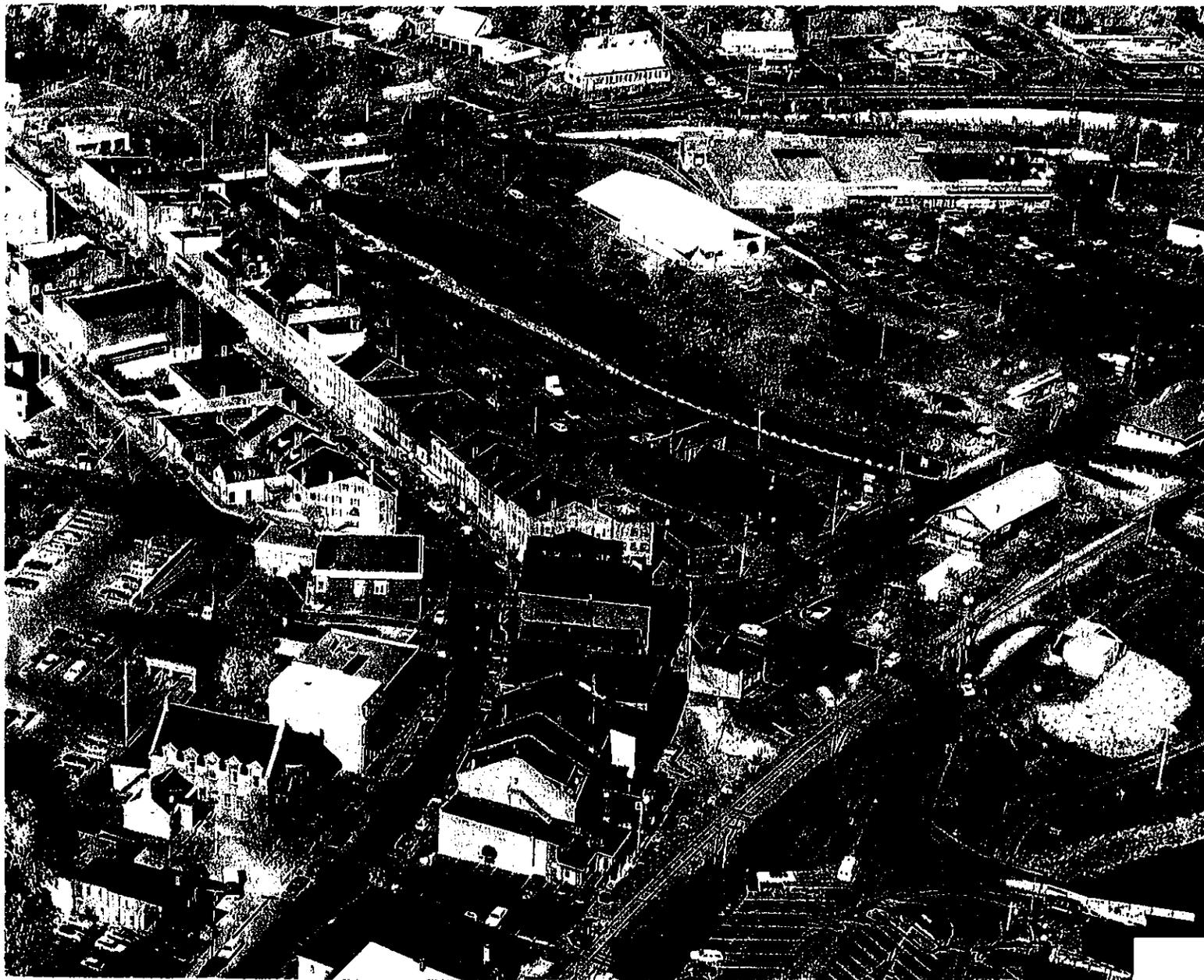


THE CITY OF GARDINER'S DOWNTOWN REVITALIZATION PLAN: PART I DESIGN AND REDEVELOPMENT STRATEGIES



PREPARED BY
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IN ASSOCIATION WITH
CASEY & GODFREY CONSULTING ENGINEERS, GARDINER, MAINE
AND P.A. STRATEGIES, LLC, PORTLAND, MAINE

ACKNOWLEDGMENTS

This revitalization plan was prepared by Kent Associates Planning & Design Consultants of Gardiner, Maine, and Casey & Godfrey Consulting Engineers, also of Gardiner, Maine. Both firms were subcontractors to P.A. Strategies L.L.C. of Portland, Maine. Critical Insights, Inc., conducted the market research.

Brian Kent, president of Kent Associates, was project manager and principal design consultant; assisting him were Amanda Walker, design associate, and Anne Doiron, administrator. Diane Morabito and Al Godfrey, principals at Casey & Godfrey, provided traffic and engineering expertise, respectively. Bill Burke developed the base maps. Dan Morabito, president of DGMorabito Landscape Architecture & Planning provided valuable consultation on waterfront design issues and photo simulations. Cliff Garvey of P.A. Strategies provided overall leadership.

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Patricia Rideout	Mike Coty	Bill Ebert
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The City Council comprises:

Brian Rines	Dennis Doiron
Michael Webster	Marianne Ringel
Martha Mentall	Philip Hart
Jean Dellert	Allie Vigue

Jeffrey Kobrock, the City's economic development director, directed the consulting team's effort.

The consultants wish to acknowledge the help and guidance of all of these participants, as well as members of the Board of Trade.

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SECTION 1

I. Executive Summary

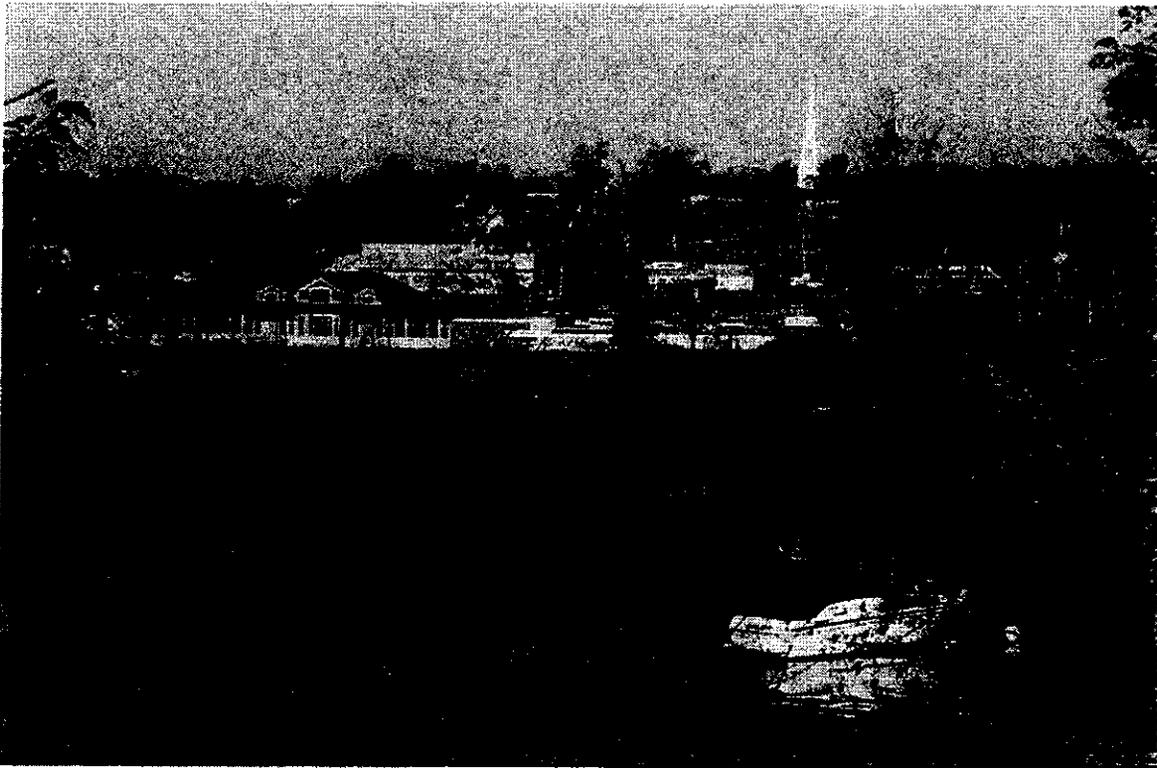
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I. **Executive Summary**



Executive Summary

Introduction

This revitalization plan for Gardiner's downtown area is action oriented. The overall goal is to stimulate positive change and business growth through public (and private) actions and investment.

The plan is part of a comprehensive, far-sighted strategy, adopted by the City Council, that focuses on the construction of the Libby Hill Business Park and on breathing new energy into the City's historic center. These efforts are complimentary and echo the City's "where history and progress meet" byline.

Further, this plan is part of a larger effort that recognizes that successful revitalization efforts must contain four essential elements:

- A) a sound physical improvement plan based on good design;
- B) a viable economic development agenda;
- C) an aggressive marketing strategy; and
- D) the organization and "can-do" attitude to make it happen.

This document describes both "A" and "B" (the downtown design plan and the economic development proposals). A separate but companion report, by P.A. Strategies, Inc. and Critical Insights, addresses the marketing and organizational elements.

Background

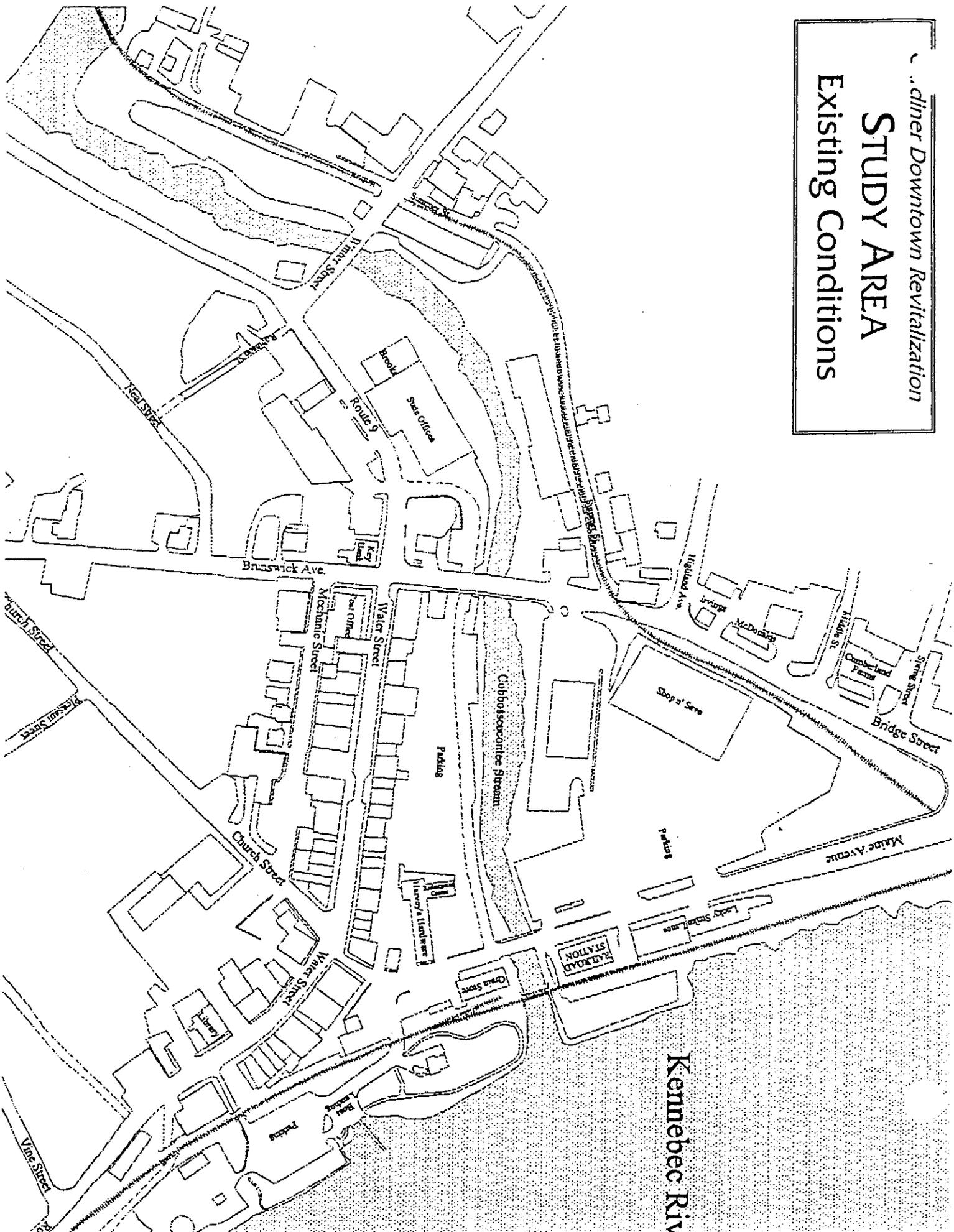
A generous grant from the Gardiner Savings Institution and a grant from the State Planning Office helped fund all of the above described work. The downtown work is an outgrowth of an earlier, preliminary report titled "Strategies for Downtown Revitalization" (January 1998), funded by the Maine Department of Economic and Community Development.

The development of this plan has been overseen by the City's Economic Development Director, Jeffrey Kobrock, and a citizen committee appointed by the Council (*please see the Acknowledgments*).

Study Area

The accompanying map (*over*) shows the downtown study area. As shown, it encompasses all of the Water Street/Mechanic Street/Arcade parking lot area, the Shop 'n Save triangle (including the "Walker" building), the downtown waterfront, and the Summer Street area. The intent was to include all downtown businesses, and to address design issues throughout the existing downtown and provide for future downtown growth.

...diner Downtown Revitalization
STUDY AREA
Existing Conditions



Revitalization Goals

The City's major revitalization goals for downtown were to:

- * Focus on implementation (develop strategies that bring results in "bricks and mortar");
- * Make improvements, especially in the Shop 'n Save area, the waterfront, and the Arcade lot area;
- * Invest in public infrastructure improvements;
- * Promote public/private partnerships with existing and new businesses;
- * Find innovative ways to fund public and private initiatives; and
- * Establish a unified theme that emphasizes quality and linkage, so all parts of downtown work together.

Revitalization Recommendations

The actions listed on the following page have the highest priority; they are crucial to Gardiner's successful revitalization. The first seven actions (immediate actions) should be implemented within 3 years; planning to achieve them should begin immediately. The remaining actions (intermediate and long range actions) should be implemented within the next 3 to 10 years.

All of these actions are designed to:

- Improve blighted areas where poor building, parking, and/or sidewalk conditions deter redevelopment;
- Improve the quality of downtown with signage, "streetscaping," and more open space on the waterfront; and
- Create redevelopment opportunities for new and existing business - in the Shop 'n Save area, on Water Street, and on Summer Street, in particular.

Actions & Recommendations

Immediate Actions (next 1 to 3 years)

1. Apply for a CDBG grant (up to \$400,000) to:
 - improve the Arcade/Harvey's parking area
 - upgrade deteriorated sidewalks and streetscape elements
 - provide facade grants for the backs of Water Street buildings
2. Work with Shop 'n Save to improve parking, landscaping, and the streetscape in the Bridge/Maine Street area; work with Gardiner Savings on their downtown improvements
3. Establish a Business Enterprise Center on Water Street
4. Construct a Waterfront Park gateway (at the new rail trail terminus)
5. Erect new gateway signs at the entrances to the downtown
6. Provide new directional and informational signs for the downtown
7. Revise site plan review regulations to ensure quality development
8. Develop local program based on National Main Street model

Intermediate Actions (next 3 to 5 years)

1. Provide more parking at the east-end of downtown and on Mechanic Street
2. Develop the Gardiner Feed property as a transportation center (for rail, trail, and river traffic)
3. Link the Waterfront Park to State-owned riverfront land (through the existing Webber Energy property)
4. Maximize use of upper floors in Downtown Buildings with housing and business initiatives
5. Enhance pedestrian connections between Waterfront, Downtown, and major parking areas.

Long Range Actions (beyond 5 years)

1. Redevelop the Summer Street (T.W. Dick) area for new uses

2. Build a trail from the Kennebec, up the Cobbosseecontee Stream
3. Make further streetscape (sidewalk, crosswalk, lighting, and landscaping) improvements



Marketing Strategy

P.A. Strategies' separate report titled "Part II: Marketing & Management Strategies" spells out specific marketing actions necessary to jump-start the revitalization effort. These actions, listed below, work hand-in-hand with the physical improvements described in this report.

- Establish a public/private **Downtown Opportunity Corporation** (DOC), under the auspices of the Board of Trade, to market downtown, manage revitalization efforts and build support; the DOC should be a non-profit corporation funded by TIF, and other, dollars;
- Create a **Downtown TIF District** and policies that serve to revitalize downtown and steer funds to high priority projects;
- Establish a **Business Enterprise Center**, managed by the Board of Trade, and supported with USDA Rural Development grant monies;
- Strengthen **Gardiner's Revolving Loan Fund**;
- Participate in the Maine **Business Visitation Program**;
- Embark on a **Medic and Community Relations** effort;
- Target **Niche Market** opportunities; and
- Prepare printed **Marketing Materials** to promote downtown.

For further information on the above actions, please refer to the Part II report.

Funding Gardiner's Revitalization

A broad array of funding mechanisms can be used to implement the plan recommendations. The primary sources of funds are described here; they need to be combined, creatively, so as to provide "matching" funds and to leverage private investment. The main funding sources that should be tapped are listed below. (For a more complete list, see the Table of Funding Programs at the end of this section.)

- **The CDBG Program:** funds of up to \$400,000 should be applied for from the Community Development Block Grant program; a match of 20% is required; the money should go to alleviating "slum and blight" conditions (i.e., parking lot and streetscape upgrades; facade grants, etc.);
- **City CIP Dollars:** the City's Capital Improvement Program must commit funds for downtown infrastructure improvements, annually;
- **Downtown Bonds:** the City should consider issuing bonds for a comprehensive improvement program, tied to the recommendations of this plan;
- **TIF Funds:** Tax Increment Financing offers an innovative way to funnel new taxes to specific areas of need; it is a powerful tool that should be added to the funding mix;
- **MDOT Funds:** Gardiner should tap into two Department of Transportation funding programs: the "Gateway" program; the Enhancement program (for trails, rail, and multi-modal transportation); also, the City should seek BTIP (Biennial Transportation Improvement Plan) funds for bridge reconstruction
- **DOC Funds:** The Department of Conservation's "Trail Program" provides federal funds for trail construction.
- **EPA Program:** New "anti-sprawl" Smart Growth programs recently announced by the Environmental Protection Agency may offer further funding opportunities.



II.

Strategies Table



Strategies Table

STRATEGY	RESPONSIBILITY	FUNDING SOURCES ¹	REF.
Immediate Actions (1999-2002)			
<i>Apply for a CDBG grant.</i>			
<ul style="list-style-type: none"> • Make improvements to the Arcade parking lot (including new curbing, sidewalks, trash receptacles, trees and landscaping, and streetlights); include improvements to the Harvey's Hardware parking lot and the State Offices parking area 	Public or Public-private	CDBG grant with 20% match	III-1,2,3 & V-8, 9, 18 thru 21
<ul style="list-style-type: none"> • Upgrade deteriorated sidewalks in the downtown, and make improvements to other (existing) streetscape elements 	Public	CDBG grant with 20% match	III-1,2,3 & IV-1 thru 18
<ul style="list-style-type: none"> • Provide facade grants for the backs of Water Street buildings 	Public-private	CDBG grant with 20% match	III-3
<i>Develop partnerships with key downtown constituents.</i>			
<ul style="list-style-type: none"> • Work with Shop 'n Save to make parking lot and streetscape improvements, in conjunction with their facility upgrade/expansion; pursue TIF opportunities 	Public-private	TIF funds (?)	V-2 thru 7
<ul style="list-style-type: none"> • Assist Gardiner Savings with site planning and design for their downtown properties 	Public-private	City Economic Development funds and Gardiner Savings	-
<i>Create a Waterfront Park Gateway.</i>			
<ul style="list-style-type: none"> • Construct a gateway (sign) to the Waterfront Park, at the entrance from Maine Ave.; add landscaping where possible 	Public	Donations (private), CIP	V-26, 27
<i>Develop a downtown signage program.</i>			
<ul style="list-style-type: none"> • Provide new directional and informational signs for the downtown 	Public	TIF, CIP, City Bond	IV-12 thru 19
<i>Establish a Business Enterprise Center.</i>			
<ul style="list-style-type: none"> • Select a building/location, preferably on Water Street, to establish a Business Enterprise Center 	Public-private	TIF, CDBG, Rural Development and/or EPA funds	(see Part II Marketing Report)
<i>Revise City site plan regulations.</i>			
<ul style="list-style-type: none"> • Review and update site plan regulations to ensure quality development 	Public	None required	-

¹ See *Funding Sources Table* (VII/C) for details on specific funding programs.

Strategies Table (cont.)

STRATEGY	RESPONSIBILITY	FUNDING SOURCES	REF.
Intermediate Actions (2002-2005)			
<i>Create additional downtown parking.</i>			
<ul style="list-style-type: none"> Acquire the old RR shed (Webber Energy) property, remove building and create new parking 	Public	City Bond, CDBG, TIF	V-12
<ul style="list-style-type: none"> Explore plans for a new parking lot on the south side of Mechanic Street; make improvements to on-street parking 	Public	City Bond	V-13, 17
<i>Develop a Transportation Center near the Waterfront.</i>			
<ul style="list-style-type: none"> Redevelop the Gardiner Feed property as a Transportation Center (for rail, trail, and river traffic, and new retail) 	Private or Public-private	Private funds, MDOT Enhancement with City Bond (parking), TIF	V-22, 24, 25
<ul style="list-style-type: none"> Acquire or lease the Shop 'n Save park & ride lot, to serve both the Waterfront and the Transportation Center 	Public	City Bond, MDOT Enhancement	V-3 thru 5 & V-22
<i>Expand the Waterfront Park.</i>			
<ul style="list-style-type: none"> Acquire/gain an easement through the Webber Energy property (or explore a land trade); extend bike trail to the State-owned riverfront land 	Public or Public-private	LMF, land trade, private funds, DOC Trails Program, Conservation Corp.	V-22, 29, 30
Long Range Actions (2005-2008)			
<i>Redevelop the Summer Street area.</i>			
<ul style="list-style-type: none"> Coordinating with T.W. Dick, explore options for redeveloping the east end of Summer Street (T.W. Dick properties) 	Public, Public-private, or Private	TIF, CIP, USDA Rural Development, City Bond, private funds	V-31 thru 33
<i>Build a Cobbosseecontee Stream trail.</i>			
<ul style="list-style-type: none"> Extend a trail from the Kennebec River Rail Trail (on the Waterfront) up the stream to the City-owned property, to New Mills 	Public	DOC Trails Program, Conservation Corp., Private donations, MDOT Enhancement	V-30
<i>Make further streetscape improvements in the downtown.</i>			
<ul style="list-style-type: none"> Continue to expand and develop programs for street lighting, sidewalks/crosswalks, street trees and landscaping 	Public-private	CDBG, TIF, CIP, City Bond, Urban Forestry Program, private funds	IV-1 thru 11

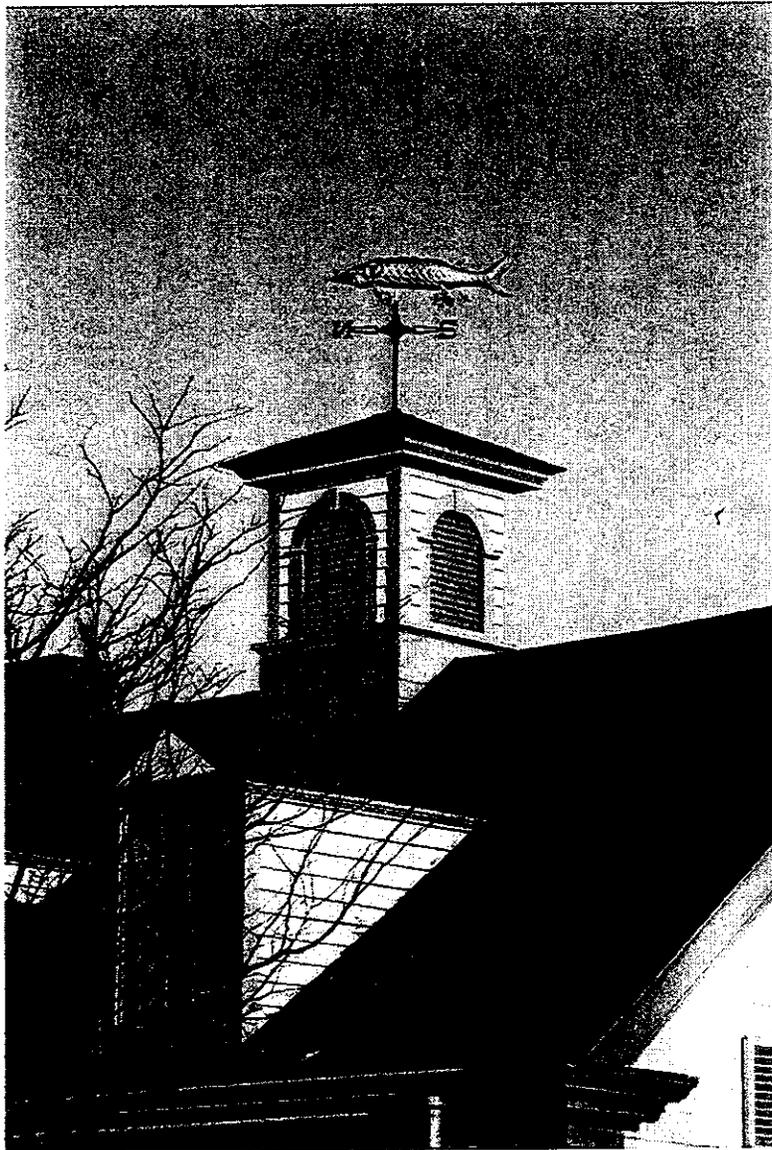
Strategies Table (cont.)

STRATEGY	RESPONSIBILITY	FUNDING SOURCES	REF.
Other Actions (1999-2008²)			
<i>Explore options for additional parking and enhancements at the east end of Water St.</i>			
• Consider acquiring Bailey's lot(s) for new parking (or for redevelopment)	Public (or private)	City Bond, TIF, (private funds)	V-8, 12, 15
• Develop a plan for the City Hall parking lot, in conjunction with Gardiner Savings, Fleet Bank, and the Library	Public-private	City Bond, private funds	V-12
<i>Explore options for parking enhancements or expansion at the Waterfront gateway.</i>			
• Make improvements to Gardiner Feed parking lot, or create new parking (remove building)	Public	City Bond	V-8, 12, 16
• Work with Riverview Credit Union to make landscape/streetscape enhancements	Public-private	City Bond, private funds, TIF	V-8, 12, 16
<i>Enhance parking areas at the (lower) west end of Water Street.</i>			
• Make improvements to the Village Square Plaza/Key Bank lot (entrances and streetscape)	Public-private	City Bond, TIF, private funds	V-9, 14
<i>Continue to make enhancements to the Waterfront Park.</i>			
• Add more amenities (pavilion, sculpture, benches, etc.); expand trails	Public	Private funds	V-22 thru 30
• Expand docking area (north)	Public	MDOT (Marine funds)	V-24, 28

² These are not high priority projects but are worthwhile projects that compliment the overall revitalization process. Some are alternates, others are additions.

III.

Funding



A. Downtown Gardiner's Block Grant Strategy

The Opportunity

Obtaining a Community Development Block Grant (CDBG) to help kick-start downtown's revitalization is of the highest priority. The City is well positioned to succeed in such an application because:

- Gardiner is a designated "service center" city;
- it has not been a recent recipient of funds from the program;
- "blighting" conditions exist and have dampened enthusiasm for new investment;
- there is growing public and political support for a major revitalization effort, the first in some 20 years; and
- a grant can significantly enhance job creation opportunities downtown.

Applications must be submitted later this year.

The Strategy

Gardiner should apply for a Downtown Revitalization Grant in an amount up to \$400,000. Under this grant category a town or city is eligible to seek funds for public improvements and business assistance provided "slum and blight" conditions exist. Many Maine towns have received funding under these circumstances. In Gardiner's case it is recommended that:

- improvements be targeted to the Arcade lot and Mechanic Street areas; both have a blighting influence on downtown Water Street and contribute to vacancies and high business turnovers;
- improvements are tied to an overall plan and to supporting job creation, especially in the form of a Business Enterprise Center;
- CDBG funds are used for parking, sidewalk, and streetscape improvements; facade grants; and business assistance; and
- matching funds (of at least 20%) be generated from public and private commitments, including TIF monies.

Identified Problems and Solutions

Some 70% of the points awarded in the CDBG program relate to downtown problems and solutions. The better the City can show that its revitalization actions will resolve current problems, the better will be the overall rating.

Time and again business people, residents, and the study committee have identified the Shop 'n Save area and the areas in back of the Water Street buildings as blighting influences. While a TIF approach is most appropriate for the private Shop 'n Save area, the latter areas, specifically the

publicly owned Arcade lot and Mechanic Street areas suffer from these ills:

- unorganized, unattractive, difficult to find public parking;
- a profusion of ugly overhead utility wires;
- poorly maintained (or unmaintained) backs-to-buildings;
- flooding (in the case of the Arcade lot);
- vacancies on some street level and many upper level floors;
- underutilized and/or inappropriately utilized space (i.e., obsolete land uses);
- sidewalks and curbs in very poor condition, or non-existent; and
- a lack of open space and landscaping.

In essence, Water Street offers a promising "filling," but it is sandwiched between some stale, unattractive "bread." This is not a good recipe for success; in fact, the slum/blight conditions surrounding the historic downtown core make the whole unappetizing to investors and businesses.

The solution, as proposed in this plan, is to address these blighting, negative issues head on. This means making parking lot improvements, upgrading sidewalks and curbs, addressing park and open space issues, making facade grants available, and looking to improve businesses in the immediate area.

Local Match, Commitment, and Citizen Participation

The more Gardiner can contribute in "match," the better the City will score under the CDBG scoring system. Likewise, evidence of high level of public and private involvement in, and support for, this plan should result in an above average score. Together, these components of the program are worth up to 30% of the points awarded.

Matching funds should include:

- TIF funds.
- City monies earmarked for downtown improvements.
- Recent and planned private investment that furthers revitalization objectives.
- Non-cash commitments (e.g., staff and volunteer hours).

Documentation of citizen participation should include:

- Committee involvement over the last 2 years or more.
- Citizen and business surveys.
- Board of Trade involvement.
- Strong City Council support.

B. Cost Estimate Report (CDBG Program)

The primary public costs associated with downtown's revitalization are in sidewalk, lighting, and parking improvements. Altogether, to complete a comprehensive improvement program for all of downtown, the cost comes to \$304,500. This would be expended over a two year period, using three primary funding sources, i.e., CDBG funds, TIF funds, and City funds (CIP funds and/or bond monies).

Immediate Actions (1999-2002)

- A. It is proposed that CDBG and matching funds from the City, including TIF funds, be used to make improvements to the Arcade lot/Mechanic Street areas. The breakdown of costs is as follows:

Harvey's area	\$20,800
Arcade lot	\$136,200
State Office area	\$37,200
Mechanic Street	<u>\$21,300</u>
TOTAL	\$215,500

The CDBG cost in this scenario would be 80% or \$172,400 and the match \$43,100.

- B. In the Shop 'n Save area, along Maine Avenue, an additional \$25,000 in curb and sidewalk work is needed. This could be from TIF and/or other City sources. Alternatively, this area could be folded into the CDBG proposal, above, making that grant request \$192,400 with a match of \$48,100.
- C. The remaining sidewalk improvements, in the amount of \$64,000 are proposed for the Water Street area between Key Bank and Brooks Pharmacy. Again these could be funded as part of the City's Capitol Improvement Program or as part of the CDBG package. If the latter is selected, the total grant request for these infrastructure improvements would be \$243,600 with the City/TIF share being \$60,900.

A detailed breakdown of these costs follows.

The facade grant program should provide incentives to building owners to improve the blighted condition of structures facing the Arcade lot and Mechanic Street. \$45,000 should be made available for such grants, with a 50% match from the owner required. Grants, per building, should be capped at \$5000.

The amount of the CDBG Business Assistance request must still be determined; about \$50,000 is projected as needed.

At this time, the total estimated CDBG funding request is about \$338,600.

Downtown Revitalization, Gardiner, Maine
 Conceptual Design Cost Estimate
 5/3/99

Assumptions:

1. Harvey sidewalk & lighting, Arcade parking, sidewalk & lighting, and State Offices sidewalk & lighting bid as single project.
2. Water Street sidewalks bid as single project.
3. Mechanic Street sidewalk bid as single project.
4. Maine Avenue sidewalks bid as single project.
5. Cost to remove and reset light poles includes sidewalk repair.

Note: Some economy of scale is expected if the preceding list is combined into one project.

HARVEY SIDEWALK AND LIGHTING

<u>Item</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Cost</u>	<u>Total Estimate</u>
Curb Type 3	260	LF	\$ 4.50	\$ 1,170.00
Sawcut Pavement	260	LF	3.50	910.00
Remove Bituminous Pavement	250	SY	2.50	625.00
Grind Butt Joints	80	SY	10.00	800.00
Hot Bituminous Pavement	18	Ton	85.00	1,530.00
Aggregate Subbase Course Gravel	16	CY	20.00	320.00
Pavement Markings	150	SF	3.00	450.00
Lighting Trench	130	LF	1.10	143.00
1.5" Schedule 40 PVC Conduit	100	LF	4.50	450.00
24" Foundation	2	EA	750.00	1,500.00
1.5" Pole Riser	30	LF	13.35	400.50
#12 XHHW Copper Ground	1.5	CLF	60.00	90.00
#12 XHHW Copper Conductor	3	CLF	60.00	180.00
100A Meter Base	1	EA	370.00	370.00
Photoelectric Controls	1	EA	260.00	260.00
NEMA 30A Circuit Breaker	1	EA	655.00	655.00
NEMA 3R-SC-16x16x6 Cabinet	1	EA	200.00	200.00
Ground Rod	1	EA	101.00	101.00
5/8 Ground Clamp	1	EA	22.00	22.00
PT Meter Post	1	EA	160.00	160.00
Remove & Reset Light Pole	2	EA	700.00	1,400.00
11.5"x11.5" Concrete Encasement	64	LF	2.25	144.00
Miscellaneous Lighting Hardware	1	LS	100.00	100.00
Construction Signs (prorated)	63	SF	8.00	504.00
Type I Barricade	2	EA	40.00	80.00
Drum	5	EA	40.00	200.00
Cone	5	EA	20.00	100.00
Maint. of Traffic Control Devices (prorated)	10	CD	65.00	650.00
Flagger	100	MH	12.00	1,200.00
Large Deciduous Tree (2"-2 1/2" Cal.)	3	EA	250.00	750.00
Mobilization & incidentals	1	LS	1,160.00	1,160.00
Total estimated construction cost				\$ 16,624.50
Estimated survey, engineering & inspection costs				4,100.00
Total estimated costs				<u>\$ 20,724.50</u>
Recommended Project Budget				<u>\$ 20,800.00</u>

Downtown Revitalization, Gardiner, Maine
 Conceptual Design Cost Estimate
 5/3/99

SIDEWALK 5(B) - MAINE AVENUE BRIDGE

<u>Item</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Cost</u>	<u>Total Estimate</u>
Terminal End - Curb Type 1	2	EA	\$ 250.00	\$ 500.00
Curb Type 1	5	LF	30.00	150.00
Sawcut Pavement	20	LF	3.50	70.00
Remove Concrete SW - H. Face	80	SF	65.00	5,200.00
Remove Concrete SW - V. Face	15	SF	40.00	600.00
Common Excavation	5	CY	15.00	75.00
Hot Bituminous Pavement	1	Ton	85.00	85.00
Aggregate Subbase Course Gravel	3	CY	20.00	60.00
Construction Signs (prorated)	63	SF	8.00	504.00
Type I Barricade	1	EA	40.00	40.00
Drum	5	EA	40.00	200.00
Cone	5	EA	20.00	100.00
Maint. of Traffic Control Devices (prorated)	5	CD	65.00	325.00
Flagger	50	MH	12.00	600.00
Mobilization & incidentals (prorated)	1	LS	750.00	750.00
Total estimated construction cost				\$ 9,259.00
Estimated survey, engineering & inspection costs				2,300.00
Total estimated costs				<u>\$ 11,559.00</u>
Recommended Project Budget				<u>\$ 11,600.00</u>

SIDEWALK 5(C) - MAINE AVENUE

<u>Item</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Cost</u>	<u>Total Estimate</u>
Terminal End - Curb Type 1	3	EA	\$ 250.00	\$ 750.00
Curb Type 1	70	LF	30.00	2,100.00
Remove & Reset Curb Type 1	60	LF	20.00	1,200.00
Curb Type 3	100	LF	4.50	450.00
Sawcut Pavement	300	LF	3.50	1,050.00
Remove Bituminous Pavement	150	SY	2.50	375.00
Hot Bituminous Pavement	17	Ton	85.00	1,445.00
Aggregate Subbase Course Gravel	35	CY	20.00	700.00
Construction Signs (prorated)	63	SF	8.00	504.00
Type I Barricade	1	EA	40.00	40.00
Drum	7	EA	40.00	280.00
Cone	7	EA	20.00	140.00
Maint. of Traffic Control Devices (prorated)	5	CD	65.00	325.00
Flagger	50	MH	12.00	600.00
Mobilization & incidentals (prorated)	1	LS	750.00	750.00
Total estimated construction cost				\$ 10,709.00
Estimated survey, engineering & inspection costs				2,600.00
Total estimated costs				<u>\$ 13,309.00</u>
Recommended Project Budget				<u>\$ 13,400.00</u>

Downtown Revitalization, Gardiner, Maine
 Conceptual Design Cost Estimate
 5/3/99

ARCADE LOT PARKING, SIDEWALK AND LIGHTING

<u>Item</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Cost</u>	<u>Total Estimate</u>
Curb Type 3	1,400	LF	\$ 4.50	\$ 6,300.00
Sawcut Pavement	3,130	LF	3.50	10,955.00
Remove Bituminous Pavement	1,550	SY	2.50	3,875.00
Hot Bit. Pave. (Sidewalk, islands, trenches)	95	Ton	85.00	8,075.00
Aggregate Subbase Course Gravel	250	CY	20.00	5,000.00
Pavement Markings	900	SF	3.00	2,700.00
Catch Basin Type B1-C	2	EA	1,500.00	3,000.00
12" Culvert Pipe Option I	132	LF	30.00	3,960.00
Lighting Trench	830	LF	1.10	913.00
1.5" Schedule 40 PVC Conduit	715	LF	4.50	3,217.50
24" Foundation	10	EA	750.00	7,500.00
1.5" Pole Riser	30	LF	13.35	400.50
#10 XHHW Copper Ground	7.5	CLF	60.00	450.00
#6 XHHW Copper Conductor	15	CLF	60.00	900.00
100A Meter Base	1	EA	370.00	370.00
Photoelectric Controls	1	EA	260.00	260.00
NEMA 30A Circuit Breaker	1	EA	655.00	655.00
NEMA 3R-SC-16x16x6 Cabinet	1	EA	200.00	200.00
Ground Rod	3	EA	101.00	303.00
5/8 Ground Clamp	3	EA	22.00	66.00
PT Meter Post	1	EA	160.00	160.00
Remove & Reset Light Pole	10	EA	700.00	7,000.00
11.5"x11.5" Concrete Encasement	350	LF	2.25	787.50
Miscellaneous Lighting Hardware	1	LS	500.00	500.00
Construction Signs (prorated)	80	SF	8.00	640.00
Type I Barricade	10	EA	40.00	400.00
Drum	20	EA	40.00	800.00
Cone	20	EA	20.00	400.00
Maint. of Traffic Control Devices (prorated)	30	CD	65.00	1,950.00
Flagger	200	MH	12.00	2,400.00
Large Deciduous Tree (2"-2 1/2" Cal.)	23	EA	250.00	5,750.00
Loam, Seed & Mulch	12	Unit	250.00	3,000.00
30" Silt Fence	600	LF	2.50	1,500.00
Bituminous Tack Coat	150	G	7.00	1,050.00
Overlay parking & entrance road	400	Ton	40.00	16,000.00
Mobilization & incidentals	1	LS	7,500.00	7,500.00
Total estimated construction cost				\$ 108,937.50
Estimated survey, engineering & inspection costs				27,200.00
Total estimated costs (bituminous curb option)				<u>\$ 136,137.50</u>
Recommended Project Budget				<u>\$ 136,200.00</u>

Note: Use of granite curb for sidewalks and islands in the Arcade Lot would add approximately \$32,000 to the total project cost.

STATE OFFICE AREA SIDEWALK AND LIGHTING

<u>Item</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Cost</u>	<u>Total Estimate</u>
Curb Type 3	365	LF	\$ 4.50	\$ 1,642.50
Sawcut Pavement	650	LF	3.50	2,275.00
Remove Bituminous Pavement	60	SY	2.50	150.00
Common Borrow	30	CY	10.00	300.00
Hot Bit. Pave. (Sidewalk & trenches)	32	Ton	85.00	2,720.00
Aggregate Subbase Course Gravel	80	CY	20.00	1,600.00
Pavement Markings	50	SF	3.00	150.00
Lighting Trench	350	LF	1.10	385.00
1.5" Schedule 40 PVC Conduit	350	LF	4.50	1,575.00
24" Foundation	2	EA	750.00	1,500.00
#12 XHHW Copper Ground	4	CLF	60.00	240.00
#12 XHHW Copper Conductor	8	CLF	60.00	480.00
Ground Rod	2	EA	101.00	202.00
5/8 Ground Clamp	2	EA	22.00	44.00
Remove & Reset Light Pole	2	EA	700.00	1,400.00
11.5"x11.5" Concrete Encasement	350	LF	2.25	787.50
Miscellaneous Lighting Hardware	1	LS	100.00	100.00
Construction Signs (prorated)	80	SF	8.00	640.00
Type I Barricade	5	EA	40.00	200.00
Drum	10	EA	40.00	400.00
Cone	10	EA	20.00	200.00
Maint. of Traffic Control Devices (prorated)	10	CD	65.00	650.00
Flagger	100	MH	12.00	1,200.00
Large Deciduous Tree (2"-2 1/2" Cal.)	6	EA	250.00	1,500.00
Loam, Seed & Mulch	2.4	Unit	250.00	600.00
30" Silt Fence	200	LF	2.50	500.00
Bituminous Tack Coat	35	G	7.00	245.00
Overlay entrance road	150	Ton	40.00	6,000.00
Mobilization & incidentals	1	LS	2,100.00	2,100.00
Total estimated construction cost				\$ 29,786.00
Estimated survey, engineering & inspection costs				7,400.00
Total estimated costs				<u>\$ 37,186.00</u>
Recommended Project Budget				<u>\$ 37,200.00</u>

Downtown Revitalization, Gardiner, Maine
 Conceptual Design Cost Estimate
 5/3/99

SIDEWALK 3(C) - WATER STREET

<u>Item</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Cost</u>	<u>Total Estimate</u>
Terminal End - Curb Type 1	11	EA	\$ 250.00	\$ 2,750.00
Sawcut Pavement	350	LF	3.50	1,225.00
Common Excavation	135	CY	15.00	2,025.00
Hot Bituminous Pavement	43	Ton	85.00	3,655.00
Aggregate Subbase Course Gravel	120	CY	20.00	2,400.00
Large Deciduous Tree (2"-2 1/2" Cal.)	6	EA	250.00	1,500.00
Remove & Reset Cobblestone Tree Wells	16	SY	75.00	1,200.00
Construction Signs (prorated)	70	SF	8.00	560.00
Type I Barricade	6	EA	40.00	240.00
Drum	10	EA	40.00	400.00
Cone	10	EA	20.00	200.00
Maint. of Traffic Control Devices (prorated)	13	CD	65.00	845.00
Flagger	100	MH	12.00	1,200.00
Mobilization & incidentals (prorated)	1	LS	1,365.00	1,365.00
Total estimated construction cost				\$ 19,565.00
Estimated survey, engineering & inspection costs				4,800.00
Total estimated costs				<u>\$ 24,365.00</u>
Recommended Project Budget				<u>\$ 24,400.00</u>

SIDEWALK 3(D) - WATER STREET

<u>Item</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Cost</u>	<u>Total Estimate</u>
Terminal End - Curb Type 1	7	EA	\$ 250.00	\$ 1,750.00
Curb Type 1	104	LF	30.00	3,120.00
Curb Type 3	24	LF	4.50	108.00
Sawcut Pavement	350	LF	3.50	1,225.00
Catch Basin Type A1-C	1	EA	1,750.00	1,750.00
12" Culvert Pipe Option III	10	LF	36.00	360.00
Common Excavation	200	CY	15.00	3,000.00
Hot Bituminous Pavement	65	Ton	85.00	5,525.00
Aggregate Subbase Course Gravel	175	CY	20.00	3,500.00
Construction Signs (prorated)	70	SF	8.00	560.00
Type I Barricade	8	EA	40.00	320.00
Drum	10	EA	40.00	400.00
Cone	10	EA	20.00	200.00
Maint. of Traffic Control Devices (prorated)	12	CD	65.00	780.00
Flagger	100	MH	12.00	1,200.00
Mobilization & incidentals (prorated)	1	LS	1,800.00	1,800.00
Total estimated construction cost				\$ 25,598.00
Estimated survey, engineering & inspection costs				6,300.00
Total estimated costs				<u>\$ 31,898.00</u>
Recommended Project Budget				<u>\$ 31,900.00</u>

Downtown Revitalization, Gardiner, Maine
 Conceptual Design Cost Estimate
 5/3/99

SIDEWALK 3(F) - WATER STREET

<u>Item</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Cost</u>	<u>Total Estimate</u>
Terminal End - Curb Type 1	3	EA	\$ 250.00	\$ 750.00
Curb Type 1	12	LF	30.00	360.00
Remove & Rebuild Brick Sidewalk	27	SY	75.00	2,025.00
Remove & Reset Cobblestone Tree Wells	4	SY	75.00	300.00
Sawcut Pavement	40	LF	3.50	140.00
Common Excavation	6	CY	15.00	90.00
Hot Bituminous Pavement	3	Ton	85.00	255.00
Aggregate Subbase Course Gravel	5	CY	20.00	100.00
Construction Signs (prorated)	70	SF	8.00	560.00
Type I Barricade	2	EA	40.00	80.00
Drum	3	EA	40.00	120.00
Cone	3	EA	20.00	60.00
Maint. of Traffic Control Devices (prorated)	5	CD	65.00	325.00
Flagger	50	MH	12.00	600.00
Mobilization & incidentals (prorated)	1	LS	435.00	435.00
Total estimated construction cost				\$ 6,200.00
Estimated survey, engineering & inspection costs				1,500.00
Total estimated costs				<u>\$ 7,700.00</u>
Recommended Project Budget				<u>\$ 7,700.00</u>

SIDEWALK 7(B) - MECHANIC STREET

<u>Item</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Cost</u>	<u>Total Estimate</u>
Curb Type 3	420	LF	\$ 4.50	\$ 1,890.00
Sawcut Pavement	525	LF	3.50	1,837.50
Common Excavation	130	CY	15.00	1,950.00
Hot Bituminous Pavement	34	Ton	85.00	2,890.00
Aggregate Subbase Course Gravel	100	CY	20.00	2,000.00
Bark Mulch	1,200	SF	0.50	600.00
Transplant Shrubs	30	EA	40.00	1,200.00
Loam, Seed & Mulch	1	Unit	250.00	250.00
Construction Signs	50	SF	8.00	400.00
Type I Barricade	2	EA	40.00	80.00
Drum	10	EA	40.00	400.00
Cone	10	EA	20.00	200.00
Maint. of Traffic Control Devices	15	CD	65.00	975.00
Flagger	100	MH	12.00	1,200.00
Mobilization & incidentals	1	LS	1,190.00	1,190.00
Total estimated construction cost				\$ 17,062.50
Estimated survey, engineering & inspection costs				4,200.00
Total estimated costs				<u>\$ 21,262.50</u>
Recommended Project Budget				<u>\$ 21,300.00</u>

C. Funding Sources Table

TABLE OF FUNDING PROGRAMS

\$ Available (max)	Funding Source/ Type of Program	Deadline	Lead Agency	Projects Supported/ Comments
	CDBG PROGRAMS :			
\$400,000	Downtown Revitalization	January 15, 1999	DECD	Same as below ³
\$250,000(2) or \$50,000 (3)	Public Facilities/ Infrastructure Improvements	December 4, 1998 or December, 1999	DECD	(2) Roads, sidewalks, ADA ⁴ (3) Parking, parks, recreation ⁵
\$400,000	Downtown and Housing Grants	May 14, 1999	DECD	As above in combination with MSHA program (housing)
	MDOT PROGRAMS:			
Depends on project	BTIP (Biennial Transportation Improvement Program)	December, 1998; November, 2000	MDOT	Paving, bridges, road construction
Depends on project	Enhancements funds		MDOT	Trails, bike paths, historic stations
Depends on project	CMAQ funds		MDOT	Projects that reduce emissions
\$5,000	Gateway Program	December, 1999	MDOT	Construction of gateway signs, trees, etc.
N/A	Small Harbors Program		MDOT	Has funded waterfront improvements in the past in Gardiner and may in the future, if there's need
N/A	Scenic Byway	June, 1999	MDOT	Unlikely to apply to Gardiner
	OTHER PROGRAMS			
N/A	Historic Building Restoration	N/A	IRS	Current law permits a 20% federal income tax deduction on improvements
Provides labor and expertise	Maine Conservation Corps and Americorp	on-going program	Conserv. Corps	Program assist primary with labor
\$40,000	Trails Program	December 1998/99	DOC	Pedestrian/bike trails
?	Flood Mitigation	?	FEMA	Removal of structures and buildings in floodway
\$11,000	Flood Plain Management Planning		FEMA	Gardiner has recently been awarded this amount
Money depends on program	Outdoor Heritage Fund (lottery funds)			May fund wildlife, open space, trail, recreation, and land acquisition.
Money depends on property	Land for Maine's Future fund	Probably in early 2000	SPO	No funds available now, but funds for acquisition of valued lands should be available within one year
\$500-\$25,000	Fields Pond Foundation (Waltham, MA)	not known	private	Funds for trail making and acquisition

*Gardiner will probably receive an Economic Development Infrastructure grant for the Libby Hill/Rt. 201 sewer line project. This may or may not color the City's chances for downtown funds. Note all CDBG grants require a 20% match.

³ Gardiner qualifies for bonus points as a "service" center.

⁴ The number refers to "Category 2" grants.

⁵ The number refers to "Category 3" grants.

TABLE OF FUNDING PROGRAMS (CONT.)

N/A	Service Center Programs ⁶	N/A	SPO	The City received \$19,000 for this downtown study from this program. Also see footnote 4 below.
N/A	TIF	N/A	Gardiner	A TIF approach allows taxes from new projects to be targeted to downtown (or elsewhere)
N/A	Capital Improvements	N/A	Gardiner	The City's 5 year capital improvement budget should dedicate funds for downtown on a regular basis
N/A	Bond Issue	N/A	Gardiner	Large downtown projects can be funded through bonding.
Money amount varies	USDA RURAL DEVELOPMENT PROGRAMS Community Facilities		USDA	Waterfront improvements (e.g., Richmond) or capital improvements on community buildings
	Business Enterprise			Can provide money for a Business Enterprise Center and/or Johnson Hall
	Intermediary Relending Program			Permits revolving loan funds to promote investment in the community
not known	EPA New "anti-sprawl" programs	not known	EPA	Business Enterprise Center

⁶ This is a new program initiative, strongly supported by the Governor. Gardiner is a designated "Regional Service Center" because it is an employment and retail center and because it provides services and assisted housing on a region-wide basis. Following is a list of potential new programs/initiatives designed to breathe new life into service centers statewide: (*These proposed programs are described in "Reviving Service Centers" September, 1998, available from the State Planning Office.*)

- establish a second tier formula for revenue sharing; this would require legislation;
- modify MDOT's local road policies to enhance support for service center downtowns;
- seed a Municipal Infrastructure Trust Fund, for grants and loans; with a \$10 million bond issue;
- issue an Executive Order directing the state to locate offices and services in downtown service centers;
- require that the Land for Maine's Future program initiate an urban open space program; (*note the Governor will probably call for ± \$30 million in funds for a revitalized LMF initiative*);
- seek funds from the Maine Arts Commission "Community Arts" grant program;
- create a state historic preservation tax credit, for properties on the National Register; Gardiner should support this proposed legislation.

While none of these programs are current, downtown stakeholders should work to see them implemented; clearly Gardiner's downtown would stand to benefit in the long term.

SECTION 2

Project Maps

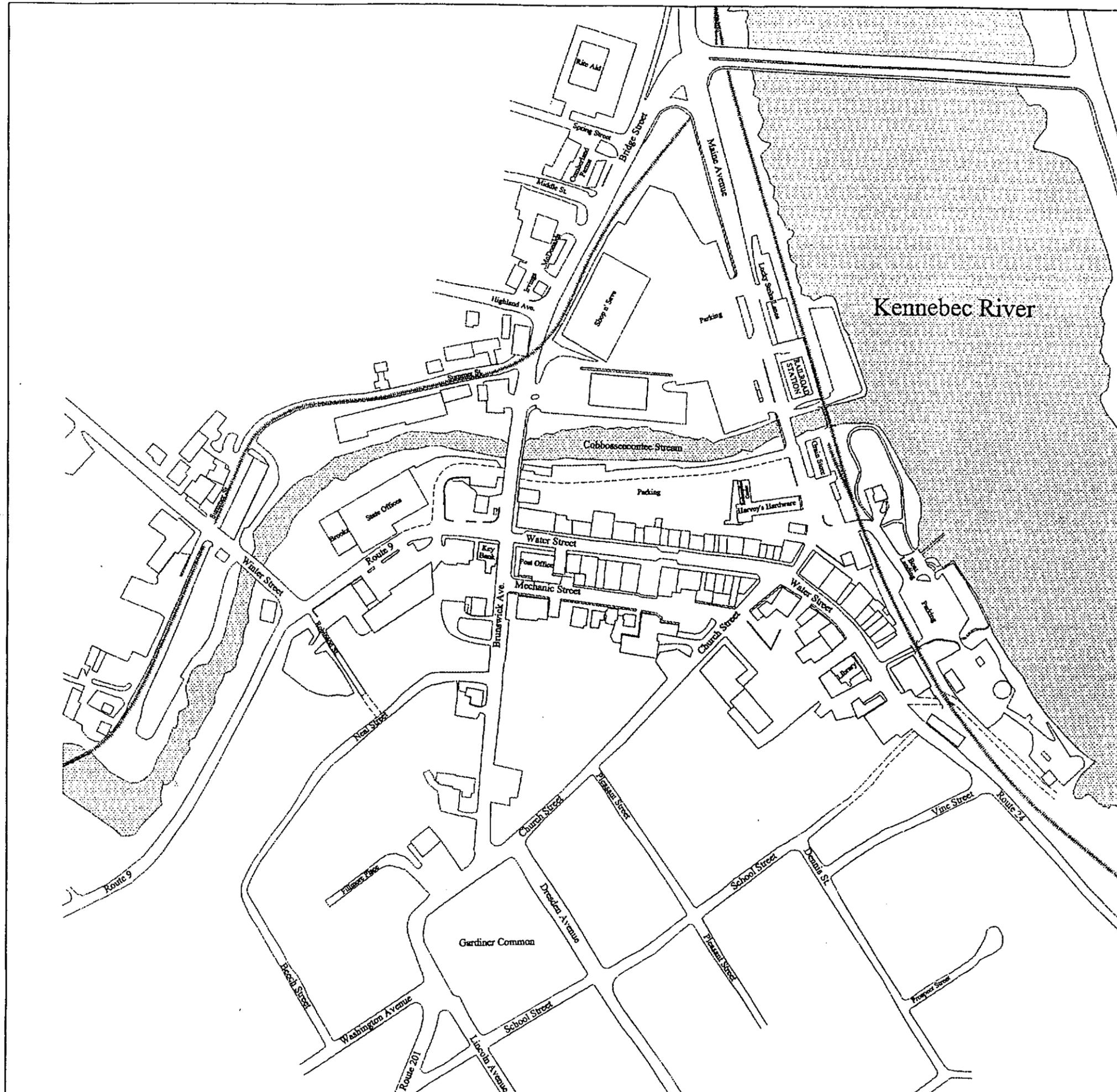
Street & Buildings Map ~ Tax Parcels Map ~ Aerial View ~ Flood Map

IV. Streetscape Enhancements: Creating a Unified Downtown

Downtown Streetscape & Study Areas Map ~ Street Lighting ~ Street Tree Planting & Landscape Elements ~ Sidewalk & Crosswalk Improvements ~ Signage

V. Redevelopment Opportunities

*Downtown Study Areas Map ~ Shop 'n Save Area ~ Water Street Area ~
The Waterfront ~ Summer Street*



Gardiner Downtown Redevelopment Plan

Existing Conditions

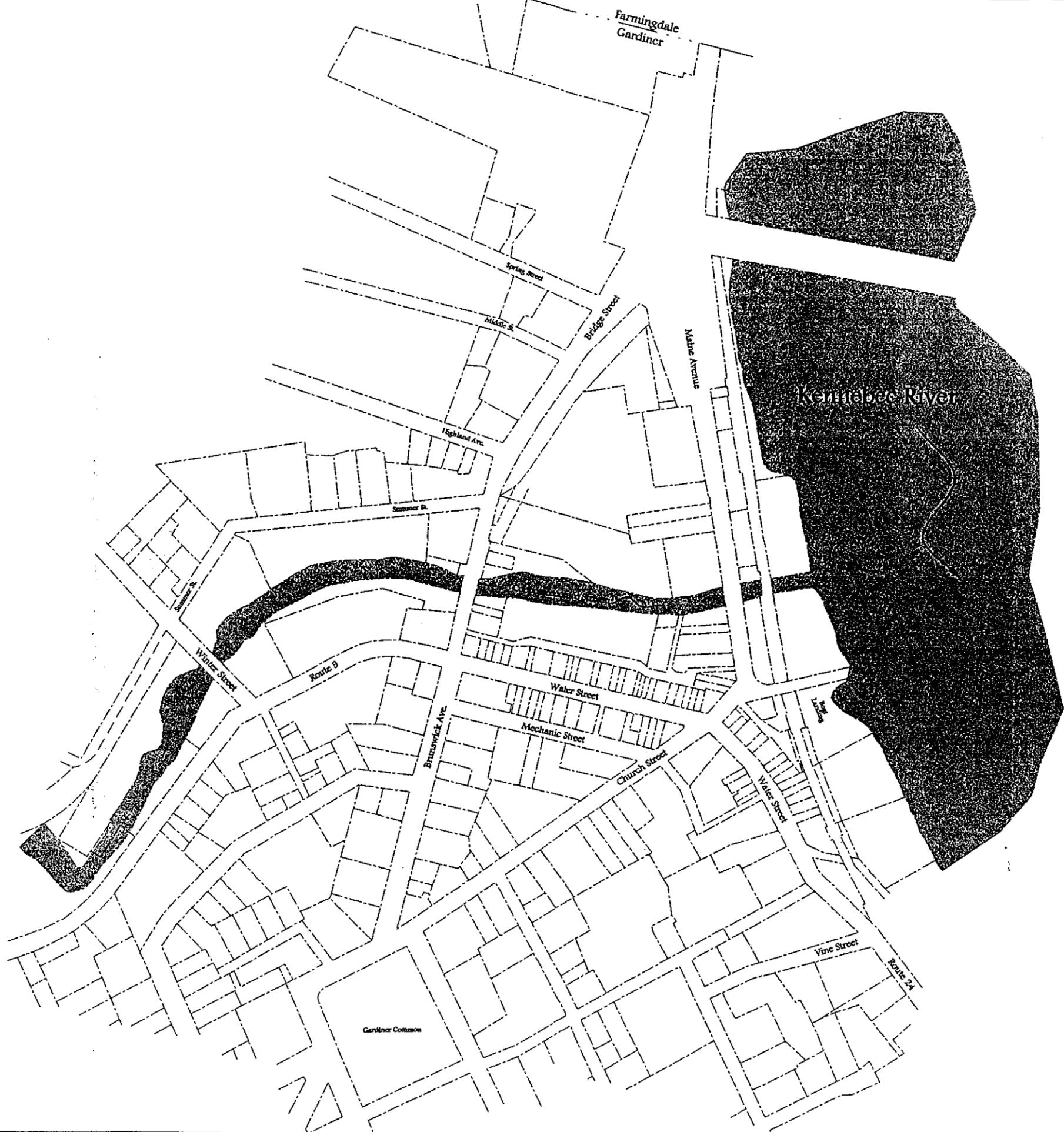
Prepared For:
The City of Gardiner

By:
Kent Associates
Planning & Design Consultants
Gardiner, Maine

In association with:
Casey & Godfrey Engineers
PA Strategies
Critical Insights

Base map prepared by:
Casey & Godfrey Engineers





Gardiner Downtown
Redevelopment Plan

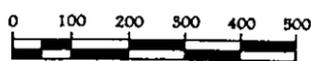
Property Map

Prepared For:
The City of Gardiner

By
Kent Associates
Planning & Design Consultants
Gardiner, Maine

In association with:
Casey & Godfrey Engineers
PA Strategies
Critical Insights

Base map prepared by
Casey & Godfrey Engineers



GRAPHIC SCALE

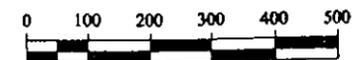
Gardiner Downtown Redevelopment Plan

Prepared For:
The City of Gardiner

By:
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Gardiner, Maine

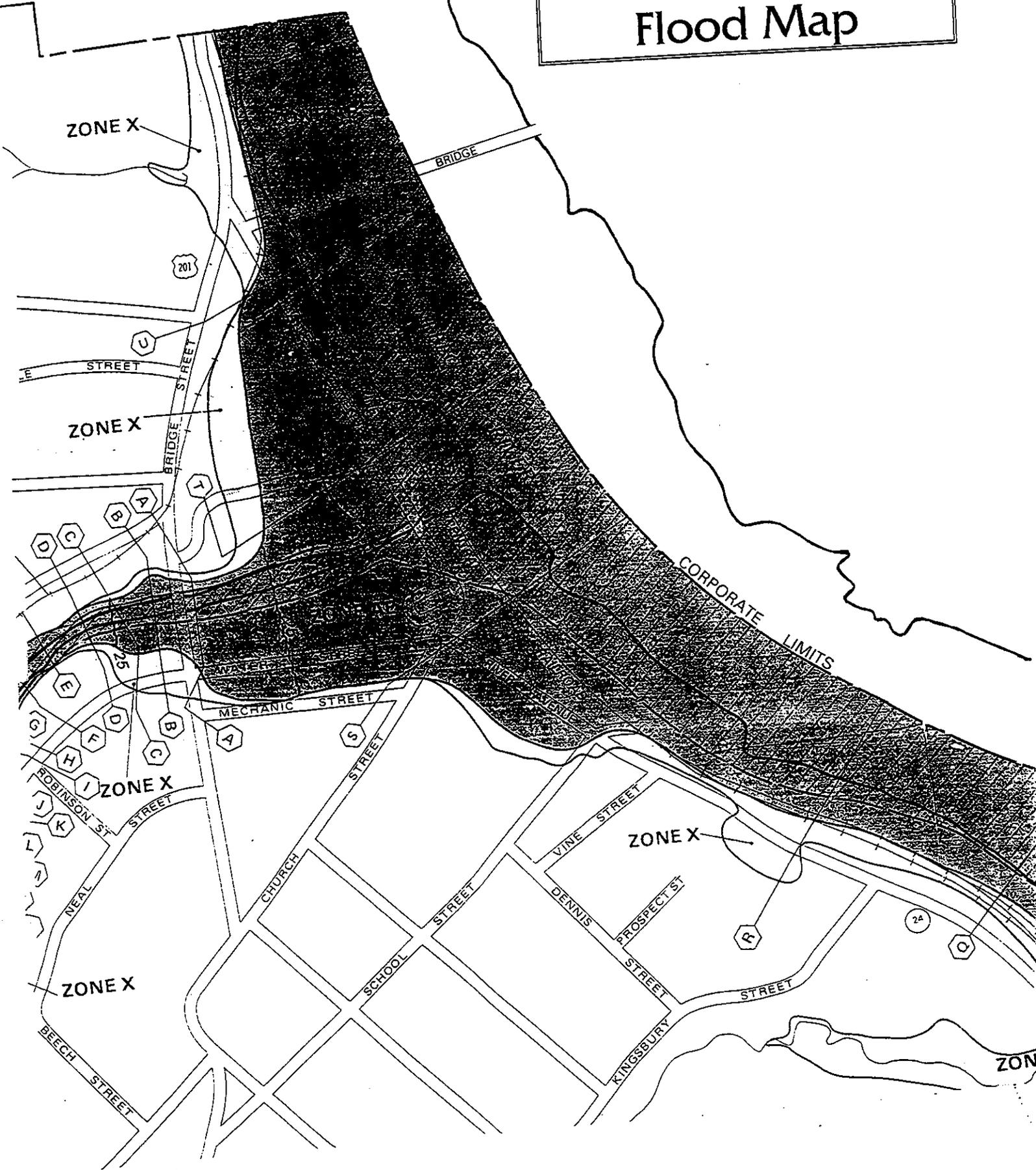
In association with:
Casey & Godfrey Engineers
PA Strategies
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Base map prepared by:
Casey & Godfrey Engineers



GRAPHIC SCALE
IN FEET (APPROX.)

Gardiner Downtown Redevelopment
**Downtown
Flood Map**



IV.

Streetscape Enhancements: Creating a Unified Downtown



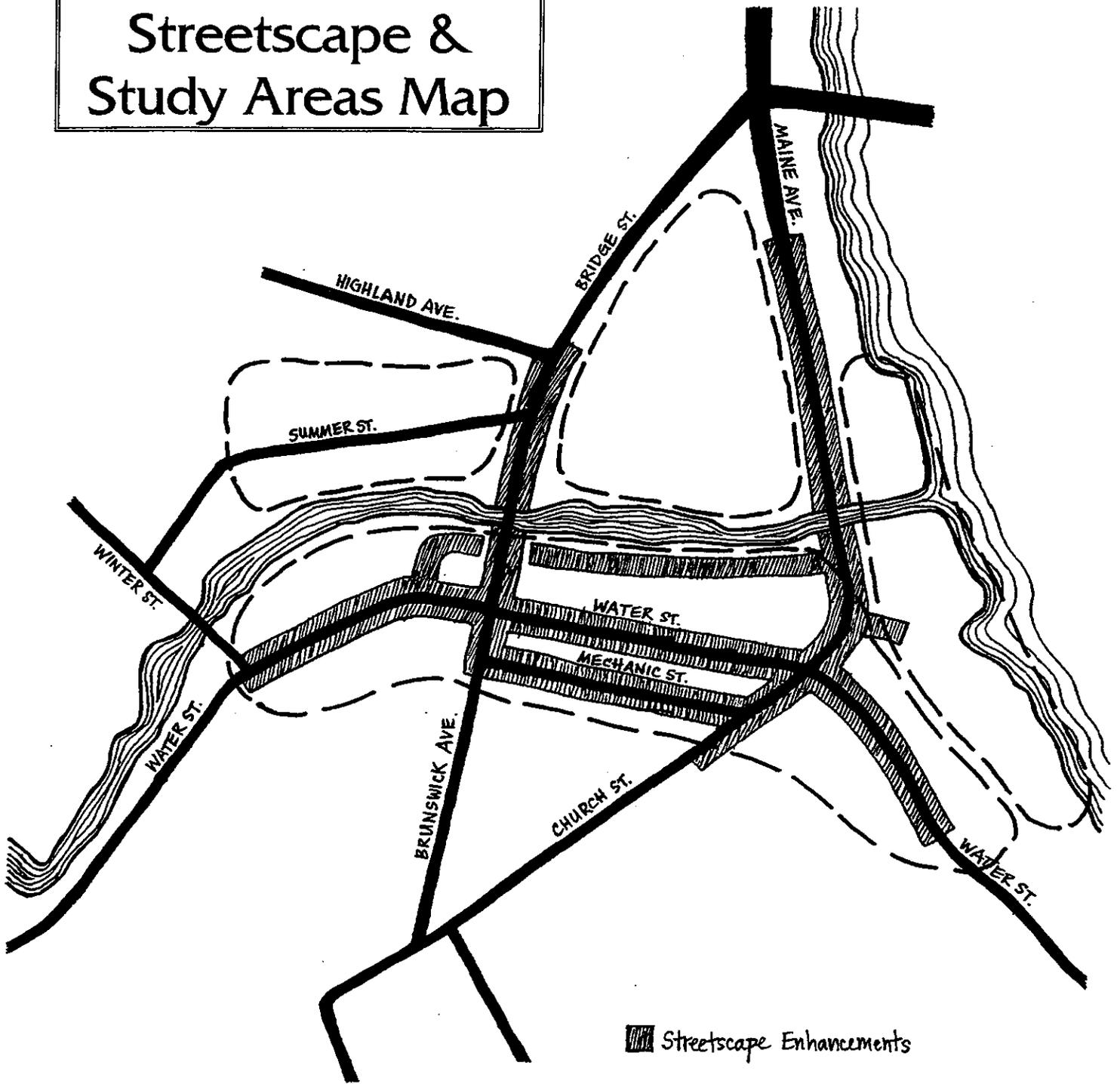
OVERVIEW: Streetscape Enhancements

Whereas this plan calls for specific improvements in certain areas (i.e., Arcade lot, Waterfront, Shop 'n Save, etc.) it is vital that an overall, consistent theme be established. This is achieved through "streetscape" enhancements.

It means that sidewalks, lighting, landscaping, and signage should help "pull" downtown together, visually. A consistent image and design approach has been shown, across the United States, to be an essential ingredient to the successful revitalization of downtowns. Gardiner should follow this proven approach.



Gardiner Downtown Revitalization
**Streetscape &
Study Areas Map**

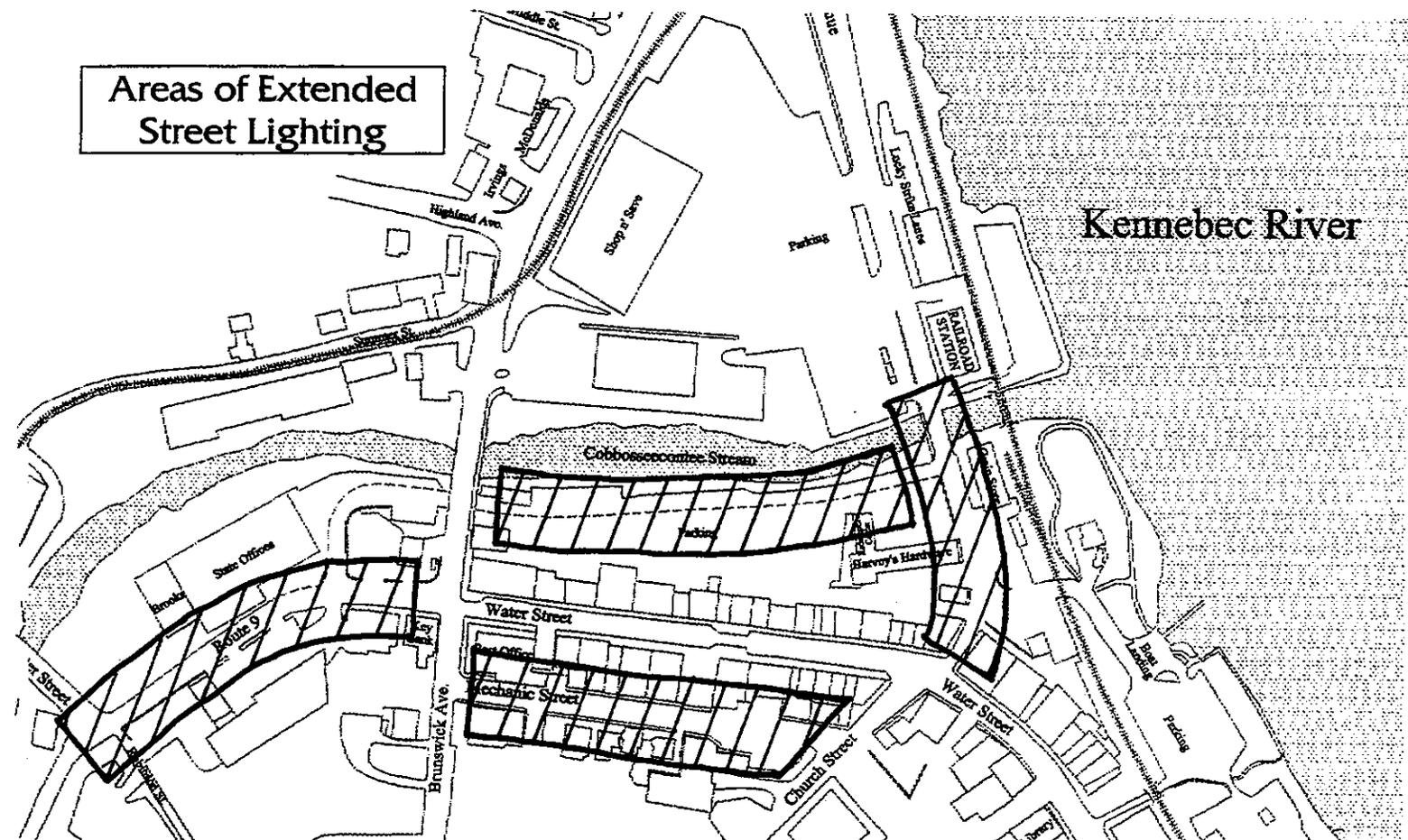


A. Street Lighting

A consistent street lighting theme will visually extend the downtown beyond Water Street, and create better linkage between all areas of the downtown. The proposed strategy is to reduce the number of existing street light posts along Water Street, and use the removed lights to extend street lighting to the following areas:

- West on Water Street (up to Winter Street);
- Along the stream through the Arcade parking lot;
- North on Maine Avenue (from the intersection at Water Street to the bridge over the stream), including the Waterfront Park entrance; and
- Mechanic Street.

Ultimately, this same type of "globe" light should be used in the Shop 'n Save area as well, to visually tie it to the rest of downtown.



B. Street Tree Planting & Landscaping Elements

Street Trees

As with street lighting, consistent street tree planting creates linkage in the downtown Water Street area. There are already many well-established street trees along Water Street; however there are places where trees have been removed but not replaced. This should be the first priority for the street tree planting effort, and would include replacing about 7 trees. It should also be noted that several trees are badly damaged from vehicles, or the careless use of the sidewalk plow, and need care or replacement.

In addition to the existing street trees, the "rhythm" of tree plantings should be extended to the following areas:

- North along Maine Avenue (towards the traffic lights at the bridge intersection);
- Along the stream through the Arcade Parking Lot; and
- West along Water Street (towards Winter Street).

This phase of tree planting would include up to 40 new trees. Gardiner should consider establishing a tree nursery to cut costs and have a ready supply of street trees on hand. A City Tree Committee (such as the one in Hallowell) might also be established.

Landscaping

Adding a 4'-8' buffer between the sidewalk and parking area not only provides for pedestrian safety but enhances the visual quality of the downtown by screening parked cars. Landscaping should be primarily low shrubs that do not interfere with traffic sight distances, and when possible should be evergreen plants that make an effective year-round screen.

Public-private cooperation is needed to make landscaping an effective part of the downtown streetscape; City loan programs and TIF funds should be made available. Another option is to have the City hire a landscape architect for mini-workshops and/or consultation with business owners in the downtown who wish to make improvements.

The City's site plan review regulations should also give the Planning Board the option of requiring landscaped buffers. Landscaped buffers between the sidewalk and parking areas are recommended in several areas:

- The Village Square Plaza parking lot
- Harvey's Hardware parking lot
- Bailey's car lot
- New parking lots (i.e. the old RR shed site, the south side of Mechanic Street)
- Shop 'n Save parking lot (landscaping, including tree planting, throughout)

[The examples following are from a "Tree City USA" publication.]



What Trees Can Do

- ✓ Provide shade for comfort when walking and after returning to the parked car.
- ✓ Cool the air to help counter the urban "heat island" effect that contributes to smog (See *Bulletin* No. 21).
- ✓ Help muffle noise, provide visual screens and contribute to surrounding property values.
- ✓ Help purify the air by absorbing exhaust gasses and giving off pure oxygen.
- ✓ Break up the massive expanses that usually dominate at parking sites, providing a sense of scale that makes people feel more comfortable.
- ✓ Provide beauty instead of ugliness and variety instead of monotony.
- ✓ Control speed and direct traffic flow.
- ✓ Provide reference points for entrances and exits, and to help visitors locate parked cars, bus stops, etc.
- ✓ Safely separate vehicular traffic and pedestrians.
- ✓ Attract and please customers and clients by providing a pleasant transition from the roadway into the store or business area.
- ✓ Reduce or slow surface run-off of water.

Designing With Trees

The ideal situation is when a new parking lot is being designed and trees can be incorporated right from the start. In this way, existing trees can be protected and new trees can be placed to be functional as well as aesthetic. Importantly, the soil in planting zones can be protected from the application of soil sterilants and mechanical compaction that are often part of the engineering techniques used before laying asphalt or sometimes even concrete.

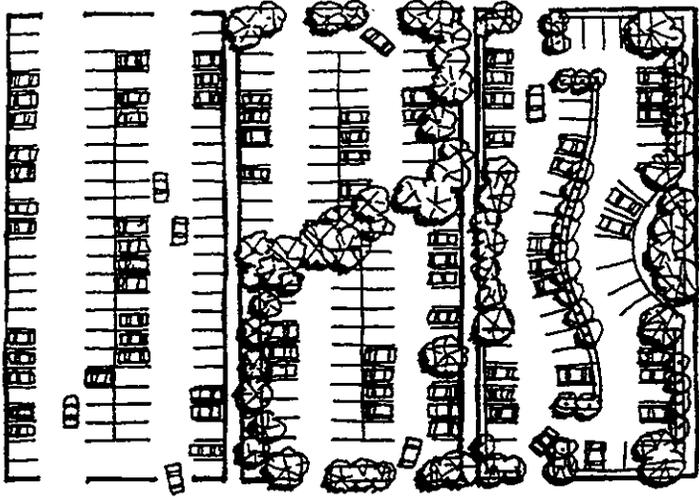
Some other considerations are given on the pages that follow.



Adolph Lewis

More Design Tips

1. Break up the mass and monotony.

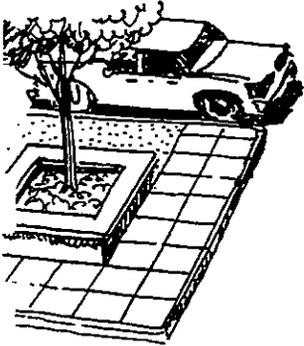


- A.** Uninspired, uninspiring, and hot!
- B.** The designer has broken the lot into smaller units, slowed the traffic and provided a shady pedestrian route through the lot.
- C.** Here curves are used to slow traffic and convert boring, straight lines into a more pleasing, naturalistic pattern.

2. Make parking lots for people, too.

"Rather than hiding ugly, single-use spaces, transform them into 'positive spaces' that enhance the human scale of a community."

— Catherine G. Miller in *Carscape*



A. Use raised end islands for simple benches shaded by trees. A vandal-resistant water fountain helps, too.

B. Provide shaded walkways on parking lot islands and around the perimeters.



3. Use tree-covered mounds & depressions.

These will screen parking lots, reduce noise and add height to the vegetation (obtaining more shade).



4. Use narrow trees in narrow spaces.

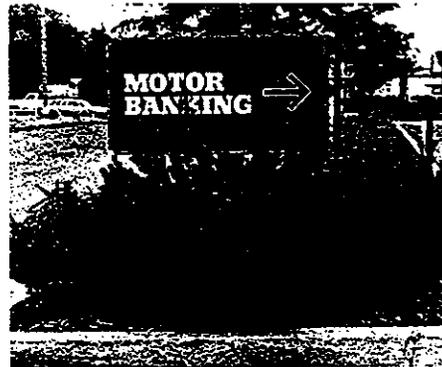
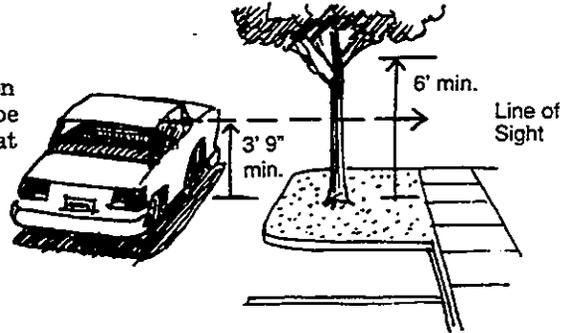
In narrow spaces, use cultivars of desirable species that have been developed by nurseries for columnar crown form.



5. Use species that allow for good visibility and security.

To overcome common objections to having trees in parking lots, select appropriate species and place them carefully so they do not interfere with essential visibility or security.

A. Driver vision should not be obstructed at turns or pedestrian crossings.



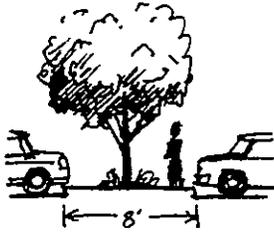
B. Select low-growing vegetation for around signs. In this case, mugo pine is acceptable only if there is a commitment to prune it regularly. Shrubs would have been a better choice.

C. Trees and lighting can be compatible. High light standards and low trees (pictured), or low, human-scale lights beneath tall trees, provide the benefits of trees and the security of lights.

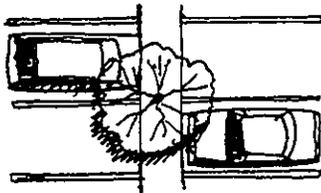


6. Protect trees from cars.

To prevent bumper damage, trees should be planted at least 3 1/2' behind a curb or traffic barrier. Signs should prohibit backing into stalls, because rear overhang is usually longer. On narrower islands, plant trees at stall junctions.



Ideal minimum island width



Place tree at stall junctions on narrower islands



Even where space is at a premium, small trees can be added in odd, unused parts of the lot where asphalt can be removed. A slight variance in the sidewalk width here would allow for an attractively-landscaped perimeter on the street side.

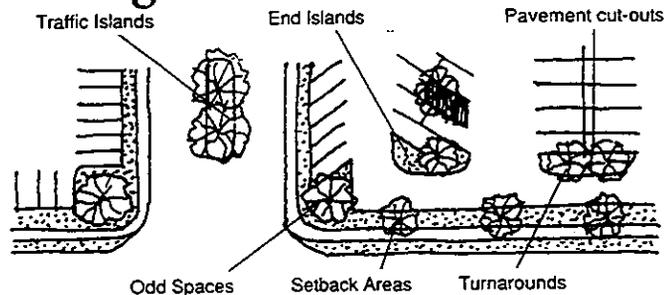
7. Protect cars from trees.

Visual inspections by an arborist several times a year will prevent hazardous conditions from going unnoticed. It will also provide a check for insect and disease problems that can be corrected if noticed early.

8. Plan for snow removal.

Using tree space for snow storage invites damage to valuable trees. It also deposits road salts and other chemicals over root zones. Better to haul snow away, pile it on open areas of turf or temporarily dedicate some parking stalls to this use.

Finding Room for Trees



Although it is better to design new parking lots with vegetation in mind, existing lots can often benefit from the addition of trees. If the decision is to plant, there are usually spaces available.



There is plenty of room to enrich and cool this Midwest parking lot that becomes a steamy mass of asphalt under the summer sun.

Space can sometimes be created for trees by reducing the size of parking stalls. Space found in this way has been called "impansion" (as opposed to "expansion") and is usually used to park more cars. It could instead be used for beautification which, in turn, would make the existing spaces more attractive and probably more valuable.

Impansion takes advantage of the shrinking size of cars. That is, small cars need less space than big cars and can use 90 degree stalls instead of angled stalls. For example, stalls may be 9' by 18' for standard-size cars and placed at a 60 degree angle. Compacts, on the other hand, need only 7.5' by 15' at a 90 degree angle. As much as 10 - 25 percent of a lot can be freed for trees in this way, depending on the percent allocated between compacts and standard-size cars. With the trend toward smaller cars, this could be a significant way to find space for landscaping in older lots.

A Word About Ordinances

In some communities the question of trees in parking lots is addressed in an ordinance, frequently within the section on zoning. Typically, these ordinances simply require a minimum setback from the street and some visual screening. Some go a step further and specify a percentage of any new lot that must be landscaped, usually from 5 to 15 percent. Sometimes there is not even reference to trees being part of the landscaping requirement.

At minimum, parking lot ordinances should include a requirement for appropriate trees to be part of parking lot development, including planting and long-term maintenance. In his model energy conservation landscape ordinance, John H. Parker of Florida International University, went even further. In this ordinance, the objective is the shading of cars and heat-absorbing pavement. Parker's model has a requirement of a 50 percent canopy cover of the parking lot area after a 10-year growth period. To meet this requirement, large trees would need to be included as well as small ones and shrubs, all working together to provide functional as well as aesthetic benefits for the community.

C. Sidewalk & Crosswalk Improvements

Sidewalk Inventory Summary

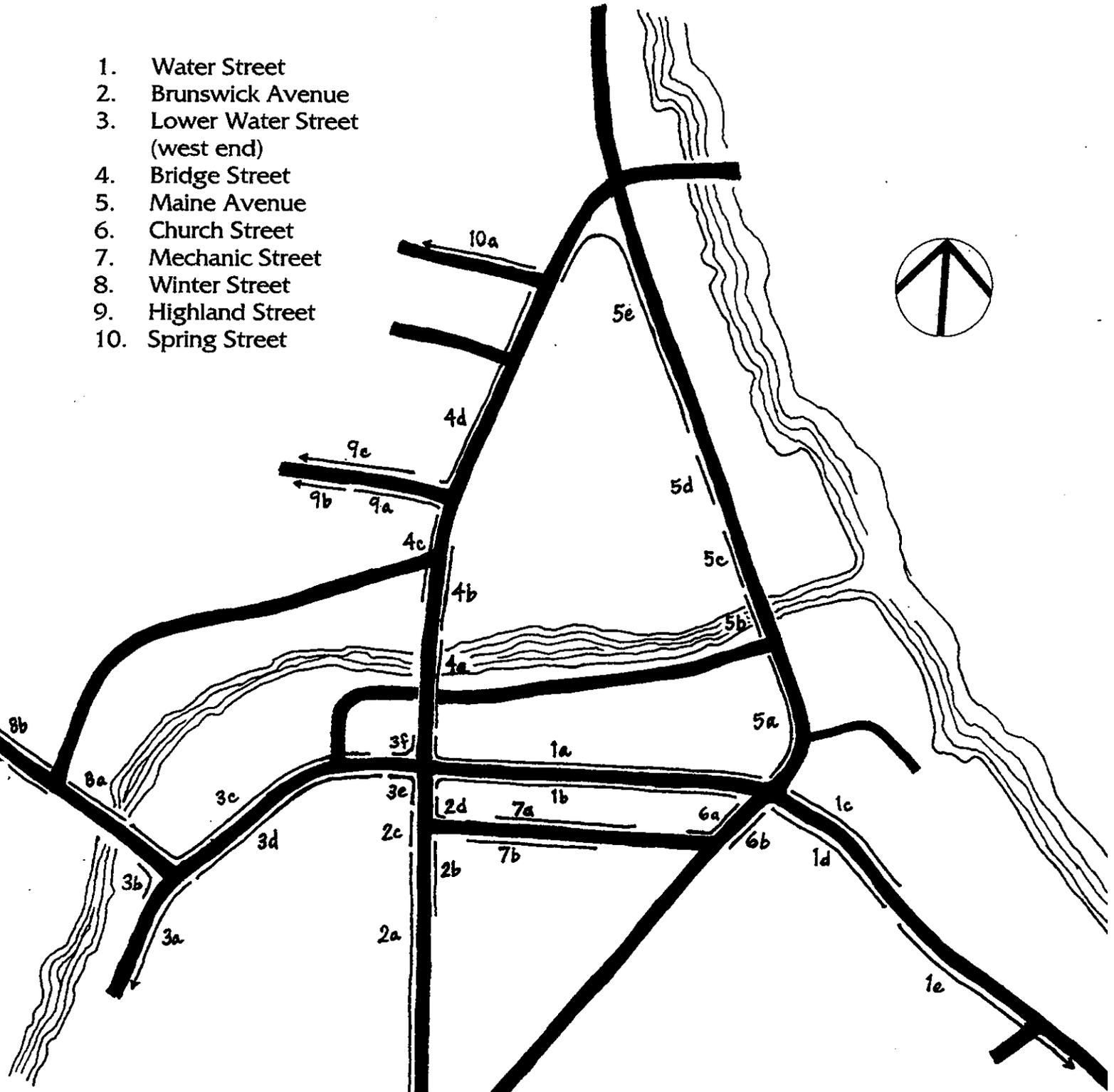
The sidewalk inventory shows that several portions of the downtown's sidewalks need improvements. Sidewalks in poor condition not only effect pedestrian safety, but degrade the visual quality of the downtown. Also, the issue of handicapped accessibility is an important consideration in sidewalk improvements.

Streetscape elements such as sidewalks, crosswalks and lighting not only unify the downtown, but enhance its linkage to surrounding residential neighborhoods. Connecting neighborhoods to the downtown business/service center is a critical function of the downtown sidewalk system. This linkage further advocates the use of the downtown as a service center, as well as relieving some need for parking.

A summary of the inventory follows:

1. <i>Water Street</i>	<ul style="list-style-type: none"> • Condition: generally good from the P.O. southwest to the Library; from the Library south is very poor; connection with neighborhoods is poor • Material: brick/granite (surface/curb) as far as the Library, and continues south as tar over concrete
2. <i>Brunswick Avenue</i>	<ul style="list-style-type: none"> • Condition: Excellent to good • Material: tar, with granite curb from Mechanic Street north to P.O.
3. <i>Lower Water Street (west end)</i>	<ul style="list-style-type: none"> • Condition: fair to poor • Material: generally tar/granite • Northeast side has more problem areas
4. <i>Bridge Street</i>	<ul style="list-style-type: none"> • Condition: good to fair • Material: tar/granite; concrete over bridge
5. <i>Maine Avenue</i>	<ul style="list-style-type: none"> • Condition: fair to poor • Material: tar/granite; concrete over bridge • Some areas need curb work
6. <i>Church Street</i>	<ul style="list-style-type: none"> • Condition: good • Material: brick/granite (from Water St. south to City Hall) • Curb around corner to Mechanic St. needs re-painting (yellow)
7. <i>Mechanic Street</i>	<ul style="list-style-type: none"> • Condition: poor to fair • Material: tar/tar • North side is passable, south side is horrid

1. Water Street
2. Brunswick Avenue
3. Lower Water Street (west end)
4. Bridge Street
5. Maine Avenue
6. Church Street
7. Mechanic Street
8. Winter Street
9. Highland Street
10. Spring Street



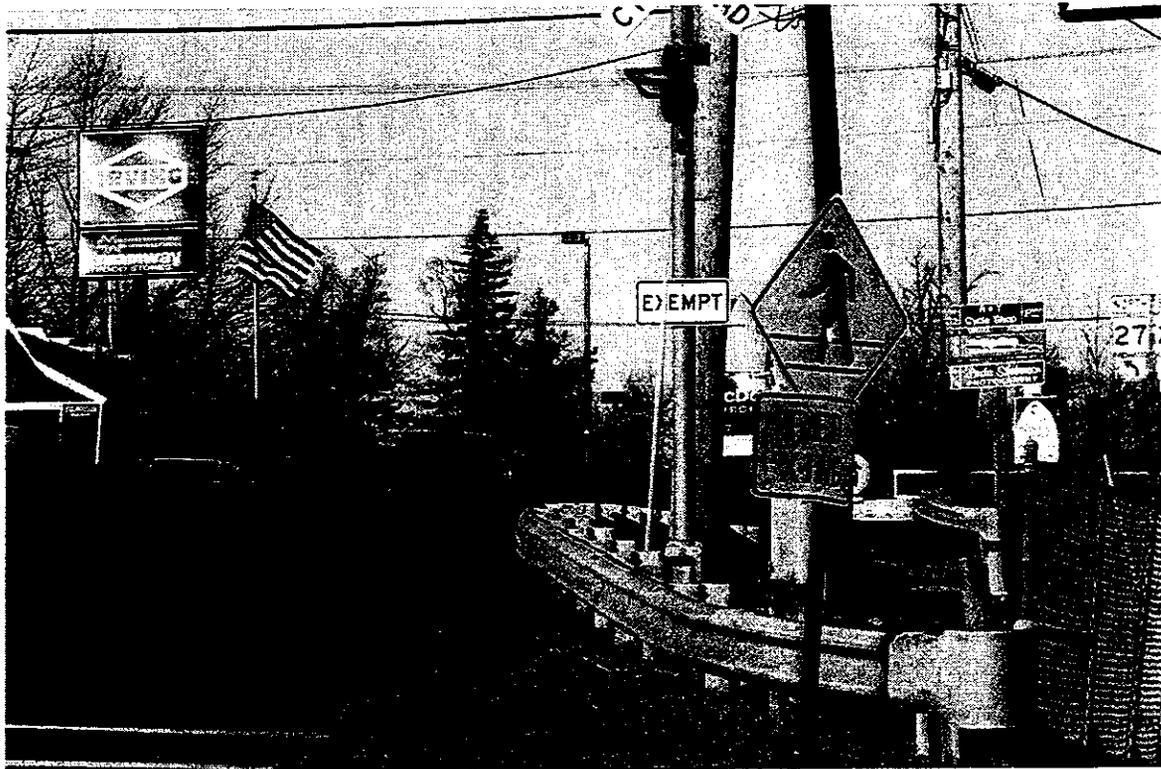
Gardiner Downtown Revitalization
Sidewalk Study
Inventory

Street	Sidewalk Segment	Surface Type	Surface Condition	Curb Type	Curb Condition	Notes
Water Street (1)	1a	brick	4	granite	3	slight swells; needs 1 or 2 tree replantings
	1b	brick	4	granite	3	
	1c	brick	4	granite	4	
	1d	brick	4	granite	4	
	1e	tar over conor.	1	tar/none	1	
Brunswick Ave. (2)	2a	tar	5	tar	5	
	2b	tar	5	tar	5	
	2c	tar	3	granite	3	
	2d	tar	4	granite	3	
Route 9 (3)	3a	tar	3	tar	3	
	3b	tar (green)	3	tar/granite	1	not enough sidewalk; washed out by bridge; curb improves uphill
	3c	tar	2	granite	3	poor condition at corner, around trees, define line between sidewalk and parking; need tree replanting
Bridge Street (4)	3d	tar	2	granite	3	
	3e	brick	3	granite	3	
	3f	brick	1	granite	1	
	4a	concrete	4	concrete	3	
	4b	tar	3	granite	3	
	4c	tar	3	granite	3	
Maine Ave. (5)	4d	tar	3.5	granite	3	
	5a	tar	3	granite	3	area around trees eyesore
	5b	concrete	3	concrete	1	eyesore
	5c	tar	1	granite	1	sunk curb
	5d	tar	3.5		3.5	sunk curb
Church Street (6)	5e	tar	4	granite	4	
	6a	brick		granite		
Mechanic Street (7)	6b	brick		granite		
	7a	tar	3	granite	3	
Winter Street (8)	7b	tar	1	tar	1	very uneven surface; telephone poles in middle of sidewalk
	8a	concrete	3	conc./granite	4	
Winter Street (8)	8b	tar	2	tar	2	
	8c	tar	3.5	tar	1	

Crosswalks

A formal study of crosswalks has not been done for the downtown plan, however, it is recommended that alternatives be considered instead of simply painting crosswalks year after year. Some lower maintenance and more visible options include colored pavement, "streetprint" or patterned pavement. Pedestrian signage/barrels (placed on roads seasonally) also help enforce pedestrian crossings.

A regular "rhythm" of crosswalks along Water Street from Brooks to the public library should be established for pedestrian convenience and safety as well as to "calm" and slow traffic. Crosswalks should be typically present at all intersections, connecting all sidewalks. Other key locations for crosswalks include: between T.W. Dick and the Walker lot, between The Depot pub and the Waterfront, between the old rail station and Shop 'n Save, and in the area surrounding the Common.



D. Signage Program

Background

Comments from downtown business people and the committee clearly show a need for better signage, to direct visitors to downtown, to help customers find parking space, and to distinguish between different types of parking (i.e., public/private; long term/short term). There is also a need to give people directions to specific locations within the downtown area. Signage has been identified as a high priority item that should be acted upon soon.

Sign Program Goals

Gardiner's sign program must meet the following goals. Signs must:

- have a consistent design theme;
- be easy to see and read;
- be attractive and durable; and
- be cost effective and easy to erect.

Further, private property owners should be encouraged to follow the format and theme adopted by the City. This will enhance downtown's image and show that public and private investors are working together to improve downtown.

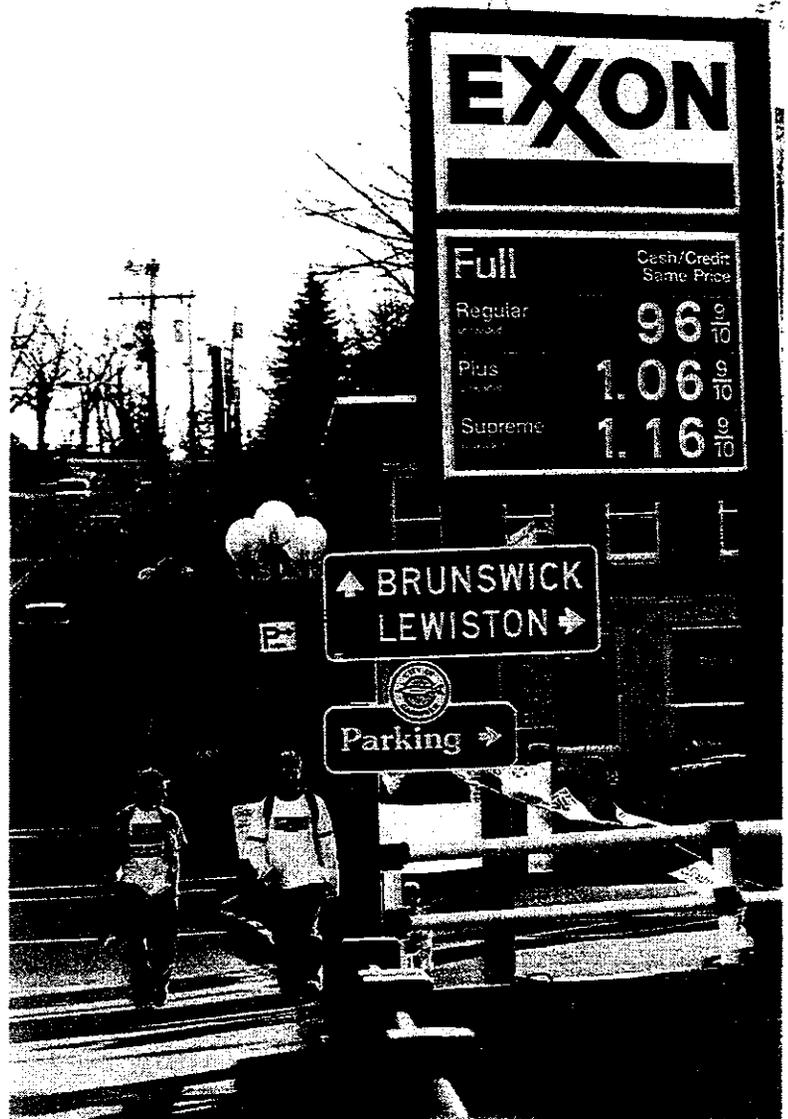
Types of Signs

The signs should be appropriate for their location, and they should convey essential information succinctly. They should not overwhelm the viewer with too many words or be spaced too close together. In downtown five types of signs are recommended:

1. Welcome Signs;
2. Public Information Signs;
3. Parking Lot Signs;
4. Historic/Educational Signs; and
5. Trail Signs

(please refer to the sketches that follow)

It is also important that old, existing, inconsistent public signs be removed, and businesses should likewise be urged (or required) to remove obsolete signs. Too many signs lead to confusion.

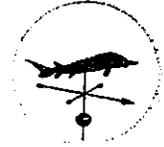


Sign Design Ideas

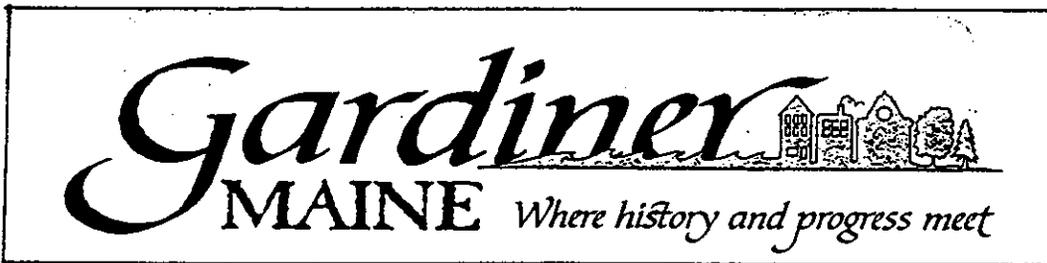
Gardiner already has some well designed signs; there's no reason to reinvent the wheel (*see below*). The best approach is to incorporate the best elements of the existing signs (*such as the sturgeon logo*) into an overall sign system and to keep a consistent theme.



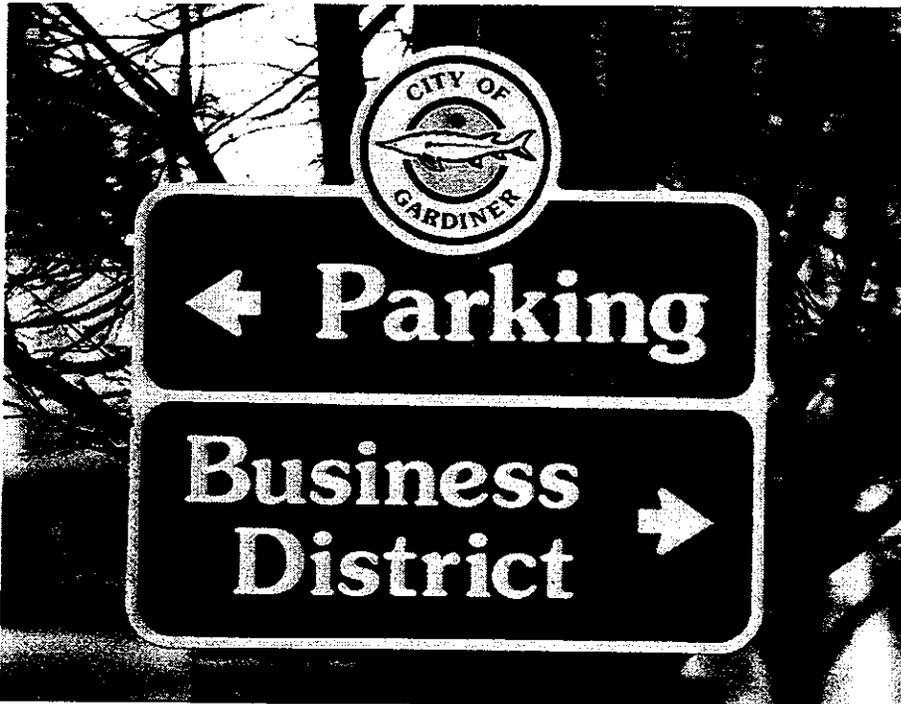
Consistency should be achieved by following simple guidelines; these include:



- use the same logo and lettering style throughout;
- keep each sign type a consistent size;
- use the same background color and lettering color throughout.



The present Gardiner letterhead: lettering is "Bible" type style; color is deep plum.



Existing sign provides public information: white lettering on dark green background.

Specific Designs

1. Welcome Signs (Gateway Signs)

Purpose: To demarcate an entry point, to welcome visitors and to provide an attractive, memorable experience.

Design: Should be large and prominently displayed, preferably with a backdrop of trees and landscaping. Use the downtown logo and letterhead style text (*see sketch*), on dark, plum-red background. Consider using granite support posts.

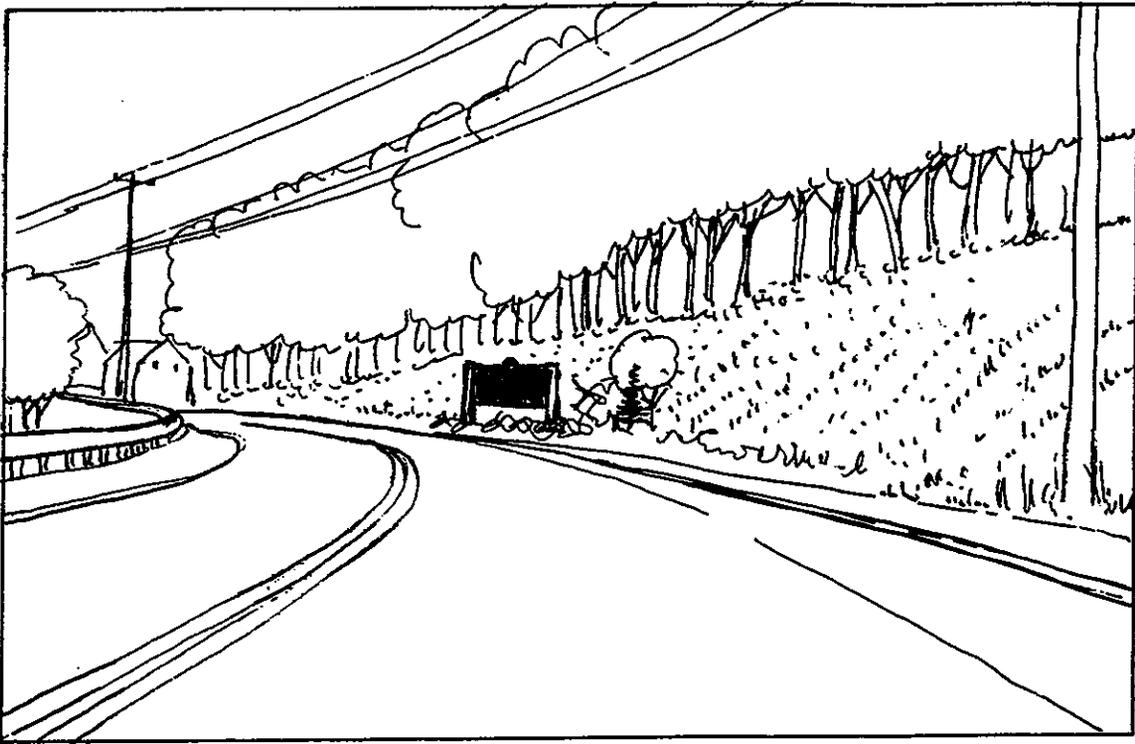


- Locations:** (See map & illustrations)
- Brunswick Avenue at the Common (south gateway)
 - West side of Route 201, near Rite Aid (north gateway)
 - East of the Winery building (west gateway)
 - Southeast of the library and Bailey's (east gateway)

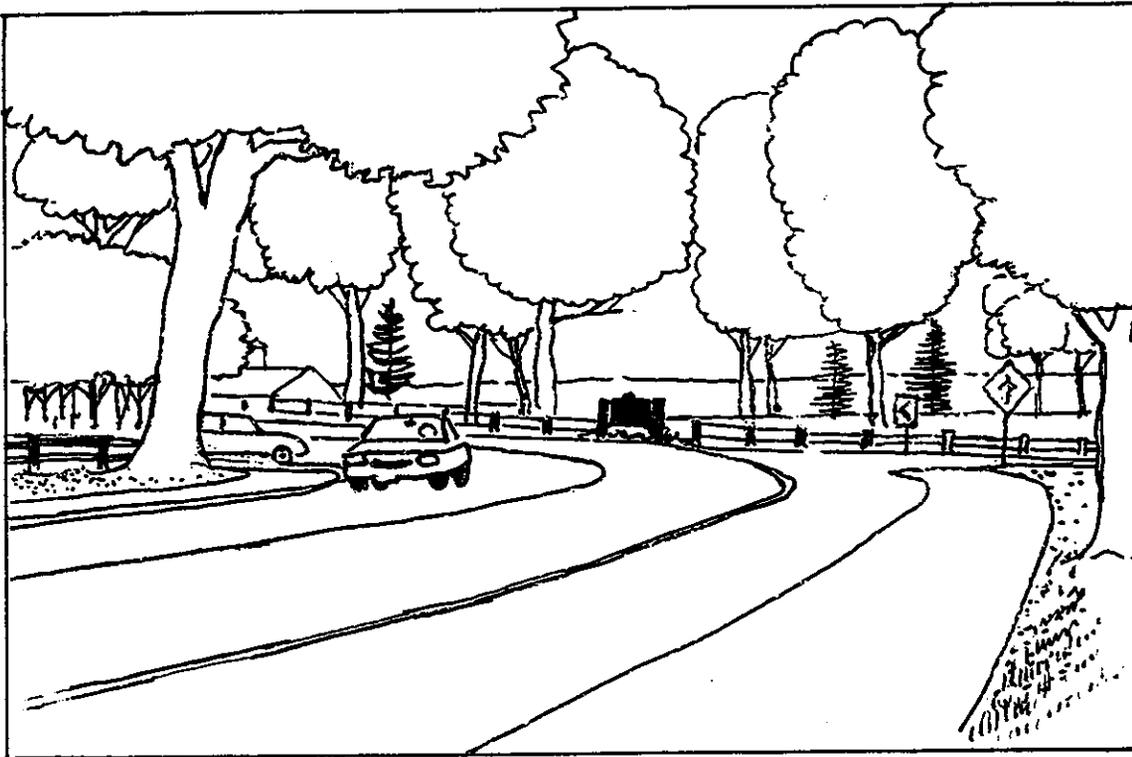
Size: 6 feet wide, 4 feet high

Installing: Assume public works will install and volunteers will add landscaping.

Funding: Apply for MDOT "gateway" funds (maximum \$5,000)

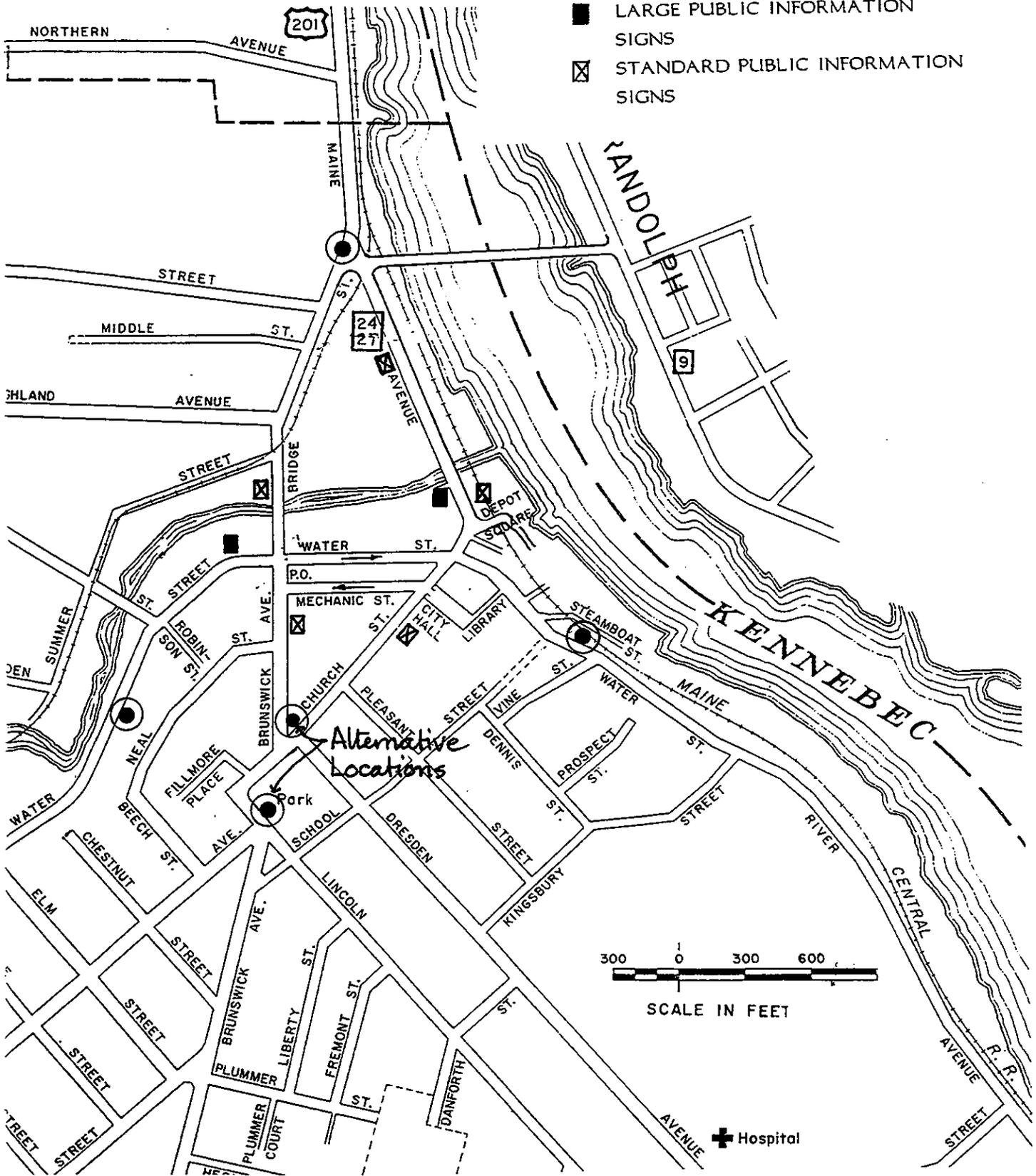


West Gateway to Downtown Gardiner, on Water Street just south of Winter Street.



South Gateway location on Brunswick Avenue (Route 201), on Gardiner Common.

- LOCATIONS FOR GATEWAY (WELCOME) SIGNS
- LARGE PUBLIC INFORMATION SIGNS
- ⊠ STANDARD PUBLIC INFORMATION SIGNS



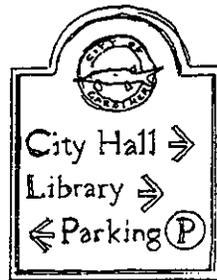
A SIGNAGE PROGRAM FOR DOWNTOWN GARDINER

2. Public Information Signs

Purpose: To direct people to features within downtown. These might include:

- Large public parking lots
- City Hall and the library
- Waterfront Park, boat launch, and Rail Trail
- Downtown/Water Street
- Shop 'n Save Plaza
- Other? Railroad. and Historic District

Design: *See sketch.* This is a pole-mounted (or building-mounted) sign based on the existing signs. A standard top, with logo, is proposed; the width is to be 3 feet with the height varying, depending on the lettering space needed. A dark plum/brick red background color with white lettering is recommended. More prominent (larger) signs should direct motorists to the Arcade lot.



(2) Public Informational Sign

(3) Parking Sign (*see description over*)



- Locations:
- Water Street/Brunswick Avenue intersection
 - Water Street/Church Street intersection
 - Depot Square
 - Bridge Street
 - Maine Avenue . . . *see signage program map for specifics*

Size: 3 feet wide; height to vary

Installing: Assume public works will install.

Funding: Options: as part of capitol improvement budget; as part of a downtown bond issue; through TIF funds

3. Parking Lot Signs

- Purpose:** To identify all (public and private) parking lots and provide information about parking lot use. The goal is to make downtown "parking friendly" and to encourage use.
- Design:** Simple, easy to see signs that are the same design (color, lettering, mounting) as proposed (*see sketch, above*). A dark plum/brick red background with white lettering, arrow and "P" is recommended.
- Locations:** These signs should be mounted to be visible from the driver's seat, preferably on 4" x 4" posts, or on buildings or other vertical surfaces. Sign locations on public property are shown on the map. Private property owners should be encouraged to use the same sign design.
- Size:** 3 feet x 1 foot
- Installing:** Installation by public works crew or by private lot owners.
- Funding:** Options: as part of capitol improvement budget; as part of a downtown bond issue; through TIF funds

4. Historic/Educational Signs

- Purpose:** To provide interesting information about the history of the area and/or wildlife in the vicinity. The signs would be located in parks, open space, or along trails.
- Design:** A "lectern" style sign, mounted to face the area of interest and to be designed so young people can read it, is proposed. The sign itself should have text and illustrations that educate and inform; color drawings are best.
- Locations:** The locations will depend on the waterfront park and trail designs; these are to be designed later and cost estimated.

5. Trail Signs

If any trails are built along Cobbosseecontee Stream, connecting to the Kennebec River Rail Trail, special trail identification signs, set on 4" x 4" posts, are proposed. Historic/educational signs could also be placed along the trail.

Private Sign Guidelines

Gardiner has a sign ordinance that must be followed, especially in the historic district. Some simple suggestions follow:

Wall Signs

Signs on the walls of buildings should be carefully located so they can be seen easily. Wall signs should also be located so that they:

- enhance the architecture of the building;
- are not dispersed all over building walls;
- are low enough to be seen by pedestrians;
- do not project above the roof line.

Fewer signs will make the message clearer and improve the appearance of your building. The size (square footage) of wall signs should also be limited to minimize adverse visual impact.

Projecting Signs

Projecting wall signs are best where traffic is slow moving (less than 30 m.p.h.) and where the sign will catch the eye of the pedestrian.

For good visibility all projecting wall signs should:

- be installed at a 90 degree angle to the wall;
- be erected so they do not project above second floor window sill heights;
- be separated by about 50 feet so they are not crowded; and
- minimize the number of words and letters.

Free-standing Signs

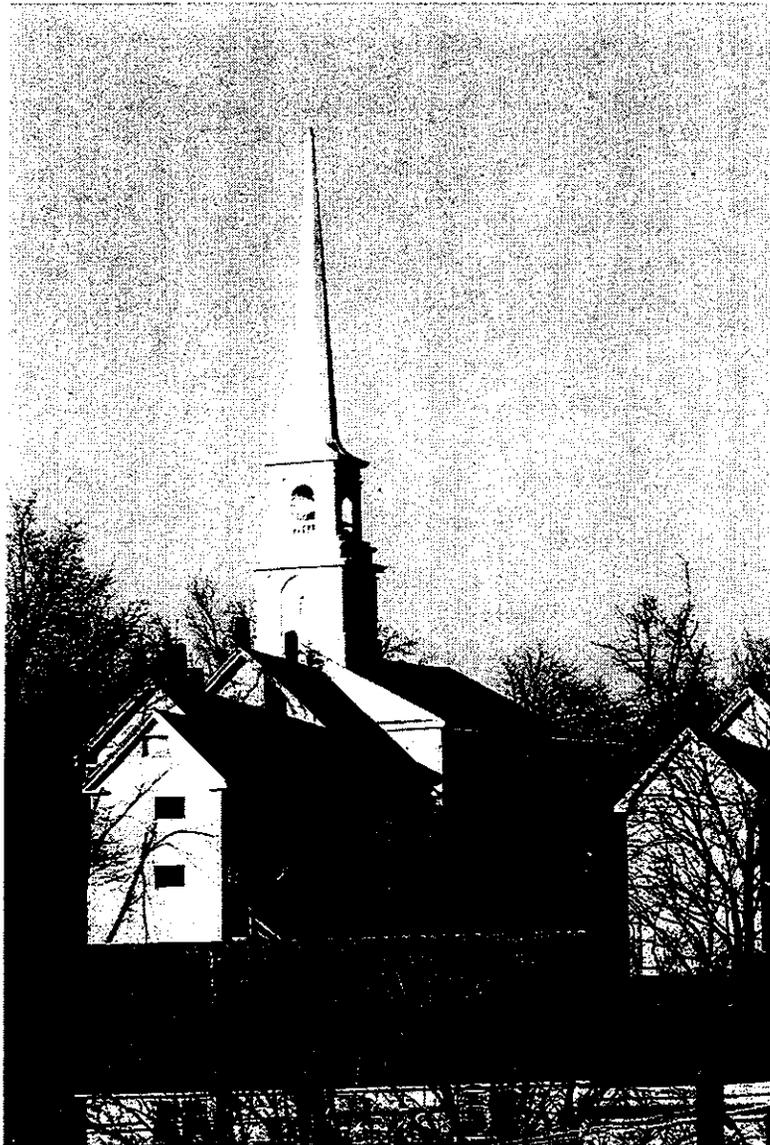
A simple geometric shape for the sign will draw attention to it. Signs set low to the ground attract attention. Use symbols to catch the eye and keep the number of words to a minimum.

One well-placed, good-looking sign will catch the eye better than a jumble of poorly designed and constructed signs.

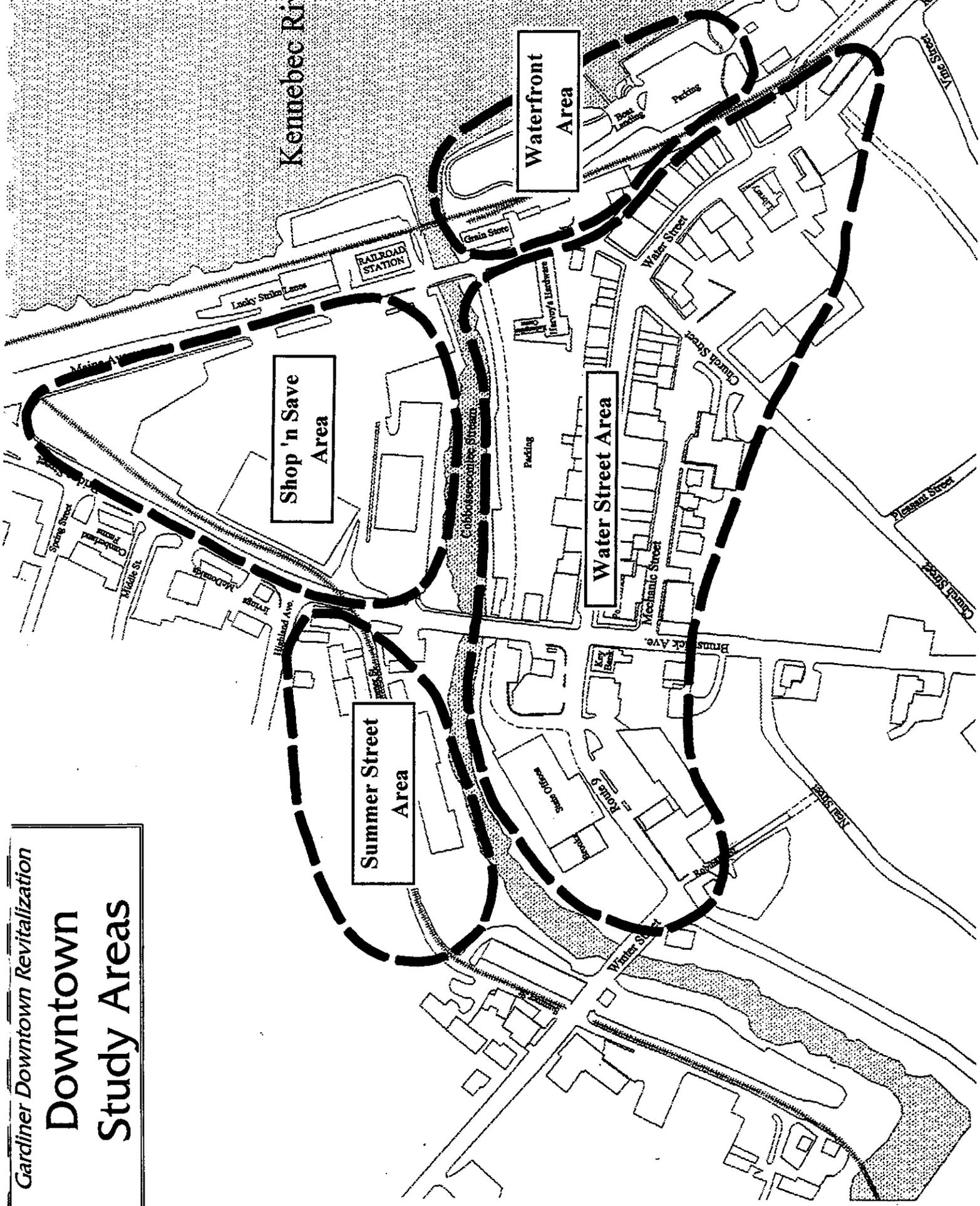
Regulation

On its face Gardiner's regulatory approach to signage appears inconsistent. Strict rules apply in the historic district while in the rest of downtown a lack of control and quality is apparent. The Planning Board should revisit their regulations and establish comprehensive, City-wide standards that improve signage design and placement and that also require the removal of obsolete signs and sign supports.

V.
Redevelopment Opportunities



Gardiner Downtown Revitalization
**Downtown
Study Areas**



**Shop 'n Save
Area**

**Summer Street
Area**

**Waterfront
Area**

Water Street Area

A. Shop 'n Save

Background

Coordinating with Shop 'n Save on the redevelopment and improvement of their site has been a top priority of the Committee from the start. The consulting team put together several ideas for redeveloping the site, and met with Hannaford Bros. representatives to discuss four master plan options. The concepts presented to Hannaford addressed floodproofing the building, landscaping for the site, and access management, and examined the possibility of a new replacement store. Hannaford has decided not to build a new structure, but to improve the existing structure. (*See maps following.*)

Currently, the status of the project is:

- Hannaford is planning to upgrade the interior of the Shop 'n Save store, including expansion into the old Rite Aid store and the Laundromat;
- Hannaford has already approached the City about their expansion plans (but has not formally submitted a plan), and is currently informally involved with the State in applying for a variance (due to floodplain issues);
- Hannaford has indicated there will not be improvements made to the parking lot or access areas, but is interested in working with the City, using TIF funds, to make improvements to the lot.

The opportunity for such a public/private partnership, perhaps involving all owners within the Shop 'n Save "triangle," is still possible.

Opportunities

Clearly, everyone would gain by addressing these issues together. A master site plan approach could improve access, improve pedestrian flow, open opportunities for stores to be interconnected (and hence improve their markets and the shopping experience) and perhaps allow for shared parking and reduced development costs.

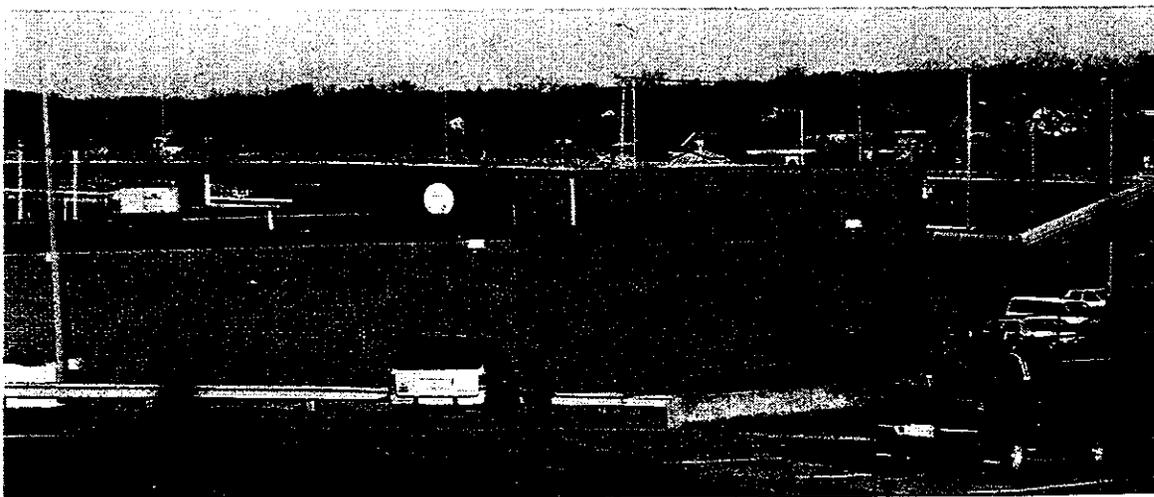
As mentioned, Hannaford has demonstrated interest in working with the City on a streetscape and parking plan for the Shop 'n Save triangle; there is also a real possibility of redeveloping the Walker building site (which the owner wishes to sell), perhaps with new shops and a traffic/parking layout that works with a new layout for Shop 'n Save.

Recommendations

- Continue to pursue joint planning with Shop 'n Save to improve the parking lot, landscaping, and streetscape (along Bridge Street and Maine Ave.)
- Develop an access management plan for the area, working with the appropriate landowners.
- Assist the Walker property owner find an interested buyer or developer to purchase and redevelop the entire parcel.
- Encourage shared parking on the Shop 'n Save lot through cooperative agreements (near Maine Street and the old railroad station and at the north end of their parcel) for other businesses and/or park & ride service.

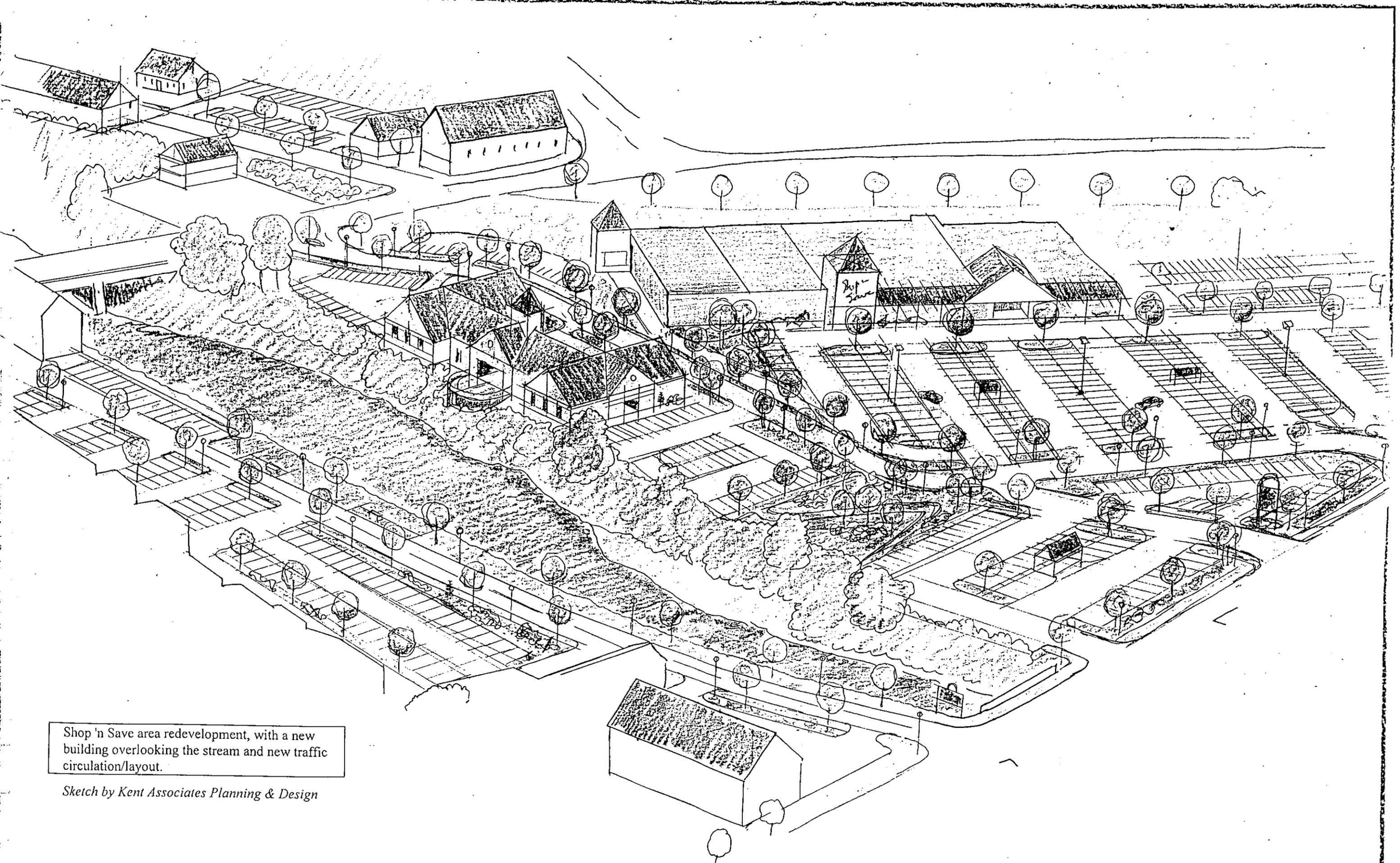
Responsibility

Redevelopment requires a joint, cooperative venture between the City and Hannaford and the City and Bud Brown, owner of the Walker parcel. The City should initiate a TIF agreement with Hannaford under which funds are dedicated to parking, landscape and lighting improvements on their property. The City's economic development office and the Board of Trade should help seek out a developer/investor for the Walker parcel, which has high priority.



List of Illustrations

Shop 'n Save Area Photosimulation	p. V-4
Shop 'n Save Area Redevelopment Sketch	p. V-5
Existing Conditions: Aerial Photo View	p. V-6
Existing Conditions: Floodplain Map	p. V-7



Shop 'n Save area redevelopment, with a new building overlooking the stream and new traffic circulation/layout.

Sketch by Kent Associates Planning & Design

B. Water Street

Background

The overall goal for the Water Street area is to set the stage for economic redevelopment, enhancing the quality of the downtown through streetscape improvements (parking, public signage, sidewalks/crosswalks, landscaping, trees, and lighting). (See *Streetscape Enhancements, IV.*) Improvements are needed in both the *quantity* and *quality* of parking in the downtown:

- A parking study, completed by Casey & Godfrey Consulting Engineers, showed an overall parking deficit at the east end of Water Street (Renys/Library area), and that a new parking lot off Mechanic Street would serve parking needs for Johnson Hall events, the Post Office, and a new Business Enterprise Center located in this vicinity.
- There has been strong interest in investing in improvements to the Arcade lot, such as tree planting and landscaping, signage, and access (for traffic and pedestrians). At present the area presents a negative image that stifles redevelopment initiatives.

For this report, the maps and illustrations of the Water Street area have been broken down into three sections:

- *Section 1:* The Renys/Library area, at the east end of Water Street
- *Section 2:* The central Water Street area, between the traffic light intersections (including the Arcade parking lot and Mechanic Street)
- *Section 3:* The Brooks/State Offices area, at the west end of Water Street

For each of these areas, overall streetscape recommendations are made (*see below*), as well as recommendations specific to private lots (these are dependent on public-private cooperation) (*see section maps on the following pages*).

Opportunities

Section 1: Renys/Library Area

There are several options for creating additional parking at the east end of Water Street; the option shown on the old RR shed site is likely the least expensive and easiest to achieve. Other options for parking are shown for the Bailey's lots (on either side of Water Street), however, it has been noted that a better use for the Bailey's building site might be a hotel/B&B, or another commercial use that might compliment the waterfront. If the Gardiner Feed or Riverview Credit Union were to move, additional parking could be located there.

Gardiner Savings has recently purchased the "Tilbury" lot next to the library for employee parking; this will help address the parking deficit.

Section 2: Central Water Street Area

The proposals for this area form the focus of the proposed CDBG strategy. Water Street's revitalization is held in check by the blighted conditions of the Arcade lot area and Mechanic Street. The sketch plans present solutions that will embellish both areas.

Section 3: Brooks/State Office Area

This area is both an anchor and gateway to Downtown and Water Street. The design proposals illustrate parking and streetscape improvements.

Recommendations

Note: Additional recommendations are noted on the drawings that follow.

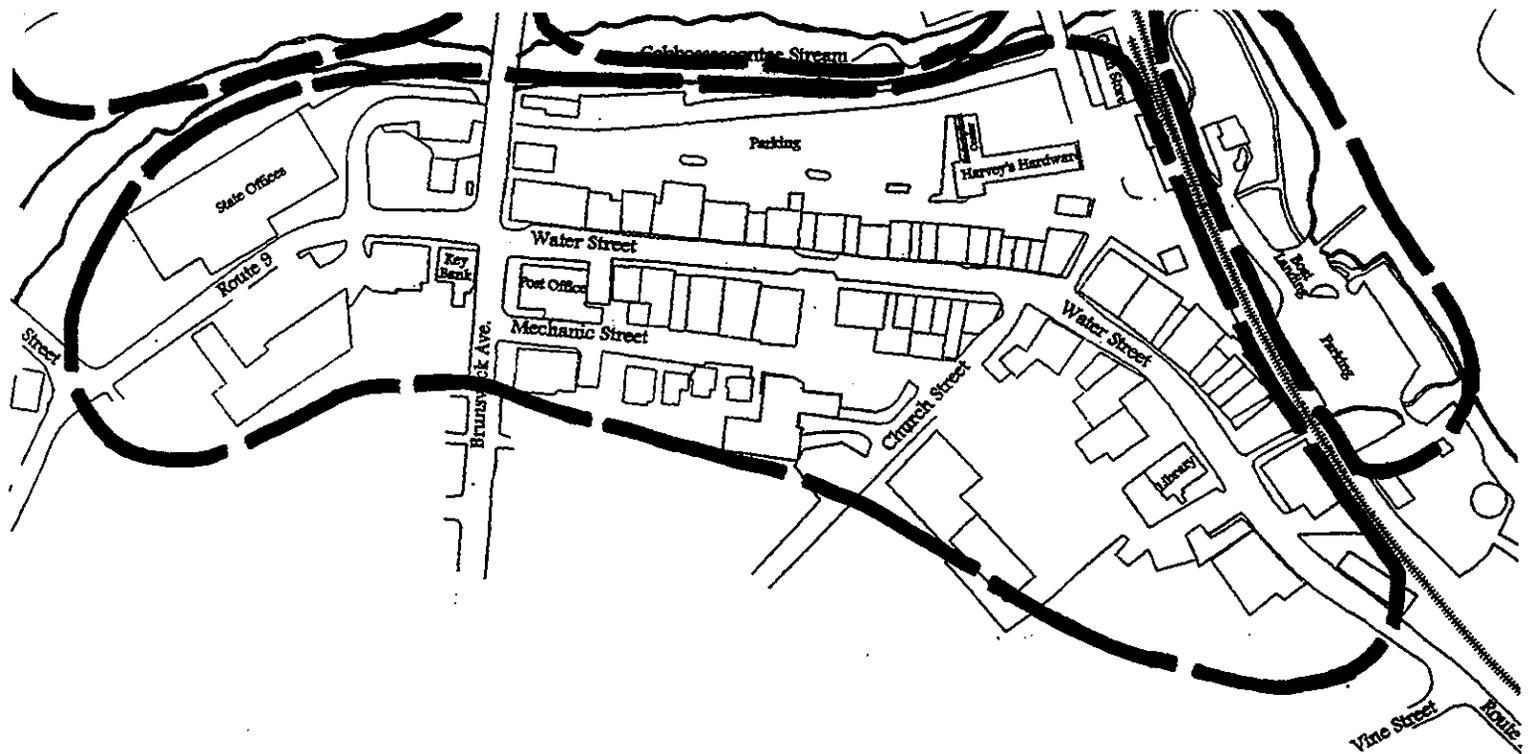
- Streetscape elements (i.e. street trees, lighting, public signage, sidewalks/crosswalks, and landscaping) need to be enhanced and maintained; existing streetscape elements should be improved and extended to all areas of the downtown and a consistent theme and quality maintained throughout. *(See Streetscape Enhancements, IV.)*
- Public parking enhancements should begin with the Arcade lot area. *(See the plan drawing and cost estimates.)*
- New parking areas should be created at the east end of Water Street (i.e. the old Railroad shed site), and on Mechanic Street. *(See maps.)*
- Private parking enhancements should be sought through public-private cooperation, possibly using TIF funds as incentives for private participation.
- Special attention should be given to highlighting (with signage and landscaping) the entrances, for vehicles and pedestrians, to the Arcade lot area. *(See, especially, the illustration of a redesigned Arcade passage entry.)*

Responsibility

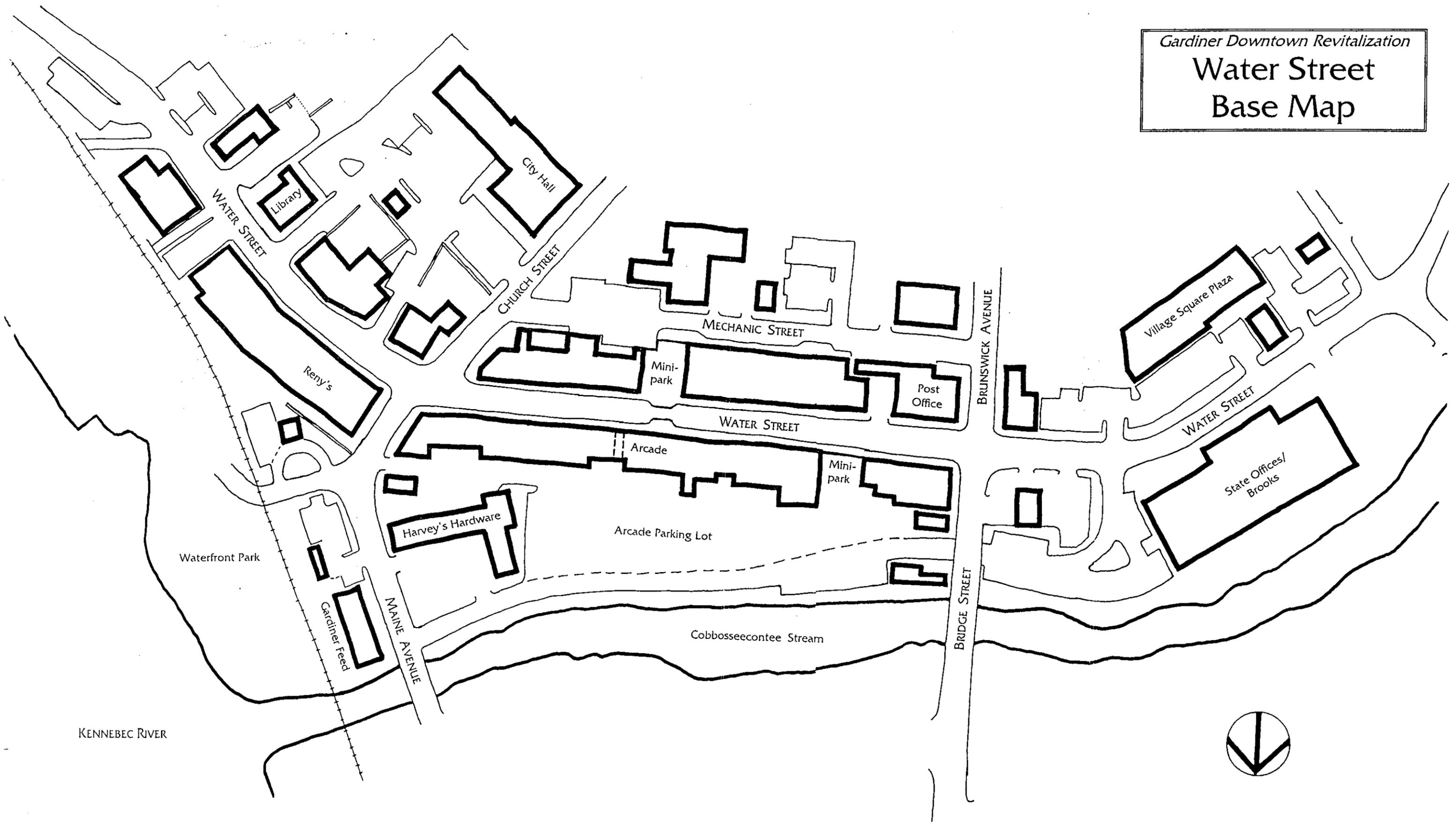
The City should "package" many of these recommendations in a CDBG application. This would include streetscaping and the Arcade lot area. Additional signage and landscaping should be paid for with capital improvement funds. The City should elicit further public support for these improvements and document that support in its CDBG application.

List of Illustrations

Water Street Base Map	p. V-11
East-end Water St. Improvements (Section 1)	p. V-12
Central Water St./Arcade Lot/Mechanic St. Improvements (Section 2)	p. V-13
Lower Water St. (Section 3) Improvements	p. V-14
Redevelopment Options for Bailey's Lots	p. V-15
Alternatives for New Parking at the Waterfront Gateway	p. V-16
Mechanic Street Phased Parking Development	p. V-17
Arcade Parking Lot Redesign	p. V-18
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Existing Conditions Photos	p. V-20
Arcade Passageway Sketch	p. V-21



Gardiner Downtown Revitalization
**Water Street
Base Map**



KENNEBEC RIVER



Improved parking with streetscaping for Bailey's lot

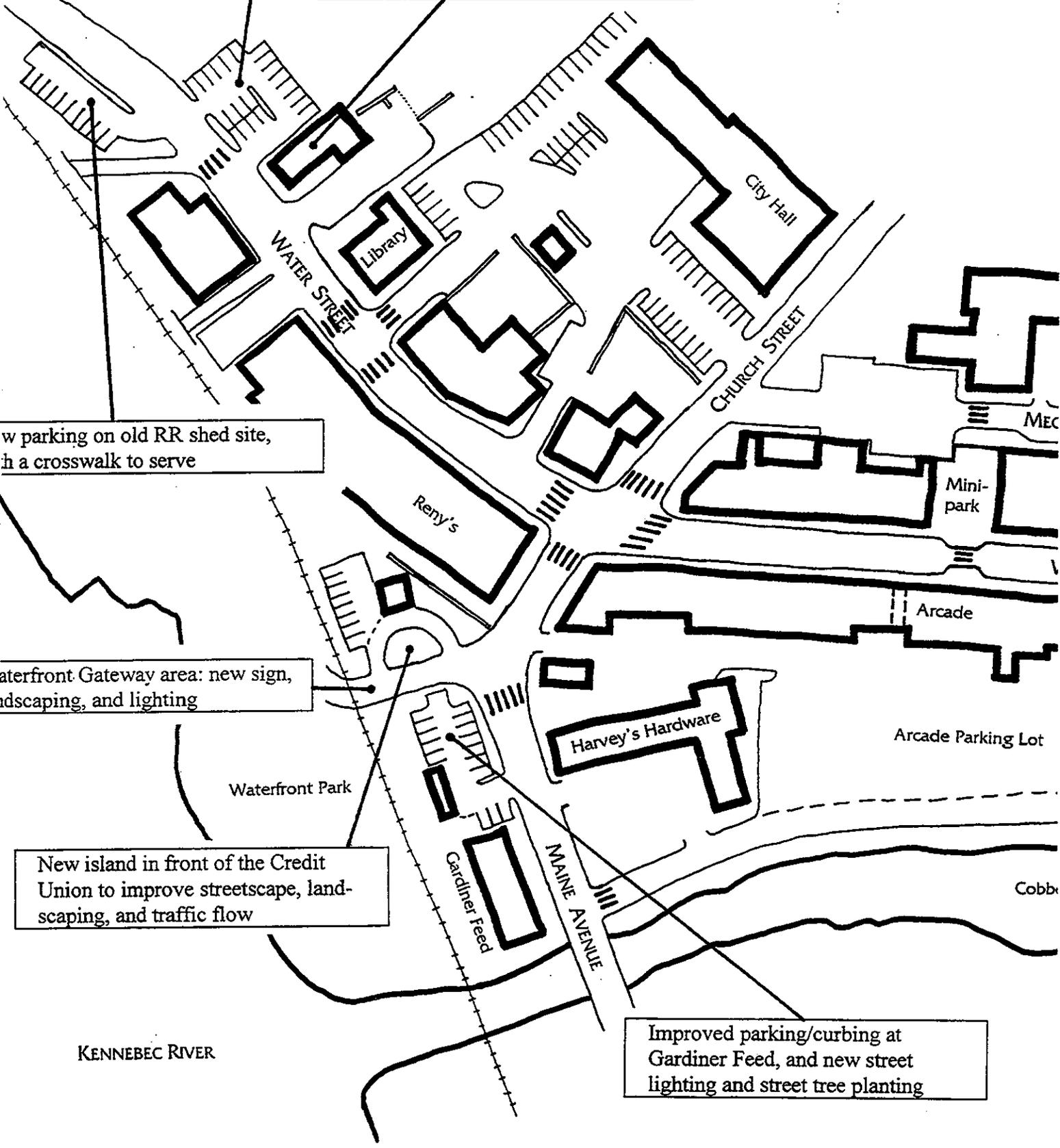
Tilbury site to be redeveloped as parking for Gardiner Savings.

New parking on old RR shed site, with a crosswalk to serve

Waterfront Gateway area: new sign, landscaping, and lighting

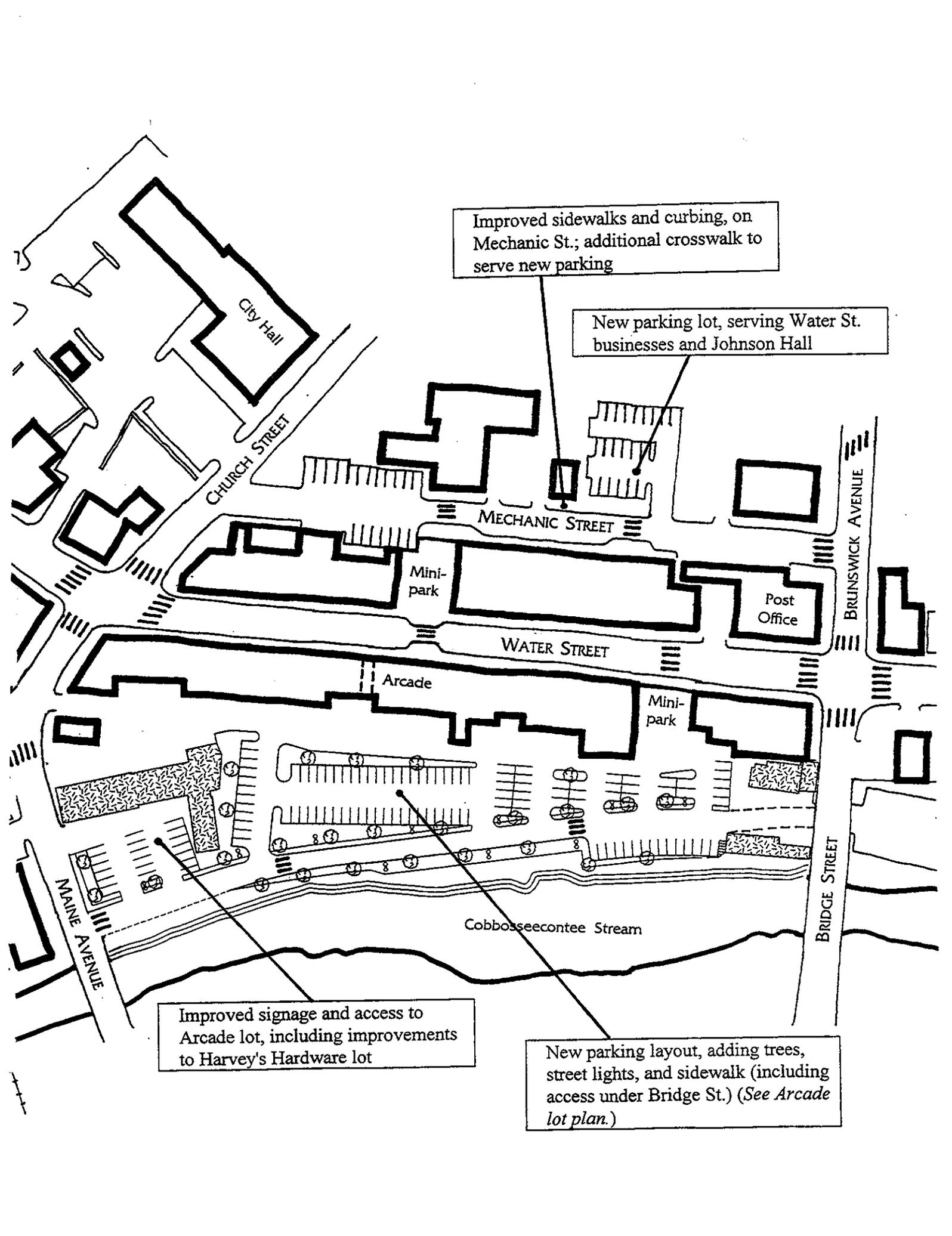
New island in front of the Credit Union to improve streetscape, landscaping, and traffic flow

Improved parking/curbing at Gardiner Feed, and new street lighting and street tree planting



KENNEBEC RIVER

Cobb



Improved sidewalks and curbing, on Mechanic St.; additional crosswalk to serve new parking

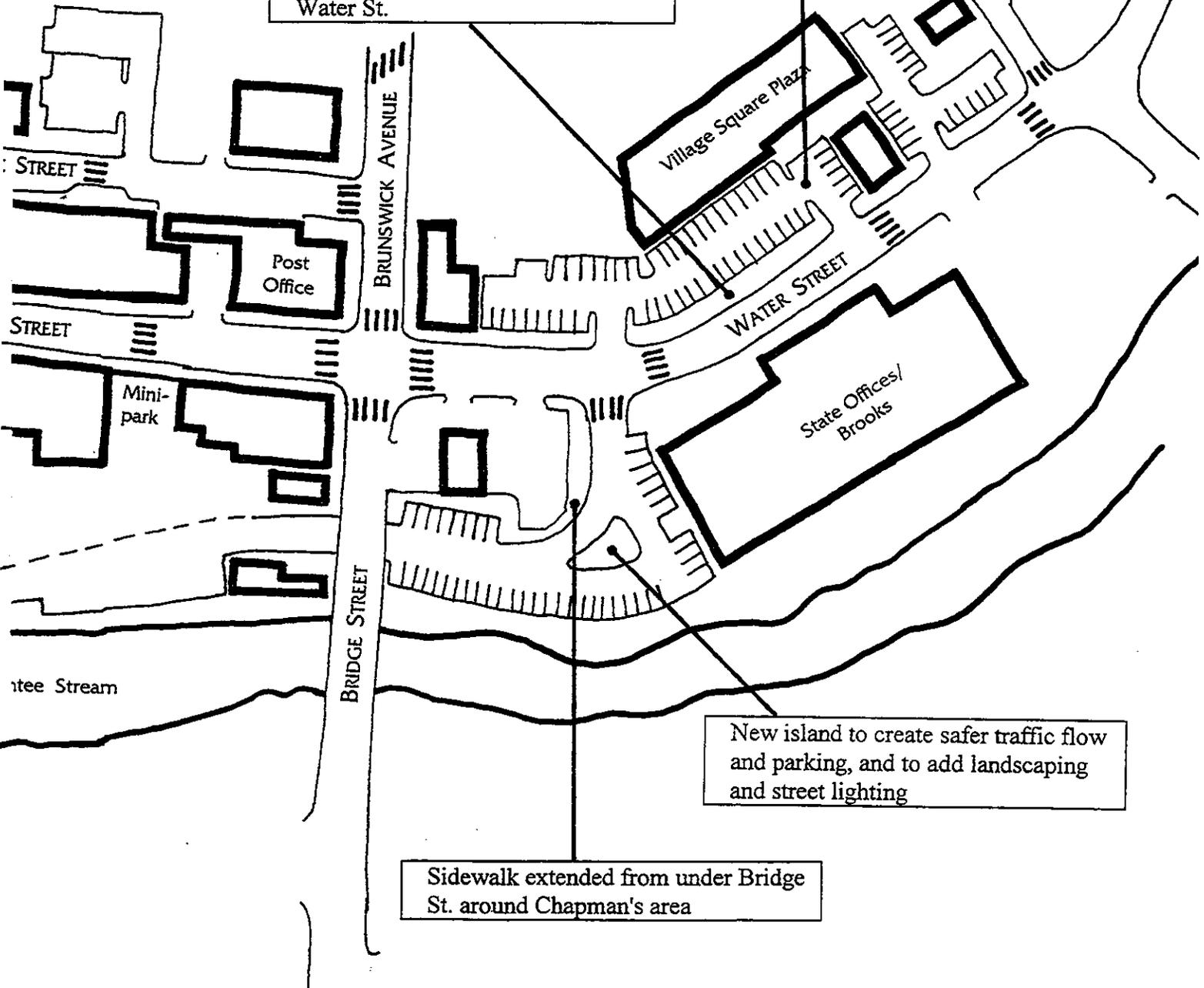
New parking lot, serving Water St. businesses and Johnson Hall

Improved signage and access to Arcade lot, including improvements to Harvey's Hardware lot

New parking layout, adding trees, street lights, and sidewalk (including access under Bridge St.) (See Arcade lot plan.)

New parking layout at Village Square Plaza and Key Bank to reduce the number of access ways (and increase traffic safety)

Improved streetscaping in buffer areas, between parking areas and Water St.



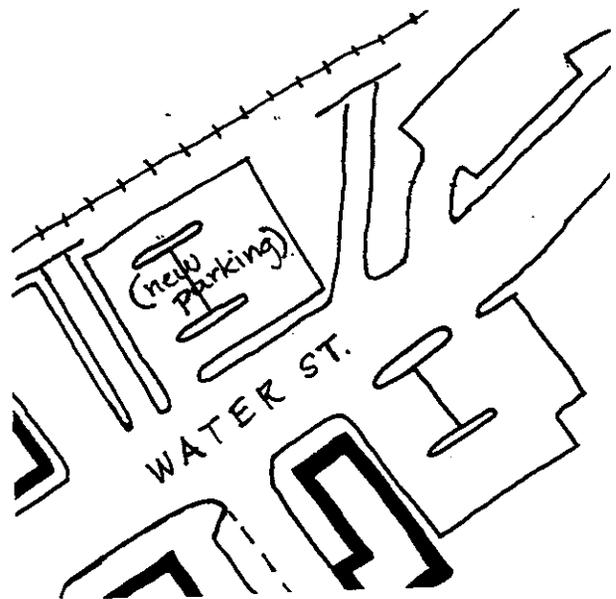
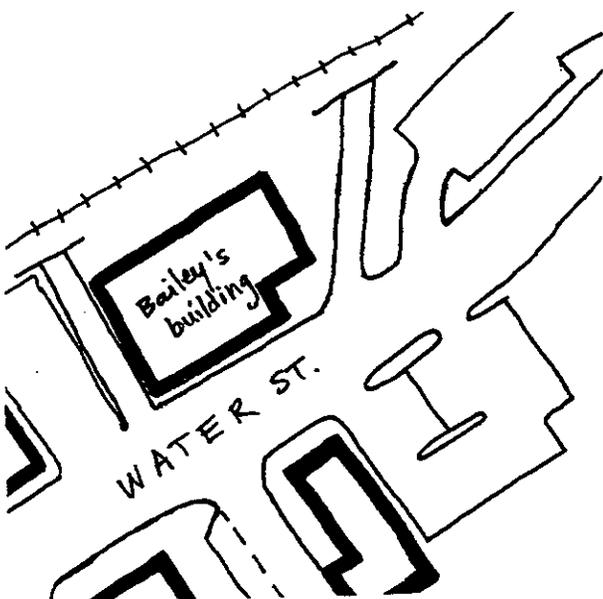
New island to create safer traffic flow and parking, and to add landscaping and street lighting

Sidewalk extended from under Bridge St. around Chapman's area

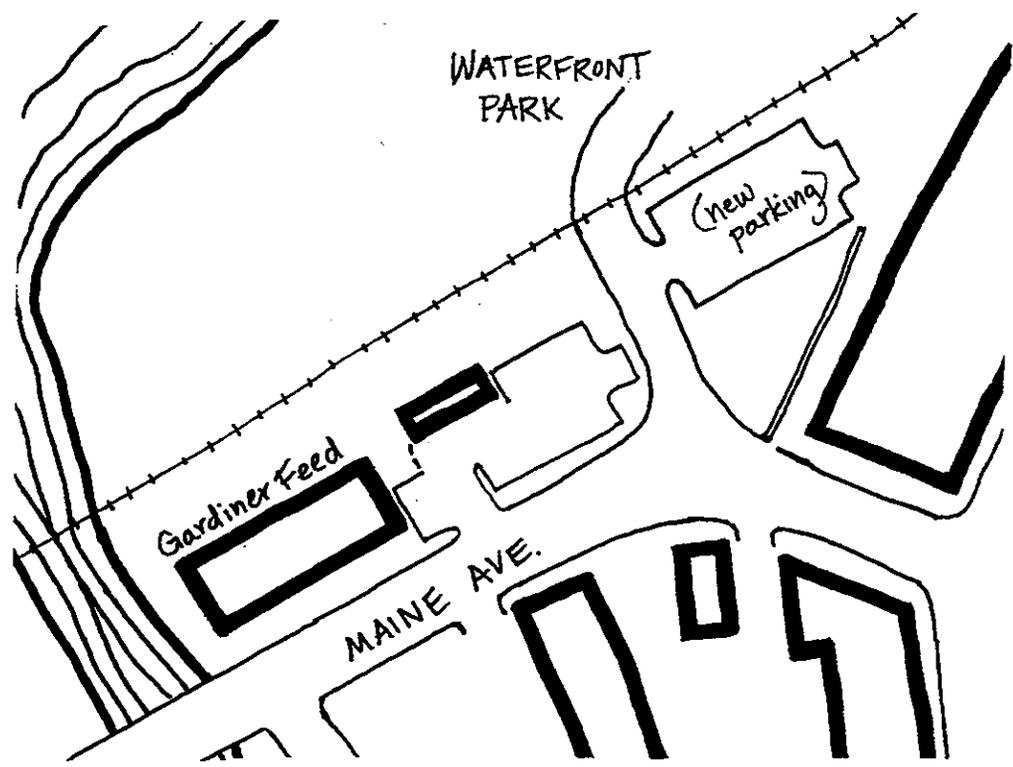
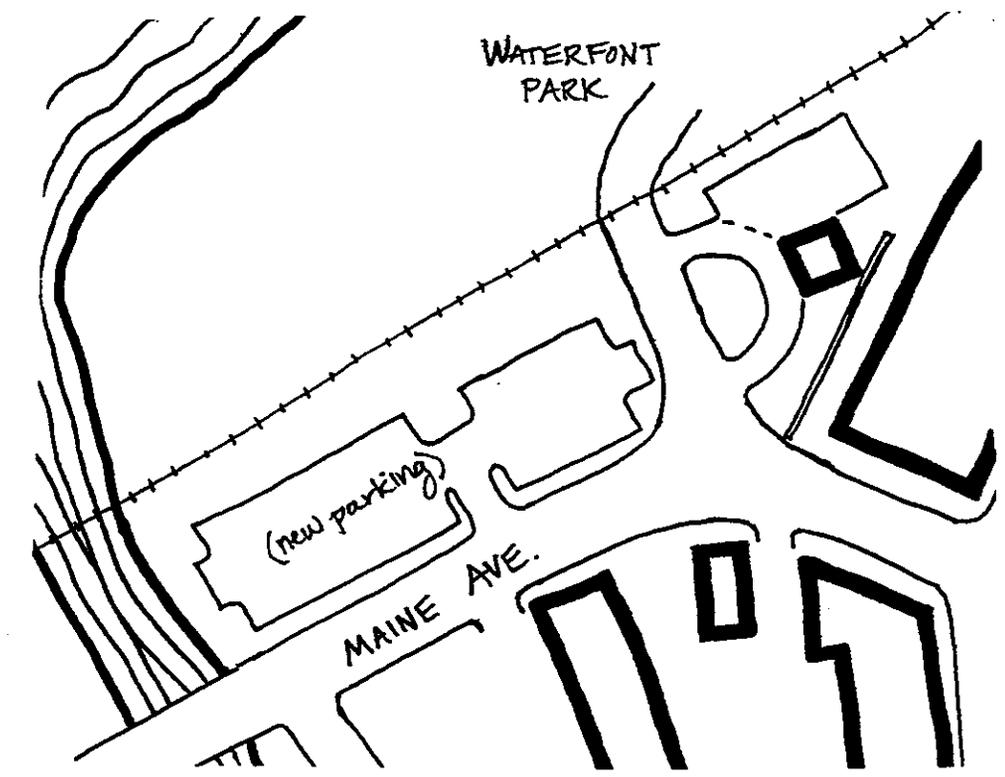
Redevelopment Options for Bailey's Lots

The possibility of a new use on the Bailey's lots would bring new opportunity for the east end of Water Street. The options shown below assume a new use, which might include new parking for downtown and the waterfront, or a hotel/B&B:

Option 1:	Keep building; improve parking lot next to Tilbury
Option 2:	Remove building and create parking; improve parking lot next to Tilbury
Option 3:	New building (riverside hotel?); improve parking lot next to Tilbury

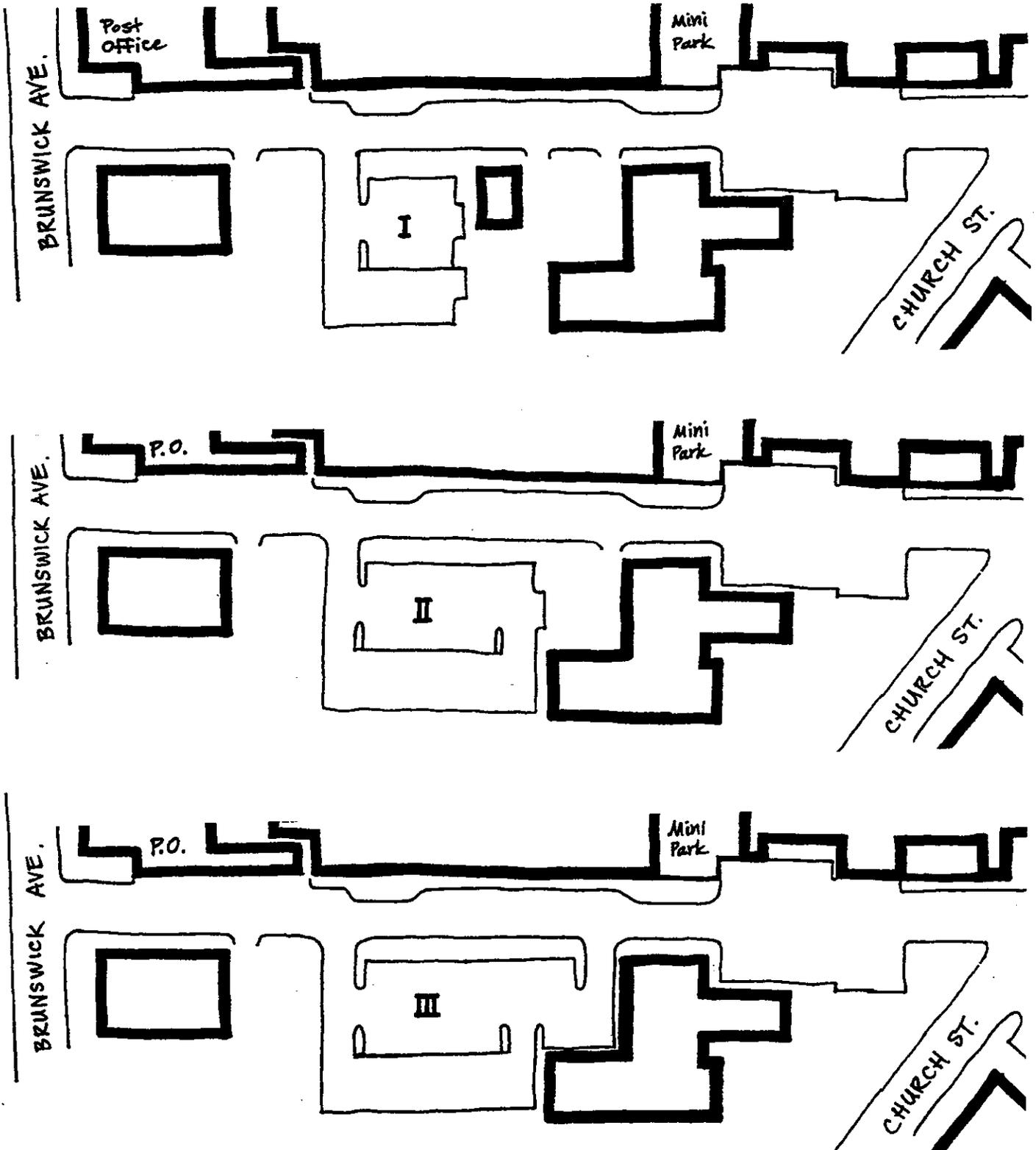


Alternatives for new parking at the Waterfront entrance



Mechanic Street Parking: Phased Development

The option shown here for new parking on Mechanic St. assumes the acquisition and removal of 1 existing building for phase I, and 2 buildings (total) for phase II and III; phase III assumes a collaborative effort with Gardiner Savings, given their recent acquisition. This new parking lot would serve Water St. businesses, including parking for Johnson Hall activities.



Gardiner Downtown Redevelopment Plan

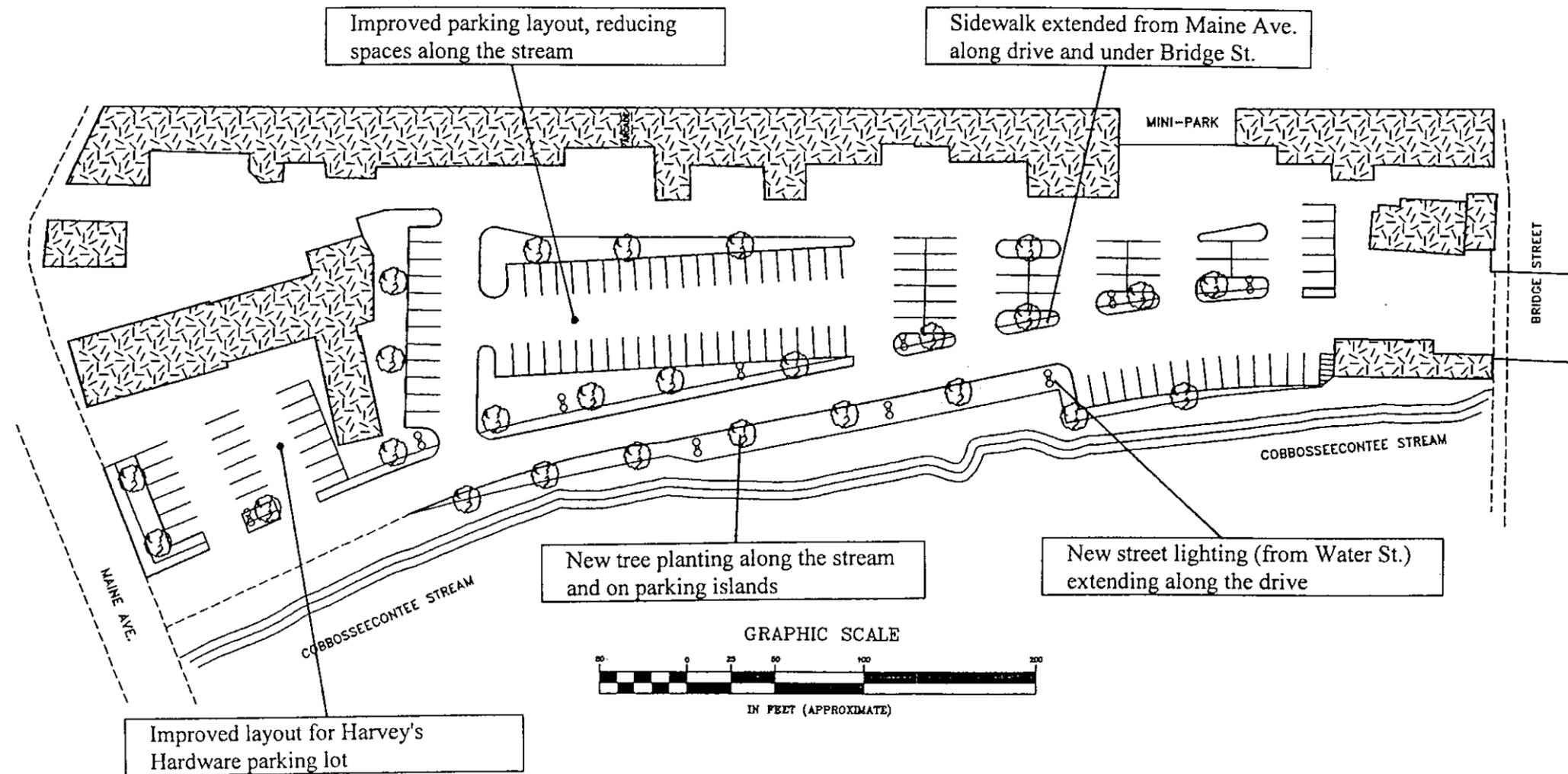
ARCADE PARKING LOT

Prepared For:
The City of Gardiner

By:
Kent Associates
Planning & Design Consultants
Gardiner, Maine

In association with:
Casey & Godfrey Engineers
PA Strategies
Critical Insights

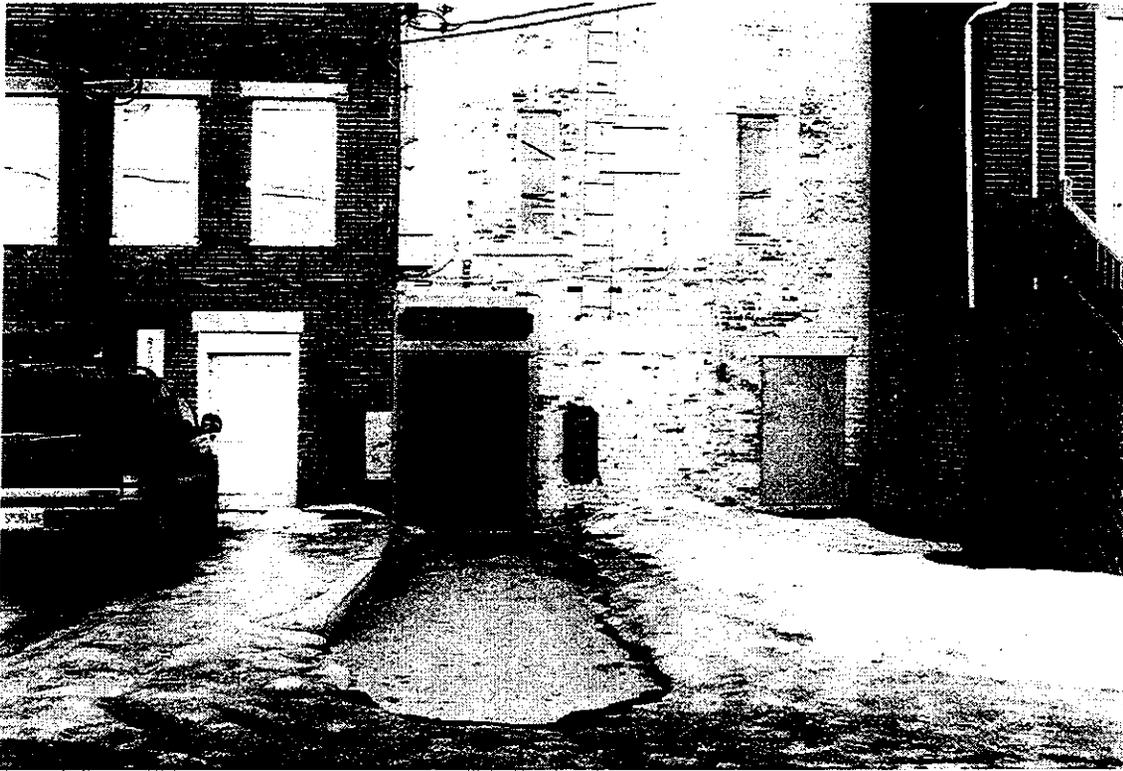
Base map prepared by:
Casey & Godfrey Engineers



Arcade Parking Improvements

Prepared by Casey & Godfrey Engineers

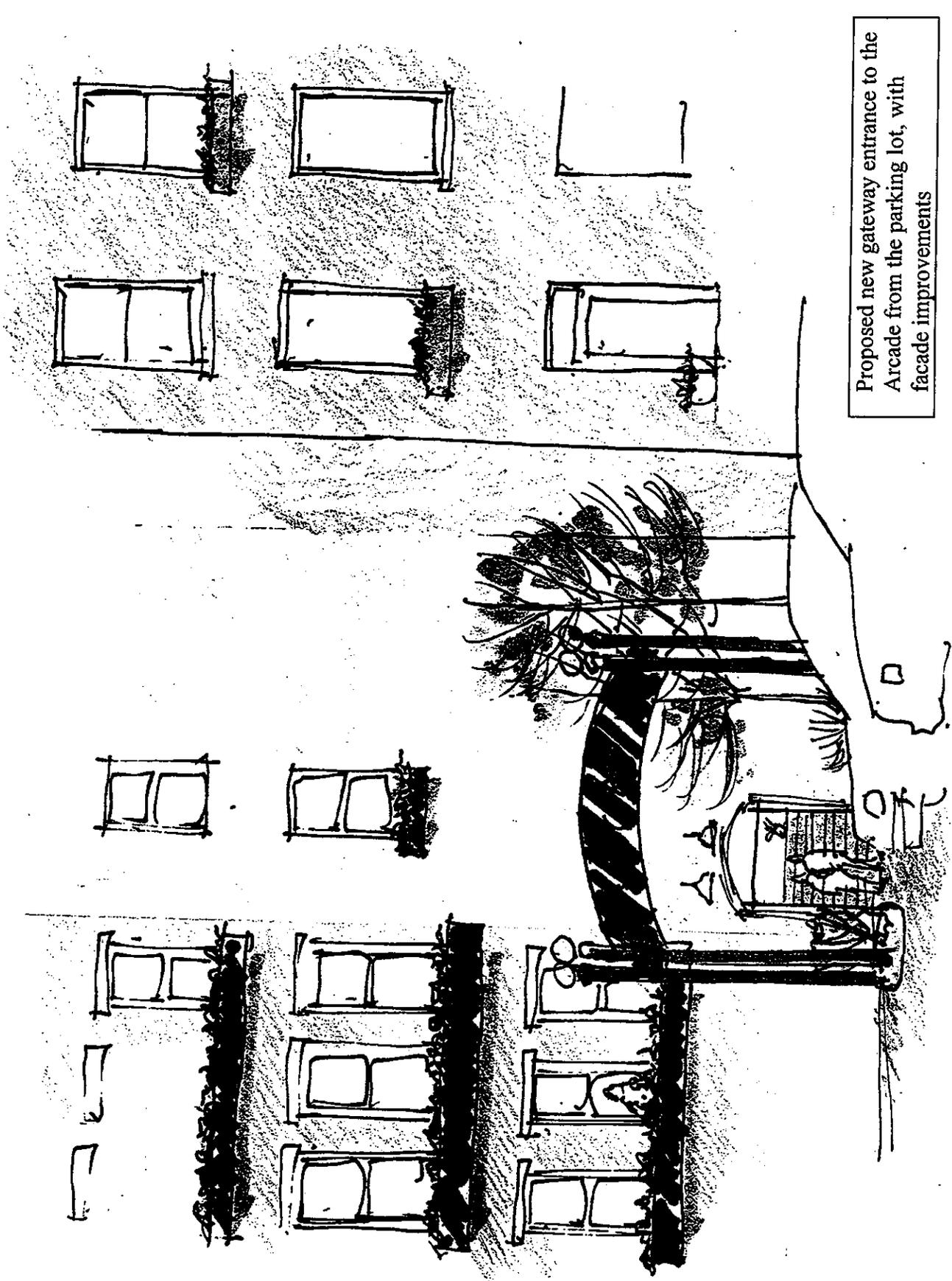




Existing condition of the Arcade entrance from the parking lot.



View of the "back" sides of Water Street buildings and the Arcade parking lot.



Proposed new gateway entrance to the
Arcade from the parking lot, with
facade improvements

*Illustration by DGMorabito Landscape
Architecture & Planning*

C. The Waterfront

Background

The Waterfront Park continues to be a major community resource for Gardiner, as well as a draw for both business and recreation. The location of the railroad tracks along the waterfront introduces opportunities for downtown businesses, by creating new transportation links on a local and regional level. The construction of the Kennebec River Rail Trail (KRRT), scheduled to begin this year, also adds to new linkage and economic opportunities.

The sketches that follow show different visions for the Waterfront Park. One concept that has been identified as a high priority is the enhancement of the Waterfront Park entrance, by creating a Waterfront Gateway sign. (See sketch.)

Opportunities

Efforts to bring back passenger train service to the area have continually sparked interest in the possibility of a station located on the Gardiner waterfront. Options for a train stop have been explored for several sites near the waterfront; the most feasible of these options is to redevelop the Gardiner Feed building as a train station/restaurant/shops, serving the downtown and the waterfront (*see plans/sketches on the following pages*). Floodway issues will need to be addressed for the redevelopment of this site but do not appear to be an obstacle.

There is also an opportunity to extend the Waterfront Park trails down to ±13 acres of State-owned land (*see map*), through the Webber Energy property. Another option is a possible land swap between the City and Webber Energy, where Webber Energy would move to the Libby Hill Business Park, and the City could expand the Waterfront Park all the way to the State land. Acquiring this waterfront property also provides the opportunity for additional parking to serve both the waterfront and the east end of Water Street.

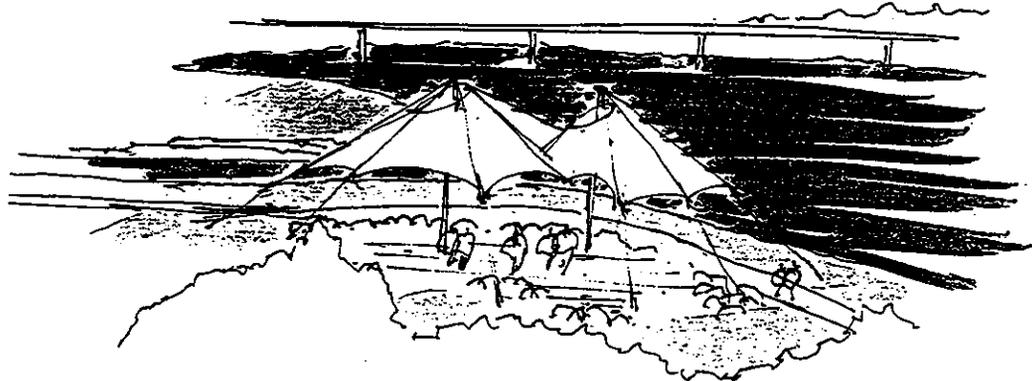
Recommendations

- Redevelop the Gardiner Feed building site as a transportation center/retail/restaurant/bike shop.
- Seek a land swap or easement with Webber Energy, extend trails and/or park to the State land.
- Acquire or lease the Shop 'n Save park & ride lot, to serve both the Waterfront and the Transportation Center.

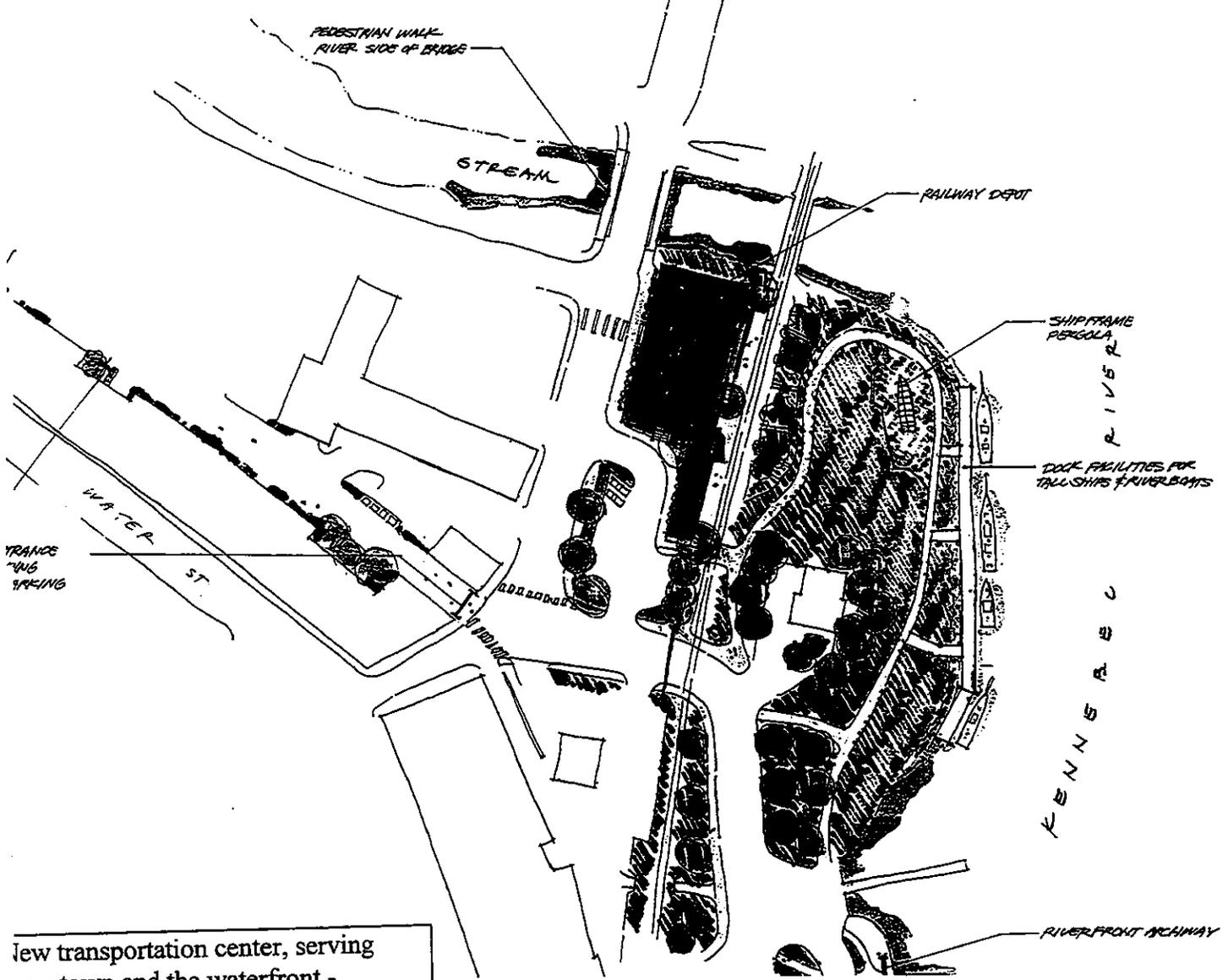
Responsibility

These recommendations require the City's economic development office's attention; further, the Board of Trade should aggressively seek a buyer/developer for the Gardiner Feed property.

<i>List of Illustrations</i>	
Waterfront Photosimulation	p. V-24
Transportation Center Sketches	p. V-25
Waterfront Enhancements: Gateway Signage, Pavilion	p. V-26
Arcade Parking Lot Gateway Sign	p. V-27
Waterfront Park Redevelopment Opportunities	p. V-28
Extension of the Waterfront Park, through the Webber Energy Property	p. V-29
Trail Extension along the Cobbosseecontee Stream	p. V-30

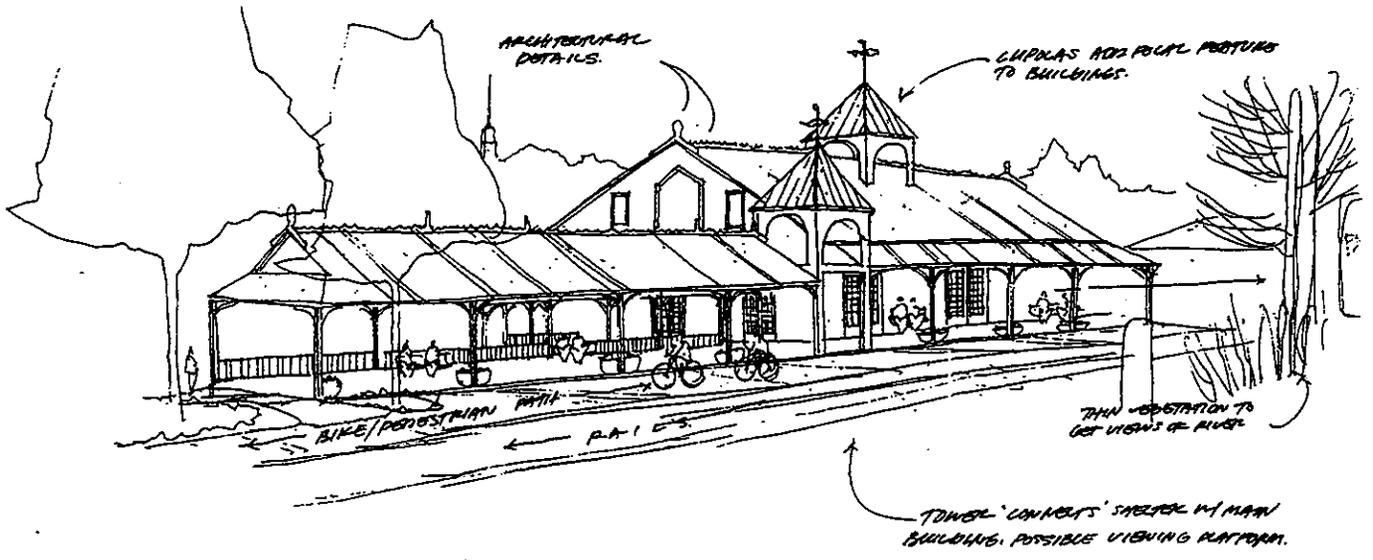


*Illustration by DGMorabito Landscape
Architecture & Planning*



New transportation center, serving downtown and the waterfront - proposed location is the current Jardiner Feed site

Illustrations by DGMorabito Landscape Architecture & Planning

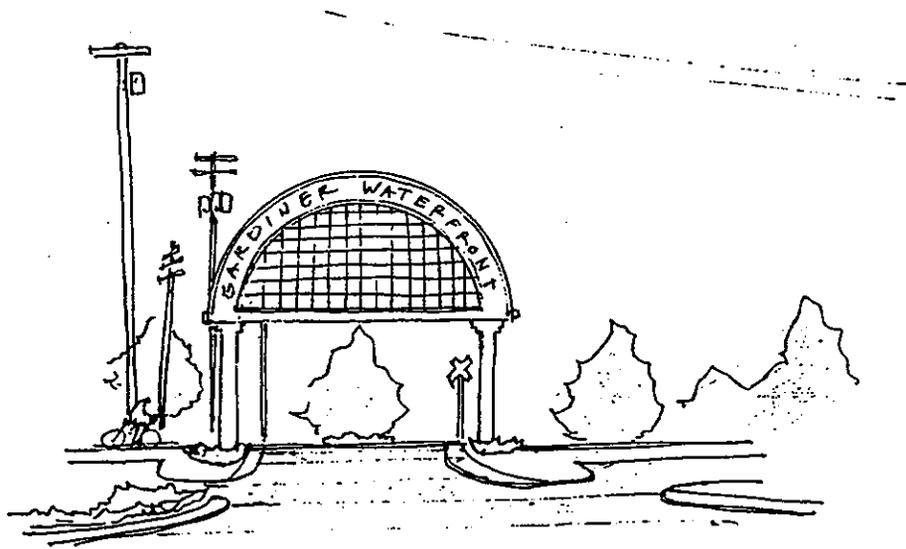


DEPOT RAIL SIDE VIEW

DEPOT RAIL SIDE VIEW.

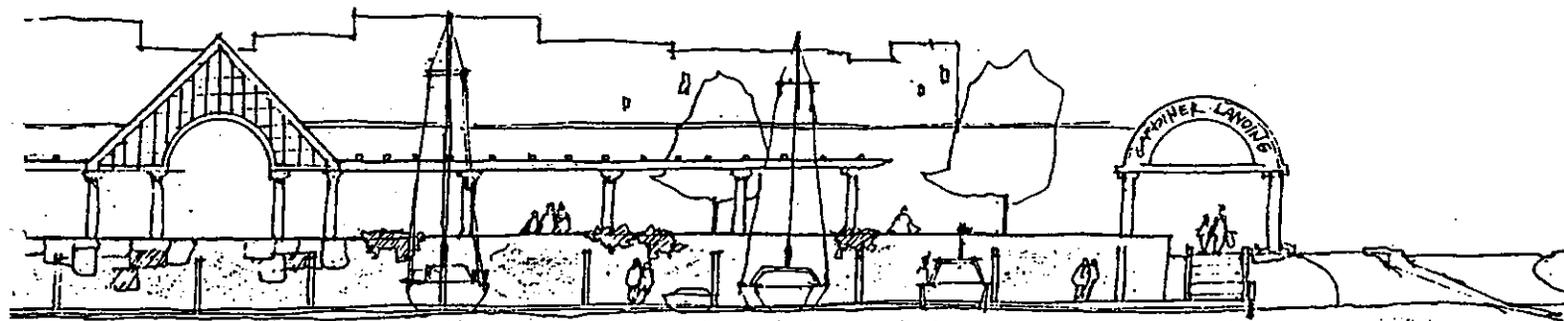
- BUILDING
- MUSEUM - LOBBY / ICE CREAM SHOP - MTB ROOMS
- SPINACY - PLAZA ACTIVITY CENTER - NICE REST ROOMS

Gateway to the Waterfront - View from Maine Avenue



Gateway signs at the Waterfront are proposed at the entrance from Maine Avenue and at the landing; the style shown for the Arcade entrance (*see over*) is recommended.

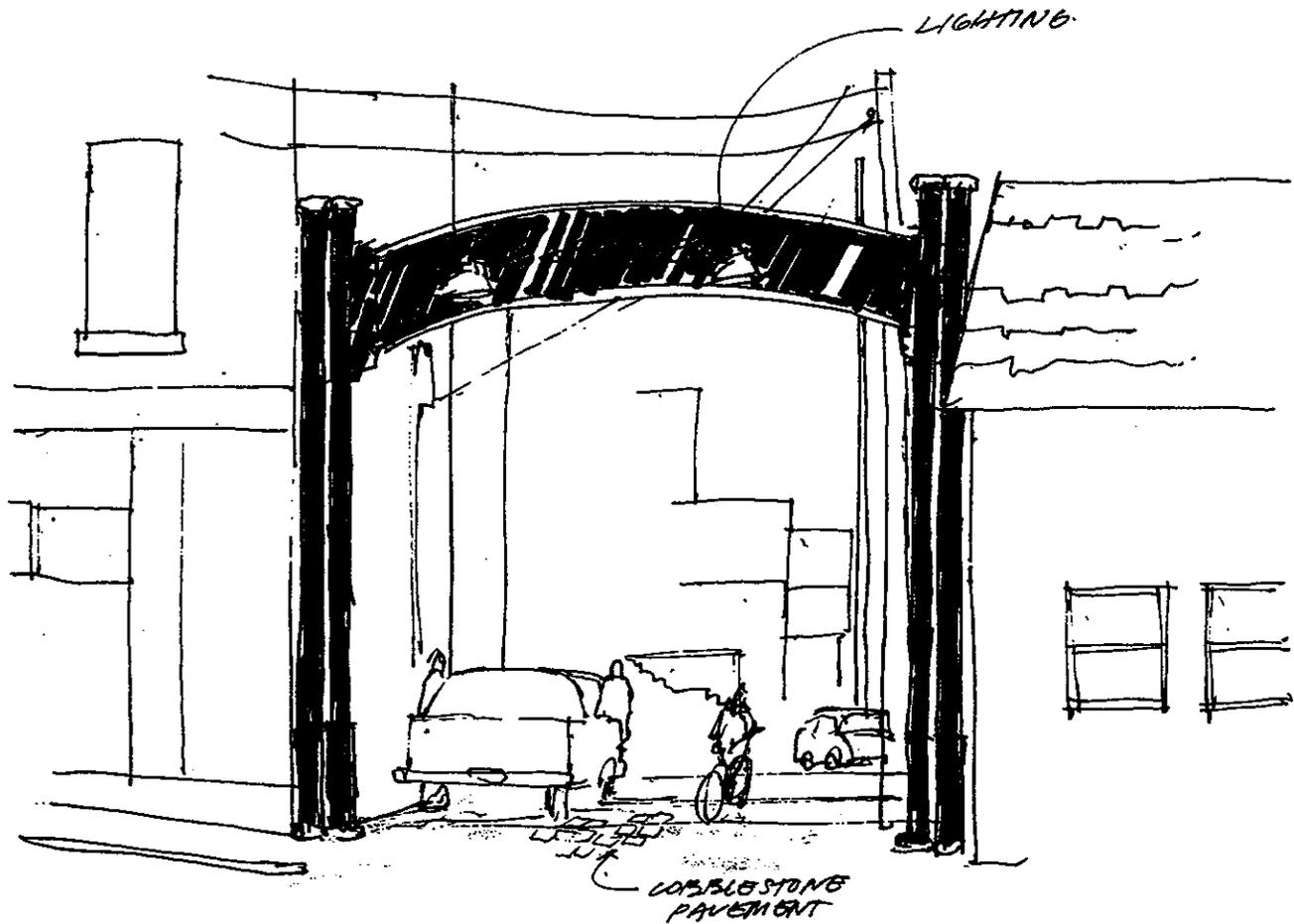
Waterfront Elevation - View from the River



Sketches by DGMorabito Landscape Architecture & Planning

Gateway Signage

The proposed Waterfront Gateway signs could be done in the style illustrated below; gateways to the Arcade and the Arcade lot (shown here), and to the Waterfront should all be done in the same style.



ENTRY ARCH TO REAR OF WATER ST BUILDINGS FROM MAIN ST.

Sketch by DGMorabito Landscape Architecture & Planning

Waterfront Park Development Opportunities

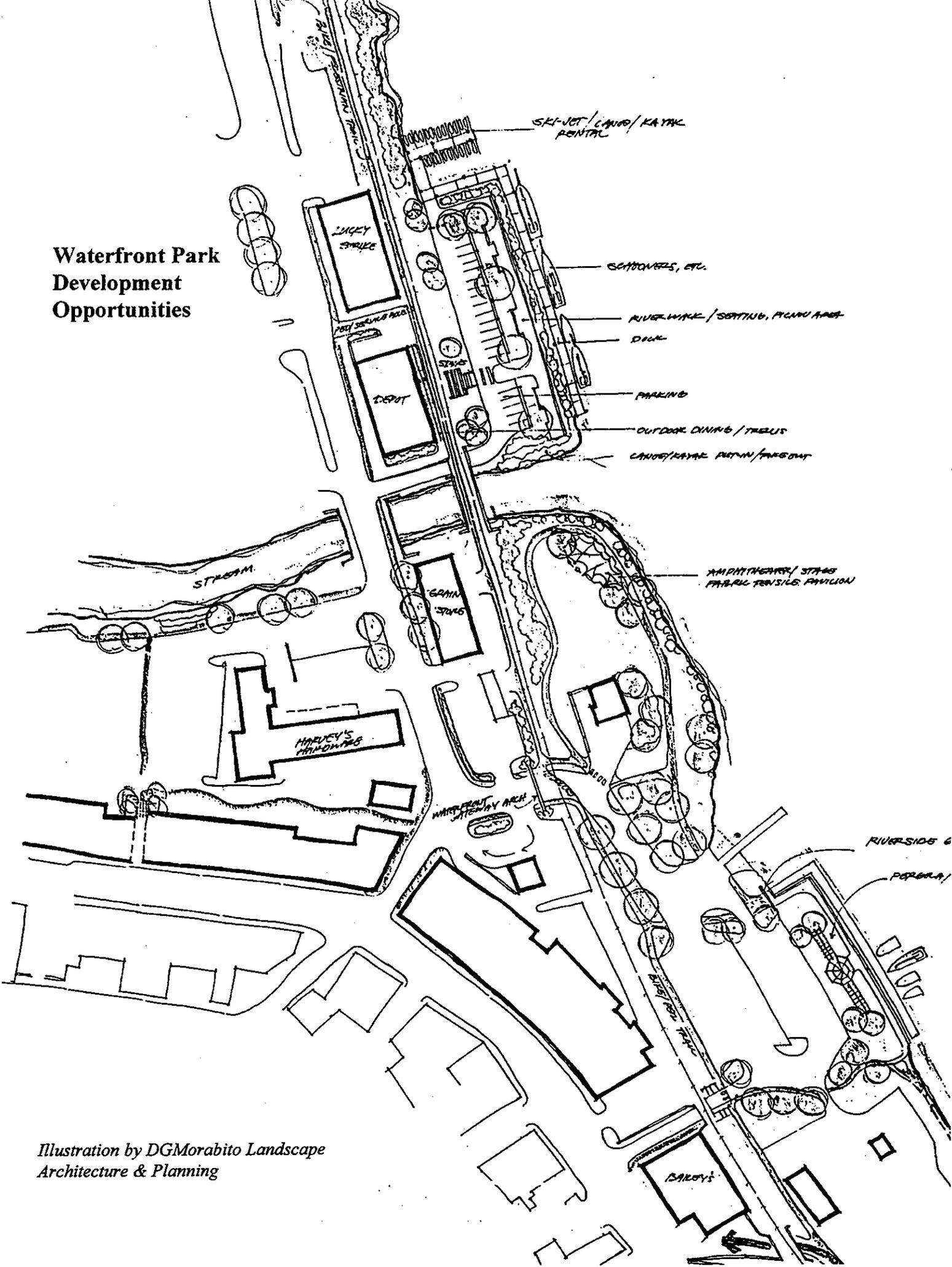
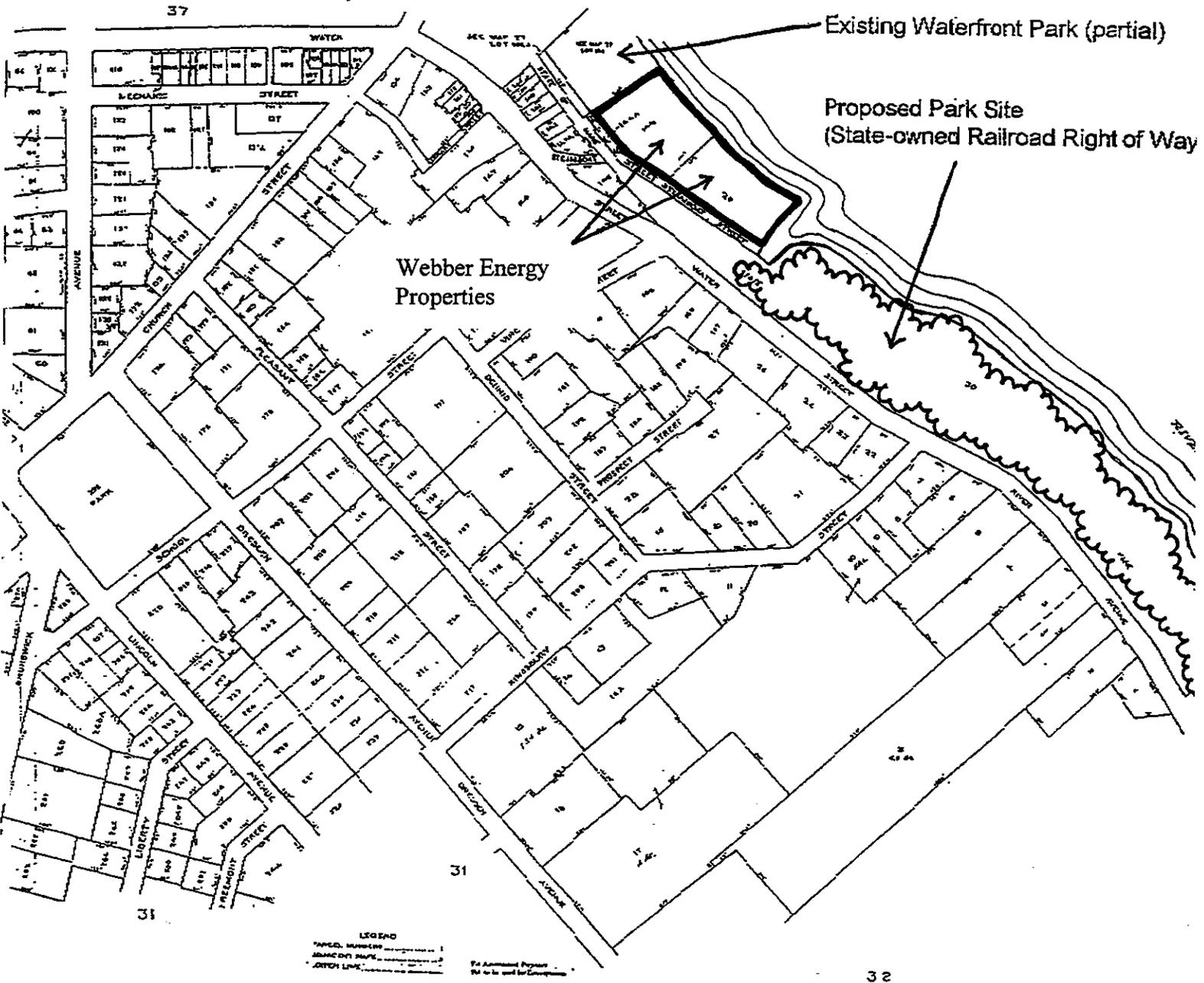
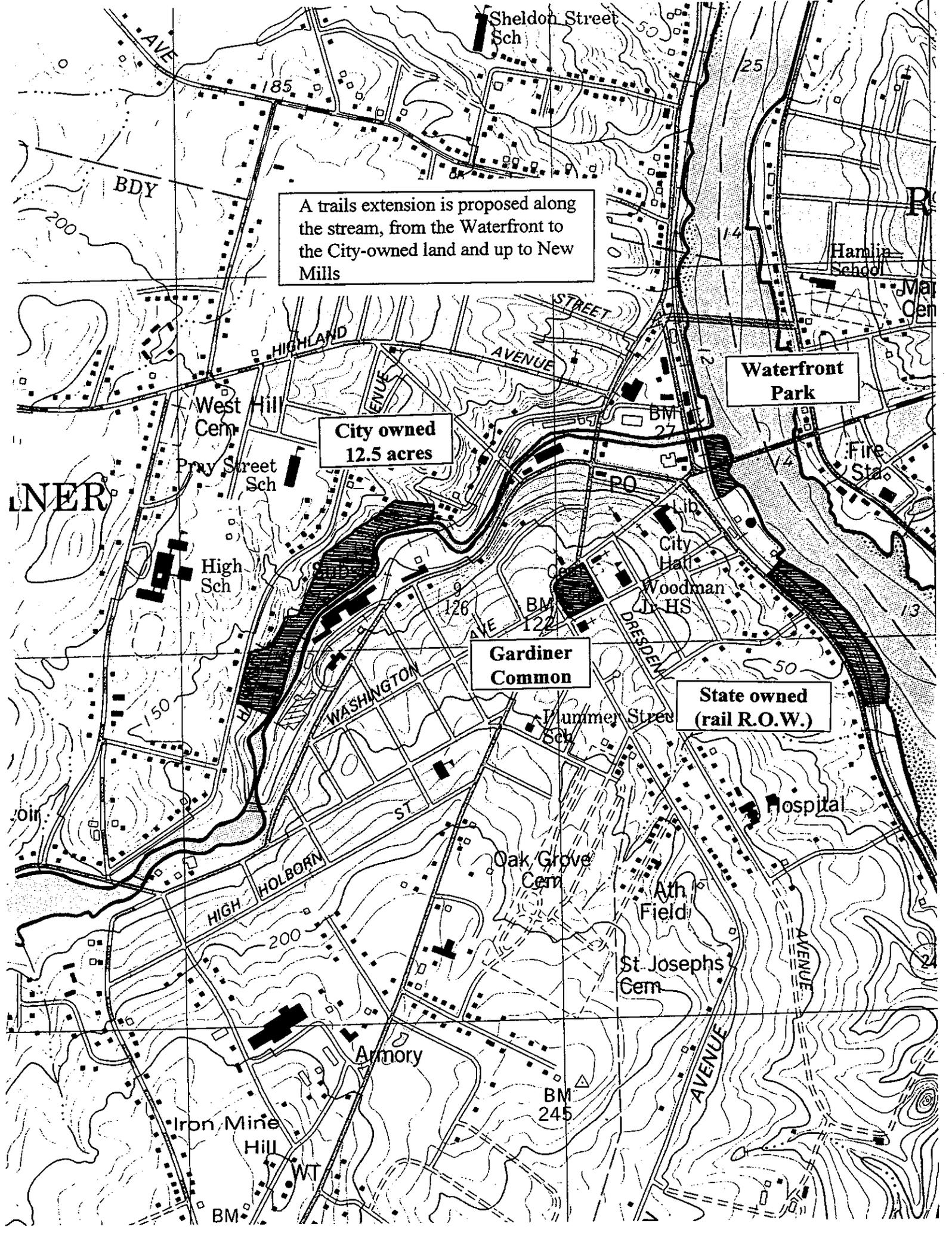


Illustration by DGMorabito Landscape
Architecture & Planning

Possible Extension of the Waterfront Park





A trails extension is proposed along the stream, from the Waterfront to the City-owned land and up to New Mills

City owned
12.5 acres

Waterfront
Park

Gardiner
Common

State owned
(rail R.O.W.)

Map labels include: Sheldon Street Sch, Highland Avenue, West Hill Cem, Pray Street Sch, High Sch, City Hall, Woodman J. HS, Lib, Fire Sta, Hospital, Ath Field, St. Josephs Cem, Armory, Iron Mine Hill, Oak Grove Cem, Summer Street Sch, Gardner Common, Waterfront Park, City owned 12.5 acres, State owned (rail R.O.W.), and various street names like Washington St, Holborn St, and Dresden St. Elevation contours are marked at 25, 50, 100, 125, 150, 200, and 250 feet.

D. Summer Street

Background

With the anticipated completion of the Libby Hill Business Park, T.W. Dick has expressed interest in moving their business operations to Libby Hill. This leaves a large vacancy on the east end of Summer Street, which has great potential for redevelopment. The T.W. Dick properties have a fair amount of developable area, however there are steep slopes on either side of Summer Street which constrain development. Any new development on Summer Street should compliment the downtown - inappropriate uses could adversely effect downtown businesses.

Opportunities

The redevelopment of Summer Street could play out in one of three scenarios:

1. *Public Initiative*: the City invests in the redevelopment of the T.W. Dick properties
2. *Private Initiative*: a private entity (or entities) invest in the redevelopment of the T.W. Dick properties
3. *Public-Private Initiative*: the City works with a private entity to redevelop all or part of the T.W. Dick properties

(Note: Ideally the area should be redeveloped as a whole; this would involve a few other parcels on Summer Street, not under T.W. Dick ownership.)

Recommendations

- Pursue the redevelopment of the T.W. Dick properties through public-private cooperation.
- Explore options for the creative use of TIF funds in the Summer Street area.
- Extend streetscape elements from the downtown along Summer Street for a consistent theme.
- Look to the Downtown Marketing Action Plan niche market opportunities for redevelopment options. *(See Part II of the Gardiner Downtown Revitalization Plan by P.A. Strategies.)*

Responsibility

This redevelopment opportunity offers great potential. Both the City's economic development office and the Board of Trade should give high priority to this project, in partnership with T.W. Dick. This could be a "win-win" project, provided it is viewed comprehensively. A master site plan approach is essential.

<i>List of Illustrations</i>	
Concept 1 Development Scheme	p. V-32
Concept 2 Development Scheme	p. V-33

Summer Street Study: Redevelopment Potential

Prepared for the City of Gardiner
by Kent Associates, Gardiner ME

ACREAGE TABLE

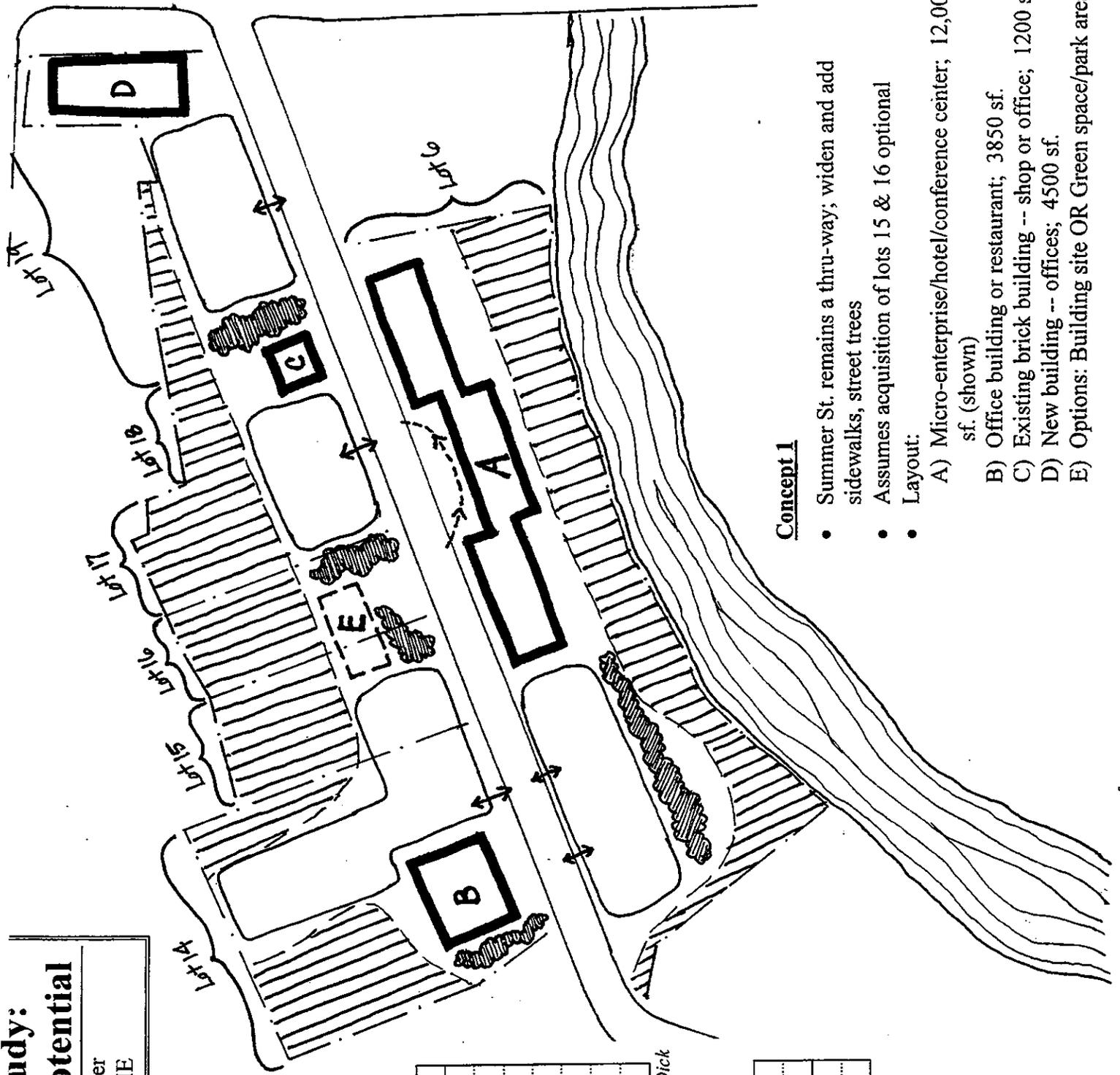
Lot #	Acreage	Developable
6	1.64 ac.	67% (1.09 ac.)
14	0.88 ac.	75% (0.66 ac.)
15*	0.29 ac.	50% (0.145 ac.)
16*	0.25 ac.	50% (0.125 ac.)
17	0.29 ac.	50% (0.145 ac.)
18	0.18 ac.	60% (0.11 ac.)
19	0.57 ac.	80% (0.456 ac.)

* properties not currently owned by T.W. Dick

SUMMARY FOR

STUDY AREA PROPERTIES

Total T.W. Dick property:	4.11 ac.
Developable:	2.46 ac.
All properties (incl. 15 & 16):	4.65 ac.
Total developable:	2.73 ac.



Concept 1

- Summer St. remains a thru-way; widen and add sidewalks, street trees
- Assumes acquisition of lots 15 & 16 optional
- Layout:
 - A) Micro-enterprise/hotel/conference center; 12,000 sf. (shown)
 - B) Office building or restaurant; 3850 sf.
 - C) Existing brick building -- shop or office; 1200 sf.
 - D) New building -- offices; 4500 sf.
 - E) Options: Building site OR Green space/park area

Winter Street

Bridge Street

Summer Street Study: Redevelopment Potential

Prepared for the City of Gardiner
by Kent Associates, Gardiner ME

ACREAGE TABLE

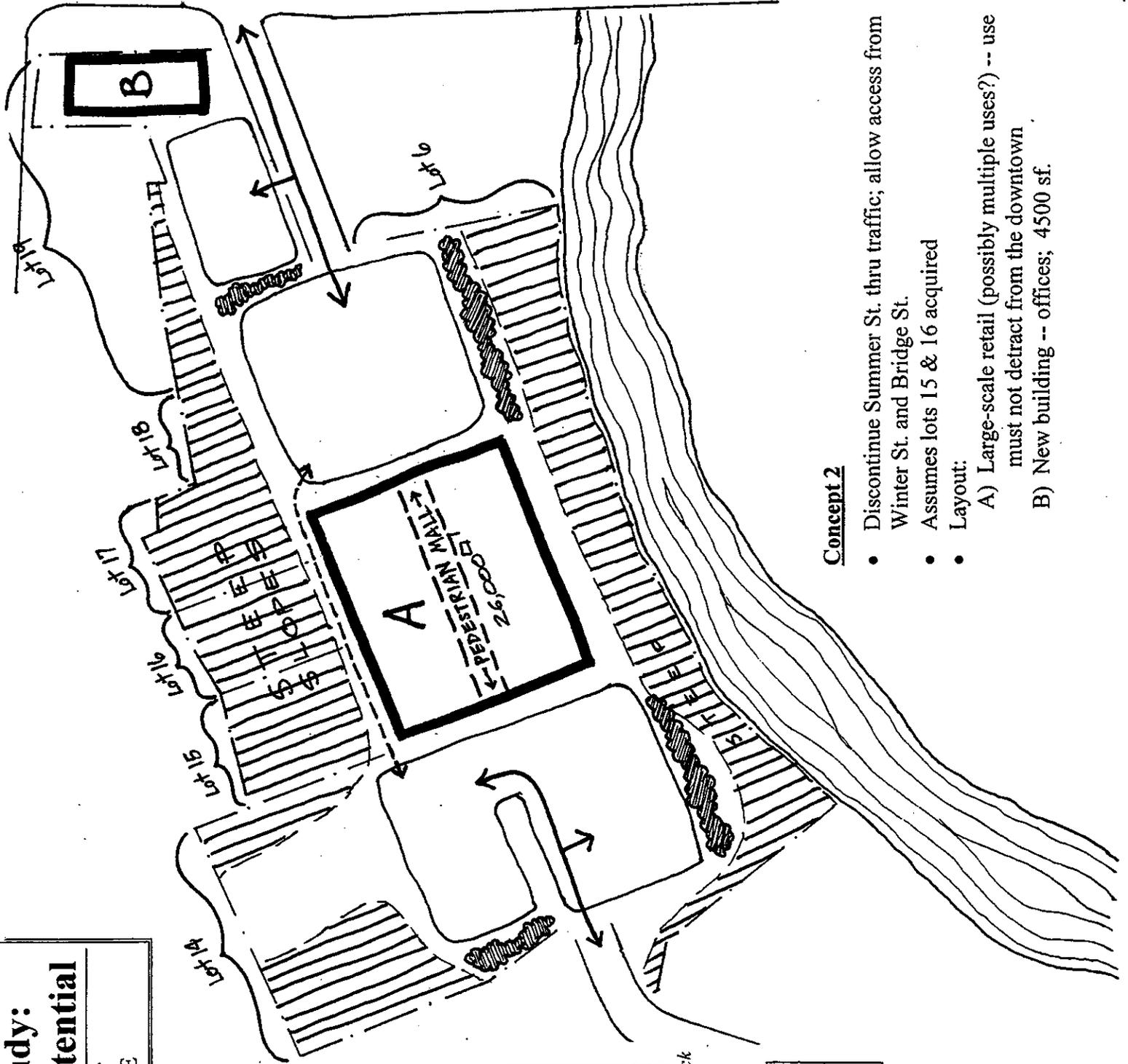
Lot #	Acres	Developable
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SUMMARY FOR

STUDY AREA PROPERTIES

Total T.W. Dick property:	4.11 ac.
Developable:	2.46 ac.
All properties (incl. 15 & 16):	4.65 ac.
Total developable:	2.73 ac.



Concept 2

- Discontinue Summer St. thru traffic; allow access from Winter St. and Bridge St.
- Assumes lots 15 & 16 acquired
- Layout:
 - A) Large-scale retail (possibly multiple uses?) -- use must not detract from the downtown
 - B) New building -- offices; 4500 sf.

Winter Street