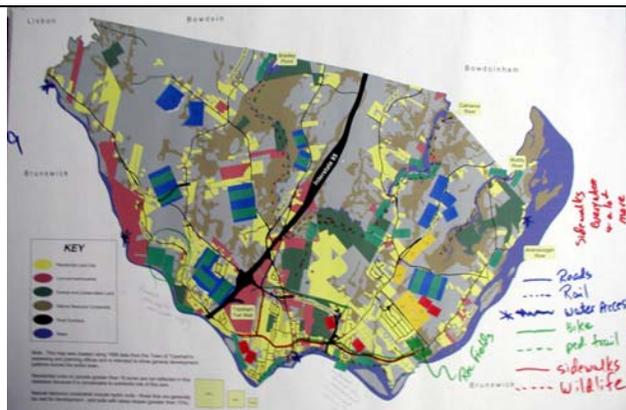
Connections

- Water access from village fringe, frontage along Androscoggin River near Princess Pt
- I-95 exit at Rt 201, connector road from new exit to Topsham Mall through Crooker
- Bike path/trail network that circle and connect neighborhoods to schools (from Foreside Rd, through fringe to Tedford Rd and Highlands conservation land, along Connector through school property and out into rural west Topsham to Cathance River)

- Widen Coastal Connector to 4 lanes
- I-95 exit directly to Topsham Mall
- Widen Meadow Rd and Meadow Cross Rd

Group 9

Percent of Total 'stickers'	Large Lot	Open Space	Small Lot Res	Multi-family	Total	Conserve/Park
Downtown				3	3	1
Fringe East			5	3	8	1
Fringe West		1			1	2
Rural Topsham	0.5	2.5			3	
Cathance/Muddy/Pleasant Pt	1	1	2		4	6
Total	1.5	4.5	7	6	19	10



Conservation

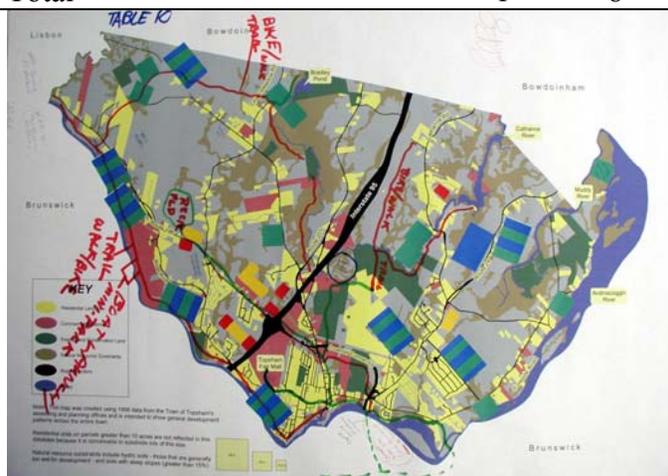
- protect groundwater supply at B-T Water District, Androscoggin River frontage
- west shore of Bradley Pond
- Androscoggin frontage throughout village for walking trail
- Cathance frontage for protection and walking trail
- Muddy frontage

Connections

- Water access points to Androscoggin at industrial zone, village, and Princess Pt
- Wildlife corridor along Cathance and Muddy, wildlife connection to the schools
- Walking trails along Cathance, Muddy, and Androscoggin (village to rec fields)
- Sidewalk/bike path along Foreside, Elm, and Winter St with bike connection around Coastal Connector to the high school
- New road from Rt 201 to Fair Mall entrance (through Crooker), Rt 196 to Meadow Rd, I-95 access directly to Mall

Group 10

Percent of Total 'stickers'	Large Lot	Open Space	Small Lot Res	Multi-family	Total	Conserve/Park
Downtown		1			1	
Fringe East		2	1		3	1
Fringe West		1	4	5	10	
Rural Topsham		3			3	5
Cathance/Muddy/Pleasant Pt	1	1		1	3	4
Total	1	8	5	6	20	10



Conservation

- Bradley Pond area, west Topsham (near town-owned lot), Bisson Farm area
- Cathance corridor
- Hunter Farm, farm view near Princess Point

Connections

- Bike/walk trail along upper Androscoggin, Cathance, Highlands, schools, along Coastal Connector
- Walk trail along lower Androscoggin, connect to path in Brunswick, throughout village/Mall, out Rt 196 to new recreation park
- Boat launch at industrial site
- Canoe launch at new library
- Skate board park north of school property

Group 11

Percent of Total 'stickers'	Large Lot	Open Space	Small Lot Res	Multi-family	Total	Conserve/Park
Downtown				3	3	2
Fringe East		2	3	2	7	2
Fringe West		1	2		3	
Rural Topsham	3	3			6	1
Cathance/Muddy/Pleasant Pt		1			1	5
Total	3	7	5	5	20	10



Conservation

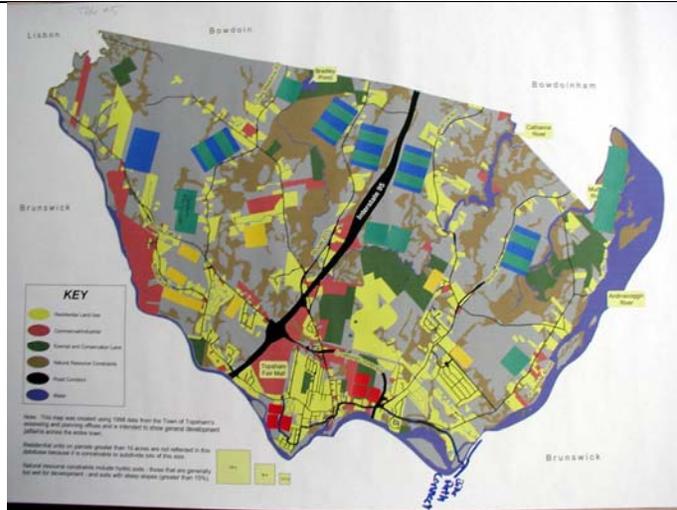
- Wildlife area in wetlands around Bradley Pond, deep in West Topsham woods
- Trails in lower village near water tower, Androscoggin R
- Fringe along Androscoggin and islands
- Cathance corridor across from Highlands easement
- Boat access and island/waterfront protection near Princess Pt Rd on lower Androscoggin

Connections

- Bike path connecting Topsham to Brunswick along river, extending back into village
- Trails through protected areas in village
- New access to I-95 at Rt 201, road connecting to Rt 196 through Crooker
- New local road from Main St to Topsham Fair Mall
- Water access to lower Cathance River
- Water access to Androscoggin R at farm near Princess Pt Rd intersection with Foreside Rd

Group 12

Percent of Total 'stickers'	Large Lot	Open Space	Small Lot Res	Multi-family	Total	Conserve/Park
Downtown				2	2	1
Fringe East			1		1	1
Fringe West	1	2	1		4	
Rural Topsham						4
Cathance/Muddy/Pleasant Pt		1	2		3	4
Total	1	3	4	2	10	10



Conservation

- Upper Cathance R corridor, Bisson Farm fields area
- Upper Androscoggin above industrial site
- Highlands development inside of the Coastal Connector
- Cathance R across from Highlands easement, lower Cathance
- Along Androscoggin, end of Lovers Lane, headwaters of Muddy River

Connections

- Bike loop out Foreside Rd and Middlesex Rd
- Bike connection from Connector to schools
- Walking trails from schools to Mall
- Bike along Elm, Winter, River Rd/Rt 196 loop
- I-95 clover leaf at Rt 196

All Groups

Total 'stickers'	Large Lot	Open Space	Small Lot Res	Multi-family	Total	Conserve/Park
Downtown		1	5	25	31	11
Fringe East		5	30	7	42	13
Fringe West	2	9	35	17	63	11
Rural Topsham	14.5	21.5	5		41	26
Cathance/Muddy/Pleasant Pt	10	19	8	3	40	59
Total	26.5	55.5	83	52	217	120

Percent of Total 'stickers'	Large Lot	Open Space	Small Lot Res	Multi-family	Total	Conserve/Park
Downtown		0%	2%	12%	14%	9%
Fringe East		2%	14%	3%	19%	11%
Fringe West	1%	4%	16%	8%	29%	9%
Rural Topsham	7%	10%	2%		19%	22%
Cathance/Muddy/Pleasant Pt	5%	9%	4%	1%	18%	49%
Total	12%	26%	38%	24%	100%	100%

CONSERVATION EXERCISE TOPSHAM VISIONING SESSIONS OCTOBER 1, 2003

Bradley Pond, upper Cathance River watershed
 Hunter Farm
 Farm at intersection of Pleasant Point Rd
 Cathance River across from Highlands easement
 Bisson Farm views
 Rural Topsham farms, woodlands,
 Boat/waterfront access (lower Cathance, upper Andro, lower Andro)
 As connections (in village, Cathance to Muddy, multi-use trails, bike/ped trails)
 As recreation areas (fairgrounds, lower village park,
 Protect groundwater (near water district lands)/habitat (Cathance corridor)

■	Hunter Farm, water access near Princess Pt from Foreside Rd
■	Cathance River protection across from conservation easement, access to Cathance River from Cathance Rd
■	boat access to Cathance; Bradley Pond protection; Farm, forest, park in west Topsham
■	In village connecting water tower and Mall area, existing Fairgrounds
■	Add more to current recreation fields
■	End of Lovers Lane, Farm near Princess Pt Rd
■	Cathance R across from Highlands easement, lower Cathance frontage
■	Bradley Pond protection
■	Androscoggin R frontage off of River Rd
■	Cathance R frontage across from Highlands easement
■	Muddy R frontage across from State lands
■	Hunter Farm and farm at Princess Pt Rd intersection with Foreside Rd
■	Rt 201 Bisson Farm views
■	Cathance River next to Highlands easement
■	Cathance River corridor connection to Muddy River protected lands

Appendix A

■	Farm at Foreside Rd/Princess Point Rd intersection
■	Hunter Farm
■	Bradley Pond, new Topsham Fair Grounds near Rt 196 and Meadow Rd (use existing Fair Grounds for higher density development)
■	Cathance R across from Highlands easement
■	Princess Point, between Foreside Rd and Rt 24
■	Bradley Pond
■	Androscoggin R at industrial zone
■	Lower Village park
■	Cathance River frontage across from Highlands easement, lower Cathance River frontage
■	Lower Androscoggin R frontage (at Hunter Farm) and Lovers Lane
■	Cathance protection
■	Boat ramp and park in industrial zone along Andro River
■	Multi-use trail between I-95, Cathance Rd, north of Coastal Connector, south of Mall, under I-95, out to Lisbon north of Rt 196
■	Bike and pedest trail in village fringe along river extending out Foreside Rd
■	Open space and rec area between Foreside Rd and Rt 24
■	West topsham near town-owned land, Bradley Pond, between Bisson Farm and Rt 196
■	Along upper Androscoggin River, near industrial zone
■	Village along upper Androscoggin
■	Lower Androscoggin, Princess Pt
■	protect groundwater supply at B-T Water District, Androscoggin River frontage
■	west shore of Bradley Pond
■	Androscoggin frontage throughout village for walking trail
■	Cathance frontage for protection and walking trail
■	Muddy frontage
■	Bradley Pond area, west Topsham (near town-owned lot), Bisson Farm area
■	Cathance corridor
■	Hunter Farm, farm view near Princess Point
■	Wildlife area in wetlands around Bradley Pond, deep in West Topsham woods
■	Trails in lower village near water tower, Androscoggin R
■	Fringe along Androscoggin and islands
■	Cathance corridor across from Highlands easement

■	Boat access and island/waterfront protection near Princess Pt Rd on lower Androscoggin
■	Upper Cathance R corridor, Bisson Farm fields area
■	Upper Androscoggin above industrial site
■	Highlands development inside of the Coastal Connector
■	Cathance R across from Highlands easement, lower Cathance
■	Along Androscoggin, end of Lovers Lane, headwaters of Muddy River

CONNECTIONS EXERCISE TOPSHAM VISIONING SESSIONS OCTOBER 1, 2003

I-95 access (directly to Mall, Route 201, northern Topsham)

Bike trails/widened roads (in village, Foreside-River-Middlesex,

Water access (motorized at industrial site, canoe, trail-side

West topsham resources

Bridge across river to Androscoggin bike path

Expand Coastal Connector

New road through Crooker

Monument Place connection to Mall

Connect sidewalks/trails to schools

More sidewalks to schools, library, rec areas, Mall

Also:

Skate park

Access to natural resources

Public access buses

Water and sewer service extension

Encourage motorized vehicle sales

Restore rail lines to Portland and Augusta

Widen Meadow and Meadow Cross Road

Connect Foreside Rd and Middlesex Road along old road bed

■	access to natural resources - downtown boat launch, access to Princess Point natural lands, farms and forests in West Topsham
■	I-95 access; clover leaf in north Topsham to Cathance and Route 201, clover leaf directly to Topsham Fair Mall
■	bike path from Rt 196/River Rd through village and out Route 24 and Foreside Rd
■	Boat ramp on upper Androscoggin
■	Safe bike lanes along roads and water access
■	Public access buses
■	Sidewalks to library and recreation fields
■	Need to connect West Topsham to the system (on the other side of I-95)
■	Multi-use trail throughout Topsham, most of which already exists (see Topsham Trailriders) and needs protection, some connections needed
■	Bridge across Androscoggin to Brunswick bike path
■	Pedestrian trails and posted speeds in village and across I-95
■	Water and sewer extensions outward from village core
■	Bike path connection to Brunswick across Androscoggin R, into village along Foreside Rd, along Androscoggin waterfront, past water tower to Topsham Fair Mall at Winter Street
■	I-95 exit West on Rt 196, at Fair Mall
■	Connect existing bike path to schools, ball fields to Bowdoin Mill
■	Recreation area at existing Fairgrounds
■	Monument Place extension to Mall
■	Encourage motorized vehicle trails
■	Multi-use trail between I-95, Cathance Rd, north of Coastal Connector, south of Mall, under I-95, out to Lisbon north of Rt 196
■	Open old Rt 201 exit, new exit directly to Mall, north exit heading up Rt 196
■	Connect Foreside Rd to Rt 24 along old road
■	Add two more lanes to Coastal Connector
■	Connect rail to Portland, rail lines north of village should become trail corridors
■	Water access from village fringe, frontage along Androscoggin River near Princess Pt
■	I-95 exit at Rt 201, connector road from new exit to Topsham Mall through Crooker
■	Bike path/trail network that circle (no backtracking) and connect neighborhoods to schools (from Foreside Rd, through fringe to Tedford Rd and Highlands conservation land, along Connector through school property and out into rural west Topsham to Cathance River)

Appendix A

■	Widen Coastal Connector to 4 lanes
■	I-95 exit directly to Topsham Mall
■	Widen Meadow Rd and Meadow Cross Rd
■	Water access points to Androscoggin at industrial zone, village, and Princess Pt
■	Wildlife corridor along Cathance and Muddy, wildlife connection to the schools
■	Walking trails along Cathance, Muddy, and Androscoggin (village to rec fields)
■	Sidewalk/bike path along Foreside, Elm, and Winter St with bike connection around Coastal Connector to the high school (note – more sidewalks everywhere)
■	New road from Rt 201 to Fair Mall entrance (through Crooker), Rt 196 to Meadow Rd, I-95 access directly to Mall
■	Bike/walk trail along upper Androscoggin, Cathance, Highlands, schools, along Coastal Connector
■	Walk trail along lower Androscoggin, connect to path in Brunswick, throughout village/Mall, out Rt 196 to a new recreation park
■	Boat launch at industrial site
■	Canoe launch at new library
■	Skate board park north of school property
■	Bike path connecting Topsham to Brunswick along river, extending back into village
■	Trails through protected areas in village
■	New access to I-95 at Rt 201, road connecting to Rt 196 through Crooker
■	New local road from Main St to Topsham Fair Mall
■	Water access to lower Cathance River
■	Water access to Androscoggin R at farm near Princess Pt Rd intersection with Foreside Rd
■	Bike loop out Foreside Rd and Middlesex Rd
■	Bike connection from Connector to schools
■	Walking trails from schools to Mall
■	Bike along Elm, Winter, River Rd/Rt 196 loop
■	I-95 clover leaf at Rt 196

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