

Topsham Comprehensive Plan Update Committee

Draft Comprehensive Plan

Comments and Responses

January 14, 2019

The Topsham Comprehensive Plan Update Committee has been working hard to compile all of the comments received during the lengthy comment period on the first draft of the Topsham Comp Plan Update. After releasing the draft in June of 2018, and holding robust public meetings to present and discuss the plan, the committee set up an online commenting forum for the plan, held two follow up public comment meetings, held public workshops with all Town standing committees, received direct submissions to the planning office, and displayed the “big idea” section for continued feedback at Town Hall.

This document summarizes all of the comments received as of November 16, 2018, and provides a response as to how the Committee will address the comment. Some comments are simply grammatical issues or typos. Some comments are merely editorial, and don’t require a comment. Others resulted in changes to text or policies, or resulted in new policies being added to the plan. This Comment/Response document will be attached to the Appendix for the 2019 Topsham Comprehensive Plan.

**Comment Section – Part 1**

<b>Type</b>	<b>Comment</b>	<b>Bubble location number</b>	<b>Page</b>
Comment	I'm concerned about more traffic and more activity in residential areas. I am opposed to another street going parallel to Main Street through town.	#001	Pg. 7

Response Comment Response	<p>Thank you for your comment, illustrative plans are conceptual versus development plans. As development/ growth is anticipated in this region for the foreseeable future traffic management will be a key issue in the review of development plans.</p> <p>2018?</p> <p>Thank you...edit made to reflect 2017</p>	#003	Pg. 7  Pg. 7
Comment Response	<p>Is there a map depiction of the town's Designated Growth area - both the 2016 and in comparison the new proposed area? I am pretty active in participating in the Plan your Topsham events, and dont believe I have seen a map of this. For it to be called out right in the second paragraph, I want to see it. I am having a hard time searching in this tool - can someone recommend which plan part this can be found in, and what page? Thanks!</p> <p>Good comment, thank you. We will address this in the re-draft plan</p>	#004	Pg. 7
Comment Response	<p>And there is so much empty, haphazardly used space in those areas - particularly around the 201 / high school / annex / down to the town office corridor. Which of the neighborhoods that you have listed here correspond with this area? Can you help formalize / communicate these village names to residents? I dont know 'upper village'. Thanks</p> <p>These areas called out on this page correspond to the "catalyst sites" later in the plan...we will make that connection for the readers.</p>	#005	

OK! So I read through the whole thing and my big question is this; These are all great ideas, but how are we going to pay for all of this???

Comment We have seen our property taxes skyrocket over the last few years and, for us anyway, this may cause us to have to think about leaving Topsham soon. We are life long residents of this area and volunteer in our community, help in the schools, etc. but the cost of owning a home in Topsham is rising so quickly. One reason we have stayed here is because it is affordable to "average" people... but the way the taxes are being raised we will be the next Kennebunkport or Cape Elizabeth! All these projects are admirable, but at what cost? #006

Pg. 7

Response Most of this plan focuses on areas for private development/ redevelopment. Other items that have been identified as community enhancement are only afforded if the town chooses to fund them via the annual budget...we anticipate those discussions to be focused and evaluated during implementation...there is no expectation that everything in this plan will be solely funded through tax dollars, but believe we would be doing a disservice by not identifying community desires at this point.

Comment You should include the time frame for Topsham's Back to the Future planning sessions #002

Pg. 7

Response We discussed this, and felt that there were multiple planning sessions within the past few years that could also be mentioned...we will provide a list of planning efforts since the 2007 plan in an appendix.

Great feedback. I also am a life long resident and weary of lots of change. However, I do know that the town of Topsham will not be the agent of the change - they are not the developers, or the financiers of development. Those people will be knocking on our door (or already are and have been) looking to put up buildings and create growth. I believe we should look at this Comp Plan as the Town's response to this - how we as a town actually want the growth that might come to occur, if it does come. And with this vision document, representing as best as possible a ~majority/community view, if developers (from away or among us) want to create a project, something objectionable, something we'd call a behemoth like a 300 unit apartment complex, or a 35 lot subdivision in the rural region, or a big old business in a rural area, we have a plan to point to to remind people why that idea doesnt match the community vision, and of course what is truly important and enforceable - we have our codes and ordinances to point to, to yea or nay the project. One way this plan can shape future design is if residents bring forth proposed ordinances or support planning / zoning changes to encourage or restrict future projects. Hope my idea of the plan helps, cheers!

Comment

#006

Response

[Thank you](#)

Comment

bedroom community or budding service center?

#007

[Yes](#)

	People will think twice about moving to Topsham/Brunswick if they have to commute on 295, which is becoming increasingly crowded and dangerous. We need good jobs in the area rather than just more commuters. I like Topsham being somewhat quiet and never understood why we had to build a huge new town hall, etc. Now are taxes are high, and we don't even have trash or recycling pickup.		Pg. 13
Comment		#008	
Response	<a href="#">The plan attempts to address this by focusing on growth area revenue values, and the allowance of job creating development to occur in a focused area.</a>		
	Any chance at updating this chart to at least 2018? We have the data from the State showing total assessed value as of October , 2018		Pg. 13
Comment		#009	
Response	<a href="#">We will work on this, thank you.</a>		
	I don't want to attract more and more people to Topsham. I don't want to live in Massachusetts.		Pg. 14
Comment		#010	
Response	<a href="#">Noted, thank you for the comment.</a>		
	How do you increase the density of housing/population without having it be perceived as dense?		Pg. 15
Comment		#013	
Response	<a href="#">More of an eye of the beholder issue, but the plan reflects "right sizing" projected densities...a good real example is the River landing senior housing on Elm Street where 36 dwelling units are embedded into a historic district fabric.</a>		
	We definitely need to make neighborhoods more pedestrian friendly. Vehicles drive too fast through them regularly.		Pg. 15
Comment		#011	
Response	<a href="#">The action items within the big ideas section address this</a>		
		#012	Pg. 15
Comment	Topsham Crossing was approved in 2002	#014	Pg. 15

Response	<a href="#">Thank you</a> I am not experienced in this area, but i wonder if I can comment - that perhaps the age of the housing stock is one part of the story. A collection of well-maintained and updated 1970's homes might be a more valuable asset to the town than cheaply built boxy homes in the 2000's boom. We might be lucky to have the buildings we have	#015	Pg. 16
Comment	<a href="#">Good comment - thank you. We will attempt to address via edits.</a> What is a 'non-family' household? Unmarried? Single? I wonder if those people think of themselves as non-family??	#016	Pg. 17
Response	<a href="#">Census data terminology...live alone or share with unrelated individuals</a> We need to get the nasty emissions from Crooker to stop polluting the air and slow down traffic in residential neighborhoods as a start to improving quality of life.	#017	Pg. 18
Comment	<a href="#">Current regulations, both state and local, address emissions, residential speeds are an issue for both business and residents</a> Agree. Perhaps even add ' and other cultural influences that keep adults 55 and older active in full or partial employment	#018	Pg. 18
Response	<a href="#">Noted, thank you for the comment</a> It is taking longer and longer to commute to these areas outside of Topsham/Brunswick because of too much traffic on the roads, especially 295 south to Portland.	#019	Pg.19
Comment	<a href="#">Noted, thank you for the comment</a>		

Comment More growth in these areas (mall, Lower Village, etc.) will increase traffic problems. Traffic already builds up trying to cross the bridge to and from Brunswick, and there is lots of traffic near the mall. That will have to be addressed if there is going to be more development and still have the area have a decent quality of life. #020

Response [Noted, traffic management and flow are described in the action items, and will be addressed as the plan becomes implemented.](#)

Comment This area offers the best potential for affordable housing. Being close to schools and retail makes it possible to residents to walk. If this attracts Topsham workers it will reduce traffic and provide a real village center. #021

Response [Noted, thank you for the comment](#)

Comment TIF districts can end up costing taxpayers more without a real benefit. You can give a business a tax break, and when that tax break expires, they go to a different town for another tax break, and the taxpayers in the first town get no benefit from the TIF. #022

Response [Although this may happen, we have not experienced this exactly in Topsham...TDI has monitored the TIF situations in Topsham, and they have had had a beneficial impact during their maturation](#)

	mehhhhhh self-driving cars.....	I would put as #2 the increase in the information economy decentralizing the workforce - more remote workers, work from home and providing information and entertainment services shaping communities - and planning needs around that - change in hourly behavior in the community (changes in commuting / road traffic patterns and times at stores and expecting services) and the need for communications infrastructure. Apologies, this isnt a high-importance comment. Coming across the commend about self-driving cards more to me comes across more as bluff rather than it serving to give an allegory of future trends influencing how planners can meet the needs of the community.	#023	Pg. 22
Comment				
Response		<a href="#">Point taken, will try to better articulate.</a>		
Comment		municipal building?	#024	Pg. 22
		<a href="#">Municipal Building was built in 2006</a>		
		Define TIF districts? is is an acronym? Is it a federal or state program?	#025	Pg. 22
Comment				
Response		<a href="#">Tax Increment Financing...perhaps a call out box for this?</a>		
Comment		Is this the correct citation for this program?	#026	Pg. 22
Response		<a href="#">Yes</a>		
Comment		Is this the real name for this program?	#027	Pg. 22
Response		<a href="#">Yes (according 36 M.R.S. §§ 1101-1121)</a>		
		This title doesnt match the data - the title should be 'housing, 1900-Present'. It is not showing only new building permits from those time segments	#028	Pg. 23
Comment				
Response		<a href="#">Noted, thank you for the comment</a>		

			Pg. 24
	I deleted my earlier comment but I should have kept it. Any history buffs able to check into the names of the forts through history? The fort was definitely named "Fort George" from my readings. (Not Fort Gorges). Can someone confirm the fort names, and if 'Fort Andros' was indeed an earlier name for a fort at the site? Thanks!	#029	
Comment			
Response	<a href="#">Will check on</a>		
		#030	Pg. 24
	and other products	#031	Pg. 25
Comment			
Response	<a href="#">agree</a>		
	add" ..with the New England sheep farming boom and the .. "		Pg. 25
	(its important to add this to capture the 'sheep fever' mania that widely shaped New england 1810-1860s. The first wave, caused by the Embargo Act of 1807 and the Nonintercourse Act of 1809 where Wool factories could no longer buy wool from Britain and with the importation of a productive strain of wool sheep from Scotland. A second wave of Merino mania struck in the 1860s due to the Civil war and cotton shortages from the south. These factors greatly shaped our land - the species of trees that regrew, the terrain )	#032	
Comment			
Response	<a href="#">agree</a>		
Comment	powder	#033	Pg. 25
Response	<a href="#">agree</a>		
Comment	plain	#034	Pg. 25
Response	<a href="#">agree</a>		

			Pg. 25
Comment	Did Topsham have a shipyard? Any historical fact checkers? I dont remember reading / learning about any ship building in Topsham along the Androscoggin	#035	
Response	<a href="#">Yes, Topsham Historical Society gave a recent presentation about the small shipyard along the Topsham shore (Lower Village area)...apparently the railroad trestle had a major impact on the industry that existed.</a>		
Comment	This neighborhood is called Ivanhoe. Please add it to the plan and seek input from residents.	#036	Pg. 29
Response	<a href="#">Noted, thank you for the comment (done)</a>		
Comment	'Upper Village' is mentioned earlier in the plan. Can this be added as an overlay, or its own label?	#037	Pg. 29
Response	<a href="#">yes</a>		
Comment	'Navy Annex' was also mentioned in the Comp Plan intro and should be added on this map	#038	Pg. 29
Response	<a href="#">Noted, thank you for the comment</a>		
Comment	This is the Jesse Road neighborhood. Please add it to the plan and seek input from residents.	#039	Pg. 29
Response	<a href="#">Noted</a>		
Comment	This neighborhood is called Birch Ridge. Please add it to the plan and seek input from residents.	#040	Pg. 29
Response	<a href="#">Noted, thank you for the comment (done)</a>		
Comment	Pejepscot Neighborhood should be included	#041	Pg. 29
Response	<a href="#">Noted, thank you for the comment (done)</a>		

	Not a fan of speed bumps! Prefer the other traffic calming approaches that are plow and biker friendly, such as painting narrower lanes in lower speed zones, adding flags or other downtown street markers that are psychological triggers for slowing.		Pg. 30
Comment		#044	
Response	<a href="#">agree...comments reflect public input...</a>		
	I don't see how adding food trucks, restaurants and stores would preserve the historic neighborhood or reduce problems with drivers speeding. Also, where would anyone going to these places park?		Pg. 30
Comment		#042	
Response	<a href="#">These were identified by the people who showed up from the neighborhood...</a>		
	Agree, its nice for each neighborhood to have a temporary (food truck) or permanent (store/restaurant) walkable from their home.		Pg. 30
Comment		#043	
Response	<a href="#">Noted, thank you for the comment</a>		
	Yes, traffic is too fast in this neighborhood and loud. There is also a problem with incessantly barking dogs and the smell from Crooker. Quality of life could be better. No more development or traffic! Kids walk to and from school there.		Pg. 31
Comment		#045	
Response	<a href="#">This is further addressed in the Big Ideas section of the plan</a>		
Comment	and no public septic?	#046	Pg. 33
Response	<a href="#">Identified by those who live in neighborhood</a>		
	I would like the natural gas pipeline to extend further down middlesex road		Pg. 33
Comment		#047	
Response	<a href="#">OK...Main Natural Gas serves the Topsham area, and extends services based upon demand</a>		
	Is the Ivanhoe/Coville Roads subdivision included in this River Rd section? I don't see it anywhere else.		Pg. 36
Comment		#048	

Response	<a href="#">NO ...committee will discuss</a>		
Comment	Is there public water? Sewer? Any drainage or other consideration?	#049	Pg. 38
Response	<a href="#">Neighborhood has public water and sewer, and private stormwater facilities</a>		
Comment	Can we create two neighborhoods - 'Inner Foreside' and 'Outer Foreside / Middlesex Rds' ?	#050	Pg. 39
Response	<a href="#">Committee discussed and felt foreside was sufficient</a>		
Comment	set back	#051	Pg. 39
Response	<a href="#">Noted, thank you for the comment</a>		
Comment	For outer Foreside and Middlesex Rds neighborhoods, maintain rural character and natural areas considerations. Reduce fractional development	#052	Pg. 39
Response	<a href="#">Noted, thank you for the comment</a>		
Comment	add 'The Cryer' article mention. Contact Charles for this article date / title.	#053	Pg. 42
Response	<a href="#">OK</a>		
Comment	Nice work on the public process. :)	#054	Pg. 45
Response	<a href="#">Thanks</a>		

## Comment Section - Part 2

Type	Comment	Bubble location number	Page
Comment	I cant find big ideas #1 &2....	#001	Pg. 48
Response	Big Ideas start on page #50		

			Pg. 48
Comment	The town doesn't own much water front property. What about the library property? Could that be developed in a way to add a carry in boat spot? Or better yet, the fields on the river at Foreside. Could a carry in boat launch work there?	#002	
Response	Committee discussed. There are resource issues at the library property for enhanced water access. Perhaps a study along the foreside fields area or Sewer District property?		
			Pg. 48
Comment	Our town could totally use new trails. The new trail by the river is good, but the trail across from the Town Hall sort of dead ends at the bypass. One cross walk, or pedestrian bridge right there, and we could have a trail to the middle school and high school so kids could walk or bike to school? That by pass divides our town in terms of being pedestrian friendly?	#003	
Response	Noted, thank you for the comment		
			Pg. 51
Comment	Why will enforcement not work? It certainly has on Elm Street. We just added another police officer to the budget. We don't need to redesign all our roads in town to slow everyone down to a crawl. Bicyclists also need to respect to the fact that they don't own our public roads.	#004	
Response	Noted, we believe design will assist in high priority areas, and enforcement may work in others.		
			Pg. 52
Comment	Reduce the noise of vehicles going through residential neighborhoods. Reduce the air pollution.	#005	
Response	Noted, thank you for the comment		
Comment	No additional street parallel to Main St. going through town.	#006	Pg. 52
Response	Noted, thank you for the comment...concept drawings are just that, concepts.		

			Pg. 53
Comment	Need input from public works and fire department on restriping plan. We also have public utilities in streets. Need space in travel ways for maintenance of utilities. Need to think about big picture of these changes.	#007	
Response	Noted, thank you for the comment		
Comment	Enforce speed limits. The committee should have a professional traffic engineer peer review all traffic and road design related statements in this section	#008	Pg. 53
Response	We agree that a traffic engineer should be involved, but believe that should occur during actual feasibility analysis and design projects (implementation)		
Comment	What happens in the winter when you need to enforce street parking bans for public works to plow the roads? We need to enforce speed limits	#009	Pg. 53
Response	These seem to be separate thoughts. Topsham currently conducts parking bans in winter, and enforces speed limits throughout town.		
Comment	Explain what this refers to.	#010	Pg. 54
Response	?		
Comment	Bike paths need to be clearly separate from car lanes....along Foreside Rd in particular it is a marked bike trail but nowhere for bikes and cars to safely both use the road. While riding and driving I have been in dangerous situations where cars get caught behind bikes and through no fault of either party, have been unable to pass safely.	#011	Pg. 54
Response	Although may be perceived as dangerous, cyclists have a right to travel within roadways (State law)		

	Many rural roadways in town need more general maintenance of the tar and sides of the road that have been washed away. They are not safe for walking, riding, or driving in some areas if a car needs to pull over.		Pg. 54
Comment		#012	
Response	Noted, thank you for the comment		
	9 or 10 feet is very narrow. I think this needs review and consideration given to design speed and other criteria.		Pg. 54
Comment	Regional road suggests higher speed limits	#013	
Response	Noted, thank you for the comment		
	Explain what Chapter 185 is referring to. What is the scope of restriping? All streets in Topsham? What is the fire department and public works standard for emergency vehicle and snow plow access and travel lane width? We need to plan space for snow bank storage in Maine		Pg. 54
Comment		#014	
Response	Complete street improvements will be reviewed prior to any design changes, and the appropriate departments will be involved.		
	Stop signs= noise and emissions. Find other ways to calm traffic without disrupting the flow.		Pg. 55
Comment		#015	
Response	Noted, stop signs are one tool...implementation will look at all tools to achieve goals		
	Need to follow standard traffic engineering practices and follow design warrants and safety standards and design guidelines for specific applications and situations		Pg. 55
Comment		#016	
Response	Agreed		

			Pg. 55
Comment	If there are no turn lanes I feel more rushed to get out of the way of the cars behind me and am more likely to rush through an intersection.... not the other way around....	#017	
Response	Noted, thank you for the comment		
	We live in the outer reaches of Route 196--we need turn lanes to survive. Since we have lived in this area, there have been several fatalities. The speed limit has been lower, to no avail, because they are basically ignored. What works nearer to town, does not necessarily work for us.		Pg. 55
Comment		#018	
Response	Noted, thank you for the comment		
	Cannot have one size fits all policy. Need to evaluate various criteria including location, crash history, speed, municipal services, etc.		Pg. 55
Comment		#018	
Response	Agreed, any road design implementation will go through a thorough review and analysis process		
	We need to add left turn lanes on Rt 196 westbound at Birch Ridge Avenue and Blueberry Lane similar to the lanes opposite the Ivanhoe neighborhood. I feel very uncomfortable waiting to turn left with traffic coming up behind me at high speed. Will those drivers be alert enough to stop or divert around me?		Pg. 55
Comment		#019	
Response	Noted, thank you for the comment.		
	The source of the accident data presented on the map and time range may be useful information to include and a color legend relating accident # range to color on map may be helpful		Pg. 55
Comment		#020	
Response	Noted, thank you for the comment		
Comment	Also more education on driver inattention may help.	#021	Pg. 55

Response	Agreed		
Comment	This should be reviewed by a licensed traffic engineer.	#022	Pg. 55
Response	Agreed, this would be a part of implementation Which staff? This seems like a task for a licensed traffic engineer.		Pg. 56
Comment	See above	#023	
Response	This part of the plan is way too specific. Recommending 7 new stops on Main Street? No one wants to stop 8-9 times on their way to Brunswick. Please consider the business and heavy truck corridor on upper Maine Street. Stopping a commercial dump truck, school bus, or tractor trailer takes 27 gears and a jake brake. The noise increase would be ridiculous. The trucks are only trying to get to the intersection to head up 196 to the highway or to Rt 1.		Pg. 56
Comment	Idea- Let's REOPEN the old 95 off ramp on 201 and then the trucks wouldn't have to go on main st at all	#024	
Response	Recommendation is to look at feasibility of stop signs as a traffic management tool (committee agrees with your comment and will edit accordingly), agreed on ramp comment, but that is an FHWA decision		
Comment	Reduce traffic in residential areas coming from people just cutting through the neighborhood. They drive too fast!	#025	Pg. 56
Response	Noted, thank you for the comment		
Comment	Data source and time frame reference may be helpful	#026	Pg. 57
Response	Noted, thank you for the comment		
Comment	Typo??	#027	Pg. 57
Response	Noted, thank you for the comment		

		#028	Pg. 61 Pg. 61
	Shouldn't this portion of roadway be improved for biking as well as pedestrians. It makes sense to connect the Bay Park and Cathance neighborhoods to town without having to go all the way around Foreside road. This portion of road has a very narrow shoulder and combined with the fast speeds the cars travel it doesn't feel safe on a bike.		
Comment		#029	
Response	Noted, thank you for the comment		
Comment	Priority vehicle. Major state highway	#030	Pg. 61
Response	Noted, thank you for the comment		
	Would be helpful for me and other readers to understand what criteria was used to assign dangerous roadway and intersection. Crash data and other studies?		Pg. 61
Comment		#031	
Response	We will seek to reference data		
	Priority vehicle. Arterial state highway. Cite basis for dangerous road, speed, and visibility designation assignment		Pg. 61
Comment		#032	
Response	See above		
	Some sort of affordable way to get to Portland transportation hubs (bus, Amtrak, airport) is so important.		Pg. 63
Comment		#033	
Response	Agreed		
	Add some reference to the natural resource goals / content from the last plan also		Pg. 67
Comment		#034	
Response	Noted, thank you for the comment		
Comment	Reference the town's Natural Resource Plan	#035	Pg. 67
Response	Noted, thank you for the comment		

	Add to the intro of this section all of the benefits of open space and conserved lands - scenery, rural character, recreation and fitness, hunting and sport, wildlife habitat, maintain clean resources (particularly water bodies and tributaries.		Pg. 67
Comment		#036	
Response	Conservation Commission is writing intro		
Comment	Yes, more nature! Less traffic and development.	#037	Pg. 67
Response	Noted, thank you for the comment		
	We moved to Topsham 3 years ago and love to be out hiking, kayaking, etc. We have found it extremely difficult to find information on what opportunities there are open to us. No trail maps/guides, no web site, no publication of where boat launches, trails, public lands are.... very frustrating.		Pg. 68
Comment		#038	
Response	Information exists, making it more easily accessible is a good idea which is discussed in the plan		
	I would add the Conservation Commission as an actor here.		Pg. 68
Comment	Not every easement is appropriate for BTLT.	#039	
Response	Agreed		
	Needs another section added - encourage private landholders to make land use and development decisions that maintain open space		Pg. 68
Comment		#040	
Response	Current incentives exist for open space subdivisions, and is stated in the plan		
	I think BTLT and the town work well together already.		Pg. 68
	Developing and keeping updated a community consensus trail plan would be a valuable asset in coordinating conservation efforts.		
Comment		#041	
Response	Agreed		

Comment	Possibly time for a town sponsored Topsham Trails Committee?	#042	Pg. 68
Response	As separate from a bike/ped committee? There are existing organizations that work on trails in Topsham...(Trailriders, BTLT, CREA, NEMBA)		
Comment	Check with Topsham Trail riders on snowmobile trail locations.	#043	Pg. 69
Response	TTR trail data is embedded in maps and comp plan		
Comment	This is actually a trailerable back in boat launch.	#044	Pg. 69
Response	Noted, thank you for the comment		
	This area has about 100 acres of undeveloped land with some existing trails. It has been judged difficult to develop. I would like to see the Town work with the landowner to set this aside as permanent open space.		Pg. 69
Comment		#045	
Response	Noted, but currently this a commercially zoned area, and will likely be a difficult task given the landowner intentions. Past planning efforts have recognized this as a potentially developable parcel, perhaps there is room for both?		
Comment	How would this be funded? Are there grant programs for any of these initiatives?	#046	Pg. 70
Response	Grants will be sought (noted below)		
	These would be on the scale of the Eastern Trail and Down East Sunrise Trail, i.e. of state wide significance. They would likely become part of the East Coast Greenway as are the aforementioned trails. Much of the funding should be from the state considering the number of communities they would benefit.		Pg. 70
Comment		#046	
Response	Noted, thank you for the comment		

Comment	The action item build it seems too bold of a statement without articulating funding expectations from the tax payers.	#046	Pg. 70
Response	Noted, during implementation, feasibility study will be reviewed and possible costs and funding will be explored. Add protection of rural character and views. It appears from experience in other towns that a our current minimum of 30% open space is insufficient to preserve rural character and significant wildlife habitat. 60-70% is more inline with best practices. See Fred Snow's presentation at <a href="https://www.maine.gov/dacf/municipalplanning/docs/Open_Space_Subdivisions_presentation_2010_10_07_withnotes.pdf">https://www.maine.gov/dacf/municipalplanning/docs/Open_Space_Subdivisions_presentation_2010_10_07_withnotes.pdf</a>		Pg. 70
Comment		#047	
Response	Noted, will likely be a discussion for implementation		
Comment	Isn't that the role of the land trust?	#048	Pg. 70
Response	Regional conservation is more of a land trust role, however we see ourselves as a partner on particular local projects of note. Where the Land Trust does not step in for a local resource value, the Conservation Commission plays an important role. BTLT's focus is in the rural areas and mainly seeks farmland and habitat preservation. It doesn't have the resources to deal with conservation in the developed parts of town. That's mainly the function of the Conservation Commission which currently has no funding.		Pg. 70
Comment		#048	
Response	Agreed		
Comment	I don't think we need layers of more government and spending. We need to focus on efficiency, regionalization of various resources, and consolidation.	#048	Pg. 70
Response	Noted, thank you for the comment		
Comment	Good. We need more protection of open space and scenic	#049	Pg. 70

	views		
Response	Thanks		
	This is a wonderful suggestion. Would love to see more use of the river from this side of town. It is so beautiful and the area should be protected from industrial development.		Pg. 71
Comment		#050	
Response	Thanks		

### Comment Section - Part 3

Type	Comment	Bubble location number	Page
Comment	Public transportation out of town might also foster social activities beyond our borders. ( I don't see a place to champion bus service to other communities)	#001	Pg. 75
Response	This is addressed in local and regional mobility section		Pg. 76
Comment	Would love a swimming pool! I am pro arts depending on the impact of development on residential areas and the traffic that accompanies arts/cultural activities.	#002	
Response	Noted, thank you for the comment		Pg. 76
Comment	It would be great to have an outdoor rink? My daughter skates. we have to go to Yarmouth to find a good outdoor town rink? If volunteer citizens could help, maybe the ice could get maintained better at Foreside? It's the perfect place, but it needs something more? Hot water and some squeegees?	#003	
Response	Noted, thank you for the comment		

			Pg. 76
Comment	As a non-profit organization with 85% of the budget supplied by the Town, fundraising is essential and a challenge.	#004	
Response	Noted, thank you for the comment		
Comment	Good idea	#005	Pg. 76
Response	Thanks		
			Pg.76
Comment	Such community groups might focus on specific groups or interests, e.g., youth, seniors, etc. See neighboring towns for examples.	#006	
Response	Agreed		
			Pg. 76
	Winter is long and it would be good to have activities to do with kids. Other towns use their rec center in the winter and charge \$5 per kid to go play for a few hours which is a great thing in the winter or for stay at home moms. They have bounce houses and toys and cars and bikes for kids to use. I am sure parents would donate toys and it would only take one staff person to oversee it. Parents help clean up at the end and just store it in a storage closet at the rec center.		
Comment		#007	
Response	Noted, thank you for the comment		
			Pg. 76
Comment	I support more use of the fairgrounds as well. It's central location is perfect for events. I miss the indoor market.	#008	
Response	Agreed		
Comment	YES!!!! I love this whole section. I should have said that at the meeting 11/8.	#009	Pg. 76

Response	Thanks		Pg. 76
Comment	Include activities for seniors, or support People Plus in Brunswick	#010	
Response	Agreed		
Comment	the library	#011	Pg. 76
Response	Noted, correction to come		
Comment	Ski area? I am intrigued but don't know what it was. Skiing/Skating, etc., all good ideas.	#012	Pg. 77
Response	Sky Hy was located off of Bradley Pond. Noted, thank you for the comment		
Comment	My dream, but then I went there and saw the vertical feet issue:)	#013	Pg. 77
Response	OK		
			Pg. 77
Comment	We should build bike trails at the transfer station. Specifically 4.3 miles of them that are flagged out. November 11 will be a trail building day and anyone reading this should show up:)	#014	
Response	OK...great turn out on the event!		
			Pg. 77
Comment	It's great to see that torn down:) Anything is better than that. It would also be great if the town could work well with the developer who owns the land to help residents for a good outcome.	#015	
Response	Agreed, we have thoughts in our catalyst site/ illustrative plan section		

Comment	Great idea! So why not put a stage, seating area sort of thing at some unused, but visible from the road section of the Foreside fields? It's not an amphitheater on the river, but the town owns the land and it would give us a place to do those things?	#016	
Response	Noted, thank you for the comment		
Comment	Again, could a hand launch area happen at either the library, or the Foreside fields?	#017	Pg. 77
Response	Can be looked into, but permitting issues may be a hurdle...something that implementation should follow up on (see previous comment on same issue)		
Comment	Would love to see a more visible local market year round.	#018	Pg. 77
Response	Noted, thank you for the comment		
Comment	Clearer access to the river from River Road for small boat use (kayak, canoe etc).	#019	Pg. 77
Response	Noted, thank you for the comment		
Comment	These are wonderful ideas, an outdoor splash pad, adventure obstacle course on a trail, pool, ice rink... Any of these would be a great asset to the community.	#020	Pg. 77
Response	Thanks, these are all your ideas!		

			Pg. 81
	Not in favor of attracting a lot of people to town; don't want to live in a bigger city (moved to Topsham to escape that). Pro high-speed internet and people being able to work in Topsham rather than commute.		
Comment		#021	
Response	Noted, thank you for the comment		Pg. 81
	I'd love to see the percentage of people who live and work in Topsham rise. I don't see a lot in the plan other than "improve internet speed" to support job growth. There is more we can do to give Topsham more high quality jobs. A good starting point would be a job income and benefits survey a deciding what are the conditions that are causing these businesses to reside and thrive in Topsham and how can we apply that in other places?		
Comment		#022	
Response	Great comment. Retention of existing business, and allowance for focused development are pillars of this plan.		Pg. 82
	Not sure how shared workspaces is being defined. Concerned about global zoning changes that might negatively impact residential neighborhoods with "shared workspaces."		
Comment		#023	
Response	Noted, thank you for the comment		Pg. 82
	More people and more development won't lead to lower taxes. Look at the taxes in Brunswick and Portland.		
Comment		#024	
Response	Noted, thank you for the comment		

			Pg.82
Comment	How does being near the Crooker Company property help the students? This comment does not make sense.	#025	
Response	Comment anticipates re-development of the property in the future		Pg. 83
Comment	I think we have to be careful about defining home occupations and shared workspaces. They could negatively impact the quality of life in residential neighborhoods. Maybe a person doesn't want to live next to a daycare and listen to the noise or doesn't want to live next to a home business that attracts traffic. There isn't enough definition of these types of uses to make sweeping zoning changes.	#026	
Response	Noted, thank you for the comment		
Comment	I am against higher-density development, especially in current residential areas.	#027	Pg. 83
Response	Noted, thank you for the comment		
Comment	This is another potential use for the community centers. Home based businesses often need shared workspaces outside the home for meetings.	#028	Pg. 83
Response	Library offers this, and this is a good comment in regards to community centers		
Comment	Affordable housing need is critical. Find ways to encourage affordable housing development, e.g, tax relief for affordable portions of mixed housing projects.	#029	Pg. 83
Response	Agreed		

			Pg. 83
Comment	Let's be sure we are paying our teachers at competitive salaries so we attract high quality professionals to serve our schools.	#030	
Response	Noted, thank you for the comment		
Comment	I agree with not extending the sewer across 295.	#031	Pg. 86
Response	Noted, the language has been changed to reflect utilities (infrastructure), and having a cost benefit analysis done prior to accepting any infrastructure as public		
Comment	A hot topic. Im also interested to know where in town there is 1) water 2) sewer, 3) natural gas. Is there a map in one of these sections? Thanks!	#032	Pg. 86
Response	Map of water and sewer are included, natural gas is not available		
Comment	Consult with the Topsham sewer district on this action item language	#033	Pg. 86
Response	Thank you, and we have met with SD to discuss, language changes have been made		
Comment	There is a large amount of commercial use property on western side of 1295 (l.e. business park and MUC-1 zones) that could benefit from sewer. This action item seems too restrictive	#033	Pg. 86
Response	language is being amended		

Is this necessary? Seems like a decided issue. The cost and public sentiment has stopped this from happening in the past, but why make such a specific recommendation for the future.

Also- does Topsham even have the authority to do this where we are involved in a district with another town and its own authority?  
#034  
See above

Perhaps a statement that Topsham won't pay for sewer extensions beyond the growth area would be more appropriate?  
#035  
Topsham Sewer District or the Town have not paid for extensions, and we assume that they would not pay for extensions in the future without conducting an analysis

I strongly support this item. We cannot allow infrastructure maintenance costs to get out of control.  
#037  
Noted, thank you for the comment

I don't want higher-density mixed-use development in residential areas or in areas that are already clogged with traffic (mall, Lower Village, etc.).  
#038  
Noted, thank you for the comment

I don't believe deliberately trying to make Topsham a bigger town/city is going to give it more of an identity or improve the quality of life.  
#039  
Noted, thank you for the comment

			Pg. 86
Comment	Boundaries are established by District chartered service area Correct	#040	
Comment	Consult with sewer and water district Done	#041	Pg. 86
			Pg. 87
Comment	So are you indicating we should promote smaller businesses or commercial buildings on small lots or expand development vertically to maximize value per acre? As appropriate...not either or...rather, both and	#042	
			Pg. 87
Comment	How many jobs does Frosty's create compared to Home Depot? Brunswick Main Street is not a good comparable for Topsham.	#043	
	Good comment...we are attempting to point out the value of higher density versus lower density land use...many small businesses could fit within a home depot site to create comparable jobs(for example)		
Comment	Yes, more walking and less traffic! Thanks	#044	Pg. 87
			Pg. 87
Comment	Streets as public spaces? What does that mean? Update zoning carefully and transparently; do not negatively impact the quality of life in residential areas. Streets serve multiple functions versus just vehicular transportation is the attempted articulation of public spaces...agreed with transparent and careful update of zoning	#045	

Pg. 87

Comment I believe the town needs to be very careful about TIFs; they can sometimes give all the benefits to businesses and none to taxpayers in the town. I think any TIF should be evaluated individually and carefully. #046  
Not the experience we have had in Topsham

Pg. 87

Comment As a newer resident without kids (i.e. no direct school involvement) I would say that Topsham is a very hard place to move to and become active in the community. I have lived here two years and despite volunteering and trying to find community based businesses I am still feeling out of the loop. Some sort of old fashioned welcome wagon or something would be great to get these new residents feeling like they are home and want to stay .... can anyone point me to a good electrician???? #047  
Great idea...Noted

Comment Be sure to include affordable housing. #048 Pg. 87  
Noted, thank you for the comment (embedded in plan in tiny homes section as well as cottage courts, and multifamily development strategies)

Pg. 87

Comment We might want to point out that large developments are often suited to a single business and aren't easily reused when that business moves. Large developments can lay unused for a decade or more with little tax revenue. #049

	Agreed, this is the value of higher density/ high value development and why we reference a value per acre analysis		Pg. 87
Comment	I don't know what the international building code is or how it would be applied here, but I would be careful about cutting corners on building codes. Shoddy construction has very poor outcomes.	#050	
	Agreed		
Comment	What is an incubator building?	#051	Pg. 88
	Shared workspace with a low cost threshold for startup businesses		Pg. 88
Comment	The retail industry is being gutted by e-commerce. Stores and huge chains of stores close daily. This is an outdated idea. There are empty storefronts at Cooks Corner. I would not quickly approve the addition of more retail stores or create TIFs for them.	#052	
	Noted, Topsham has never used TIF to support retail development		Pg. 88
Comment	I do not want more high-density development in the town's core. The town's core is heavily residential, and we must preserve the quality of life and property values in residential areas.	#053	
	Noted, thank you for the comment		Pg. 88
Comment	Topsham's core is where we get the most revenue per acre. Form based codes allow us to keep the residential nature of new development. Development in the rural area costs the town more than it generates in tax revenue.	#053	

Agreed

Pg. 88

Comment I am concerned about wholesale removal of "barriers" to small-scale development and the establishment of new businesses. I'm not sure what the perceived barriers are, but I think we need to be careful about too much development, development that will likely add more traffic to residential areas, development that is statistically likely to fail, the creation of TIFs, etc. And I oppose sweeping changes to make development easier. I am pro quality of life for residents over development. #054  
Noted, thank you for the comment

Pg. 88

Comment These "broad ranges" of use should not significantly impact the quality of life of the residents who already live there. #055  
Agreed

Comment I need to understand why our current zoning and policies don't allow this. Please elaborate #056

Pg. 88

Comment Current densities within growth area should be reviewed to see if they may accommodate this action item #057  
Really?? I have never had that impression  
Noted, thank you for the comment

Pg. 88

Comment Should not conflict with maintaining rural character of rural zones #058  
Agreed

Pg. 88

Comment	This is such an important move. Agree	#059	Pg. 89
			Pg. 91
Comment	I don't want to see big apartment complexes or condos all over town. I like the small-town character of Topsham and single-family homes as the dominant form of housing. Noted, the plan references many mixes of housing types for future development	#060	
Comment	NO! I don't want secondary homes on the same property as a single-family home. Very bad idea. Noted, thank you for the comment	#061	Pg. 92
			Pg. 92
Comment	No, we should not allow tiny homes behind existing homes or anything else that increases density in current residential neighborhoods or creates a mess of clutter without zoning or housing projects. Noted, thank you for the comment	#062	
Comment	Look at the parking nightmare Portland has become. Do you really want that in Topsham? Noted, thank you for the comment	#063	Pg. 92
Comment	NO tiny units in residential neighborhoods in the core of town! Noted, thank you for the comment	#064	Pg. 92

Pg. 92

Comment Again, I don't like the sound of removing all barriers!!! Not sure what it means, but it sounds like it just opens the dam and lets anyone put up any kind of business they feel like just for tax money. It may not be the best, and all development should be carefully reviewed. #065  
Noted, thank you for the comment

Comment Tiny homes could go in existing mobile home parks. #066 Pg. 92  
Could be looked at during implementation

Pg. 92

Comment Not sure how easy it should be to locate Tiny units on existing developed property. Some thought is needed on this to evaluate property value impacts and marketability of property #067  
Good comment. Agreed to have an impact analysis conducted as part of implementation

Pg. 93

Comment Again, be careful creating TIFs casually. They don't always result in the intended effects and can be negative. #068  
Noted, thank you for the comment

Pg. 93

Comment The tiny house is a cute idea, but doesn't seem to add significantly to solving the crisis we have in the need for affordable housing. #069

Comment Agreed, this is merely one of several options for affordable housing...will be looked at during implementation #070  
We need single family housing to attract families and support our schools and local economy. Pg. 93

	Agreed		
Comment	Consider permanent tax relief for portions of mixed housing developments that are affordable. ?	#071	Pg. 93
Comment	I don't want dorms or apartments mixed in with single-family homes in already tight neighborhoods! Noted, thank you for the comment (we don't believe the plan states this)	#072	Pg. 93
Comment	This should include not rezoning to industrial near residential neighborhoods that already exist. It would not complement the character of the neighborhood. Noted, thank you for the comment	#073	Pg. 93
Comment	Offer more ways to participate online like this one and sooner in the process. Many people can't attend meetings because of work, family life, etc. Noted, thank you for the comment	#074	Pg. 95
Comment	Change from City Hall to Town leaders or municipal officers Noted, change made	#075	Pg. 95
Comment	Elaborate on this. Its not obvious to many in the community. Noted, thank you for the comment	#076	Pg. 95
Comment	Elaborate to justify adding a staff position.	#077	Pg. 95
Comment	May amend this as we just hired an assistant town manager Great idea. Thanks	#078	Pg. 96

			Pg. 96
Comment	It's unappealing for professionals that work in offices to attend a committee meeting in another office. We need casual meeting spaces with a kid friendly area for meetings. Another "community center?" Noted, thank you for the comment	#079	
Comment	Add public transportation as a means of reducing fossil fuel use See local and regional mobility	#080	Pg. 99
Comment	I am in favor of reducing our impact on the climate and strongly believe that more development, more businesses, more people and more traffic are not the answer! Noted, thank you for the comment	#081	Pg. 99
Comment	The Crooker asphalt operation pollutes the air and probably the groundwater. It should not be in town! Noted	#082	Pg. 100
Comment	Yes! Our drinking water tastes terrible now, so we must do anything we can to protect all the water in the area and try to improve it. Noted	#083	Pg. 100
Comment	Yes! Composting is very important. Also teaching ways to reduce consumption as well. Noted, thank you for the comment	#084	Pg. 100
Comment	library Will address	#085	Pg. 101

Comment The Conservation Committee also has a role in educating the public about the value of green infrastructure. #086  
 Agreed

## Comment Section – Part 4

Type	Comment	Bubble location number	Page
Comment	This is a neighborhood too. It is called Birch Ridge, and is adjacent to 100 acres of open land with trails.	#001	Pg. 105
Response	Noted, added to plan		
Comment	Constrain growth to east side? What about the vacant business park land on the west side for sale and the mixed use commercial land for sale on the west side of 295?	#002	Pg. 106
Response	Agreed, constrain may not be the appropriate term...perhaps use enhance/ or focus?		
Comment	Even if Crooker moves from this site, it is not a bygone industry, so it does not seem appropriate to me to keep the silos. There would have to be upkeep to them also, which seems an unnecessary task for the town to take on.	#003	Pg. 106
Response	Noted, thank you for the comment (removed from drawing)		
Comment	I'm not sure what new street connectors would relieve congestion at 196 and Main, BUT they should not go through existing residential neighborhoods like Woodside and Elm.	#004	Pg. 107
Response	Noted, thank you for the comment		

Comment	Indoor recreational options are good ideas if we can afford them and they are not duplicated already in the area.	#005	Pg. 107
Response	Noted, and likely a discussion during implementation		
Comment	Please also do not push more traffic on to Winter St. & River Road as a 196 bypass.	#006	Pg. 107
Response	Noted, we do not recommend this		
Comment	This will all add traffic, congestion, emissions from cars, parking problems, etc.	#007	Pg. 107
Response	Noted, thank you for the comment		
Comment	What about the public safety issue of retaining these batch plant silos and the maintenance? Are painting and maintenance costs by the Topsham tax payers?	#008	Pg. 107
Response	Noted, drawing edited to remove silo art...		
Comment	Retail is a dying breed.	#009	Pg. 110
Response	Noted, thank you for the comment		
Comment	Skate parks are great, but they can call for more public safety resources.	#010	Pg. 111
Response	Noted, thank you for the comment		
Comment	Parking garages can have impacts on public safety.	#011	Pg. 111
Response	Noted		
Comment	I don't prefer to use them. They seem less safe.	#012	Pg. 111
Response	Noted, thank you for the comment		
Comment	Hannaford has just expanded. Do you think they have more plans to upgrade?	#013	Pg. 111
Response	Long term - Hannaford has not added new square footage since 2000		
Comment	Or open air malls with pervious pavement and green roofs? LEED buildings? Solar power? Does Hannaford have an interest in building a parking garage???	#014	Pg. 111

Response	Noted, thank you for the comment		
Comment	Where?	#015	Pg. 111
Response	Thanks for catching...there are two number 5's on the plan...the 7 corresponds to the area that resembles an amphitheater on the drawing		
Comment	I like the idea to use Foreside , which we already have and is more central, for ice skating .	#016	Pg. 111
Response	Agreed...but we heard some sort of public amenity in the mall vicinity is important.		
Comment	how about making for decent outdoor ice at Foreside? How do we make that happen? Other towns do this. I've been told members of the public can't help, but the town is floundering making ice. Build it big, and then you can rent out the snack shack?	#017	Pg. 111
Response	Noted (see above)		
Comment	Monument Place is a badly designed road that doesn't need more development. You can't see cars coming up the hill from the mall, and there is already traffic turning into several businesses and streets.	#018	Pg.113
Response	Noted, thank you for the comment (concept plan shows re-alignment)		
Comment	I don't see how parking on Main Street would work or lead to better traffic patterns.	#019	Pg. 113
Response	On street parking facilitates breaks in traffic allowing cars to egress better, and slows traffic speeds....of course this would need further analysis prior to implementation.		
Comment	Roundabouts are confusing and result in accidents. They used to be everywhere in the 1960s, and they were problematic, so they went away but are coming back. NO!	#020	Pg. 113
Response	Noted, removed from drawing		

Comment	I don't think Upper Village needs more development; negative impacts on residents in that area.	#021	Pg. 113
Response	This illustrative concept seeks to add residents to the area...		
Comment	Not sure we need more mixed-use buildings on Main Street; depends on what they are.	#022	Pg. 113
Response	We heard resoundingly that people wanted mixed use buildings in this area		
Comment	I vehemently oppose a new road added parallel to Main St. It would either affect Elm St. neighborhood or Woodside; both bad ideas and very unfair to current residents. The fire station and town all already encroach on part of Woodside and add light pollution and noise pollution. Don't lower the quality of life in those neighborhoods.	#023	Pg. 113
Response	Noted		
Comment	I thought the curves actually slow traffic in my experience traveling this road. The intersection at Walgreens could be improved to reduce crashes. The blinking light helps but improving site distance looking toward the mall would be a good enhancement.	#024	Pg. 113
Response	Good comment...Noted. The re-alignment is more towards Main Street versus towards the Mall.		
Comment	A common park area should be considered as part of mixed use in this area to connect to the Municipal facilities and trail system	#025	Pg. 113
Response	Expanding upon the Main street plan of 2008, we have placed the public park at #10 and #11 on this illustrative concept		
Comment	Utilizing the Grange hall would be nice for the area to bring people together.	#026	Pg. 113
Response	Agreed		
Comment	We could use a new post office	#027	Pg. 113
Response	Agreed		

Comment	Parallel parking on that street while people are trying to drive down it in narrower lanes will be problematic!	#028	Pg. 117
Response	On street parking facilitates breaks in traffic allowing cars to egress better, and slows traffic speeds.		
Comment	More housing and businesses in Lower Village will mean more traffic going down Main Street and across the bridge, where there are already problems .. that will not be solved by adding parallel parking. BUT I oppose another street going parallel to Main St. through a residential neighborhood like Elm or Woodside.	#029	Pg. 117
Response	Noted		
Comment	Title Typo	#030	Pg. 117
Response	Thank you		

## Comment Section – Part 5

Type	Comment	Bubble location number	Page
Comment	resident (?)	#001	Pg. 122
Response	resident preference (versus human preference)		
Comment	spell out	#002	Pg. 122
Response	Inland Fisheries and Wildlife...seek to change acronyms		Pg. 123
Comment	for clarity, perhaps areas outside of Tops should not be in color.	#003	
Response	Env. Systems should not be limited by governmental boundaries		
Comment	Not all of us want more growth in the core of the town.	#004	Pg. 124

Response	Noted		
			Pg. 124
Comment	what about areas with sewer/water outside of proposed growth zone	#005	
Response	Currently sewer does not extend beyond proposed growth area...special districts may acknowledge this issue.		
			Pg. 124
Comment	Increased education is needed in the town for people in these rural parts to know about the water table - how our well work and how septic systems work. What land use can impact the safety of our wells - since there is low chance we are getting water and septic service extended any time, we dont want to depend on that as a solution for if our wells become contaminated	#006	
Response	Limited data, but perhaps public workshops with local well drilling companies?		
Comment	spell out	#007	Pg. 124
Response	TDI - Topsham Development Incorporated		
Comment	"is" instead of are	#008	Pg. 124
Response	OK		
			Pg. 125
Comment	Expanding public sewer is expensive, so it should only be done if there are clear economic benefits to residents without reducing the quality of life!	#009	
Response	Topsham Sewer District works with developers on any expansions...		

	Adding more high-density residences (like tiny homes, apartments, etc.) to neighborhoods with single-family homes and adding more businesses and traffic to current neighborhoods like Elm, Woodside, Lower Village is not a way of improving the quality of life!! I oppose this love affair with development. I don't want this place to look like or feel like Massachusetts!	#010	
Comment			
Response	Noted		
Comment	use sprawl instead or pattern?	#011	Pg. 125
Response	perhaps add...resulting in a sprawling pattern		
Comment	districts with special character	#012	Pg. 126
Response	Sector to be capalitized...		
			Pg. 126
Comment	More development does not equal enhancements in everyone's eyes!	#013	
Response	Noted		
Comment	3)	#014	Pg. 126
Response	Noted		
Comment	2)	#015	Pg. 126
Response	Noted		
			Pg. 127
Comment	Where are the current heavy industrial businesses located? It is very hard to tell?	#016	
Response	Map needs to be more legible...will address		
			Pg. 127
Comment	Is this realistic? You have 3/4 of the town in "potential conservation."	#017	
Response	Need to clarify between rural lands and potential conservation...needs to be distinguished		

			Pg.127
Comment	Perhaps should delineate heavy industrial and "limited/light industrial"	#018	
Response	Added just an industrial special district (where existing I zone is), light versus heavy may be part of character district implementation		
			Pg. 127
Comment	it appears from the map that there are no rural lands in topsham	#019	
Response	We have clarified rural lands and potential conservation		
	Heavy Industrial and Neighborhood Enhancement are hard to discern on the map. I wonder if having blowups of the village area and where ever the heavy industrial area would be better. Make the water a lighter blue.		Pg. 127
Comment		#020	
Response	Map has been made more legible, thanks for the comment		
Comment	Retain open space in this location.	#021	Pg. 127
Response	Noted...this area has conflicting comments...need to resolve.		
			Pg. 128
Comment	I oppose more development in Woodside and Elm neighborhoods. It will reduce the quality of life and property values!!!! NO!	#022	
Response	Noted		
	I am not in favor of development around Lower Village and Upper Village. Keep it, IF WE MUST HAVE IT, on 196, the Crooker site and the mall, PLEASE!		Pg. 128
Comment		#023	
Response	Noted		
Comment	how is this possible with traffic on Main St?	#024	Pg. 128
Response	Good design? Alternative transportation routes (see illustrative concepts)		

Comment	hence the need to attractive development alternatives.	#025	Pg. 128
Response	noted		
Comment	a more definitive position should be taken on what would be allowable if the property ever changes hands.	#026	Pg. 128
Response	interesting thought...should have future preference embedded here		Pg. 128
Comment	which could allow for the same development density as 1 - 2 acre lots	#027	
Response	...with the preservation of open space?		
Comment	"as a"	#028	Pg. 130
Response	Will add		
Comment	???	#029	Pg. 130
Comment	spell out?	#030	Pg. 130
Response	Comprehensive Plan Update Committee		
Comment	not clear to me what story these dogs are telling	#031	Pg. 131
Response	Agreed, will need to better clarify drawings.		
Comment	agree. Definitely need a text box explaining this 1 page graphic.	#032	Pg. 131
Response	Noted		
Comment	I oppose more high-density residences in Woodside and Elm!	#033	Pg. 133
Response	Noted		
Comment	Woodside and Elm are identified as neighborhood preservation.	#033	Pg. 133
Response	Agreed		
	I strongly oppose more high-density development of residences (including tiny homes, guest cottages, small businesses, apartment complexes, etc.) in Woodside!		Pg. 135
Comment		#034	
Response	Noted		

Comment	photo does not seem to convey definition on CD4	#035	Pg. 135
Response	New photo added		
Comment	Elaborate on what is referred to as ruins.	#036	Pg. 137
Response	Agreed we will look at elaborating		
Comment	Leave the in-town neighborhoods alone! They are tight enough!		Pg. 137
Response	Especially Woodside!	#037	
	Noted		
Comment	How much are we paying people to force development on us? I don't want to pay higher taxes to pay people to make more development that I don't want happen.	#038	Pg. 142
Commnet	what is CIP?	#039	Pg. 142
Response	see below		
Comment	Capital Improvement Plan	#039	Pg. 142
Commnet	Please reference all prior studies that served as a basis for plan update content and development.	#040	Pg. 155
Response	Will do		
Comment	Public	#041	Pg. 155
Response	Noted		