

- Negotiate with the owner of the Kennebec Brewery site to:
    - a) cooperate on possible shared use of parking and open space along the Stream;
    - b) design a common entry/exit for the south side of their parcel, so that traffic from the Paperboard site and their site share a safe, convenient access point.
  - Negotiate an agreement with Standard Distributors to utilize their right-of-way to access the Usdan property.
  - Negotiate an agreement with Consolidated Hydro to utilize their access road to gain better access to the Usdan property.
  - Acquire an easement from Central Maine Power Co. and an adjacent landowner to allow for the construction of a trail across their land, toward the high school.
- 7. Explore ways to market the corridor as a “green,” environmentally friendly place.**

The Corridor’s uniqueness (its natural assets, trails, location, proximity to downtown, etc.) will attract businesses tied to the “creative” economy in Maine. This uniqueness and attractiveness can be enhanced if the Corridor is developed in an environmentally progressive manner. This is an emerging, national, trend that Gardiner can capitalize on by:

- Highlighting the existence of hydropower within the Corridor.
- Making it easy for businesses to purchase “green” power.
- Urging (or requiring as a condition of funding) businesses to follow the national LEED (responsible energy-efficient building) principles.
- Highlighting (in promotional materials) the removal of No. 5 dam to improve the fishery.
- Using “brownfield” funds to clean up old, contaminated, sites – and thus demonstrating its responsibility to undo past mistakes by industry.

#### SPECIFIC ACTIONS

- 8. Acquire the Usdan property and advertise for a developer(s) to work with the City to develop offices and/or housing on the Usdan properties (east and west of the Stream)**

*The Usdan property is under option by the City. It comprises two parcels, one on each side of the Stream. The property has good potential for either office and/or residential development. The Plan recommends offices on the east side and open space, trail, and residential (townhouse) development on the west side.*

Following acquisition the City is advised to:

- Rezone the west side parcel (see #2 above).
- Seek proposals or letters of interest from potential developers for both sites.

Note:

- *Commercial office space is recommended on the east side where there are two small areas of oil contamination that could be paved and used for parking to serve offices.*
- *The west side offers space for open, park-like space along the water, with a walking/biking trail. The land along Harrison Avenue could be developed for housing; the acquisition of one private home should also be considered so as to increase the number of townhouses that could be built.*
- *The market for “upscale” townhouses in Gardiner may be weak; the City has not, historically, seen higher-end housing development. All-the-same, this particular site with water views, park space and trails, and connections to a trail system, holds promise.*

**9. Negotiate an agreement with Everett J. Prescott, Inc., and the Gardiner Water District under which they both benefit (i.e. Everett J. Prescott, Inc., gains parking and Gardiner Water District gains additional future expansion space)**

Some years ago Everett J. Prescott, Inc., acquired three of the Water District’s filter areas for possible parking. Now, as Prescott plans to vacate most of their land and lease the old Prescott main office building, and as the Water District needs to reserve land for expected future uses, there is opportunity to reconfigure ownership lines for both parties’ benefit.

It is recommended that discussions between Prescott and the Water District trustees take place, with the following goals in place:

- Prescott should strive to create new parking space close to the main office building, to serve future tenants; this is difficult today because of the presence of the large filter structures.
- The Trustees should strive to trade or otherwise acquire land along the Stream, adjacent to their present facility, for future use as yard space and future building(s); this land is presently owned by Prescott.

The sketch plans illustrated in this Plan Report show how this could be accomplished on-the-ground, given willing partners and some “horse-trading.”

*Note: If the Water District can acquire more land on the east side of the Stream, their old yard on the west side could be improved as a “gateway” site and trailhead for the trail system. There may be other options worth exploring; for example, the Water District might seek office space nearby if the costs of renovating the old brick pump house building, for offices, prove too expensive.*

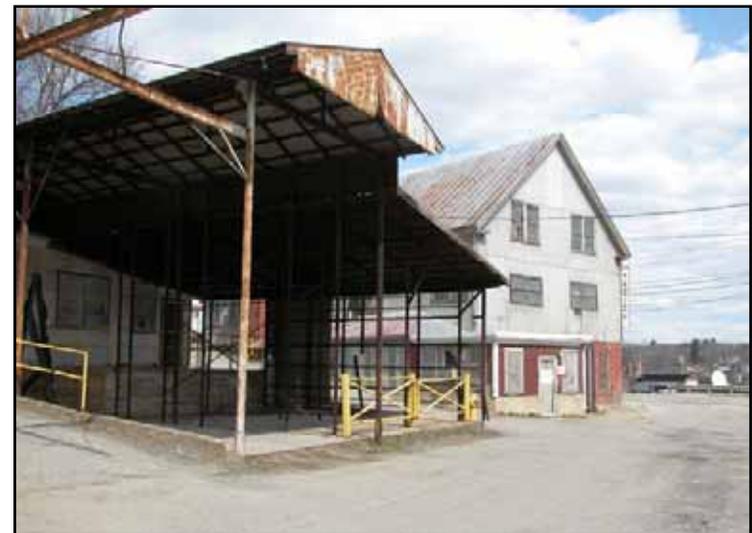
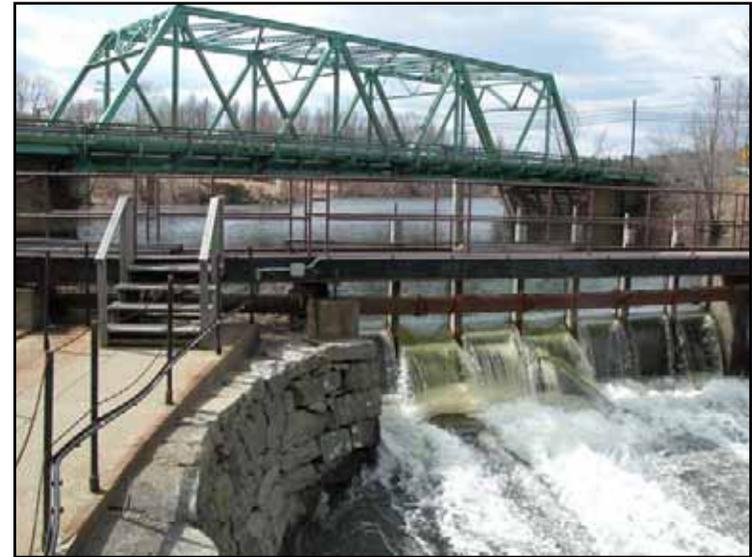
**10. Offer to help the owner of the T.W. Dick property develop a quality, high-profile project (or projects) to jump-start redevelopment**

The T.W. Dick property at Summer and Bridge Streets is a key parcel. High quality redevelopment there can set

the tone for the rest of the corridor; the City should play a strong role in helping this happen.

At the same time, it should be recognized that the site has a number of advantages and disadvantages. With cooperation, the City can help the owner maximize the former and overcome or minimize the latter. For example:

- The property is divided by Summer Street; the City could, however, change the location of the right-of-way, to the owner's benefit.
- Ideally the trail extension through the site should follow the top of the Stream bank; this could be a win-win situation for the owner and the City if worked out cooperatively;
- The site has severe traffic constraints; getting a permit for high traffic generating uses will be difficult and access to and from the site at Bridge Street is very awkward; the City could help, however, by petitioning for a traffic light at Highland Avenue.
- The property is eligible for tax benefits through the City's TIF program, and its eligible under the New Markets Tax Credit program; with cooperation, the City can help the owner understand and participate in these programs.



## FUNDING SOURCES & FINANCING OPTIONS

PROGRAMS	COMMENTS
<b>Infrastructure/Public Improvements/Trails</b>	
<ul style="list-style-type: none"> <li>• Tax Increment Financing (TIF)</li> </ul>	<ul style="list-style-type: none"> <li>– Can be used by City to cover infrastructure costs (e.g., trails) or to help finance a private development through a tax rebate.</li> </ul>
<ul style="list-style-type: none"> <li>• Economic Development Administration (EDA)</li> </ul>	<ul style="list-style-type: none"> <li>– Could help pay for infrastructure or other public facilities that generate private investment.</li> </ul>
<ul style="list-style-type: none"> <li>• Rural Development Administration (RDA)</li> </ul>	<ul style="list-style-type: none"> <li>– Can provide capital grants and help with business financing.</li> </ul>
<ul style="list-style-type: none"> <li>• Community Development Block Grant (CDBG)</li> </ul>	<ul style="list-style-type: none"> <li>– The area north and west of the Stream qualifies for CDBG funds; the T.W. Dick site might qualify.</li> </ul>
<ul style="list-style-type: none"> <li>• Environmental Protection Agency (EPA) Brownfields Programs</li> </ul>	<ul style="list-style-type: none"> <li>– There may be EPA (Brownfield) money available for sites where contamination has occurred.</li> </ul>
<ul style="list-style-type: none"> <li>• MDOT Transportation Enhancement Funds (for trails)</li> </ul>	<ul style="list-style-type: none"> <li>– The City has already made application for \$500,000 in MDOT funds, under this program.</li> </ul>
<ul style="list-style-type: none"> <li>• DOC Trail Program</li> </ul>	<ul style="list-style-type: none"> <li>– Information on this program is appended to this report.</li> </ul>
<ul style="list-style-type: none"> <li>• MDOT Safe Routes to School</li> </ul>	<ul style="list-style-type: none"> <li>– Information on this program is also appended to this report.</li> </ul>
<ul style="list-style-type: none"> <li>• MDOT Biennial Transportation Program (BTIP)</li> </ul>	<ul style="list-style-type: none"> <li>– This is the Department’s regular funding program. The City should continue to ensure that its transportation needs are communicated to MDOT.</li> </ul>
<ul style="list-style-type: none"> <li>• City CIP (for sidewalks)</li> </ul>	<ul style="list-style-type: none"> <li>– The City should continue to fund sidewalk improvements.</li> </ul>
<b>Project Financing Assistance</b>	
<ul style="list-style-type: none"> <li>• Gardiner Revolving Loan Fund and Guarantee</li> </ul>	<ul style="list-style-type: none"> <li>– This existing program provides commercial loans of up to \$100,000 at a fixed rate of 4%.</li> </ul>
<ul style="list-style-type: none"> <li>• KVCOG Revolving Loan Fund</li> </ul>	<ul style="list-style-type: none"> <li>– The COG manages a loan fund capitalized by the EDA, RDA, the CDBG program, and FAME; loans tend to be under \$100,000.</li> </ul>
<ul style="list-style-type: none"> <li>• Maine State Housing Authority (MSHA)               <ul style="list-style-type: none"> <li>– Large number of specialized loan and grant programs</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>– The MSHA has a portfolio of finance programs for housing.</li> </ul>

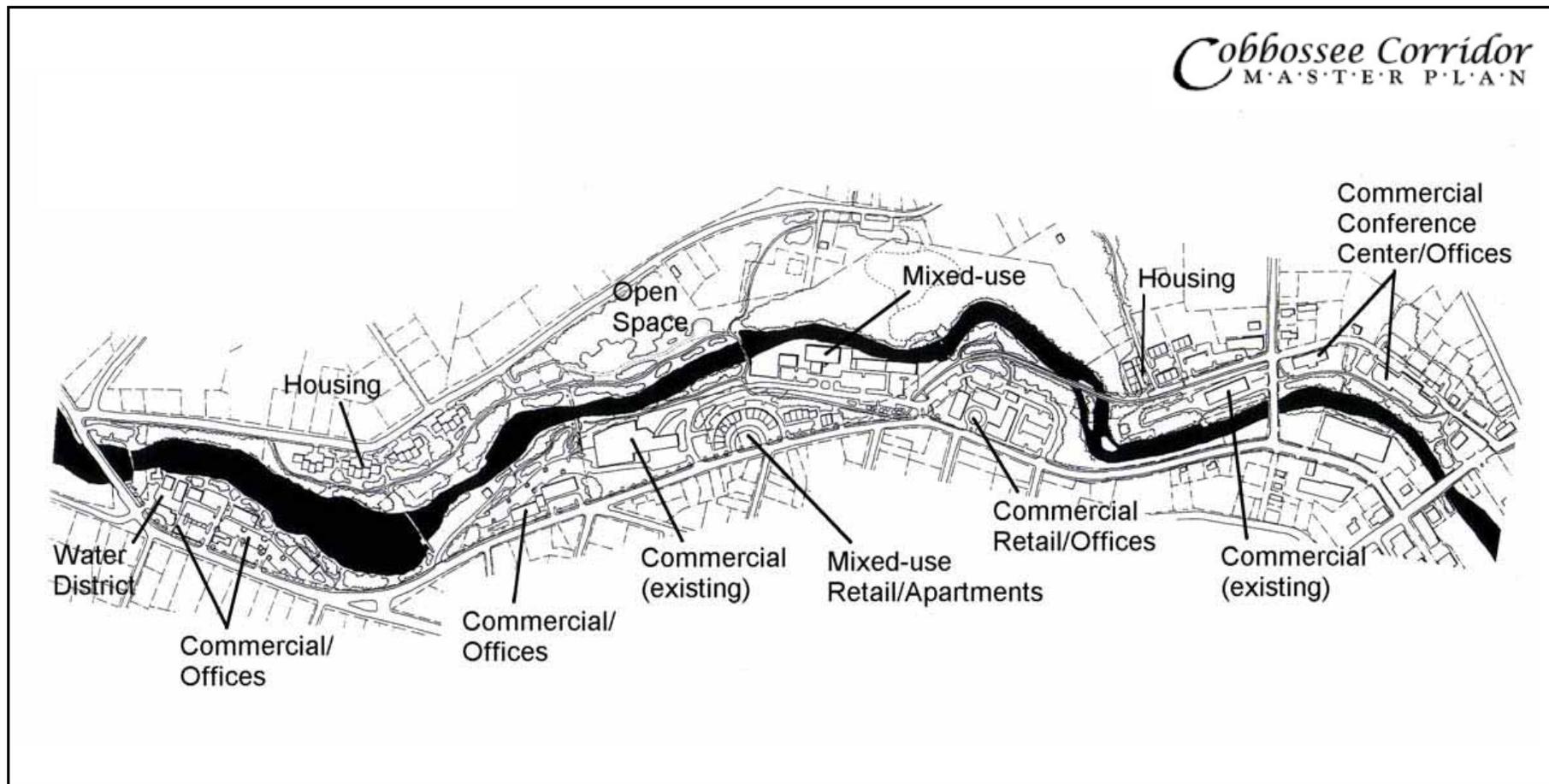
<ul style="list-style-type: none"> <li>• Finance Authority of Maine (FAME) <ul style="list-style-type: none"> <li>– More than 30 specialized loan and guarantee programs</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>– FAME can guarantee private loans or provide innovative private loans.</li> </ul>
<ul style="list-style-type: none"> <li>• U. S. Small Business Administration <ul style="list-style-type: none"> <li>– Mostly guarantee programs, but some direct loan programs</li> </ul> </li> </ul>	
<ul style="list-style-type: none"> <li>• Coastal Enterprises, Inc. <ul style="list-style-type: none"> <li>– Large number of direct loan programs</li> </ul> </li> </ul>	
<ul style="list-style-type: none"> <li>• New Markets Tax Credit Program (NMTC)</li> </ul>	<ul style="list-style-type: none"> <li>– This program provides tax credits to investors which can be piggy-backed on other programs; only projects northwest of the Stream are eligible.</li> </ul>
<b>State of Maine Business Incentive Programs</b>	
<ul style="list-style-type: none"> <li>• Business Equipment Tax Relief Program (BETR)</li> </ul>	<ul style="list-style-type: none"> <li>– This program provides a rebate on taxes on personal property, for businesses.</li> </ul>
<ul style="list-style-type: none"> <li>• Employment Tax Increment Financing Program (ETIF)</li> </ul>	<ul style="list-style-type: none"> <li>– This is a state program that provides rebates on new hires.</li> </ul>
<ul style="list-style-type: none"> <li>• Training Incentives</li> </ul>	<ul style="list-style-type: none"> <li>– Direct funding to help train employees; funds are reserved for large companies.</li> </ul>
<ul style="list-style-type: none"> <li>• Pine Tree Zone</li> </ul>	<ul style="list-style-type: none"> <li>– An incentive program that rewards businesses that relocate or expand in the Corridor.</li> </ul>

# COBBOSSEE CORRIDOR MASTER PLAN

*Cobbossee Corridor*  
M·A·S·T·E·R P·L·A·N

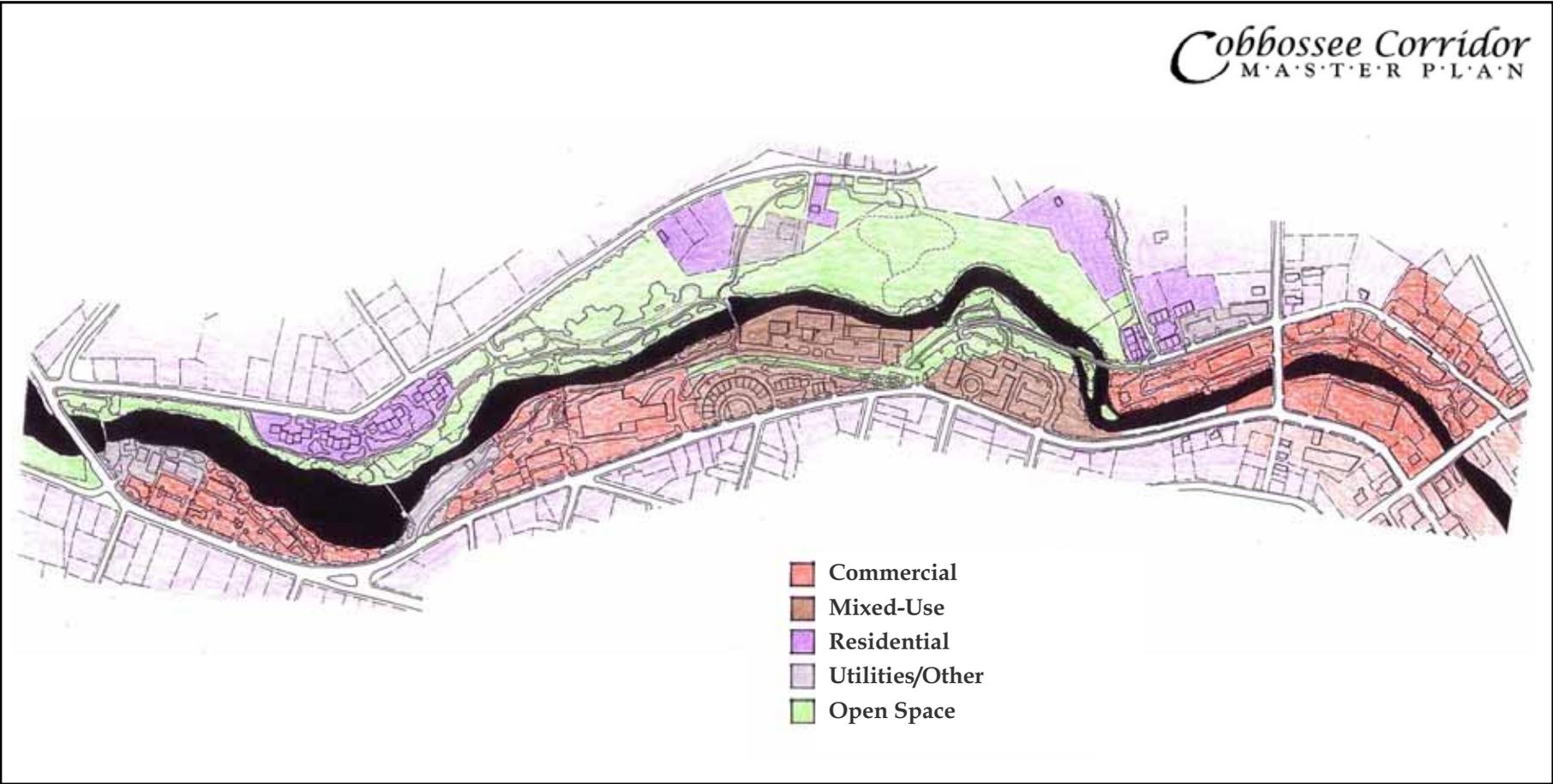


# COBBOSSEE CORRIDOR REDEVELOPMENT PLAN



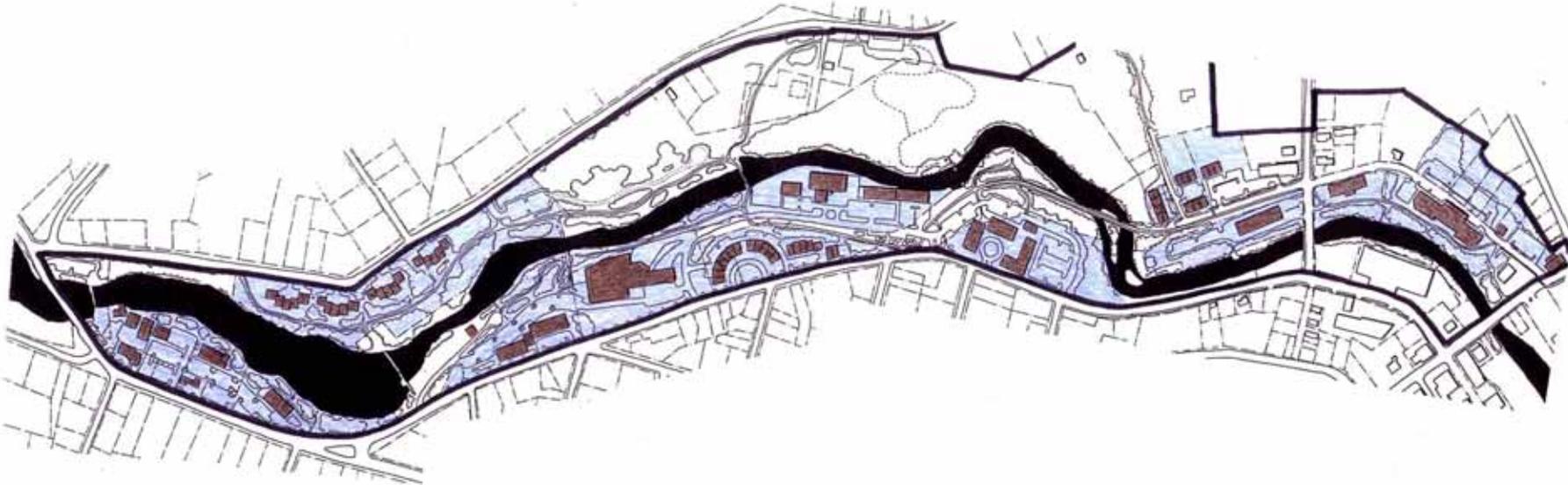
# PROPOSED LAND USE DIAGRAM

*Cobbossee Corridor*  
M·A·S·T·E·R·P·L·A·N



# REDEVELOPMENT PARCELS

*Cobbossee Corridor*  
M·A·S·T·E·R P·L·A·N



## COBBOSSEE STREAM CORRIDOR CROSS-SECTIONS

