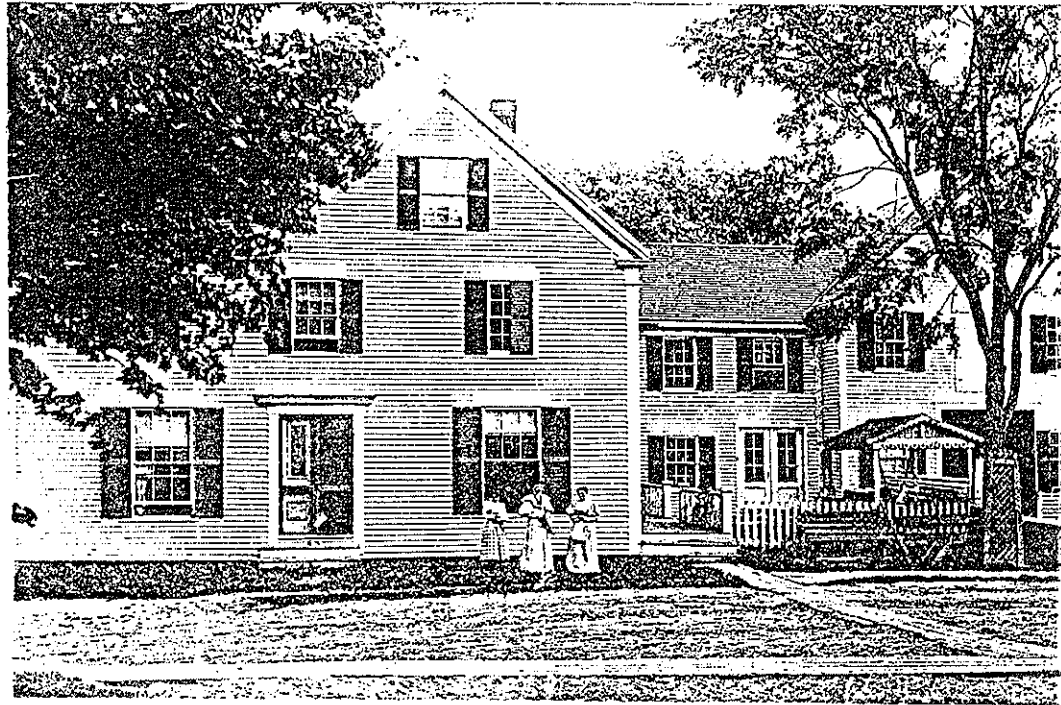


A. EXPLORING OPTIONS

This section reports on the steps that were taken to explore different solutions to problems identified during the inventory of existing conditions, to survey different group's opinions, and to obtain public input. It also reports on the inventory findings and the ideas coming out of the findings.

SUMMARY OF INVENTORY FINDINGS

The table on the next two pages sums up the major findings from the research on important issues affecting the village. This work helped set the stage for the first public meeting and opinion survey.



SUMMARY OF FINDINGS

Access	<ul style="list-style-type: none"> The village is easily accessible from many directions.
History	<ul style="list-style-type: none"> The Presumpscot River has played a vital role throughout the history of the village. Main Street, in the center of the village, has retained its fine historic architectural character; however, some of the commercial structures have been modernized and do not reflect the architectural charm of the past. The Gambo Powder Mills and C & O Canal are historic features of statewide & national significance.
Sewers	<ul style="list-style-type: none"> Gorham probably exceeds its "share" of the treatment plant. The capacity of the plant could be increased significantly if the main inflow and infiltration problems were repaired. The capacity of the plant could be further increased with the addition of a second "package" treatment system. There is a need for sewer service to the Mallison Falls area. Extensions to the sewer system could make some sites more desirable for development.
Water	<ul style="list-style-type: none"> The water supply system is adequate and can handle growth.
Traffic	<ul style="list-style-type: none"> The highest traffic volume (\pm 7500 VPD) occurs on Route 202 between Grants Corner and Route 237; Mosher Road has the next highest volumes of traffic (\pm 7200 VPD). The highest number of accidents (28 from 1993-1995) occurs at Grants Corner; no effort to address this problem is underway. The River Road/Depot Street intersection has three times the number of "expected" accidents.
Streets	<ul style="list-style-type: none"> A new roundabout, designed to slow traffic and make safer conditions, has been built at the Route 202/237 intersection.
Bridges	<ul style="list-style-type: none"> The Route 202, Presumpscot bridge is being improved at present, but the repairs are superficial; no major repairs are contemplated because the main structure is in decent shape. There is a need to repair or replace the deteriorating guard rails.
Sidewalks	<ul style="list-style-type: none"> About 65 percent of the existing sidewalks (\pm 3450 linear feet) are in poor condition; the remainder, 1950 linear feet, are in fair condition. Many other areas have no sidewalks.
Utility Poles	<ul style="list-style-type: none"> Generally, existing utility poles, wires, and lights do little to enhance the appeal of the village; the lights, especially, are out-of-character and do not suit a village environment.
Streetscape	<ul style="list-style-type: none"> The character of Main Street (and the village) is defined, in part, by buildings constructed close to the road; nice street trees also improve the streetscape. There is a lack of on-street and off-street parking in the center of town.
Light Rail	<ul style="list-style-type: none"> Current studies, that look at the possible future use of light rail from Sebago Lake to Portland, do not project high use by local commuters.

Alternative Transport	<ul style="list-style-type: none"> • There are no park and ride lots, bus service, or efforts to promote bike lanes. • An in-depth study of the Mountain Division rail corridor will be undertaken this fall to look at its use for rail and recreation (e.g., hiking, biking, skiing).
Mountain Division	<ul style="list-style-type: none"> • The State now owns the rail line right-of-way • The Mountain Division Alliance is working on developing ideas for the reuse of the right-of-way.
Tow Path	<ul style="list-style-type: none"> • The local Land Trust has acquired significant land and frontage along the old tow path; the trail is about a mile long. • The Gambo Pony Truss Bridge is historically significant and, at least, a pedestrian bridge across the river is needed.
Trails	<ul style="list-style-type: none"> • Snowmobile trails, and safety, need to be improved.
River	<ul style="list-style-type: none"> • The Presumpscot is valued as a scenic recreational asset, a wildlife corridor, and a source of clean water • The river is important for canoeing, fishing, hiking, and birding.
Little Falls Recreation Area/ Community Center	<ul style="list-style-type: none"> • The recreation area has good recreational fields, courts, and playground and is a major asset for kids in the area. • The recreational area needs a shelter, change rooms, storage building, and other facilities. • The PTA with private financial help is renovating the old Robie School as a Community Center, next door to the existing recreation area.
FERC	<ul style="list-style-type: none"> • The FERC relicensing procedure provides a forum and focus for area residents to express their concerns and needs along the river. • The towns should consider adding to their list of "needs" for FERC to address: e.g., the Gambo bridge, trail easements, and a village park.
Land Use	<ul style="list-style-type: none"> • The character of the historic village is still clearly discernible but could slowly be lost if businesses fail in the center and more low density housing occurs in rural surrounding areas. • Business locations are getting more dispersed, mostly along Route 202.
Key Parcels	<ul style="list-style-type: none"> • There are at least 12 groups of parcels in the core study area that have important conservation and/or development value; used correctly, these parcels can help recreate and enhance village character.
Rich Tool and Die	<ul style="list-style-type: none"> • This structure is essentially in sound structural condition and can accommodate a range of new uses; issues that need to be addressed include sewage disposal, parking, roof leakage, and minor wood structural repairs.
Zoning	<ul style="list-style-type: none"> • Together there are 10 zoning districts in the village study area which may be unnecessarily complex. • The regulations for similar areas are uneven, too restrictive in some instances and too lenient in others. • The lot and parking requirements are inappropriate for a village situation.

DRAFT IDEAS

The following list of "ideas" for the community to consider was sparked by the inventory research. This list was later honed and reshaped by the committee and the public.

1. Capitalize on the village's good access to surrounding residential areas in the region when promoting the village as an employment center.
2. Capitalize on the affordable rental and homeowner prices when promoting the village as a place to live (and work).
3. Make the river the centerpiece of any redevelopment plan, by:
 - ◆ making its historic features better known and part of any local cultural/heritage tourism promotion;
 - ◆ retaining as much of the natural environment as possible as a wildlife and scenic corridor;
 - ◆ emphasizing recreational activities on the river and along its shores;
 - ◆ linking trails associated with the rail line to river trails;
 - ◆ connecting sidewalks and residential neighborhoods to recreational facilities on the river; and
 - ◆ working with landowners with river frontage.
4. Recapture the best characteristics of the village's historic roots, by:
 - ◆ encouraging homeowners to maintain and restore historic homes so that historic features and styles are retained;
 - ◆ helping commercial building owners to restore their places of business in historic styles;
 - ◆ recreating a streetscape (in historic areas) that has maple street trees, attractive period lights, safe sidewalks, and a minimum of overhead wires;
 - ◆ ensure new buildings in historic areas are built in harmony with historic architecture;
 - ◆ enact business sign regulations that help create an attractive, consistent historic theme;
 - ◆ consider creating an historic village district zone; and
 - ◆ educate residents, businesses, and school children about the history of the area, Main Street, and the village.

5. Improve the sewer pipe system and enlarge the capacity of the sewage treatment plant so as to permit more hookups for existing homes and businesses.
6. Consider expanding the extent of the sewage system within the existing village so as to allow new in-fill development and new sites to be developed.
7. Find ways to reduce traffic speeds, increase safety, and capture more business from through traffic by:
 - ◆ redesigning the intersections at River Road and Depot Street and at Grants Corner;
 - ◆ providing "neck-downs" and pedestrian crossings at strategic intervals on Route 202 and Route 237;
 - ◆ providing more on-street parking on both sides of Main Street in the very center of the village;
 - ◆ keeping the travel lanes narrow; and
 - ◆ adding signs directing drivers to off-street, public and/or private parking.
8. Cooperate with the appropriate organizations on possible rail/trail opportunities by:
 - ◆ inviting them to meetings to discuss options;
 - ◆ developing linkages to the rail right-of-way;
 - ◆ promoting compatible, new development near the rail line; and
 - ◆ exploring heritage and recreational tourism opportunities.
9. Expand the existing sidewalk system so as to increase safety, improve access to the village center, link to the river, and achieve better car/pedestrian separation.
10. Investigate opportunities for bicycle trails from neighborhoods to schools, the rail/trail, and recreational areas.
11. Use the FERC relicensing process as an opportunity to request better facilities along the river; new requests include assistance in:
 - ◆ improving the Gambo areas and, especially, the old Gambo bridge;
 - ◆ completing the Gambo to Little Falls Tow Path trail;
 - ◆ constructing a riverside park and other riverside trails;
 - ◆ help acquire conservation (or trail) easements; and from landowners along the river.

12. Reinforce the historic land use pattern (i.e., a walking-distance village) so as to:
 - ◆ build a better sense of community;
 - ◆ build the population needed to support village businesses;
 - ◆ capitalize on recreational assets;
 - ◆ create a vibrant village atmosphere where neighborhood friendships, security, and responsibility can flourish; and
 - ◆ capitalize on a possible, future commuter rail service.
13. Revise the zoning ordinances for both communities so that:
 - ◆ regulation is consistent;
 - ◆ there are strong incentives for residents and developers to create a more active, interesting, and friendly village environment;
 - ◆ mixed uses, that are compatible, are encouraged;
 - ◆ development is not permitted in the 100 year flood plain;
 - ◆ obstacles to good development are removed; and
 - ◆ the historic architecture of the area is conserved and replicated.
14. Work actively with the owners of the key, private land parcels to create win-win situations so that community conservation and development goals are met.
15. Develop an illustrative master plan to show examples of development, conservation, and recreation opportunities.
16. Work actively with the owners of the two mills (Keddy and Rich Tool & Die) to explore redevelopment opportunities that are compatible with overall village goals.
17. Work actively with the owners of parcels in the general L. C. Andrews area to explore higher and better uses for their ownership.

BUSINESS SURVEY

In April of 1997, the Town Planners in Windham and Gorham distributed a business survey to approximately two dozen businesses in South Windham/Little Falls Village. The following is a summary of the results of nine surveys which were returned.

Type of Business. Survey respondents represented a range of businesses including service and retail businesses, one business that has left the village, and two home occupations.

Years in Business. Respondents reported doing business in the village for varying periods of time ranging from six months to 52 years, with the median being six years.

Business Continuation. All but one of the businesses indicated that they anticipated continuing to do business in the village over the next three years.

Business Expansion. Only two of the businesses anticipate an expansion over the next three years, and both of these indicate the expansion will be in the number of employees.

Business Volume. Only two of the businesses indicated that their business volume had increased over the past three years. The question was not relevant for four of the respondents who indicated they had been in business for less than three years.

Number of Employees. By any measure, the respondents were from small businesses with employment levels ranging from one part-time person to seven full time and one part-time person. The question was not relevant for one of the respondents who owned a vacant building.

Customer Base. Six of the respondents did not indicate the percentage of their business that was generated in the village versus the towns as a whole or from outside the two communities. One business indicated that about 50% of the customer base was from Gorham/Windham. One indicated that about 90% of the firm's business is generated from outside the two communities.

Own Versus Rent. Seven of the eight existing businesses indicated that they own their own building.

Square Footage. Respondents indicated that the area of their building that is devoted to their business ranged from 150 square feet to 6,000 square feet.

Ratings of Features. Respondents were asked to rate various features of the village using a scale of 1 to 5, with 1 being very good; 2 being good; 3 being neutral; 4 being fair; and 5 being poor. The average ratings of the respondents are shown below. The features with the highest ratings include quality of snow removal efforts (2.9), South Windham/Little Falls Village as a good place to do business (3.1), and community support for expansion of existing businesses (3.1). The features with the lowest ratings include parking for businesses along Main Street/Route 202 (4.1) and appearance of buildings along Main Street/Route 202 (4.0).

Buildings

- 3.3 Signs on businesses
- 3.8 Appearance of residential buildings
- 3.8 Appearance of businesses along Main Street/Route 202
- 4.0 Appearance of businesses along other streets

Traffic and Parking

- 3.6 Parking for businesses in the rest of the village area
- 3.8 Condition of Main Street/Route 202
- 3.8 Condition of bridge over Presumpscot
- 4.1 Parking for businesses along Main Street/Route 202

Sidewalks

- 2.9 Quality of snow removal efforts
- 3.3 Pedestrian safety in other areas
- 3.6 Pedestrian safety along Main Street/Route 202
- 4.1 Condition of sidewalks

Business Environment

- 3.1 South Windham/Little Falls Village as a good place to do business
- 3.1 Community support for expansion of existing businesses
- 3.3 Community support for new businesses

Municipal Action. Eight of the nine respondents felt that it was important for Gorham and Windham to take steps to improve the village. The ninth respondent did not answer the questions. Respondents indicated their priorities for municipal action using a scale of 1 to 5, with 1 being the highest and 5 being the lowest. The average ratings of the respondents are shown below. The highest priorities include tearing down dilapidated buildings (1.3), cleaning up junk and debris (1.9), and taking measures to slow traffic (1.9). The lowest priorities include more trails (4.4), improvements to the sanitary sewer system (3.7), and bridge improvements (3.3).

Ratings of Various Improvements

1.3	Tear down dilapidated buildings
1.9	Clean up junk and debris
1.9	Measures to slow traffic
2.1	Low interest loans for business start-ups, expansions
2.2	Street tree planting
2.3	Street lights
2.3	Low interest loans for business
2.4	Sidewalk improvements
2.4	Development assistance for small businesses
2.9	Loosen land use regulations
3.0	Small grants for improvement of non-residential building facades
3.0	Additional parking along Main Street
3.1	Additional recreational amenities in the village
3.3	Bridge improvements
3.7	Improvements to sanitary sewer system
4.4	More trails

Only one respondent had a suggest under "other", and that was "gardens and parks trail".

Rail to Trail Effort. There was a mixed response to municipal efforts to support a "rail to trail" effort along the Mountain Division line. Three respondents indicated support, two were opposed, three responded "don't know", and one did not respond.

Uses at Keddy's and the L.C. Andrews Areas. Six of the respondents offered a list of suggested uses. The six responses are shown below:

1. Laundromat
2. Mix of small retail/elderly housing
3. Offices
4. Kids' activities, restaurant, park, etc, boutiques, cafe
5. Commercial - office
6. Any business that does "valuable service" and is clean, acceptable for residential area - manufacturing/supply good for industry, consumption, etc., and not something which would upset a village atmosphere

Other Suggestions for Improving the Village Area. Five respondents wrote suggestions for improving the village area:

1. Zoning should be changed to commercial;
2. Grants/loans made available for existing businesses for visual improvements and expansions of limited available commercial space;
3. Have other business(es) and residential home(s) at least paint their units on the outside;
4. Expand the business center on side streets and not just on Route 202;
5. Make more conducive to pedestrian traffic (mostly bad on South Windham side).

VILLAGE GROWTH OPTIONS

As the committee explored their vision of the village, four growth options were discussed. The notes below describe the four approaches. They describe the key actions that would need to be taken to achieve each option and comment on likely outcomes.

The four options are:

Option 1. Status Quo

- ◆ Refrain from town action;
- ◆ Allow for continued single family homes and subdivisions on the outskirts of the village;
- ◆ Avoid sewer extensions and improvements;
- ◆ Make essential public infrastructure improvements;
- ◆ Don't make trail or open space improvements.

Comment. *If the towns take no action, the current pattern of growth is likely to prevail. This means little investment in the village and more single-family units on + 20,000 square foot lots near the village or on 60,000 square foot lots (in Gorham) - all on septic systems. The result would be sprawling rural, suburbia with almost total reliance on the automobile.*

Option 2. Residential Village

- ◆ Expand sewer lines to serve existing and new residences;
- ◆ Promote in-town residential constructions only;
- ◆ Provide more public open space, parks, and trails;
- ◆ Do not encourage commercial growth;
- ◆ Make streetscape and infrastructure improvements.

Option 3. Commercial Center

- ◆ Extend sewer lines to serve existing and new commercial;
- ◆ Pursue commercial business prospects for in-town sites;
- ◆ Provide more public open space, parks, and trails;
- ◆ Make streetscape and infrastructure improvements;
- ◆ Assume little residential growth on periphery.

Option 4. Mixed-Use Village

- ◆ Extend sewer lines to serve existing and new development;
- ◆ Enact zoning and marketing strategies to encourage mixed use in-town;
- ◆ Provide more public open space, parks, and trails;
- ◆ Make streetscape and infrastructure improvements.

Comment. *The last three of the scenarios rely on a pro-active approach from the towns, including:*

- ◆ *improvements to reduce waste in the sewer lines so as to increase its capacity to serve new development;*
- ◆ *possible expansion of the treatment plan, again, to increase capacity;*
- ◆ *extending the sewer lines to those locations that can support new development;*
- ◆ *revised zoning regulations to encourage new uses; and*
- ◆ *a commitment to improvements that will improve the overall quality of the village.*

The result could be a revitalized, thriving community where trails, bikeways, and open space support and enhance the quality of life. As the next section shows, residents support **Option 4** most strongly.

PUBLIC MEETINGS AND SURVEYS

On June 27, 1997, some 50 residents of the area participated in "A Night of 1000 Ideas", an informal public forum sponsored by the Committee. The meeting started with brief presentations that focused on the study goals and findings. Next, the audience spelled out the many ideas they had to revitalize the village area; the meeting concluded with a brief opinion survey (excerpts from news reports of the meeting are on the next pages).

The results of this public participation effort are reported below. They can be best summed up in the following statement:

The Village Residents' Vision of South Windham/Little Falls Village: A Summary of Resident Survey Results.

We want a mixed use village that is primarily residential but has more stores, services, and commercial enterprises. The village will grow in a planned manner and will be served by an expanded sewage treatment plant, a riverside park, trails along the river, and recreational facilities at the Little Falls Recreation Area and at Gambo Fields. In the long term we envision a rail-trail along the old rail-line.

The village will be safe and attractive for pedestrians and cyclists. To this end we will find ways to slow traffic (especially on Route 202), fix up and extend sidewalks, and provide adequate on- and off-street parking, where needed. We will also install attractive street lights, street trees, and signs. To improve and identify the neighborhood we will place "gateways" at the entrances to the village and improve the village's "street furniture".

To stimulate jobs and encourage more residents to move into the village center, we will encourage prospective developers to revitalize the vacant mill buildings and bring new uses to the L. C. Andrews area. The kinds of business and uses we want include professionals, retail shopping, a private school, restaurant(s), senior housing, artists studios and art center, a micro-brewery, antique stores, a local museum, a fitness gym, and space for cultural events.

Further, we value and wish to retain the village's historic character and scale. We also wish to instill a sense to pride and community amongst our fellow residents by erecting a village bulletin board, encouraging litter patrols, sponsoring trash pick-up days, and sprucing-up our homes and streets.

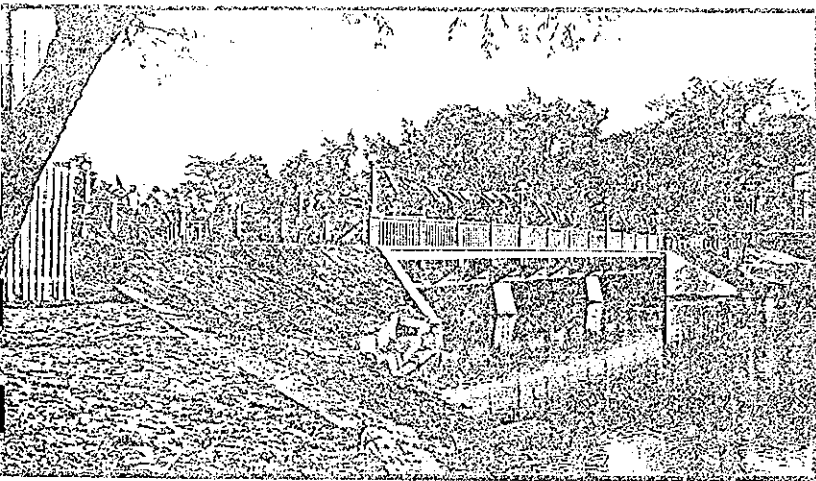
South Windham/Little Falls Village Night of 1000 Ideas

Please come share your visions for
the future of South Windham/Little Falls Village

Thursday, June 26th
7 to 9 p.m.

at the Windham - Gorham Rod and Gun Club
Tow Path Road, Gorham

Your help is needed to plan
the revitalization of the Village!



(1931 dedication of So. Windham/Little Falls bridge)

Questions - call Gorham Town Planning Office 839-5040

Gorham



FIRST REIMAGINING - Maine's first roundabout is nearing completion in Gorham at the intersection of Rtes. 202 and 237 in the Little Falls area. Drivers seem to be taking the change in stride. South Portland will construct a roundabout at Legion Square in the Knightville business district after the bridge opens and Ocean Street

and Cottage Road change from one-way to two-way. A center island will have sloping sides designed to not damage trucks that need extra turning room. There'll be no traffic lights, and in Gorham the Rte. 237 stop signs are gone. Yield signs are in place at all corners.

65 Ideas Felt Like 1,000

By LINDA M. TAYLOR
Little Falls-South Windham committee members who are working to come up with a plan to try to revitalize the village area got 65 ideas, not the 1,000 they said they wanted.

But it felt like it, if you add up all the excitement, enthusiasm for future possibilities and good will among neighbors the "Night of 1,000" ideas generated Thursday. And maybe that's the first step.

Gorham police officer Wayne Drown, a Little Falls resident, thinks it's a big first step.

"We need to look to ourselves," he said after a number of ideas were given. "I wouldn't want to come here," he said of the state of the buildings. "We need to take pride in ourselves."

Many agreed that they could do things to help bring back the vibrancy of the village. But some wanted to get help from outside sources too.

They'd like to see for grant

dreams for the area. No solutions were asked for, and no idea would be challenged.

Some of the dreams:

- Dr. Sidney Hrausson would like a bus service.
- One resident would like Little Falls to be a "lovely quaint shopping area with lots of trees and a park by the river, a destination for people who want to travel from Portland."
- The L.C. Andrew building would be a good place for a private

e 1,000

• Donna Parkinson wants "architectural integrity" kept so Little Falls "doesn't end up like Freeport."

• One resident wants the village to be resident oriented. "Is development going to crowd out residents?" she asked. Development should "enhance residents," not push them out. She thinks development in North Windham "pushed out farmers."

• Reduce "light pollution" at the Windham Correction Center.

• There need to be shoulders on the River Road.

• Displays and exhibits that illustrate the history of the area would be welcomed.

• Plaques could be the houses giving historic information.

• Flowers could be planted.

• Form a cemetery association.

• Consider a skating rink, a gym, multi-purpose building.

• Try to get funds as a Tax Increment Financing district.

• Develop public walk ways.

• Encourage someone to brew a brewery at the Rich Tool building. (This idea, if offered in Windham, is apt to be.)

• Have a huge trash pick-up. Form a village district to manage it.

• Consider having events, plays, performances.

• Open a museum that shows agriculture and industry area.

• Consider cluster development to take the pressure off the area.

• Open a bed and breakfast.

• Start a farmers' market.

• Put lights on utility poles.

• Repair and extend sidewalks.

• Move the post office building to the village.

• Establish signage standards.

• Open a YMCA.

• Restrict horsepower on the river.

(Continued on Page 15)

So. Windham-Little Falls residents plot future

• A theme emerges:

Residents do not want to sacrifice the quaint, village feel they now enjoy for economic prosperity.

"We should look at ourselves first and see to our own community, maybe dressing up our own property."

Wayne Drown, Gorham police officer

By DAVID HENCH
Staff Writer PPH 6/27/97

GORHAM - A lifelong resident of South Windham, Bruce Elder has seen the vitality leach from the small village of South Windham-Little Falls.

But he also has seen the price exacted in other towns by economic progress - the loss of historic neighborhoods and small-town scale.

Like many residents that gathered Thursday to plot the future of their hamlet, Elder believes that missing the economic boom may be South Windham-Little Falls' greatest

asset.

"It can avoid too much commercialization and preserve the historic nature of the community," said Elder, the seventh generation of his family to live in the area.

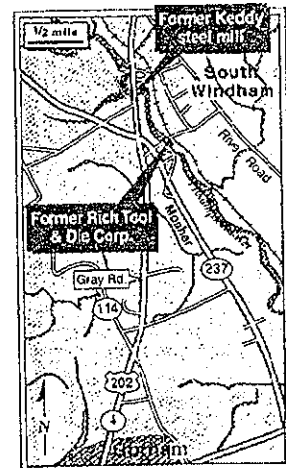
Fifty residents turned out for Thursday's meeting at the Windham-Gorham Rod and Gun Club, where consultants hired to help craft a plan for improving the village collected ideas from the people who live there.

The village straddles the Presumpscot River, half in Gorham, half in Windham. And yet it has maintained some of the cohesiveness that has linked people on both

sides of the river since the days it was a regional center for industry and agricultural commerce.


Some of the relics of the area's heyday may be the tools for its renaissance. The Rich Tool and Die mill and Keddy steel mill lay vacant along the river, and much of the former L.C. Andrew lumberyard also sits idle. Residents say restoring jobs to those properties would be a major boost to stimulating new businesses and pedestrian bustle on Main Street.

The event - billed as the "Night of 1,000 Ideas" - actually generated



Please see FUTURE, Page 4B

Special Graduation I
Windham JulyFest -



America

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FAX 854-0018
4 Dana Street, Westbrook, ME 04092

Westbrook, South Portland, Gorham

Big Parade, Fireworks Saturday In W

From Sizzlin' Suzan and Flamin' Raymond Dance to the Latter Day Saints Boy Scout Choir, Windham's JulyFest will have something for most everyone in its full day of entertainment Saturday (June 26) at the Windham High School grounds.

Twin Villages Seek Revival

By LINDA M. TAYLOR
Like Siamese twins: individually distinct, connected.

They're the twin villages, joined by the bridge over the Presumpscot River that separates them - South Windham-Little Falls.

Formerly bustling and vibrant, with a railroad and people traveling through to Sebago Lake and beyond, large companies receiving and sending freight, people coming and going, shopping, having a cold drink at the pharmacy, perhaps smelling the hay from the farmer's field down the road, watching the youngsters fish on the Presumpscot.

There are still farms nearby, and, if you can get to the river, you

can fish. But the hustling, bustling village is no more. No more train whistles, no more laborers getting off work. Just loud, noisy trucks at all hours, going too fast through and not stopping in the village. Empty store fronts and buildings, vacant mills. A spot where the infrastructure needs attention.

A spoiling, some say, of what is remembered as productive village living. A committee of people in South Windham-Little Falls is working to remedy that. With the aid of a \$20,000 grant, called the Quality Main Street Grant, to study how to revitalize the village area, consul-

(Continued on Page 12)

12 American Journal June 25, 1997

Gorham

Past Opens Door To Future For

(Continued from front page)

lants were hired to do a study of what is there and what could be there, and what residents want there.

The study area: Equidistant from downtown Portland and Sebago Lake, the village of South Windham-Little Falls sits astride U.S. Rte. 202 which runs north and south across Maine, and astride the Presumpscot River. Immediately north and south of the village are the River Road and State Rte. 237, both intersect with Rte. 202.

The study area includes Gamba, Newhall and Grant's Corner to the north and the Little Falls Recreation Area and elementary school, down to the Little River.

The core study area extends from the Post Office on the north to the Rte. 202/237 intersection on the south.

The consultants, Ken Associates of Gardiner and Rothe Associates of Hallowell, were chosen through a bid and interview process.

Tomorrow (June 26), from 7 to 9 p.m. in the Windham Gorham Road and Gun Club, Tow Path Road, Gorham, the committee has invited all residents in the area, plus residents throughout Gorham and Windham and elsewhere, to put in their two cents' worth about what the South Windham-Little Falls village could be in the future.

They want all the ideas that are possible.

They're calling it the Night of 1,000 Ideas.

Committee members say there is still time to make a difference. No plans for the village have been compiled or are final.

"What we're trying to do is gather in the residents of the area and



LITTLE FALLS YESTERDAY AND TODAY: WHAT ABOUT TOMORROW? - Horse-drawn carriages have been replaced by cars and the trol-

ley tracks are gone on U.S. Rte. 202 neighborhood.

find out what their wildest dreams are for the area," said committee chairman Rebecca Reinhart, herself a resident of South Windham where she lives in what was formerly Dr. Mrs. Sidney Branson's house.

"We need to find out how everybody feels and get it on record. Then the consultants will put together the ideas," she said.

The committee has met several times since receiving the grant earlier this year. They've passed around old photographs and thrown out ideas and talked about the state of the Little Falls area.

The state: The village Main Street, Rte. 202, has an abandoned century-old steel mill, the Keddy Mill; a recently vacated mill building that housed a tool and die business, Rich Tool and Die; and a former lumberyard and building supply operation, L.C. Andrew. Behind the businesses sit mostly low to moderate income single and multi-family houses. Other buildings that

Some investments have been made in the village area. Windham invested \$420,000 in a sewer system in 1987. Gorham spent \$50,000 on stormwater infiltration.

Windham spent \$50,000 on improvements to the fire barn serving the village.

The Gorham Land Trust has begun the purchase of a \$69,000 parcel of land with several hundred feet of frontage on the Presumpscot River just south of the village.

The Village Association, a grassroots association of area resi-

dents, has compiled a list of what it considers a list of desired businesses which would be appropriate for the village. They include light industry, retailers, elderly housing and other uses.

There is a possibility of a federal Community Development Block Grant for future funding. Perhaps grant money could be spent on sidewalks, curbs, storm drainage, sewers, facades, landscaping, building demolition, parks and open space, trails, building rehabilitation, and more.

The maximum grant the communities in Windham and Gorham can apply for is \$401,000, with a 20 per cent local match. Reinhart wants the communities to formulate a plan from the study to apply for a grant. The study will be completed in November, and it's hoped the grant application can be filed by the first of next year.

Originally from Ohio, Reinhart moved to her gingerbread home on the edge of the South Windham vil-

lage near the railroad track. Black Brook and the Presumpscot River. She calls it "a nice little slice" since it's pie shaped.

Ever since she's lived there she's been fascinated by the area, which she considers "steeped in history."

She's concerned about the twin villages. She says the "streets look like hell," and some of the homes are rentals wanting attention.

"This is a unique situation. It's a beautiful river. There's a rail line trail; it's (the area) is going to figure in the next quarter century. It has raw clay aspects. There are so many things."

And it's up to the people to decide what they want. Zoning may have to be looked at. "Right now, zoning doesn't allow dentists or laundries," she said.

She said she's done a lot of "chatting it up," and she hopes people who are interested will attend tomorrow's meeting.

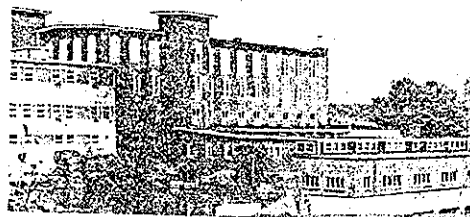


Above, a trolley car stops in Little Falls. Below, the former Rich Tool & Die Company building, with S.D. Warren's Millson Falls on the Presumpscot River in the foreground.

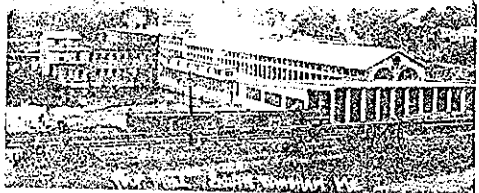
supported the rail line until it closed in 1983 are also off Main Street. The Keddy Mill closed in the 1970s; Rich Tool and Die moved to Scarborough in 1983, and the lumber mill left in 1982.

The infrastructure is deteriorating. The bridge, although being worked on, is in disrepair.

There is talk of reopening the rail lines, if only for a recreation trail, or for tourism. The Windham Economic Corporation and other groups are trying to interest businesses in the large mill buildings. Gorham and Windham have collaborated on a management plan for the Presumpscot, a spot with great potential for recreation.



The old Keddy Mill in South Windham.



RECREATION, OPEN SPACE, AND TRAIL OPTIONS

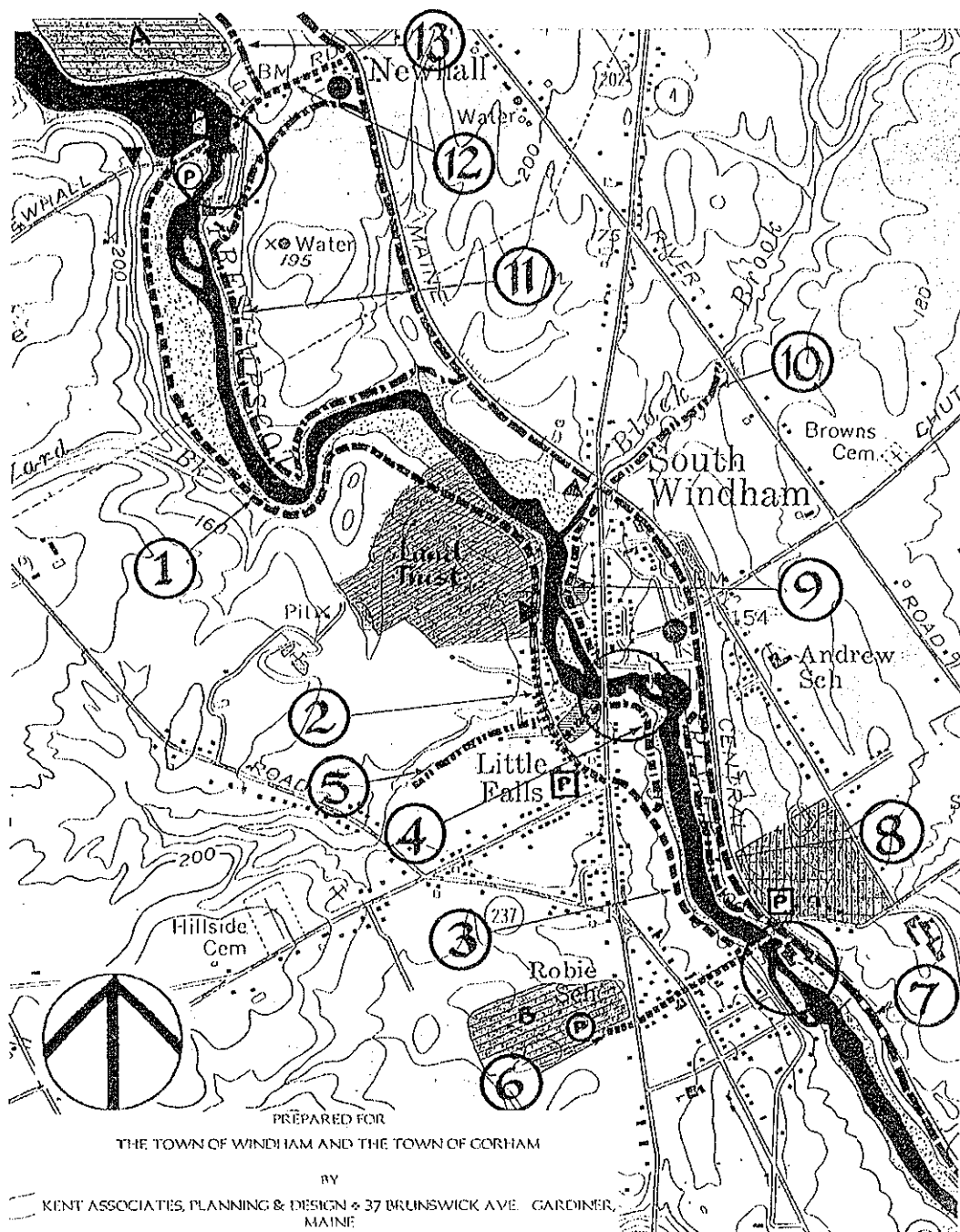
The map and index on the next page illustrate many of the opportunities for recreation, open space, and trails within the study area. These options were discussed at public meetings and most garnered strong support.

The top priorities, according to the resident survey, were:

1. establish a riverside park in the village;
2. provide more recreation facilities at the Little Falls Recreation area;
3. provide riverside trails in Windham;
4. provide more recreational facilities at Gambo;
5. develop the Mountain Division rail/trail;
6. provide a canoe/kayak launch above Little Falls; and
7. extend the Tow Path, south.



RECREATION, OPEN SPACE & TRAIL OPTIONS ALONG THE MOUNTAIN DIVISION RAIL RIGHT OF WAY SOUTH WINDHAM/LITTLE FALLS VILLAGE QUALITY MAIN STREET PLANNING STUDY



- Presumpscot River - A Regional Recreation Resource, Riparian Corridor and Flood Zone; require easements where possible
- Existing Recreational Fields: A) Gambo Fields in Windham, and B) Little Falls Recreation area in Gorham
- Possible Open Space Acquisition on Rt. 202 and the River
- Underutilized State-owned Land, with Recreation Potential (adjacent to Rail/Trail)
- Existing Parking Areas that Provide Access to Existing or Future Trails
- Possible Future Trail Access Parking Area
- Possible Future Rail Stopping Points
- Portage Locations
- Carry-in Boat Launch Sites (proposed)

Trails (Gorham)

- ① Existing Tow Path Trail from Gambo South Through Land Trust Property
- ② Trail on New Sidewalk on Tow Path Road
- ③ Proposed Black Brook Nature Trail, from Rt. 202 to the River Road
- ④ Alternative Trail Route, from Tow Path Road to and along the River (reconnects with 3)
- ⑤ Spur Trail to New Residential Development
- ⑥ Connecting Trail, on New Sidewalks Between Little Falls Recreation Area and Mallison Falls

Trails (South Windham)

- ⑦ Regional, Mountain Division Rail/Trail Proposed by the Alliance
- ⑧ Riverside Loop Trail (Proposed) to Link With Rail/Trail
- ⑨ South Windham Village Riverside Trail (Proposed) from Rt. 202 at Black Brook to the Town Fire Station Property, on Rt. 202
- ⑩ Black Brook Nature Trail (Proposed) from Rt. 202 to the River Rd.
- ⑪ New Hall Loop Trail (Proposed) from Newhall Rd., along the East River Shore, to the Rail/Trail
- ⑫ Connecting Sidewalk/Trail Between the Powder Mill, a Refurbished Gambo Bridge, and the Rail/Trail
- ⑬ New Trail Linking Gambo Fields to the Newhall/Gambo Bridge

PREPARED FOR
THE TOWN OF WINDHAM AND THE TOWN OF GORHAM

BY

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