



Downtown Streetscape Planning Study

Westbrook, Maine



Acknowledgements

The City of Westbrook staff and the consultant team wish to acknowledge the valuable assistance of the members of the study committee in preparing the Downtown Streetscape Planning Study for the City of Westbrook.

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1.0 PURPOSE OF STUDY

- To Promote a Safe, Beautiful & Economically Sustainable Downtown, Through a Well Designed Streetscape Which Includes all Components of the Street, Sidewalks and Building Facades.
- To Improve the Pedestrian Experience in the Business Core of Downtown While Improving the Ability of Cars to Circulate In, Around & Through Downtown.
- To Promote the Downtown as the Heart of the Community for Residents & Visitors.
- This document is intended to provide guidance to residents, landowners, business owners and decision makers as to the preferred build-out of the streetscape in the downtown business core.

2.0 CONTEXT SENSITIVE SOLUTIONS

The Downtown Streetscape Planning Study is unique in that it follows the principles of a Context Sensitive Solutions (CSS) process for vehicular and pedestrian improvements. Traditional traffic planning studies typically focus on the movement of vehicles through computer modeling and design templates to develop a plan for improving mobility, be it within an urban or rural context. The CSS process is more holistic, balancing the needs of pedestrians and vehicles while taking into account the existing and potential character of the area. In the CSS process, transportation is an infrastructure that is a positive attribute to place making.

The CSS process is a bottom up effort, with citizens, not professionals, first identifying their concerns regarding issues ranging from safety, economic development, public transportation, architecture and street amenities such as sidewalks, signs, street trees and benches. By identifying the concerns of the community, a “context” for pedestrian and vehicular improvements is established. The goal is to solve a number of issues in a balanced manner in order to create a sense of place where pedestrians feel “at home” and the movement of vehicles is integrated with the urban experience. The CSS process is increasingly becoming the standard for finding common ground between professionals and residents and private and public investments leading to economic development and the shaping and branding of the identity of a community.

3. STUDY AREA

The geographical boundaries of the study include downtown Westbrook from the western triangle beyond Saco Street to Pleasant Street on the east and from the south side of William Clarke Drive to the Presumpscot River north of Main Street and along Bridge Street to Lincoln Street. **Figure 1** illustrates the study area. **Figure 2** illustrates the greater community context of the study area – what is often referred to as the “pedestrian shed” – a ½ mile radius from Bridge and Main Street Intersection. This figure is an important aspect of the Context Sensitive Solution design (CSS) process as described below because it provides details, in this case 5,000 people, on the number of pedestrians who can walk to the study area within five to ten minutes. It also provides details on the number of households that are required to support downtown businesses. As this project is not just about traffic movement, but the pedestrian experience and economic development, **Figure 2** helps provide a “context” for the process. In addition to the scale of the “pedestrian” shed, **Figure 3** illustrates the “scale and pattern” of development in the study area by just showing the building footprints. The Presumpscot River, property lines, roads, trees and other aspects of the downtown are removed, providing a baseline understanding for the relationship between existing buildings and how proposed development should fit into this rhythm of the downtown.

4.0 COMMITTEE

The purpose of the study committee was to work directly with City staff and consultants to generate a streetscape plan for the business core of downtown Westbrook. The committee was responsible for presenting their impressions on existing conditions, areas that need improvement, potential solutions, and their feedback on consultant proposals to address areas of concern. *During their meetings the committee voted on items that held particular importance to them. Where votes were unanimous they are reflected in this document as a “consensus vote” and where a majority voted positively for a particular concept it is reflected as a “majority vote”. The committee decided whether or not to vote on an item and did not feel the need to vote on all discussion points or recommendations.* The committee members were responsible for assisting in outreach for public meetings and for attending committee meetings, Planning Board meetings and City Council meetings. The following outlines the meetings held for the project and copies of meeting notes are attached in the Appendix.

December 2008

- Thursday the 4th – introductory committee meeting
- Saturday the 6th – walking tour

January 2009

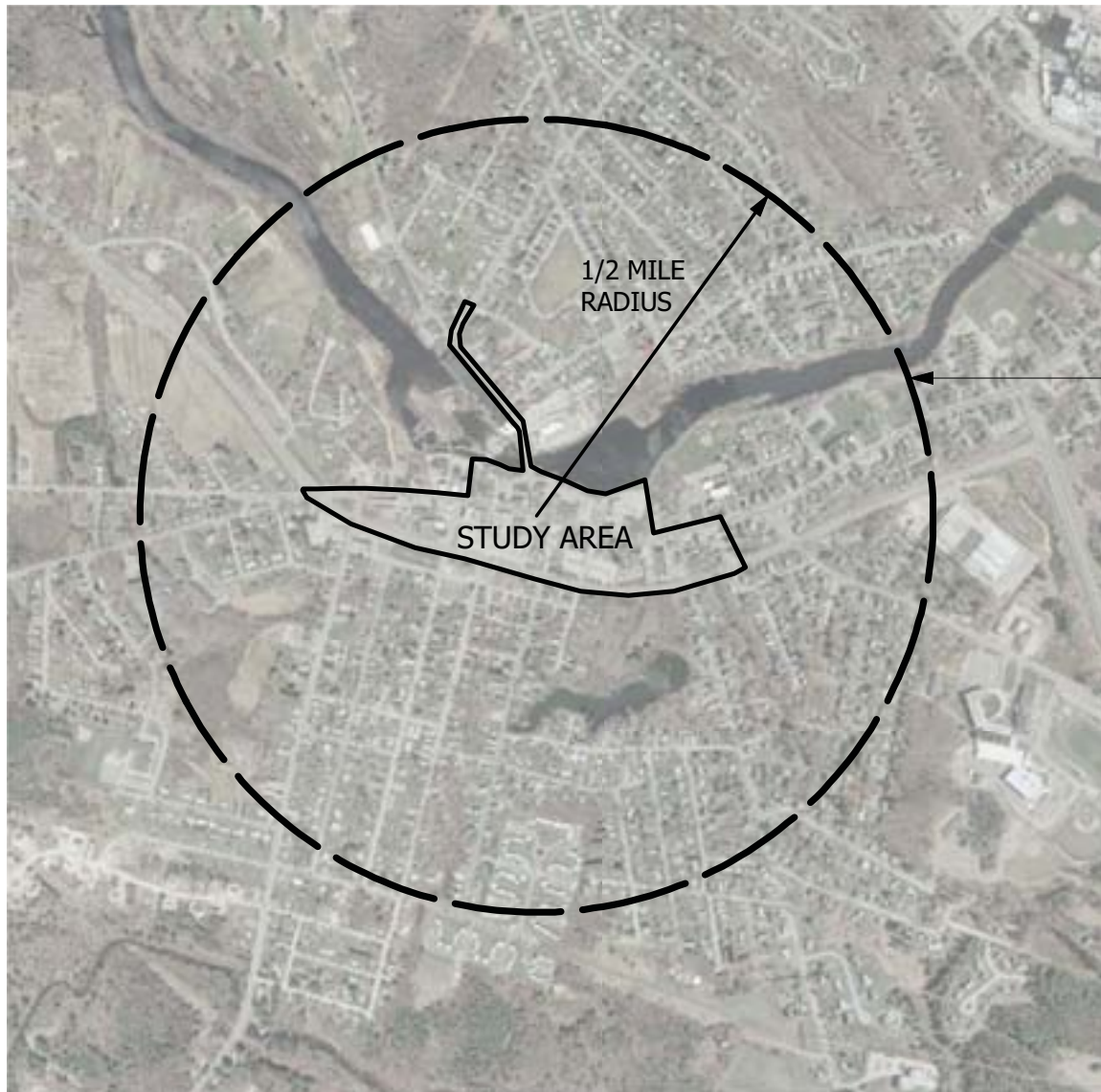


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Figure 1: Study Area

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5-10 MINUTE WALK PEDESTRIAN SHED
5,000 RESIDENTS +/-

1/2 MILE RADIUS FROM BRIDGE
AND MAIN STREET INTERSECTION
(SOURCE: US CENSUS AND MRLD
GEO SPATIAL ANALYSIS)

Business Type	Households Needed
Hardware Store (5,000 SF)	3,500
Market	1,500
Drug Store	5,000
Florist	7,000
Family Apparel	3,000
Gift Shop	3,000
Service Station	1,000
Auto Repair	700
Physician	4,000
Dentist	1,500
Beauty Shop/Barber	900
Laundromat	3,000

NOTE: These are generalized planning numbers

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Figure 2: Study Area Pedestrian Shed / Population Supporting Local Economy

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Figure 3: Existing Development Patterns and Scale

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- Tuesday the 6th - committee meeting - base map review
- Wednesday the 14th – public workshop – introduction to the process and input gathering

February 2009

- Thursday the 19th – committee meeting – discuss preliminary solutions

March 2009

- Wednesday the 11th – committee meeting – discuss preliminary solutions
- Wednesday the 25th – committee meeting – review draft plan
- Thursday the 26th – committee meeting – review transportation components of draft plan

April 2009

- Friday the 3rd – committee meeting – review urban design components of draft plan
- Wednesday the 23rd – public workshop – present draft plan

May 2009

- Friday the 8th – committee meeting – vote on plan

June 2009

- Tuesday the 2nd – Planning Board public hearing and unanimous vote of support

November 2009

- Monday the 22nd – City Council public hearing and adoption

5.0 EXISTING CONDITIONS

The study area as shown on **Figure 1** includes many of the key components of a vibrant, pedestrian friendly downtown. Main Street has many civic and public institutions such as the Post Office, Walker Memorial Library, churches, banks, shops, restaurants, residences and a mix of small retail shops. These cultural resources are complemented by the Presumpscot River running parallel to Main Street. Vehicular and pedestrian connectivity is accommodated with an existing grid of streets, sidewalks, on-street parking and larger parking areas to the side and rear of buildings. Connectivity and a range of movement options are critical to drawing people downtown for a safe, accommodating and inviting experience.

There has been significant planning for downtown Westbrook. Most recently planning included the Downtown Parking Study, adopted by the City Council and designs for the future reconstruction of the Spring and Main intersections and William Clarke Drive. *This plan incorporates those plans and builds from them.*

The plans for William Clarke Drive, when implemented, will further enhance pedestrian connectivity to downtown. By adding a traffic signal at Mechanic Street and William Clarke Drive, Mechanic Street and Main Street will become a new focal intersection such as Bridge Street and Main Street. Mechanic Street will become an important threshold to Main Street, encouraging economic development through improved mobility and access.

Downtown is fortunate to have the Presumpscot River running parallel to Main Street. This natural resource complements the emerging cultural resources of downtown. The Riverwalk and Saccarappa Park are important open spaces within downtown that provide access to the Presumpscot River. In addition, Bridge Street provides scenic views of the river and is creates a strong threshold to the downtown.

The downtown, particularly the southern side of Main Street between running from Church Street to Mechanic Street, was part of an urban renewal project in the 1970's. Buildings in this area were removed and large areas for public parking were placed between new buildings and William Clarke Drive. While some of these changes have created situations weakening Main Street as the primary civic space, there were benefits such as new sidewalks, buried utilities and the creation of public parking, which is essential to supporting a local economy.

6.0 GENERAL RECOMMENDATIONS

Landscaping

- Examples of trees recommended for consideration in the downtown – Linden, Elm, Japanese Lilac, Red Maple (Crimson King), Beech
- Alternate tree types to make streetscape beautiful in spring
- Be mindful of invasive plant/tree species
- Remove tree stumps and replace them with trees
- Prune street trees for space and safety
- Raised and planted refuge islands should incorporate plantings that do not hinder sight distance for pedestrians or drivers

Wayfinding

- The downtown needs uniform wayfinding in a theme consistent with the rest of the community
- Banners could be a good way of marking holidays/temporary events and could be sponsored by local groups

- Nothing indicates that the downtown core is just beyond William Clarke Drive
- Main Street needs a holiday lighting scheme, the current decorations look tired and outdated - consider banners
- In addition to signs and canopies, flags should not extend into the travel way.

Education and Maintenance

- Pedestrians and drivers need to be educated about how to safely interact with each other
- Enforce the requirement for sidewalk shoveling
- In addition to “sharrows” for cyclists, incorporate signage, which needs less maintenance

7.0 URBAN DESIGN RECOMMENDATIONS

General items that were agreed to by the committee:

- **Consensus Vote** - Do not incorporate the urban design recommendations into the Land Use Ordinances. The Village Review Overlay Zone and the evident commitment to an architectural theme in keeping with the historic character of the area, plus the *recommendations* of this plan, are sufficient.
- **Consensus Vote** - Incorporate a “block style” painted crosswalk in the downtown except where special designs are recommended along William Clarke Drive, Bridge Street and the Bridge Street spur.
- **Consensus Vote** – Install special crosswalks as depicted in the plan on sections of Bridge Street and the Bridge Street spur. These crosswalks should incorporate a brick or like material with in pavement lighting and the sidewalks on either side of the crosswalks should be articulated though the use of wayfinding for special attractions in the downtown, including the Riverwalk.

7.1 Infill Development Plan

See Figures 4 and 5 for sites identified by the committee as having potential for infill development.

General items that were agreed to by the committee:

- **Consensus Vote** - Allow for infill development on the southeast corner of Mechanic and Main Streets. This is public property.
- **Consensus Vote** – The recommendations for use of the Blue Note Park/the open plaza area between the to Westbrook Commons buildings. This is a mix of public and private property. The recommendations are outlined in Section 5.4.

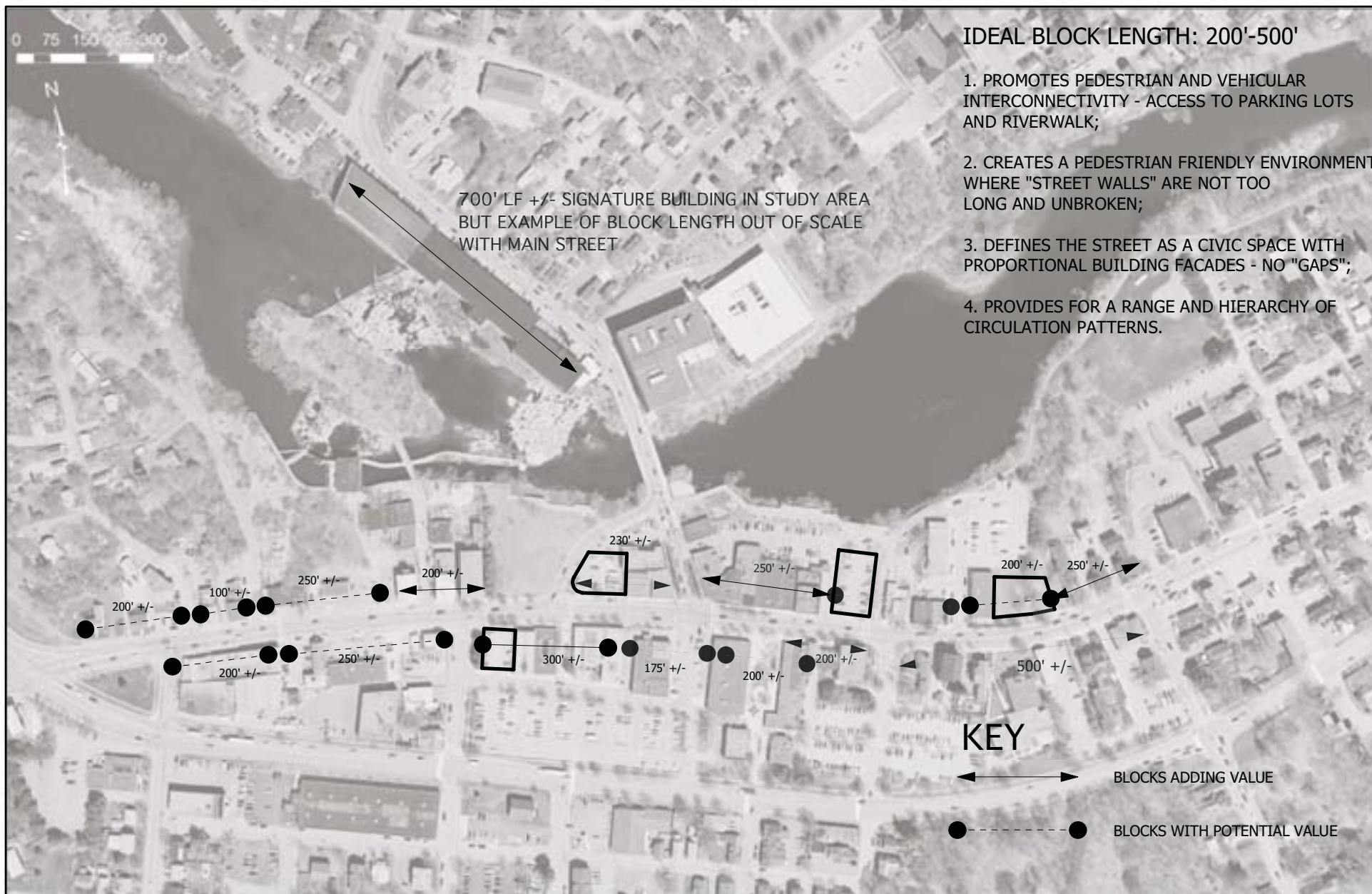
- **Consensus Vote** – Allow for infill development between Bank of America and TD BankNorth on the north side of Main Street across from Church Street. This was contemplated in previous planning exercises. This is public property.
- **Consensus Vote** – Allow for infill development at 801 Main Street (known as Gazebo Park) and make attempts to save the mature Ginkgo tree/honor its history. This is public property.
- **Majority Vote** – Do not allow for redevelopment, partial or in full, on Saccarappa Park but build it out as a public park.

During the initial walking tour with the Committee, several development and redevelopment parcels were identified in the study area as shown on **Figures 4 and 5** and as described above in this section. *As redevelopment and infill development continues, additional parking will be necessary. Please see the Downtown Parking Study for recommendations in this regard.* **Figure 4** shows how existing and potential development opportunities will help define Main Street, particularly creating ideal block lengths between 200 and 500 linear feet. Studies have shown that block lengths between 200 and 500 linear feet are beneficial to both the economic sustainability of the downtown and the health of people visiting an area that is designed for walking. The key positive attributes include:

- Promoting pedestrian and vehicular connectivity, including access to parking lots and the Riverwalk;
- Creating a friendly pedestrian environment where the building “street walls” are not too long and unbroken, limiting circulation and creating buildings out of scale with the area. As noted on Figure 4, the Dana Warp Mill is a signature building in the study area, but if this 700’ long building were placed on Main Street it would be out of scale with the existing pattern of development as depicted in Figure 3
- Establishing Main Street as a civic space with an appropriate block length to define the edge of Main Street
- Providing a range and hierarchy of pedestrian and vehicular circulations patterns – a network promoting connectivity and street frontage
- Encouraging people to walk, which is beneficial for economic development, but is also critical for public health reasons.

Figure 5 illustrates four primary reasons for identifying development opportunities in a CSS based study:

- The need to further define the street edge with new buildings and streetscape components to create a comfortable pedestrian zone
- To focus investment downtown, particularly buildings with commercial and residential uses, adding to the vitality of the area, utilizing existing infrastructure, subsidizing future improvements and encouraging further economic development
- To create a strategic development plan, particularly for public properties, gaining an understanding of the potential for development and the required parking

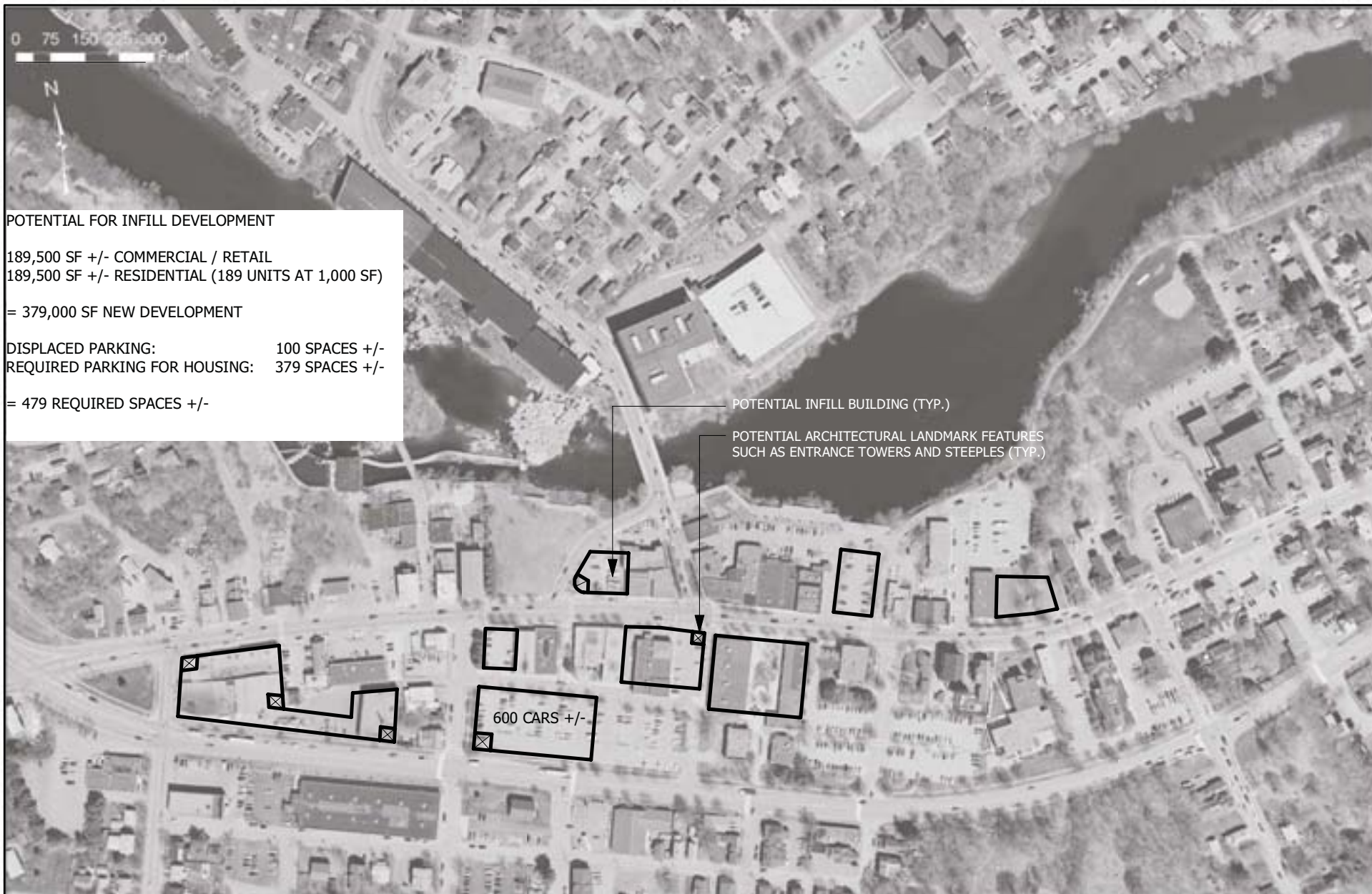


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Figure 4: Block Lengths / Connectivity / Pedestrian Scale

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Figure 5: Concept Infill Development Plan

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- Identifying locations within the downtown where vertical elements such as clock towers, steeples or other vertical architectural features create landmark focal points. These architectural features reinforce the importance of certain buildings and intersections and become highly visible “wayfinding” components in the area

7.2 General Façade Recommendations

Figures 6 thru 10 illustrate a wide range of building and façade issues emphasizing the importance buildings in establishing a successful downtown and attractive Main Street. These illustrations include detailed information, but in summary the key aspects of buildings in an urban context include:

- Defining the “outdoor” room by creating a defining façade, typically with zero front setback
- Activating the pedestrian experience with storefront windows and a mix of businesses, adding vibrancy, diversity and ultimately a sense of safety and comfort for the pedestrian
- Encouraging well-designed buildings of varying architectural style, but that are sensitive to the context
- Promoting new buildings or renovations that strive to mitigate environmental impacts and minimize energy consumption. These “green” buildings also create healthy environments for workers and promote the city as a place of innovation

Ultimately, buildings and facades in an urban context should reinforce the street as a civic space through the appropriate height (2-5 floors), well-proportioned facades with defined entrances, a minimal palette of building materials and the restrained use of colors for signage and architectural accents

7.3 Streetscape recommendations

Figures 11 and 12 specifically deal with the streetscape, or the “outdoor room” pedestrian realm previously discussed. It should be noted that these illustrations are ideal situations, but include recommendations that can be adjusted to meet a range of conditions. As with the other recommendations in this report, streetscape recommendations are part of the holistic CSS planning process, working to create a downtown that accommodates vehicles, but encourages pedestrian activity. In fact, pedestrian and vehicular mobility in a sustainable downtown are integrated, complementing each other to create a place that is viable and vibrant.



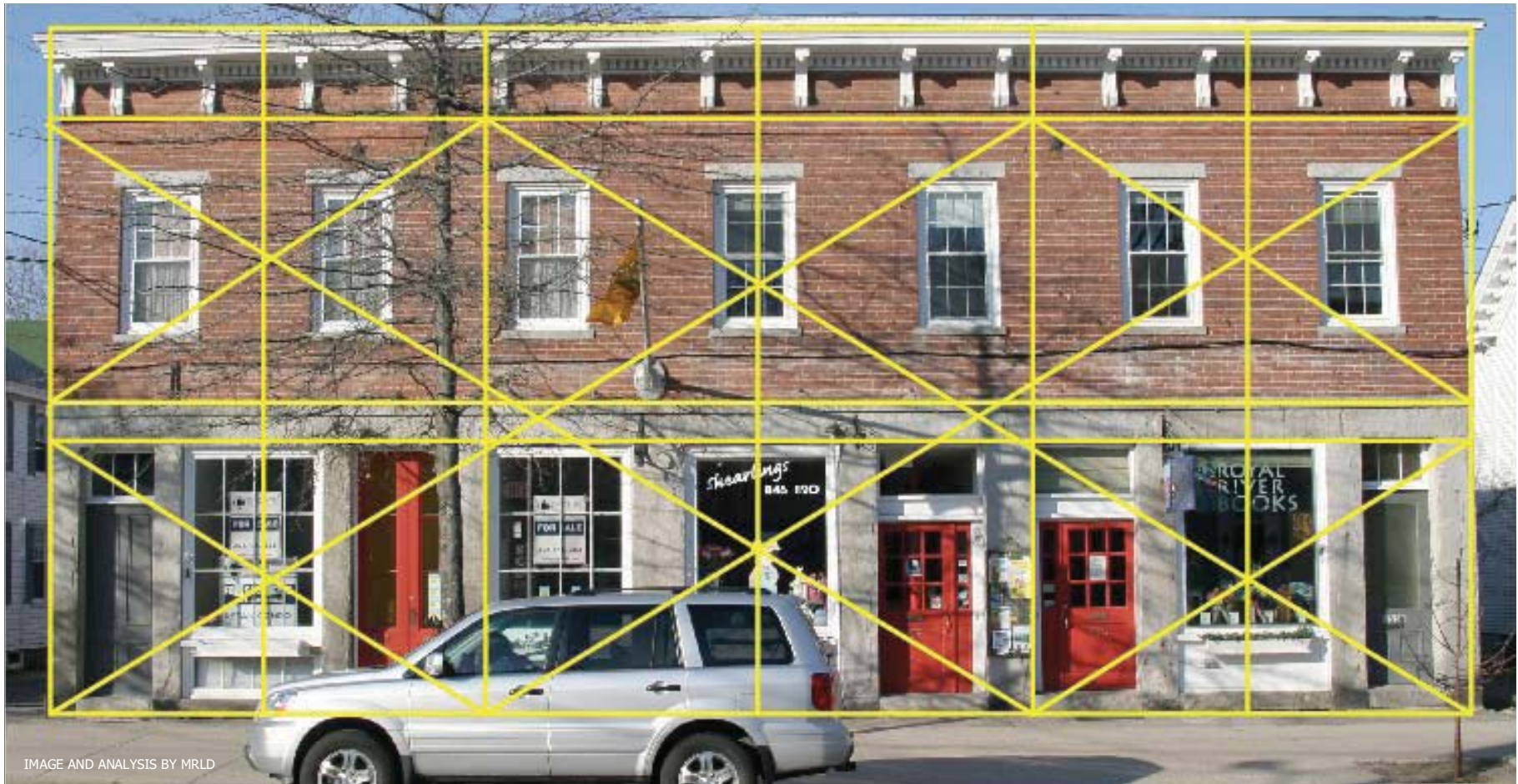
1. New construction and renovations should strive for maximum energy efficiency and minimal environmental impacts following the US Green Building Council LEED certification standards;
2. The study area is in the Village Review Overlay Zone (Section 403) and the recommendations of the Downtown Streetscape Planning Study are intended to be consistent with the VROZ standards;
3. Encourage a minimum of two-story buildings to increase a density of mixed uses and help define Main Street with well proportioned buildings;
4. Buildings fronting Main Street should be commercial or retail on the first floor with a mix of uses on upper floors, including residential;
5. Glass storefront windows should be used on the first floor spanning the façade with vertical accents;
6. Ultra violet protection tempered glass with maximum transparency is encouraged for storefront windows to minimize energy consumption and heat gain in summer months;
7. Windows should be free of visual obstructions allowing views of merchandise and the viewing of activities within the building and to the street;
8. Avoid dark colored reflective window tints obscuring views into buildings;
9. Upper story windows should be vertically oriented in an even pattern of solid / void / solid;
10. Existing / historic window proportions should be maintained. Windows should not be infilled or altered, specifically first-floor storefronts;
11. 70% of facades facing streets should be articulated with windows, transoms, signs, cornices and other coordinated architectural features;
12. Where a property has frontage on Main Street and also a side street or William Clarke Drive, buildings should be oriented to Main Street and the primary entrance should be on Main Street. Building entrances should be articulated with a recessed door / awning / canopy / lighting;
13. Building colors should represent the natural building material - although painting facades with restrained color tones accenting the architectural features of the building is acceptable. Buildings should utilize three colors or less. Brick and stone building materials are encouraged, but thoughtful and creative designs utilizing contemporary materials should not be discouraged. An architect should aid design efforts;
14. Building material(s) should be visually compatible on all sides. Buildings at street corners should use consistent materials on both facades.

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Figure 6: General Facade Recommendations

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1. The first floor rhythm of doors, storefront windows and pilasters does not at first seem to have logic in spacing or symmetry;
2. The second floor facade has an evident rhythm of vertical windows;
3. When the second floor and first floor of the facade are analyzed as a whole there is a proportional logic. The restrained use of materials and colors further creates a facade that is dynamic, but unified;
4. Variation in styles between different buildings on Main Street should not be discouraged. Scale, materials and relationship to the street are critical for the success of a building in an urban context

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Figure 7: Facade Proportion and Variation

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1. A contemporary building integrated into a historic district by relating the scale, materials and proportions to the adjacent building;
2. First floor storefront materials and proportions create a consistent pedestrian level experience;
3. The contemporary building has more glass than the historic building on the upper floors, but the two buildings are integrated through horizontal relationships between floor levels / window heights and similar vertical proportions.

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Figure 8: Contemporary and Historic Facade Relationships

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Figure 9: Facade and Streetscape Existing Conditions

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Figure 10: Recommended Facade and Streetscape Improvements

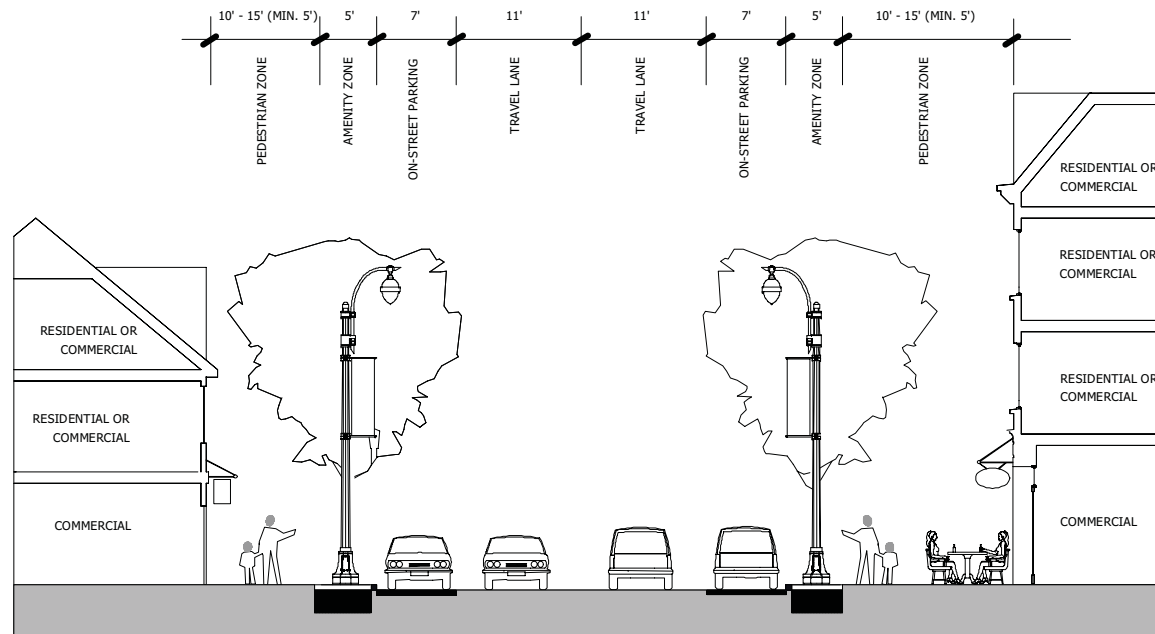
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Figure 11 depicts the different zones of use within a streetscape starting with the face of the building, the sidewalk / pedestrian zone, the amenity zone, on-street parking, two travel lanes, on-street parking on the other side of the street and then another amenity and sidewalk / pedestrian zone and building façade. This is called a “complete street” because it has all the ingredients in the right proportion to accommodate the car and the pedestrian. A complete street may have variety, but it needs to be carefully planned over the long term to take advantage of new developments, infrastructure improvements or the implementation of other plans such as parking and public transportation improvements. These are all opportunities to strengthen Main Street as a civic place and a quality of place economic engine. Critical aspects of complete street components include:

- A clear pedestrian movement zone that can also accommodate outdoor seating;
- An amenity zone adjacent to the street with such features as:
 - Light poles
 - Street trees
 - Trash receptacles
 - Signage
 - Hydrants
- Pedestrian bump outs at crosswalks, defining on-street parking locations, but allowing pedestrians to move closer to the center of the street so they are more visible to traffic. Bump-outs on either side of the street also shorten the distance required for a pedestrian to cross the travel lanes
- On-street parking provides direct access to businesses usually for short periods of time. On-street parking is also a traffic “calming” device, by making drivers aware that they are on a street with pedestrian activity, not just a conduit for traffic movement. On-street parking should be separated by approximately 20 feet from crosswalks. This should be reviewed on a case by case basis to ensure the visibility of pedestrians.
- Narrow travel lanes that help slow cars and minimize the often dominant character of vehicles

In addition to the opportunity to create a “complete street”, there is the opportunity to create a “green street”, similar to the concept of a green building that minimizes environmental impacts. Some green street components include:

- Street trees with stormwater infiltration beds
- L.E.D. street lighting and seasonal displays minimizing energy consumption (70% less consumption than typical lighting);
- Sidewalks utilizing recycled fly ash, a by product of coal powered electric plants, rather than Portland Cement



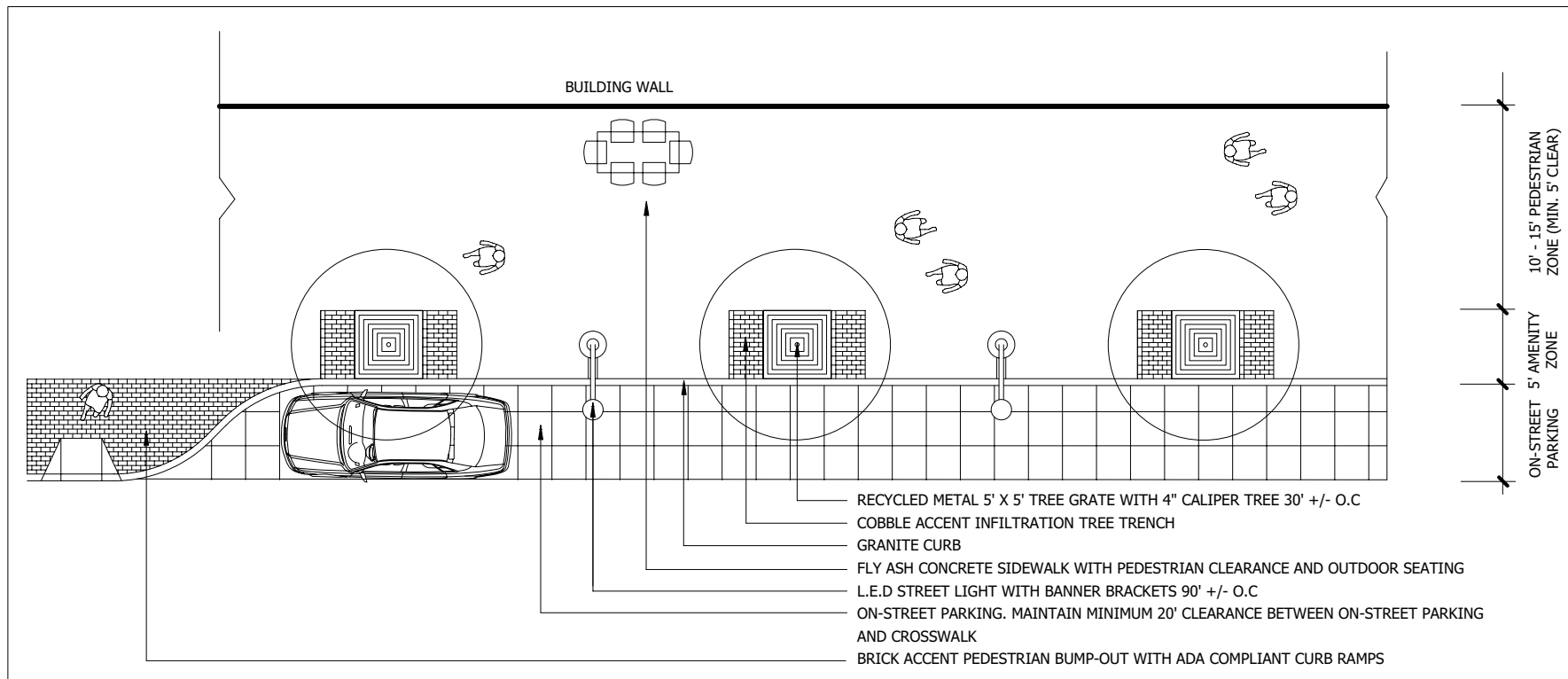
1. Encourage a Main Street where people feel comfortable and safe - an "outdoor room";
2. In addition to creating a comfortable environment, where feasible, incorporate "green design" components such as street trees, storm water treatment systems, energy efficient lighting, public transportation, streetscape features made of recycled materials, concrete sidewalks utilizing recycled fly ash rather than Portland cement, trash and recycling receptacles, bicycle racks and on-street parking;
3. Where feasible, create a 10' - 15' wide pedestrian zone allowing space to activate the sidewalk (cafe seating) - maintain 5' ADA minimum clearance;
4. Maintain a 5' amenity zone adjacent to the street curb for street trees 30' o.c. and light poles staggered 90' +/- o.c. This also maintains area for snow storage without impeding the pedestrian zone. The amenity zone may also include features such as bike racks, hydrants, benches and sandwich boards;
5. Install bump outs at intersections or other high-use pedestrian locations with ADA complaint curb drops to create safer street crossings, define on-street parking areas and calm traffic. There should be a minimum clearance of 20' between on-street parking and crosswalks;
6. Specify historic light poles and fixtures with banners and either metal halide or L.E.D - light emitting diode lights (L.E.D's reduce energy consumption by 70% +/-). Require full cut-off fixtures to reduce glare and light pollution;
7. Install urban hardy street trees - minimum 4" caliper - planted in 5' x 5' expandable tree grates for tree protection and preservation. Plant trees in specialty soil matrix that aerates the roots while allowing stormwater infiltration; and
8. Utilize on-street parking to allow for easy access to businesses and to calm traffic

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Figure 11: Ideal Street Cross Section

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Figure 12: Ideal Street Plan View

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- Tree grates, benches and other street amenities made of recycled metals or plastic
- Narrow traffic lanes, minimizing the impervious surface area

A complete street is also one that is designed to enable general maintenance to take place. Streets and sidewalks should accommodate snow plowing, adequate storage and removal. Lanes should accommodate a snow plow and there should be a clear zone between the face of curb and the amenity zone to allow for plow maneuvering. Sidewalks should be at least five feet wide to accommodate a sidewalk snow plow.

7.4 Westbrook Commons Courtyard Concept Improvements

During the course of the Study, Westbrook Commons was identified as one of the chief examples of how previous urban renewal projects did not reinforce the street as the primary civic space. In general, Westbrook Commons, like the adjacent CVS, is a more suburban building type and configuration than a building that is responsive to an urban context. The three primary concerns with Westbrook Commons (and examples to learn from) are that the buildings are only one story, the architectural style and proportions do not relate to the context and the entrances to the businesses face an inner courtyard rather than Main Street. While the courtyard was well intentioned, it has not served as an engaging civic space over the years. People are not drawn into the space because of the inward focus of the design and the fact that most of the businesses in Westbrook Commons do not activate the space with uses such as cafes or outdoor displays. It can be seen as a “gap” in the street wall. Two of the recommended short-term design solutions for the courtyard are intended to make it more inviting, but also function as “infill buildings”, strengthening the street wall. **Figures 13 and 14** provide detailed suggestions for short term and long-term improvements to the Westbrook Commons courtyard, but in summary the primary solutions are:

- **Consensus Vote** - Remove the Blue Note Fountain at the back of the courtyard
- Place a new sculpture at the front of the courtyard along Main Street
- Maintain clear pedestrian movement and access to the businesses
- **Consensus Vote** - Add on-street parking in front of the courtyard and Westbrook Commons
- Remove the inward focused circle in the center of the courtyard
- Introduce a grid of trees – evenly spaced – inviting people into the courtyard and functioning as a kind of “infill” building; and
- Place an urban pergola structure within the courtyard, acting as a “gateway” to the space while providing both a sense of enclosure and flexibility for pedestrians. The pergola structure (see Figure 14 for an example) would also function as a temporary infill building



SHORT TERM IMPROVEMENTS:

1. REMOVE BLUE NOTE FOUNTAIN;
2. INSTALL NEW STATUE BETWEEN THE BUILDINGS ALONG THE MAIN STREET SIDEWALK;
3. ADD ON-STREET PARKING AND STREETScape IMPROVEMENTS IN FRONT OF THE BUILDINGS; AND
4. REDESIGN THE COURTYARD TO BE MORE INVITING TO THE PUBLIC AS RECOMMENDED IN THE CONCEPT DESIGNS BELOW.

LONG TERM IMPROVEMENTS:

1. ADD UPPER FLOOR(S) TO THE TWO BUILDINGS IN ADDITION TO THE SHORT TERM IMPROVEMENTS AND ONE OF TWO RECOMMENDED COURTYARD DESIGNS NOTED BELOW; AND
2. REDEVELOP THE WESTBROOK COMMONS BUILDINGS AS DEPICTED IN FIGURE 8.

GENERAL RECOMMENDED COURTYARD IMPROVEMENTS:

1. REMOVE BLUE NOTE FOUNTAIN / SCULPTURE;
2. REMOVE CENTRAL "INNER FOCUSED" SITTING AREA;
3. ACCOMMODATE OUTDOOR DINING / VENDING;
4. MAINTAIN ACCESS TO EXISTING BUSINESSES AS WELL AS PEDESTRIAN CONNECTIONS TO PARKING AND WILLIAM CLARKE DRIVE;
5. INSTALL NEW LIGHTING;
6. INSTALL POWER IN APPROPRIATE LOCATIONS TO SUPPORT DIFFERENT USES WITHIN THE COURTYARD; AND
7. THE COURTYARD DESIGN SHOULD REINFORCE THE "GAP" IN THE STREET WALL BETWEEN THE TWO BUILDINGS

CONCEPT 1 COURTYARD DESIGN - TREE CANOPY

1. INSTALL GRID OF STREET TREES
2. INSTALL "L" SHAPED BENCHES AT EACH TREE EMPHASIZING BOTH NORTH TO SOUTH AND EAST TO WEST MOVEMENT WITHIN THE COURTYARD

CONCEPT 2 COURTYARD DESIGN - URBAN PERGOLA

1. INSTALL URBAN PERGOLA AS AN INFILL FEATURE IN THE COURTYARD
2. INSTALL PLANTERS AT THE PERGOLA COLUMNS FOR CLIMBING VINES
3. INTEGRATE LIGHTING INTO THE PERGOLA STRUCTURE

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Figure 13: Westbrook Commons Courtyard Concept Improvements

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Example of an urban pergola providing:

- An inviting civic space with sense of enclosure (short-term infill structure between the Westbrook Commons buildings)
- Flexible cafe seating
- Areas for plantings
- Durability
- Pedestrian scale and connectivity
- Clear sight lines for security

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Figure 14: Westbrook Commons Courtyard Concepts - Urban Pergola

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7.5 “Martini Lane” (alley) Concept Improvements

As with Westbrook Commons, the existing conditions of Martini Lane, **Figure 15**, were a result of urban renewal and a general lack of planning for the use of the space. Unlike the Westbrook Commons courtyard, Martini Lane is a very active space, but it is cluttered and not very attractive. As depicted in **Figure 16**, there are a number of improvements for Martini Lane that will make this a more safe and attractive gateway between Main Street and the neighborhoods to the south of William Clarke Drive. A few of the conceptual improvements include:

- Remove overgrown trees
- Add decorative bollards to define the street edge and prohibit vehicles from entering the area
- Add a door facing Main Street
- Remove the horizontal tinted windows and place new vertical wall treatments or windows
- With redevelopment or significant renovation of Main Street Café incorporate accessibility features into the building.
- Screen dumpsters
- Simplify the building materials and signage
- Relocate the bus shelter to improve pedestrian flow and sight lines
- Install new lighting

8.0 TRANSPORTATION RECOMMENDATIONS

Note: Concept plans for the Main and Spring Streets intersection and for William Clarke Drive from the Westbrook Arterial to Saco Street were generated as part of separate design studies and are incorporated herein and are not fully described below.

General items that were agreed to by the committee:

- **Consensus Vote** – Bridge Street Spur – If Main Street remains open to two-way traffic then maintain the spur, if Main Street becomes one-way then remove the spur.
- **Consensus Vote** - One-Way Main Street – Keep Main Street open to two-way traffic.
- **Majority Vote** – Speed bumps/humps should not be used on side streets in the study area.



WilburSmith
ASSOCIATES

MRLD
Landscape Architecture + Urbanism

Figure 15: Martini Lane Existing Conditions

Downtown Streetscape Planning Study, Westbrook, Maine
November 2, 2009



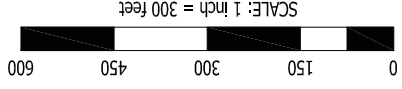
WilburSmith
ASSOCIATES

MRLD

Landscape Architecture + Urbanism

Figure 16: Martini Lane Concept Improvements

Downtown Streetscape Planning Study, Westbrook, Maine
November 2, 2009



DRAFT

Figure 17: Improvement Key Plan



- 8.1 Main Street – WCD to Mechanic Street – Key recommendations as illustrated on **Figures 18 and 19** are noted below.
- Provide two 11-foot travel lanes, two 7/8 foot parallel parking lanes, and wide sidewalks on both sides.
 - Provide curb extensions at crosswalk on Main Street on east side of Saco Street
 - Eliminate Free Right-turn from Main Street onto Route 25.
 - Add crosswalks on three legs of Main Street/Route 25 intersection
 - Narrow Main Street between Route 25 and Saco Street and use space for enhanced green area.
 - Provide curb extensions at crosswalk east of
 - Adjust driveways at service station
 - Construct at-grade island and provided crosswalk on Main Street west of Mechanic Street
- 8.2 Main Street – Mechanic Street to Pleasant Street – Key recommendations as illustrated on **Figures 20 through 23** are noted below.
- Provide curb extensions at crosswalk on Main Street east of Mechanic Street
 - Construct raised island on Main Street opposite Bridge Street Extension
 - Maintain bus stop on Main Street
 - Reduce radius on east corner of Bridge Street Extension at Main Street
 - Upgrade traffic signal at Main Street/Bridge Street
 - Relocate crosswalk on Main Street east of Bridge Street
 - Provide crosswalk on Main Street west of Bridge Street
 - Provide on-street parking in front of Westbrook Commons
 - Formalize parking on Main Street in front of Bank of America
 - Close curb cut to the municipal parking lot
 - Construct flush island on Main Street west of Church Street
 - Implement Sebago Technics previously adopted improvements at the intersection of Spring and Main Streets
- 8.3 Bridge Street Extension – Key recommendations are illustrated on **Figure 20**.
- Provide sidewalks on both sides of Bridge Street Extension
 - Provide on-street parking on park side
 - Provide high visibility crosswalk at Riverwalk

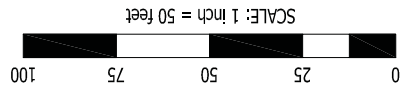
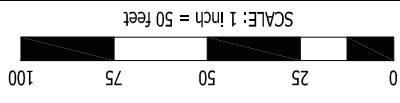
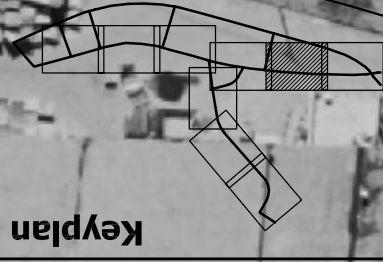


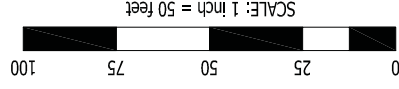
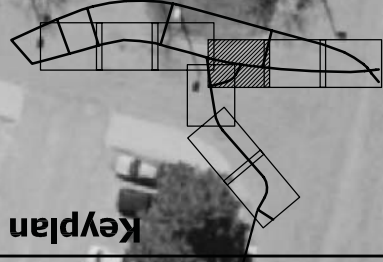
Figure 18: Improvement Plan





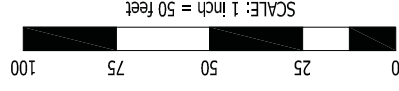
SCALE: 1 inch = 50 feet

Figure 19: Improvement Plan



SCALE: 1 inch = 50 feet

Figure 20: Improvement Plan



SCALE: 1 inch = 50 feet

Downtown Streetscape Planning Study, Westbrook, Maine
November 2, 2009

Figure 21: Improvement Plan



Figure 22: Improvement Plan



Figure 23: Improvement Plan



- 8.4 Bridge Street – Main Street to Lincoln Street – Key recommendations illustrated on **Figures 24 through 26**.
- Provide high visibility crosswalk at Riverwalk
 - Reduce radius on Bridge Street Extension corner
 - Provide 11 foot travel lanes and 4 foot shoulders
 - Provide crosswalk and curb extensions on Bridge Street west of Dana Court
 - Provide sidewalk on north side of Bridge Street between Bridge Street Extension and the Dana Warp Mill
 - As the reuse of the Dana Warp Mill continues and additional parking is defined for users of the building, provide parallel parking on both sides of Bridge Street in this vicinity
 - Provide curb extensions at crosswalk between Brown and Winslow Street's.
 - Reconfigure access road at west end of the Dana Warp Mill and provide curb extensions and crosswalk
 - Provide sidewalks on both sides of Bridge Street to Lincoln Street and provide crosswalks at Bridge Street/Lincoln Street intersection
 - As a result of these traffic calming improvements, remove the speed bump in the vicinity of the Dana Warp Mill
- 8.5 Church Street - Key recommendations as illustrated on **Figure 27**.
- Construct island and enhance mid-block crosswalk
 - Close curb cuts closest to William Clarke Drive
- 8.6 Other Transportation Related Recommendations
- Crosswalks within the downtown should be “block” design, as being proposed for William Clark Drive
 - All pedestrian signal heads should be “count-down” type
 - All pedestrian facilities should be ADA compliant and should follow guidelines in the report, Accessible Public Rights-of-way
 - A wayfinding signage program for both automobiles and pedestrians should be designed and implemented.
 - Due to the fact that roadway space is limited, special share the road bicycle pavement markings and signs should be provided.

9.0 IMPLEMENTATION PLAN

Component	Immediate (0-2 years)	Short Term (0-5 years)	On- Going	Funding Strategy
Street cross-section: Crosswalk (without bump-out), on-street parking and at-grade median	X			City of Westbrook Capital Improvement Program (CIP)
Street cross-section: Crosswalk (with bump-out), on-street parking and raised median		X		Funding Options: City of Westbrook CIP, Downtown Redevelopment Grants, TIF district funds.
Spring & Main Improvements		X		City of Westbrook CIP and Portland Area Comprehensive Transportation System (PACTS). City to finance design to reduce the timeline involved with PACTS projects.
Resume tree maintenance and replacement schedule		X		City of Westbrook CIP
Remove Blue Note fountain		X		City of Westbrook CIP/grants/donations
Replace sidewalk lighting with LED or similar cost-effective and efficient light source in a design consistent with that on the Boardwalk and planned for William Clarke Drive.		X		Funding Options: Efficiency Maine/Downtown Redevelopment Grants/ TIF district funds/City of Westbrook CIP.
Construction of preferred sidewalk.			X	Landowners would construct the sidewalk with redevelopment at the Site Plan level.
Façade recommendations			X	Landowners would construct the changes with Site Plan redevelopment or would construct them in the interim perhaps seeking City or State grant opportunities.

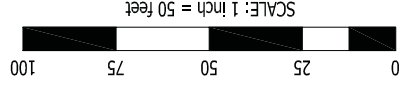


Figure 24: Improvement Plan



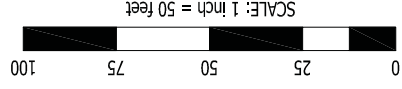


Figure 25: Improvement Plan



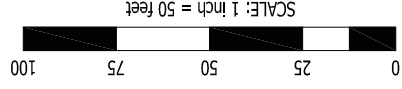
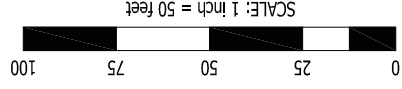


Figure 26: Improvement Plan





Downtown Streetscape Planning Study, Westbrook, Maine
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Figure 27: Improvement Plan



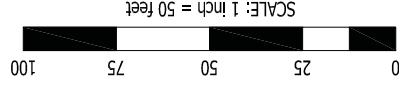


Figure 28: Improvement Plan



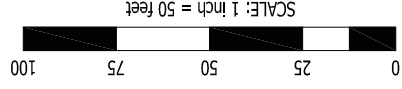


Figure 29: Improvement Plan



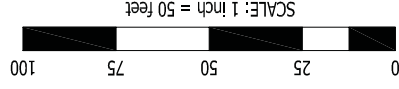


Figure 30: Improvement Plan



APPENDIX

Downtown Streetscape Planning Process

First Committee Meeting

December 4, 2008

In Attendance:

Rene Daniel, Steve Noyes, John Burghardt, Tom Gangewer, Phil Brown, Carson Wood, Kathy Clarrage, John Gallagher, Caren Michel, Sam Novick, Tom Errico, Mitchell Rasor, Molly Just

At this meeting staff introduced the purpose of the study and the committee and talked about the proposed process to develop a plan addressing the relationship between pedestrians and vehicles in the business core of the downtown while improving the sense of place for all users. Staff introduced the concepts of streetscapes, the elements between and including the front façade of a building to the front façade of the building on the opposite side of the street. How can streetscapes be used to improve the sense of place in the downtown and improve vehicular and pedestrian flow?

Downtown Walking Tour

December 6, 2008

In Attendance:

Rene Daniel, Phil Brown, Eric Dudley, Tom Errico, Mitchell Rasor, Caren Michel, Steve Noyes, Tom Gangewer, John Burghardt, Nate Dyer, Kathy Clarrage, Carson Wood, Molly Just, Misti Munster

Pleasant / Main Street cross walk is not ideal

- Perhaps bump out to block cars too close to cross walk
- Zero visibility/Yellow curbing faded
- Confusing white parking lines
- Speed enforcement needed
- needs curbing – granite preferable for color contrast and quality
- Underground utilities to eliminate/reduce conflicts in the sidewalk

William Clarke Drive / Pleasant

- Need visible clearance so pedestrians are seen at the crosswalk on William Clarke
- Need pedestrian warning lights
- Need on demand pedestrian crossing on William Clarke Drive – un-signalized crossing

Spring Street / William Clarke Drive

- Needs tip down with truncated domes
- Need audible signal – push button - needs sign to point out push button (yellow is good)
- Narrow constrained sidewalks up Spring (double poles @ corner)
- Like mixed age structures @ boundary
- Intersection needs to be opened thru landscaping to enable a view of downtown and the river beyond (heritage / beauty)
- Library - needs better pedestrian access / sidewalk to gain entrance/visual access
- Enhance the view of Saccarappa Cemetery and its frontage on William Clarke

General

- Nothing indicates that the downtown core is just beyond William Clarke Drive.
- Alternate tree types make streetscape beautiful in spring
- Pedestrians need education as well as drivers to lower speed/safer practice
- Adopt a uniform cross walk design. The grid style is best.
- Enforce the requirement for sidewalk shoveling.
- Be mindful of invasive plant/tree species
- Freeport has good streetscapes and crosswalks
- Maintain or remove tree stumps
- Prune street trees for space and safety
- Sandwich board signs must face on-coming pedestrian traffic (check ADA)
- Need uniform way finding and a theme consistent with the rest of the community
- Main Street needs holiday lighting scheme, current looks cheap and retro TOO OLD, consider banners
- No tip downs on William Clarke Drive

Church Street/Parking lot

- Dangerous (steep) curbing from sidewalk. They are not flush.
- Screen dumpsters

- Short span has one set of sidewalks @ Maine / William Clarke and way too many curb cuts
- In parking lot brick denotes road / parking lot vs. sidewalk transition
- Diagonal brick pattern on sidewalk may be visually confusing but nice from an urban design perspective

Westbrook Commons

- Graffiti control
- Blue Note Park
 - Dangerous – zero visibility to main roads
 - Put grass square and interesting paving
 - Loitering / skateboard
- (like Tommy's Park)
- Logical sidewalk
- Be mindful of planter design
- Ensure visibility from and into the public spaces
- Design for safety
- Beautiful area, peaceful
- Enable outdoor cafes and concerts
- Needs outdoor seating
- Promote upper story residential
- Current trash cans appealing
- Install curb cut out (parking) in front of Commons (like across the street @ Freaky Bean)

Bridge and Main Street

- Trees in front of Southern Maine Physical Therapy – middle of sidewalk
- Prohibit drive thru visible frontage on Main Street (CVS)
- Lighting on Main Street poor
- Lighting in Park at Bridge Street Spur much better
- Traffic design challenging for pedestrians to cross
- CVS / Physical Therapy side of parking lot should become a building
- Promote multi family housing above first flow
- Condition of curbing at intersection poor curb-cuts
- Facade (Fish Store, etc) should blend in w/current design (terra cotta stucco - change color)
- CVS – poor design with drive-thru streetside
- Is the pedestrian signal programmed in front of CVS
- Need cross walk Portland Pie / CVS
- Sidewalk in front of Family Dollar – entrance in back, not on Main Street
- Require minimum transparency (60-70%) through 60-70% windows on 1st floor
- Maintenance / design lighting (brick building across from furniture store)
- Has spot lights over bus stops – effective
- Cross walk (in front of bus stop) dangerous
- Beverage Store Corridor behind bus stop / beverage shop Ugly! Martini Lane
- Move bus stop to ↑ safety overall
- Parking lot for furniture store – put another business @ that side parking lot – save parking lot across street
- Extend Bridge Street through William Clarke Drive
- Lack of pedestrian tip downs

Bridge Street

- Blinking signal at Dana Warp Mill crossing – cars block view of pedestrians
- Garbage cans in sidewalk
- Need bike path
- Need sidewalk at Lincoln and Bridge
- Make pedestrian path in front of mill more obvious
- Repaint no parking lines in front of mill
- There is no pedestrian experience in area of mill
- The area in front of the old mattress store is a blind corner

West of Bridge and Main

- Excellent access of fire hydrant on building (new building next to Friendly Discount)
- Sidewalks greatly deteriorate as you head west on Main Street, major safety hazard
- Need to look at safe pedestrian crossing in front of Profenno's
- Access to business on front parking on back side safer pedestrian access
- No curbing on front of old Main Rubber Building

Triangle/Gateway

- Garden area need lighting overhead – light up garden
- Consider Saco Street ext – close off and make it more open
- If so then add light @ Mechanic Street
- Entire area not pedestrian friendly
- Big area Route 25 By-Pass

North Side Main Street West of Bridge Street

- Concept of sidewalk on Bridge Street Spur is very strong - needs minimal tweaking
- Unfriendly pedestrian experience though
- Dangerous sidewalk/curbing in front of LeClerc's gas/garage
- Dana Street – improve corridor and add a pedestrian bridge to Saccarrapa Island

Bridge and Main Street – North Side

- Pedestrian phasing @ Main / Bridge needs to be looked at Pro/Con all Stop!
- In front Bank Am sidewalk narrows hugely – yet loose
- Street parking?
- Narrow street up @ Bank Am slightly to widen sidewalk slightly

Ash to Presumpscot Commons

- Ash Street cross walk Main ½ block ↓ Ash curb cut – steep mid stream hill
- City Gazebo – turn into a building
- Save Saccarrappa Park
- Location of cross walks Spring / Main (both need to be reviewed)
- PO very messy intersection
- The intersection at Spring/Main/Post Office is terrible.
- Telephone poles are in the sidewalk
- Make Main Street one-way

- There is no Riverwalk/Library connection
- Curb cuts to banks are dangerous for drivers and pedestrians.

Committee Meeting

Confirmation of What Was Heard on Walking Tour Updated January 6, 2009

In attendance:

Rene Daniel, Carson Wood, Dick Begin, Steve Noyes, Nate Dyer, Eric Dudley, Sam Novik, Misti Munster, Kathy Clarrage, Keith Luke, Molly Just

Recurring themes

- Trees! Street trees and trees in open spaces adjacent to main streets
- Improve the Main/Bridge four corners and Westbrook Commons/Blue Note Park. Not just for cars and pedestrians but for businesses and the vitality of the downtown and its residents
- Improve the western gateway
- PEDESTRIAN SAFETY

Pleasant / Main Street cross walk is not ideal

- Perhaps bump out to block cars too close to cross walk
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- Confusing white parking lines
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- needs curbing – granite preferable for color contrast and quality
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- Intersection needs to be opened thru landscaping to enable a view of downtown and the river beyond (heritage / beauty)
- Library - needs better pedestrian access / sidewalk to gain entrance/visual access
- Enhance the view of Saccarappa Cemetery and its frontage on William Clarke

General

- *One-way traffic on Main Street.*
 - *Could be good for traffic calming, drivers' ability to absorb their surroundings (a great downtown) and pedestrian safety*
 - *Could be confusing to drivers and therefore bad for businesses*
 - *Could increase driver speed*
 - *Could be a fix for intersection problems and traffic calming*
 - *Could increase on-street parking (use existing right-of-way for parking)*
- *Banners could be a good way of marking holidays/temporary events*

- Nothing indicates that the downtown core is just beyond William Clarke Drive.
- Potentially good street trees – Linden, Elm, Japanese Lilac, Red Maple (Crimson King), Beech
- Alternate tree types make streetscape beautiful in spring
- Pedestrians need education as well as drivers to lower speed/safer practice
- Adopt a uniform cross walk design. The grid style is best.
- Enforce the requirement for sidewalk shoveling.
- Be mindful of invasive plant/tree species
- Freeport, Saco, Brunswick (...) have good streetscapes and crosswalks
- Maintain, remove *and replace* tree stumps
- Prune street trees for space and safety
- Sandwich board signs must face on-coming pedestrian traffic (check ADA)
- Need uniform way finding and a theme consistent with the rest of the community
- Main Street needs holiday lighting scheme, current looks cheap and retro TOO OLD, consider banners
- *In addition to signs and canopies, flags should not extend into the travel way. This could be sponsored by a local group.*
- No tip downs on William Clarke Drive
- *On Main Street, from which side of the building do we want the primary entrance – there is currently some confusion in the Valley Square area*
- *Create multiple points of connection to/for the Riverwalk from Main Street and perhaps even a connection from William Clarke Drive.*

Church Street/Parking lot

- Dangerous (steep) curbing from sidewalk. They are not flush.
- Screen dumpsters
- Short span has one set of sidewalks @ Maine / William Clarke and way too many curb cuts
- In parking lot brick denotes road / parking lot vs. sidewalk transition
- Diagonal brick pattern on sidewalk may be visually confusing but nice from an urban design perspective

Westbrook Commons

- *Establish an entry point and incorporate signage for tenants*
- Graffiti control
- Blue Note Park
 - Dangerous – zero visibility to main roads
 - Put grass square and interesting paving
 - Loitering / skateboard
- (like Post Office Park at Exchange and Middle Streets in Ptd.)
- Logical sidewalk
- Be mindful of planter design
- Ensure visibility from and into the public spaces
- Design for safety
- Beautiful area, peaceful
- Enable outdoor cafes and concerts
- Needs outdoor seating
- Promote upper story residential
- Current trash cans appealing
- Install curb cut out (*short-term* parking) in front of Commons (like across the street @ Freaky Bean)

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- Need cross walk Portland Pie / CVS
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Bridge Street

- Blinking signal at Dana Warp Mill crossing – cars block view of pedestrians
- Garbage cans in sidewalk
- Need bike path
- Need sidewalk at Lincoln and Bridge
- Make pedestrian path in front of mill more obvious
- Repaint no parking lines in front of mill
- There is no pedestrian experience in area of mill
- The area in front of the old mattress store is a blind corner

West of Bridge and Main

- Saccarappa Park – *Do we build on it, not build at all, or a mix of the two?*
 - *Not building would be ideal*
 - *Add a sidewalk to the street side of the park on the spur.*
 - *Market other City-owned properties and leave this to the point when all other options have been exhausted.*
 - *There could be a mix of the two with development preferable fronting on Main Street with park space along the river and a strong connection to the Riverwalk and even to Saccarappa Island.*
- Excellent access of fire hydrant on building (new building next to Friendly Discount)
- Sidewalks greatly deteriorate as you head west on Main Street, major safety hazard
- Need to look at safe pedestrian crossing in front of Profenno's

- Access to business on front parking on back side safer pedestrian access
- No curbing on front of old Main Rubber Building

Triangle/Gateway

- *Provide better signage for drivers, connecting them across the intersection to their desired street. This would also improve the pedestrian experience crossing the intersection.*
- Garden area need lighting overhead – light up garden
- Consider Saco Street ext – close off and make it more open
- If so then add light @ Mechanic Street
- Entire area not pedestrian friendly
- Big area Route 25 By-Pass
- *Promote redevelopment of the underutilized western section.*

North Side Main Street West of Bridge Street

- Concept of sidewalk on Bridge Street Spur is very strong - needs minimal tweaking
- Unfriendly pedestrian experience though
- Dangerous sidewalk/curbing in front of LeClerc's gas/garage
- Dana Street – improve corridor and add a pedestrian bridge to Saccarrapa Island

Bridge and Main Street – North Side

- Pedestrian phasing @ Main / Bridge needs to be looked at Pro/Con all Stop!
- In front Bank Am sidewalk narrows hugely – yet loose
- Street parking?
- Narrow street up @ Bank Am slightly to widen sidewalk slightly

Ash to Presumpscot Commons

- Ash Street cross walk Main ½ block ↓ Ash curb cut – steep mid stream hill
- City Gazebo – turn into a building
- Save Saccarrappa Park
- Location of cross walks Spring / Main (both need to be reviewed)
- PO very messy intersection
- The intersection at Spring/Main/Post Office is terrible.
- Telephone poles are in the sidewalk
- There is no Riverwalk/Library connection
- Curb cuts to banks are dangerous for drivers and pedestrians.

Downtown Streetscape Planning Committee Meeting

February 19, 2009

Review of Preliminary Recommendations from Consultants Based on Committee and Public Input

In Attendance:

Phil Brown, Rene Daniel, Mitchell Rasor, Tom Errico, Carson Wood, Steve Noyes, Andy Curran, Nate Dyer, Kathy Clarrage, Caren Michel, Keith Luke, Eric Dudley

West End Triangle – Round-A-Bout

- What about negative aspects of round-a-bouts
- Would likely need a 2-lane round-a-bout
- Would need signalized pedestrian crossing
- Very complicated for the visually impaired
- Do we really need a big traffic fix here

Closing Saco Street B/T William Clarke Drive and Main Street

- Puts the load on Mechanic, which will be signalized with William Clarke Drive rebuild
- **Consensus** – Only close Saco to generate an ideal rebuild of the Maine Rubber site and could even use the green space in the triangle

New Building at Southwest Corner of Mechanic and Main Streets

- **Consensus** – Yes

Partial Build on Sacarrapa Park

- Majority say no.
- Some say yes if building on front and enhanced public park on river side with extension of Riverwalk.
- Worry about public financing of pipe relocation.

Bridge Street Extended Through to William Clarke Drive

- What about a new building instead of a road? Great for urban design and visual terminus from south bound Bridge Street.
- Keep it closed for limited parking in that area and to limit cut thru traffic.

Westbrook Commons

- **Consensus** – Short term – Green it up and allow outdoor café seating - Mid-term – Build up with mixed-use (residential upper floor(s)) - Long-term - redevelop

New Building Between Bank of America and TD BankNorth (North Side of Main Street Across from Church Street)

- **Consensus** - Yes

New Building – Gazebo Park – 801 Main Street

- **Consensus** – Yes and make attempts to save tree/honor its history.

- **For Next Meeting**

- Explore Riverwalk Plan (Orcutt Associates -2000)
 - What were plans for Riverwalk build-out
 - What were plans for additional buildings

- o Discuss one-way on Main Street
- o Discuss on-street parking
- o Discuss bus stop improvements
- o Discuss traffic calming – bump outs, cross walk design

Downtown Streetscape Planning Committee Meeting

March 11, 2009

In Attendance:

Caren, Michel, Sam Novick, Phil Brown, Steve Noyes, Dick Begin, Carson Wood, Kathy Clarrage, Misti Munster, Molly Just, Tom Errico, Mitchell Rasor, John Burghardt, Andy Curran, Rene Daniel

At this meeting the committee reviewed the following:

Consensus: Place a building between CVS and Westbrook Commons if space allows.

Prior Plan for Riverwalk:

- Discussed eliminating Bridge Street Spur. Because the intersection on the north side of Bridge and Main is so narrow the spur is important for right-turn traffic but could be reconsidered if Main Street were one-way.

- **Consensus:** If Main stays 2-way then keep spur, if Main goes to 1-way traffic then eliminate the spur.

West-End Triangle:

- Any pedestrian islands should be elevated and should include pedestrian signals, crosswalks and sidewalks.

One-Way on Main Street:

- 1-way gives the opportunity for on-street parking
- Where would the one-way pairs start and stop? Church to Mechanic may work.
- Eliminate on-street parking at Church and Main Streets whether 1-way or not.
- **Consensus:** Keep Main Street 2-way

Traffic Calming – bump outs, cross walk design

- Some like Falmouth and Yarmouth with a raised design
- Raised designs generate noise for nearby neighbors
- Raised designs can confuse the elderly and visually impaired
- “Box” Bridge and Main on all four sides

Bus Stop/Shelter Improvements

- Consultants to engage Metro as to feasibility of any design and location changes and what, if any, demand exists.

Downtown Streetscape Committee Meeting

March 25, 2009

In Attendance:

Eric Dudley, Kathy Clarrage, Andy Curran, Carson Wood, Dick Begin, Rene Daniel, Caren Michel, John Burghardt, Nate Dyer, Tom Errico, Mitchell Rasor, Keith Luke, Molly Just

At this meeting the committee began an initial review of the draft plan. The meeting was centered around a presentation by the consultants. Discussion of the recommendations would follow at subsequent meetings.

Downtown Streetscape Planning Committee Meeting

April 3, 2009

In Attendance:

Rene Daniel, Carson Wood, Steve Noyes, Mitchell Rasor, William Gowen, Misti Munster, Kathy Clarrage, Andy Curran, Sam Novick, Phil Brown, Dick Begin, John Burghardt, Tom Errico, Mitchell Rasor, Molly Just

At this meeting staff and consultants discussed the proposed urban design guidelines. **Consensus:** The committee decided that it was not necessary to incorporate the recommendations of the plan into the Land Use Ordinances, which would make the recommendations requirements.

The committee recommended that the plan stress the importance of energy efficiency in the guidelines. They wanted the guidelines to highlight the Village Review Overlay Zone standards and review committee that are already in the Land Use Ordinances. The committee wanted to stress the importance of consistency with the existing architectural theme in the area and to rely on the continued commitment to historic preservation which is evident in the area rather than making it a requirement in this plan.

Downtown Streetscape Planning Process Public Workshop

April 23, 2009

In Attendance:

Bruce Chuluda, Paul Featherson, Phil Brown, Doug Eaton, James Tranchemontagne, Rita Lane, Dennis & Diedre Isherwood, Carson & Kathy Wood, Ann & Pat Peoples, Dick Begin, Molly Just, Karen Valley, Tom Errico, Diane Kenty.

At this meeting staff and consultants presented a draft plan for improvements of the business core of the downtown which would improve the interaction between traffic flow and the pedestrian experience, with the goal of enhancing the “sense of place” downtown.

There was dialogue between the participants, staff and consultants regarding the proposed traffic calming techniques, reuse of Westbrook Commons, the proposed urban design guidelines and existing and new architectural styles, preservation of Saccarappa Park as a park and trees in the streetscape.