

AGENDA NOTES

Gorham Town Council Regular Meeting
September 5, 2017 – 6:30pm
Burleigh H. Loveitt Council Chambers

1. Presentation by Michael Shaughnessy

The Friends of the Presumpscot River are asking the elected officials in Windham, Westbrook and Gorham to adopt a resolution. A copy of the proposed resolution is in your packet.

Please note this item is not on the Council Agenda for action, but simply to allow Mr. Shaughnessy an opportunity to make his presentation. The Windham Council will also hear a similar presentation on September 5, but has not scheduled any action. I do not believe that Westbrook has scheduled this item for any action. The proposed resolution is asking that the Presumpscot Historic and Natural River Corridor be designated as a Historic and Natural River Corridor.

2. Presentation by Roger Wheeler

Representing the Friends of Sebago, Mr. Wheeler has asked to make a presentation regarding the Saccarappa Agreement. His request did not carry any indication that he was asking the Town Council to take any specific action. It is my understanding that the Friends of Sebago do not necessarily agree with the Friends of the Presumpscot River. In either case, I would recommend that the Council not plan to take any particular action, but should view this an opportunity to hear a brief presentation from both parties and then can reflect upon what action, if any, it wishes to take in the future.

3. Item # 9259 Victualer's License for Pine Crest Bed and Breakfast

As Councilors know, the Town was recently involved in enforcement action regarding violations of the Life Safety Code at Pine Crest Bed & Breakfast. Those issues have now been resolved by a Court Order.

The requirement to install a commercial hood was resolved by disconnecting the gas-line to the stove, thereby eliminating the need for the commercial hood. There is also a fine that needs to be paid by November 1, as part of the Court Order.

A Victualer's license is required for any business where food or drink is prepared or served for sale to the public. That includes the preparation of (non-cooked) sandwiches, etc. There is an exception to the license requirement for non-profit, charitable events, etc.

Mr. Mattingly submitted an application for a Victualer's license dated July 20, 2017. Section 4 of the Town Victualer's Ordinance allows the Town Clerk to issue a renewal Victualer's license provided that the applicant meets all of the requirements of the Ordinance. Specifically, the applicant must comply with all Federal, State and local codes and is not delinquent in the payment of any taxes or fees owed to the Town of Gorham. If the applicant does not meet the requirements, the application is referred to the Town Council.

As of August 30, 2017, Pine Crest owed \$12,316.21 in property taxes for the 2015/16 and 2016/17 fiscal years and a tax lien will foreclose in February 2018, if taxes for 2015/16 remain unpaid.

In July 2014, Pine Crest entered into an agreement to pay \$250 per week starting on July 28, 2014. Although, this contract was broken on December 4, 2014, smaller weekly payments were made. The weekly payment amounts are as follows:

07/28/14 - 11/26/14	\$250/week
12/04/14 - 07/15/15	\$100/week
07/22/15 - 12/31/15	\$175 /week
01/07/16 - 07/18/17	\$ 25/ week
07/25/17 - 08/22/17	\$250/week

On August 22, 2017 Mr. Mattingly sent an email (see attached) indicating he would like to enter into another agreement to pay \$250/week until December when he would make a lump sum payment for the balance.

In addition, Mr. Mattingly applied for and received Site Plan approval back on May 10, 2011. The inspection fee for the approved Site Plan has not been paid.

He subsequently submitted an application to amend his approved Site Plan back on July 27, 2012. On August 22, 2017 he submitted a letter to withdraw his application to amend, leaving in place his original approved Site Plan and the unpaid inspection fee.

The Town Clerk issued a letter dated August 8, 2017 to Mr. Mattingly advising him of her decision and advising him that his application would be on the September 5, 2017 Council meeting agenda.

In your packet is a copy of the letter issued by the Town Clerk to Mr. Mattingly.

4. Item # 9260
Rezoning of the Olde Canal Business Park from Industrial Zone to a New Zone.

The Town Council forwarded this to the Planning Board at your April 4, 2017 meeting in anticipation of an application from Scott Guimond to locate his business, National Attachments on this property. The current Industrial Zone does not allow the sale of Heavy Equipment. This new zone would allow his business by adding heavy machinery and equipment retail sales and service as a permitted use. The Planning Board recommended approval at their August 7, 2017 meeting.

In your packet is a memo from Tom Poirier dated August 16, 2017 with more information.

5. Item # 9262
Request from School for Seed Money

In your packet is a letter dated August 21, 2017 from Heather Perry, Superintendent of the Schools, with a request asking the Town Council to appropriate \$150,000 as seed money to fund the next steps in the planning process for a potential Gorham High School Capital renovation project, with the funds to be repaid, when and if, the project is subsequently approved by the voters and the project moves

forward towards construction. The \$150,000 would subsequently be borrowed as part of the bond funds for the project and repaid back to the Town.

The order as I have drafted, would have the funds come from the Land Acquisition Reserve Fund. Currently, the Land Acquisition Reserve Fund has \$559,300.26.

6. Item # 9263
Accepting the Report of the Main Street Utility Study

In your agenda notes is a memo from me dated July 28, 2017 that describes the history of this study, as well as a draft copy of the Utility Study Report. For the reasons that I outline in my memo, I believe this study should now be brought to a conclusion with no additional work to be done at this time.

7. Item # 9264
Letter to the Maine Farmland Trust

The Rines family, who have property located on lower Main Street at Walling Crest Farm and have extensive frontage on both Presumpscot River as well as Main Street, are seeking to place some of their land in a conservation easement, while allowing some property to be available for future development. This project is seeking funding from the Land for Maine Future program for the conservation easement, which would protect 126 acres of this land.

In your packet is also a copy of a tax map depicting the potential area for the easement, as well as the portions of the property that are excluded from the easement and a copy of the proposed letter of support.

8. Item # 9265
Appointing a Member to the METRO Steering Committee for their New Bus Route

The Town Council has previously appointed four members to the Steering Committee that will assist and advise METRO Bus as they develop their new bus routes to Gorham. The four members the Town Council previously approved include Michelle Belhumeur, who is the Administrator at Gorham House, Zoning Administrator - David Galbraith, President of the Gorham Economic Development Corporation - Tom Ellsworth and Town Councilor - Sherrie Benner. Art Handman, who is the current Chairman of the Board of Directors for the Gorham Economic Development Corporation, has expressed an interest in serving on this Steering Committee. Art also has an extensive background in Public Transportation in his previous employment and I believe will be an excellent addition to the Committee.

9. Item # 9266
Selling a Parcel on Huston Road

In your packet is a request from Mr. and Mrs. Butts asking the Town to sell a very small parcel of land consisting of approximately 3,049 square feet that is located off Huston Road. The Finance Committee considered this request at their meeting on August 24, 2017 and recommended (3-0) authorizing the solicitation of sealed bids for this parcel of land. The proposed order would authorize the staff to solicit sealed bids, as well as set a minimum price of \$500.00 for the parcel.

10. Item # 9267
Amend Narragansett Development District

The Ordinance Committee has been working on an amendment to the Narragansett Development District for several years. This item recently became more urgent with the acquisition of the old race track property by Moody's Collision Center. Staff, as well as the Ordinance Committee have been working with Shawn Moody as he has his plans for this property and made a number of changes intended to facilitate the development.

In your packet is a memo from David Galbraith with the proposal. The Ordinance Committee at their last meeting on August 22, 2017, recommended (3-0) the proposal be forwarded to the Planning Board to commence the process of approval.

11. Item # 9269
Appointment to the Planning Board

The Appointments Committee is planning to hold a meeting on September 5, 2017 and consider applications for the Planning Board. The Town currently has a term that is unfilled resulting from the resignation of Jim Anderson from the Planning Board. This term would expire in 2019.

It's possible that the Appointments Committee may or may not be ready to recommend an appointment to the Town Council, so if the Planning Board is not able to do that, the Council should be prepared to simply table this item to a time when the Appointments Committee is ready with a recommendation.

12. Item # 9270 - Executive Session
Application for an Abatement of Taxes based on Poverty

The Council will need to retire into Executive Session to discuss an application for an abatement of taxes based on poverty. This application process is required by law to be confidential and the Council members will receive their application in Executive Session.

13. Executive Session
Labor Negotiation

We anticipate having a proposed contract with the employee in the Fire Department for Council action.

Please let me know if you have any questions.
Att.

PRESENTATION BY MICHAEL SHAUGHNESSY

Printed by: David Cole

Friday, August 04, 2017 10:26:59 A

Title: Presumpscot Historic and Natural River Corridor : Virtual...

Page 1 of :

From:  Michael Shaughnessy <smallbirdsfllying@gmail.com> 8/4/2017 12:46:21 AM  

Subject: Presumpscot Historic and Natural River Corridor

To:  dgalbraith@gorham.me.us  David Cole  tpoirier@gorham.me.us

Cc:  Doug Smith <dougs.wdsa@gmail.com>

Attachments:  A Joint Resolution on behalf of the Presumpscot River Mal.docx / Uploaded File (...)

Dear Manager Cole, David and Tom,

On behalf of the Board of the Friends of the Presumpscot River we would like to offer for consider for adoption the attached resolution creating a "Presumpscot Historic and Natural River Corridor" for the stretch of river between Mallison and Saccarappa Falls.

In the five mile stretch of the Presumpscot River between Mallison and Saccarappa Falls connecting Gorham, Westbrook and Windham there are fewer than a half dozen structures on the river, few buildings can be seen and even road noises along much of it cannot be heard. It is a remarkably undeveloped and beautiful stretch of river. It is an historic stretch with 19th century arched stone culverts, bookended by old mills, the C&O canal running along the eastern side and the Sebago to the Sea Trail along the old rail line on the other. The river is hosts wildlife, such as beaver, fox, deer, moose, eagles, osprey and great Blue Heron. The wildlife will only increase as the Saccarappa Dam is removed and it's fishery of alewife, shad and herring are re-established. This stretch which is a full fifth of the river will soon return to what it has not been for 250 years.

This designation would be supportive to all neighboring communities and in specific the villages of Little Falls and South Windham and Westbrook city center. It is consistent with all comprehensive plans relative to land and resource preservation. It would increase recreational paddling, birding and fishing. Such a designation would be unique in the state and precedent setting by having three different municipalities create such a designation in unison. It is non-binding nor restrictive and would have no budgetary impacts.

We would very much like to present this before the council or at a public forum of your choosing. We would also be happy to meet with any councilor or staff relative to this. We also encourage anyone to take a paddle on this beautiful stretch and would be more than happy to schedule one for anyone interested in doing such.

The resolution language is attached. If you have any questions feel free to contact either myself or fellow board member Doug Smith who is cc'ed on this.

Thank you for your thoughts. We look forward to talking to you about it.

The resolution is attached.

Our Best,

Michael Shaughnessy

President of the Board,

Friends of the Presumpscot River
207-329-5042

A Joint Resolution on behalf of the river renewal and restoration of native fisheries.

The joint Councils of Gorham, Windham, Westbrook hereby confer that:

1. The Presumpscot River is a joint and valued regional resource of the people of the State of Maine and the citizenry of the abutting towns and cities of Falmouth, Gorham, Portland, Westbrook and Windham in the County of Cumberland.
2. The five-mile section between Mallison Falls and Saccarappa Falls is unique and remarkable in the Greater Portland metropolitan area, due to being nearly entirely undeveloped. With few structures visible and little road noise it bears a tranquility of wildness all the while being in the most populated section of the state.
3. There is pronounced historic value in this five-mile stretch, including the unique attributes of remnants of the Cumberland and Oxford canal running along the Gorham Side and the Mountain Division rail and trail on the Windham side, as well as historic stone arched culverts.
4. Historical records demonstrate that the Presumpscot River had an abundant native fishery of American shad, Atlantic salmon, alewives, blue back herring, striped bass, brook trout as well as both landlocked and sea run Atlantic salmon.
5. The removal of the dams at Saccarappa and establishment of effective and robust fish passage will enhance the rivers fishery and thus entire ecosystem, allowing the river to be far better habitat for, and resulting in a growth of the population of river mammals and birds of prey such as eagles osprey, hawks and herons.
6. With the removal of the impoundments there will be a return to a river condition not seen for 250 years, allowing for enhanced recreational paddling, fishing and birding, and a far greater scenic value with long stretches of flat water, enhanced rapids and falls, and the return of cliffs along sections of the river corridor.
7. Where the river had a history of flooding this will be greatly mitigated by the lowering of the water level from its artificially high levels due to the dams.
8. The towns of Gorham and Windham and the City of Westbrook will benefit from the enhanced recreational use and the accompanying potential for economic growth to the villages of South Windham and Little Falls and downtown Westbrook.
9. The agreement between Sappi, the Maine Department of Marine Resources, the US Fish and Wildlife Service, Friends of the Presumpscot River and Conservation Law Foundation is an historic and crucial step toward the on-going restoration of Presumpscot River and it's native fishery.

We hereby resolve that:

The continued restoration of the Presumpscot River and it's native fishery warrant this section of the river be officially designated a ***Presumpscot Historic and Natural River Corridor***.

PRESENTATION BY ROGER WHEELER

Printed by: **David Cole**

Monday, July 31, 2017 9:06:11 A

Title: **Re: [Town of Gorham ME] Saccarappa Agreement (Sent b...**

Page 1 of :

From:  roger wheeler <friendsofsebago@yahoo.com>

Fri, Jul 28, 2017 4:19:10 PM  

Subject: Re: [Town of Gorham ME] Saccarappa Agreement (Sent by Roger Wheeler, friends ofs

To:  **David Cole**

Hi Dave,

Yes, Tuesday, September 5, is a good time for me to bring information about

the Saccarappa Agreement impacts to fish passage on Presumpscot River watershed waters bordering or contained in the Town of Gorham. I appreciate this generous allocation of time and I will be there. Thank you.

Roger Wheeler
Friends of Sebago Lake

cell: 256-7525
home: 642-1064

On Friday, July 28, 2017, 1:05:12 PM EDT, David Cole <dcole@gorham.me.us> wrote:

Mr. Wheeler:

Thank you for your request. If you would like to make a brief (5-10 minute) presentation to the Gorham Town Council regarding the Saccarappa Agreement, I will place you on the September 5th Agenda. Please let me know if this will work.

Dave Cole

friendsofsebago@yahoo.com writes:

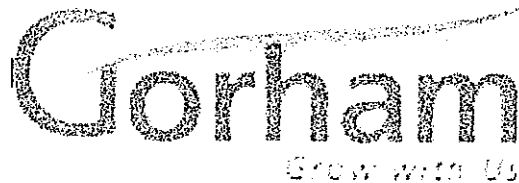
Hello dcole,

Roger Wheeler (friendsofsebago@yahoo.com) has sent you a message via your contact form (<https://www.gorham-me.org/user/66/contact>) at Town of Gorham ME.

If you don't want to receive such e-mails, you can change your settings at <https://www.gorham-me.org/user/66/edit>

Message:

Recipients: Town Clerk, Town Manager



Town Clerk's Office
75 South Street Suite 1
Gorham, Maine 04038-1382
Telephone (207) 222-1670

Laurie K. Nordfors, CCM
Town Clerk
Registrar of Voters
Notary Public
Dedimus Justice
Assistant Tax Collector
Motor Vehicle Agent

Fax (207) 839-5036

August 8, 2017

Matthew Mattingly
Pinecrest Bed & Breakfast Inn
91 South Street
Gorham, ME 04038

Dear Mr. Mattingly,

The Victualer's License issued by the Town of Gorham for your establishment expired on June 30, 2017. I regret to inform you that I could not approve the renewal of your Victualer's License because of outstanding plumbing and building permit inspections and a Site Plan Fee owed of \$ 750. As stated in the Town's Victular's Ordinance, Section 2-License, B; **Establishments must be in compliance with all local ordinances, and property taxes and local fees must be paid in full prior to the issuance or renewal of a Victualer's License.**

Pursuant to Section 4 (B) of the Ordinance, your application will be referred to the Town Council which will hold a Public Hearing and then consider your application at their September 5, 2017 meeting. Hopefully you will be able to cure these apparent deficiencies before then.

Please contact me if you have any questions regarding this matter. Thank you.

Sincerely,

A handwritten signature in black ink, appearing to read "Laurie Nordfors", with a long horizontal line extending to the right.

Laurie Nordfors
Gorham Town Clerk

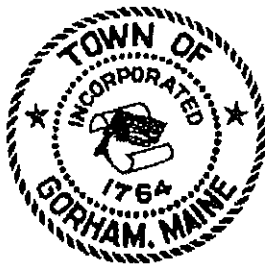
cc: David Cole, Town Manager
William Dale, Town Attorney
Dan Jones, Police Chief
Charles Jarrett, Fire Inspector
Freeman Abbott, Code Enforcement Officer
David Galbraith, Zoning Administrator

Town of Gorham

Municipal Center
75 South Street
Gorham, Maine 04038-1382

(207) 222-1675
(207) 839-5036 Fax

lnordfors@gorham.me.us



Laurie K Nordfors
Asst. Tax Collector

Town of Gorham, Maine

Act #3507

Matt Mattingly
Pinecrest Bed and Breakfast Inn, LLC
91 South Street
Gorham, ME 04038

Re: Outstanding Real Estate Taxes, map 106, lot 42

This is an agreement to make payments on the past due real estate taxes for the property located at 91 South Street, Gorham, ME .

I, **Matt Mattingly**, agree to make weekly payments on the delinquent real estate taxes for the property located at 91 South Street, of **\$250.00** weekly, starting on September 1, 2017 through December of 2017, where then I will make a lump sum payment of the balance due at that time.

If for some reason you are unable to make a weekly payment, please contact me as soon as possible at 222-1670. **If you do not pay in a timely manner and have not contacted the Town of Gorham, this agreement will be revoked and the matter will be turned over to the Gorham Town Council which may result in tax sale.**

Please note that entering into a tax payment agreement does not stop the tax lien or foreclosure process.




Matt Mattingly

Date

Phone

Laurie K. Nordfors, Assistant Tax Collector
Town of Gorham, ME

Date

From:  matt@pinecrestmaine.com 8/22/2017 11:06:3... 
"Contact form at Town of Gorham ME" <vtstdmailer@vt-s.net>
Subject: [Town of Gorham ME] tax payment schedule (Sent by MATT MATTINGLY, matt@pinecr...
To:  Laurie Nordfors

Hello Inordfors,

MATT MATTINGLY (matt@pinecrestmaine.com) has sent you a message via your contact form (<https://www.gorham-me.org/user/67/contact>) at Town of Gorham ME.

If you don't want to receive such e-mails, you can change your settings at <https://www.gorham-me.org/user/67/edit>.

Message:

Hi Laurie,

I wanted to put down on paper a tax payment schedule. Basically, I will remit \$250 per week until December where we will make a lump sum payment for the balance.

If this works for you, I can put this in a more formal statement and sign it.

Thanks

Matt



Town of Gorham Planning Department

David C.M. Galbraith, Zoning Administrator
dgalbraith@gorham.me.us

Thomas M. Poirier, Town Planner
tpoirier@gorham.me.us

GORHAM MUNICIPAL CENTER, 75 South Street, Gorham, ME 04038

Tel: 207-222-1620

TO: David Cole, Town Manager
FROM: Thomas M. Poirier, Town Planner *TMP*
SUBJECT: Olde Canal Industrial District
DATE: August 16, 2017

At the Planning Board’s August 7, 2017 Planning Board meeting the Board forwarded (5 ayes, 1 absent Richman) the Olde Canal Industrial District with recommended changes. The Planning Board’s recommended changes are shown **bolded, underlined, and struck-through**.

The Planning Board is recommending the removal of mineral extraction as a permitted use because the proposed zoning district exclusively encompasses an industrial park. The Planning Board also recommended that the space standards more closely resemble the lots in the approved subdivision so they added a minimum lot size and street frontage requirements to the proposed zone. The Planning Board does not require any additional performance standards for the district and made a minor change to permitted use 13 changing it from “Commercial” to “For Profit Schools”.

The Town Council will also need to adopt the revised zoning map as part of the amendment process. The revised zoning map shows the location of the new zoning district. See attached Zoning Map.

Public Comment: No one from the public spoke on the item.

AMENDMENT TRACKING

DESCRIPTION	COMMENTS	STATUS
Town Council Meeting	The Town Council (7 ayes) forwards the item to the Planning Board for a public hearing and recommendations.	April 4, 2017
Planning Board Public Hearing	The item is on for a public hearing. The item is forwarded to the Planning Board’s Ordinance Committee.	May 1, 2017
Planning Board Ordinance Committee Meeting	The Board’s Ordinance Committee makes recommended changes to the ordinance and recommends adoption as amended.	June 14, 2017
Planning Board Meeting Discussion	The Board reviews the language and recommends the item be placed on the August 7 Planning Board meeting.	July 10, 2017
Public Hearing	The Planning Board recommended adoption of the proposed ordinance as amended by the Planning Board. (5 ayes, 1 absent)	August 7, 2017

Proposed Ordinance Language

Chapter 1, Zoning Regulations

SECTION 1-21- OLDE CANAL INDUSTRIAL **DISTRICT ZONE**

Planning Board Recommendation: Olde Canal Industrial District

A. PURPOSE

To provide areas within the Town of Gorham for manufacturing, processing, research, warehousing, heavy equipment sales, and large scale office buildings and to which end all the performance standards set forth in this Code shall apply.

B. PERMITTED USES

- 1) Manufacturing, processing and treatment.
- 2) Warehousing and outdoor storage.
- 3) Road distribution facilities.
- 4) Research facilities.
- 5) Wholesale businesses and wholesale business establishments, but excluding junk yards.
- 6) Accessory uses and buildings, including retail and service uses accessory to another permitted use and also including a caretaker unit for residential use provided that there shall be no more than one residential unit on a property and such unit shall be resided in by an owner of the property, an employee of the industrial operation, or a person who serves as a security person. In the event that the principal industrial use or other permitted use terminates, than the accessory residential use shall also terminate.
- 7) Municipal and governmental uses.
- 8) Public utility facilities including substations, pumping stations and sewage treatment plants.
- 9) ~~Mineral extraction.~~
- 9 10) Heavy machinery and equipment retail sales and service.
- 10 11) Office buildings with over 10,000 sq.ft. of gross floor area.
- 11 12) Hotel with or without convention halls.
- 12 13) ~~Commercial~~ For Profit Schools.

C. SPECIAL EXCEPTIONS

- 1) (Reserved)

Planning Board Recommendation: Olde Canal Industrial District

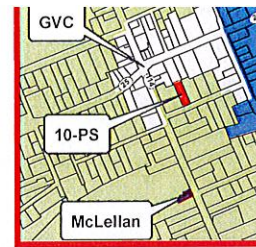
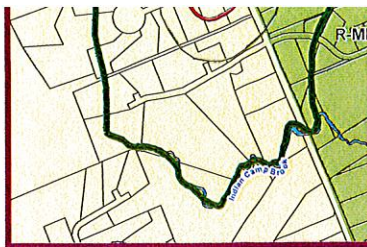
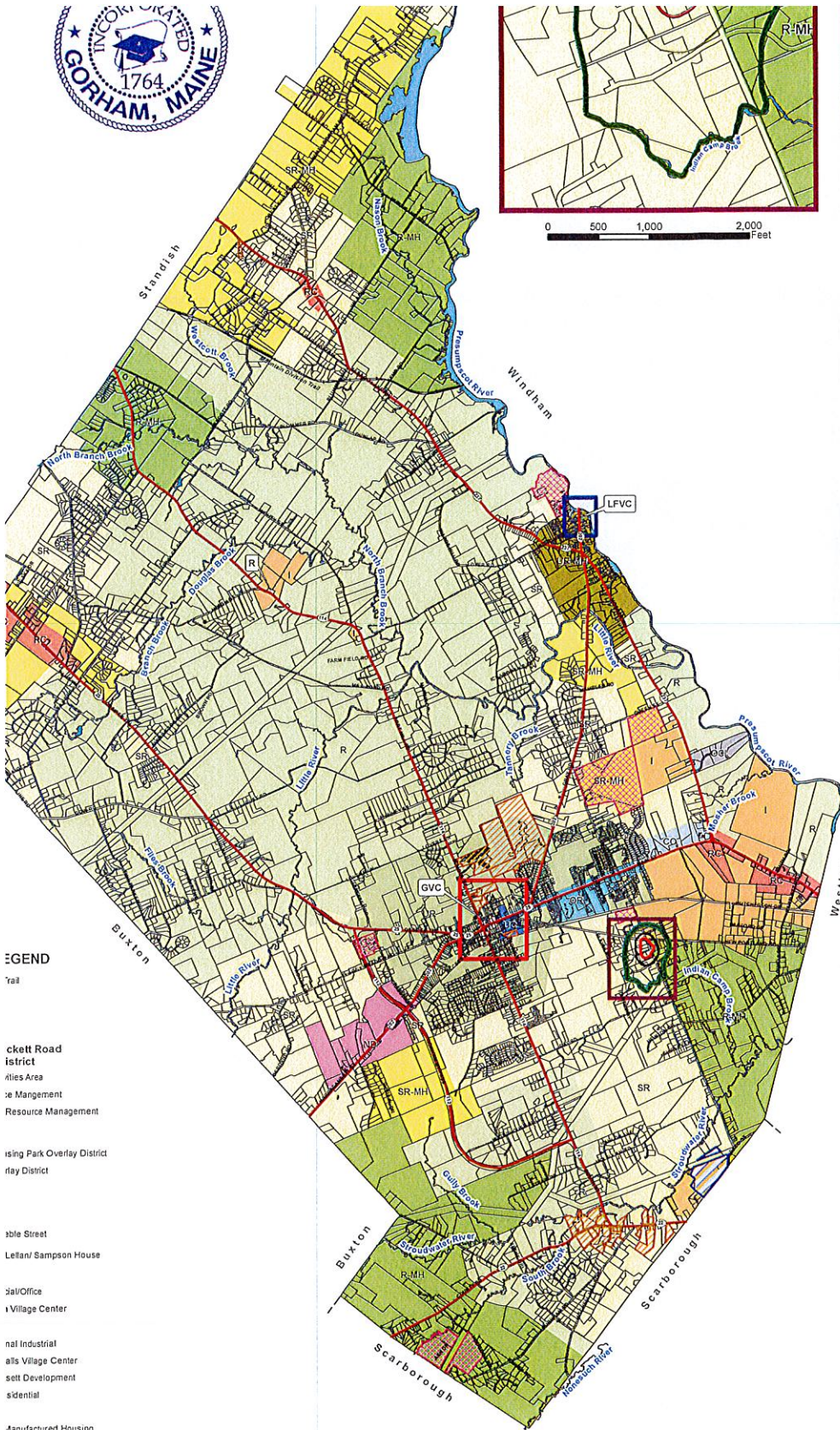
D. SPACE STANDARDS

Minimum area of lot	None <u>60,000 square feet</u>
Minimum street frontage	None <u>100 feet</u>
Minimum front yards	30 feet except where the front yard abuts a residential use or district, in which case a minimum of 50 feet shall be provided.
Minimum side and rear yards	20 ft. except as otherwise required by the buffer provisions of this Code and except where the side and/or rear yards abut a residential use or district in which case a minimum of 30 ft. or 50% of the building or outdoor stored material height, whichever is greater, shall be required.
Maximum building height	None
Maximum building coverage	None

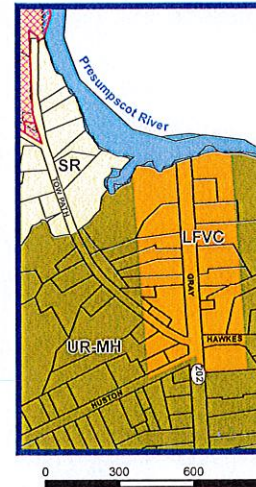
Notwithstanding the provisions of this subsection D, an auxiliary public utility structure is exempt from the minimum lot size and street frontage requirements of this district. Structures must meet setback requirements. Additional screening and buffering can be requested by the Planning Board.

E. PERFORMANCE STANDARDS

The general performance standards contained in Chapter 2 of this Code shall be fully observed. ~~and the following additional standards shall be required of uses within this district~~



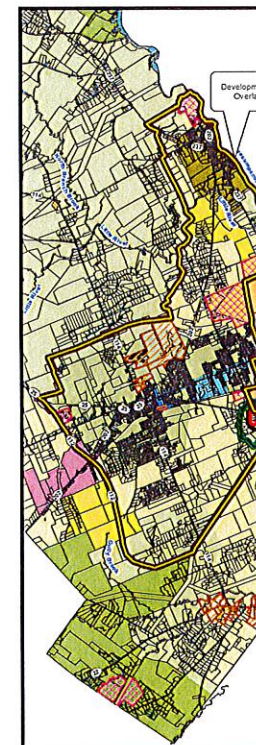
Little Falls Village C



LEGEND

- Trail
 - Blackett Road
 - District
 - Historic Area
 - Resource Management
 - Resource Management
 - Resisting Park Overlay District
 - Play District
 - Table Street
 - Leffan/Sampson House
 - State/Office
 - Village Center
 - General Industrial
 - General Village Center
 - General Development
 - Residential
 - Urban Residential-Manufactured Housing
 - Commercial
 - Residential
 - Urban Residential-Manufactured Housing
 - Commercial
 - Residential
 - Urban Residential-Manufactured Housing
1. Zoning Map of the Town of Gorham referred to in the Gorham Land Use and Development Code is the Official Zoning Map for the Town of Gorham, Maine. It includes all prior revisions and amendments and was voted on by the Town Council.

Development Transfer Overlay

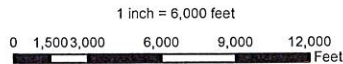


With respect to the district boundaries as shown upon this Zoning Map of the Town of Gorham, the following shall apply:

1. District boundary lines are the center lines, plotted at the time of adoption of the Code, of streets, or rights-of-way of public utilities and railroads or such lines extended.

2. Lines which are not listed in the preceding paragraph shall be considered as lines paralleling a center line of such streets as indicated by the official Zoning Maps on file in the Gorham office of a written dimension, the graphic scale on the official Zoning Maps shall be used.

3. This Zoning Map was adopted by the Town Council and effective this September __, 2017.



GORHAM SCHOOL DEPARTMENT

Office of the Superintendent

75 SOUTH STREET, SUITE #2, GORHAM, MAINE 04038

Hollis S. Cobb
Business Manager
(207) 222-1000
FAX 839-5003

Heather J. Perry
Superintendent of Schools
(207) 222-1012
FAX 839-8885

Christopher B. Record
Assistant Superintendent
(207) 222-1025
FAX 839-8885

August 21, 2017

To: David Cole, Gorham Town Manager
From: Heather J. Perry, Superintendent of Schools
Re: Memo outlining request for “seed” funding for potential GHS project

Dear David,

The purpose of this memo is to outline a request by the Gorham School Committee to the Gorham Town Council for funds to utilize as “seed money” for a potential capital renovation project at GHS.

The Gorham School Committee has directed me to request from the Town Council \$150,000.00 for use as “seed money” to fund next steps in our planning processes for a potential GHS Capital Renovation project. The requested funds would pay for part of the work associated with completion of the concept design for this potential project. We will be negotiating with an architectural firm to request that they “front” at least some of the funds that would allow us to make up the difference between the total cost and the seed funds we are requesting from the town.

To be clear, because this negotiation has not yet taken place, it is possible that the School Committee may need to come back to the Town Council at a later date to request additional funds for seed money up to the \$249,000.00 total amount allowed by the charter without voter referendum approval. It is also possible that the School Committee may seek to add funds in the FY 19 School Budget for these purposes, and to have voters approve via the normal referendum process. As you might imagine, we’d like to keep our options as open as possible as we maneuver through the complex maze that is capital project planning.

Our overall goal is to work with the architectural firm that will be selected later this month to get us to the point where we have a rough design with artist renditions of the building that would allow us to go to voters to seek voter approval of the project for bonding, hopefully by the fall of 2018.

At this time, the School Committee is requesting \$150,000.00 in “seed money” from the Town Council with the stipulation that once the project is approved by referendum and we are able to go to bond the project, we would include an amount of money in the bond

request that would allow us to pay back the seed money to the Town of Gorham post haste. If the voters do not approve a bond, we would not repay the seed funds.

Please let me know if you have any questions David. Otherwise, I look forward to speaking with the Town Council at their next regularly scheduled meeting (September 8, 2017) regarding this request.

Sincerely,

A handwritten signature in black ink, appearing to read "Heather J. Perry", with a stylized flourish at the end.

Heather J. Perry,
Superintendent of Schools

MEMO

To: Town Council
From: David Cole
Date: July 28, 2017

Re: Main Street Utilities Study.

Back in the fall of 2015 the Town Council expressed an interest in exploring the feasibility and reasonableness of burying the overhead utility lines in Gorham Village. As a result, staff did some preliminary information gathering and found:

1. Falmouth did a project to bury utility lines at a cost of approximately \$6.5 million per mile.
2. Saco did several projects. Phase one cost about \$8 million per mile and phase two cost about \$5.2 million per mile.
3. Kennebunk considered a project and developed cost estimates of \$14.7 million per mile and decided to not go forward with their project.

As you can see the cost can vary by quite a lot from one project to another project. Some of the factors that drive the costs are the number of utilities involved, i.e. do we need to bury the utility lines of one utility or multiple utilities and whether it is a commercial or residential area. In Gorham we found out that the utilities lines provide electricity from 3 different lines in the Village.

After the initial gathering of information the Town Council heard presentations from 3 consulting firms on October 26, 2015 and selected Milone and Macbroom at their meeting on November 10, 2015.

Separately, in 2014 – 2015, Maine Department of Transportation, Portland Water District and the Town worked together to develop a project to rebuild Main Street through Gorham Village, replace old water mains and improve a storm water drainage system. On November 3, 2015, the voters approved the project with the Town's local share of funds set at \$600,000. Our local share of the project was based on a cost estimate from the Maine Department of Transportation.

Milone and Macbroom did a preliminary evaluation of the cost of burying our overhead Utility lines from Cumberland Farms to the primary intersection in the Village at Routes 114/25, a distance of approximately 0.26 miles. Their preliminary cost estimate to bury the overhead utility lines was \$3,348,000 for this 0.26 mile section. If the Town wanted to extend the area west of the 25/114 intersection or east of Cumberland Farms the estimated cost would be more. Furthermore, this cost didn't include the additional cost of acquiring easements from various property owners or the cost of legal work that would be involved in a project like this. It is also important to note that CMP would

need to design the project to bury our overhead Utility lines. In preparing their preliminary cost estimate, Milone and Macbroom had discussions with CMP and made reasonable assumptions about the project including locations to install concrete conduits across Route 25.

However, in order to develop a design for a project, the Town would need to deposit \$25,000 in an account for CMP to draw from, and when or if those funds were depleted, and the Town would need to continue to deposit additional funds until CMP's work was completed. Therefore the Town could spend a considerable amount of funds on a design for a project to meet CMP approval. Those costs would then be wasted if the Town chose to not go forward with the project.

Because the preliminary cost estimate was \$3.38 million, we asked the consultant to consider options that could be done on an interim basis that might put the Town in a better position if it decided to bury the overhead utility lines at some point in the future. The consultant identified potential locations to install concrete conduits across Route 25 in Gorham Village that could be used in the future, when or if, the Town later decided to bury the utility lines. Their preliminary cost estimate for each concrete conduit was \$29,100.

The funds to install any of the concrete conduits would either need to come out of the \$600,000 that had already been set aside for the Main Street Construction project or the Town Council would need to go back to the voters in another referendum and ask for more money.

Although it seemed doubtful that the Town would want to eliminate any work that would be done as part of the Main Street Construction Project, in order to install the concrete conduits on a speculative basis, we asked MDOT to include the concrete conduits in their bid for the Main Street project, as an alternate, and thereby obtain an actual price instead of relying on an estimated cost. MDOT has now bid this project and as Council members know the best bid for that project came in 36.6% higher than the estimated cost of the overall project. MDOT subsequently rejected the bid and plan to rebid the project later. Gorham's share of the project came in at over at about \$1.1 million or considerable over the \$600,000 approved by the voters. In addition, the alternate bid for the concrete conduits came in at \$25,666 for each conduit or very close to the estimated cost. So installing 6 concrete conduits would cost \$153,996.

Another recommendation that came out of our discussions with the consultant team was that the town add new policies in the Land Use & Development Code that would potentially make a project of this nature easier and less expensive to implement in the future. This would require new development projects within the Village to plan for future underground utility connections. This could include things like requiring new projects to locate transformers on the ground instead of on our utility poles and/or require projects to reserve an area for future location of a ground-mounted transformer with a formal easement. This could be complex and may require cross-easements between property owners. It would likely require further study if the Town Council wished to implement this approach but over time this would shift some of the future cost of burying our utility lines to the businesses doing projects instead of having the entire project paid by tax payers.

Does it make sense to spend funds and install concrete conduits?

The most immediate question is: will the Town now or at any reasonable time in the future be prepared to spend \$3.34 million to bury our overhead utility lines on Main Street? Keep in mind that the estimated cost is only an estimate. Recently, many MDOT construction projects have been coming in much higher than their estimated costs.

The next question is this; if the Town Council believes the Town will eventually bury the overhead lines, how soon would that happen. A while ago, another community developed a CMP plan to bury their utility lines, at some point in the future, and then made initial investments in infrastructure (like installing conduits) to prepare for the project. However, enough time past before the community was ready to go ahead with the project and the plans became obsolete. As a result the investments made by the community were not used. So if the Town spends money to install concrete conduits and then waits a few years before deciding to spend \$3.34 million to bury the utility lines, the concrete conduits may no longer be in the right location and useless depending on changes that occur over time.

Considering all of the uncertainty and the amount of investment that would be needed, I believe it would be better to wait until the community is more certain that it is willing to bear the cost of the entire project before spending any more money. The Village is changing and technology is changing. Both could impact any decision regarding the utility lines in Gorham Village.

Milone & MacBroom, Inc. and the Subcontractors did good work and provided useful information that may be valuable in the future. However, after receiving the price of installing the concrete conduits (\$25,666 per crossing) and the uncertainty of going forward and potential of wasting our funds, I believe it is unreasonable to make further investments in studies or infrastructure at this time.

PRELIMINARY UTILITY RELOCATION OPTIONS EVALUATION FOR MAIN STREET, GORHAM

Project Objectives

The Town of Gorham contracted with a team of consultants lead by Milone & MacBroom, Inc., which included Allied Engineering, Inc. and DM Roma Consulting Engineers, beginning in November 2015 to evaluate the cost and construction considerations to relocate the existing overhead utility infrastructure below ground in buried conduit. The project scope consisted of the following tasks:

- Define the planning/study area.
- Prepare base maps utilizing publicly available GIS information and Maine DOT maps
- Perform field reconnaissance to review existing infrastructure related to electrical primary and secondary (service) and telephone/data service providers.
- Prepare a conceptual plan showing how utilities could be relocated underground within the study area.
- Prepare an opinion of probable construction cost.
- Coordinate with Central Maine Power Company (CMP).

The objective of the project was to deliver a conceptual plan and cost estimate showing a possible scenario to locate utilities underground so that the Town could evaluate project feasibility considering cost and impacts to municipal, state and private property. If the Town chose to move forward with the project following the completion of our work, the design of the improvements to the utility-owned infrastructure would be completed by Central Maine Power Company with the cost of the design being the responsibility of the Town of Gorham.

Definition of the Planning/Study Area

The study area was from Main Street at the intersection of Gray Road and along Route 25 to the Department of Transportation's Urban Compact line at approximately 211 State Street.

Based on site reconnaissance performed by the design team, it was observed that utility power distribution to the study area is delivered from multiple routes and contains both single and three-phase power. Three-phase power along Main Street is supplied from the east and ends at approximately 13 Main Street. A separate 3-phase utility circuit runs north/south along School Street and across Main Street to South Street and feeds some of the buildings at the intersection of those streets and Main Street. The utility circuit west of School Street is single-phase and all of the properties within the study area west of School are supplied by overhead utility services.

We met with the Town's staff in December 2015. Based on preliminary observations of existing conditions, consensus was built around a group of properties and areas of existing infrastructure that would be included in the study area. A map of the project planning/study area and existing utilities are contained in Appendix V dated 12/2/2015. The focused area of study was selected because it would address the largest number of overhead street crossings

and the most densely developed segment of the study area. Further, preliminary observations indicated that, considering the number of private properties located outside of the focused area currently equipped with overhead utility services, relocating those services underground would be prohibitive.

Compilation of Base Map

In December of 2015 the project team prepared a map showing the location of existing infrastructure in the study area overlaid on aerial photography. This map is shown in Appendix V and is dated 12/2/2015. The location of the infrastructure was based on plans and surveys performed by the MaineDOT and provided to us. Property boundaries and lot owners were based on tax map information obtained from the Maine office of GIS and the Town of Gorham assessor's database.

Preliminary Analysis

In December 2015 the project team began coordination with Central Maine Power Company (CMP) to understand the level of involvement and guidance that they would be willing to provide for the project's intended objectives. The engineers at CMP (Paul DuPerre and Marshall Ripley) indicated that they would not be able to provide design or specific guidance related to the project without a significant amount of additional information and a deposit of money to cover engineering costs. However, they were willing to provide general guidance that an underground duct bank to serve the project would likely consist of a 16-way conduit bank encased in concrete with 38Y manhole structures at every pad mount transformer and on either side of every street crossing. Single-phase and three-phase infrastructure must remain separated. Telecommunication utility providers would need a separate duct bank for infrastructure, which may be of similar design. The engineers from CMP also indicated that they would suggest a preliminary construction budget estimate in the vicinity of \$2 million per mile for electrical utilities only, based on other recently completed projects.

Based on visual analysis of the existing infrastructure in the field, the design team prepared a preliminary plan showing potential locations for buried conduit banks, pull boxes, transformer pads, utility riser poles and service relocation. The plan was discussed with Town Staff at a meeting in December 2015 and a preliminary cost estimate of \$3 million was discussed. A unit cost breakdown of the proposed improvements is contained in Appendix III and the preliminary design plans are contained in Appendix V and are dated 12/30/2015. The Town Manager provided an update to the Town Council in January 2016 and we understand that the general consensus was that the \$3 million cost is more than the Town is willing to pay at this time.

Preparations for Future Improvements

The Maine Department of Transportation, in cooperation with the Town, was planning to construct improvements to Main Street in the next construction season. In an effort to facilitate future relocation of overhead utilities underground, the project team was directed to identify locations where conduit banks could be installed across Main Street to facilitate the placement of underground utilities at some point in the future without disturbing the roadway. These conduit banks would be incorporated into the MaineDOT project bid as an alternate.

The design team performed further analysis of existing conditions and, based on our experience with similar projects, identified eight potential locations that would likely be the most beneficial to a future utility relocation project. A preliminary drawing indicating these locations and a proposed duct arrangement was sent to Marshall Ripley of CMP on February 8, 2016. This plan is shown in Appendix V and is dated 1/20/2016. Mr. Ripley responded on February 25, 2016, providing a typical CMP duct bank arrangement detail, but with the caveat that without completing a design for the proposed relocation project, suitable duct bank arrangements and crossing locations could not be assured.

The design team communicated further with Mr. Ripley and Paul DuPerre at CMP on March 16, 2016 and April 6, 2016 in an effort to determine whether CMP would be able to determine more accurate crossing locations and duct bank arrangements by engaging in limited design activity but without performing a full design of the project. Mr. DuPerre stated in an email on April 6, 2016 that CMP could not proceed with its design until the Town of Gorham paid \$25,000 in advance, which would be applied to the overall cost of the project, for design costs.

Another recommendation that came out of our discussions and meetings with the Town staff was that the town implement policies in their land-use ordinance that would potentially make a project of this nature easier to implement in the future. In general this would require new development or redevelopments within the study area to plan for future underground utility connections. This would necessitate new developments or redevelopments to locate transformers on the ground and not aerially on utility poles. Another option would be to have these developments reserve an area for future location of a ground-mounted transformer with a formal easement. Over time this type of policy implementation would make it easier to implement an overall utility relocation and underground placement project. Further study would be required to implement such a policy as this could become complex for some properties and require cross-easements between private property owners.

Results of the Study

Since CMP had not completed a design of the infrastructure, we proposed locations that seemed appropriate based on the design team's limited understanding of the infrastructure and potential property service needs, with limited review and concurrence from CMP. The information was submitted to MaineDOT so that they could include the proposed utility bank crossing locations and associated construction details and specifications in the project bid. A total of 6 utility bank crossings were included in the MaineDOT bid plans. This plan is enclosed in Appendix IV and is dated 3/24/2016. Since a design of the electrical distribution system was not completed, it was considered a strong possibility that any number of the proposed conduit crossings could potentially be unused or incorrectly placed.

APPENDIX

- I. Utility Contacts
- II. List of Property Owners
- III. Utility Duct Bank Crossing Estimate
- IV. Final Utility Plan Showing Crossings
- V. Previous Progress Work Products
 - Option 2 Reduced Utility Layout Plan, January 20, 2016
 - Option 1 Original Utility Layout Plan, December 30, 2015
 - Existing Utility Plan, December 2, 2015

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Contact Utility	Name	Email	Notes:
Brookfield Renewable Energy Partners, L.P.	Joel Rancourt, Supervisor	joel.rancourt@brookfieldrenewable.com	
Central Maine Power	Gerry Norton, MDOT Project Manager - T&D Support	gerry.norton@cmpco.com	
FPL Energy Maine	Kirk Toth, General Manager	kirk_s_toth@fpl.com	
Fairpoint	Debbie Murphy, Engineer	dmurphy@fairpoint.com	
Town of Gorham	Bob Burns, Public Works Director/Municipal Engineer	rburns@gorham.me.us	
Maine Natural Gas	Jamie Garland	jgarland@mainenaturalgas.com	
Maritimes Northeast Pipeline	Lara Bailey, ROW representative	ltbailey@spectraenergy.com	
Mid-Maine Telecom	Dave Blanchard, Engineer	dave.blanchard@ottcommunications.com	
OTT Communications	Jim Taplin, Engineer	jim.taplin@ottcommunications.com	
Oxford Networks	Michael Ellingwood, Engineering Manager	mellingwood@oxfordnetworks.com	
Portland Water District	Ned Pierce	npierce@pwd.org	Received Map
Revolution Networks (NECAP)	Michael Ellingwood, Engineering Manager	mellingwood@oxfordnetworks.com	
Standish Telephone company	Paul Bilodeau, Planner	paul.bilodeau@fairpoint.com	
Spectrum Cable	Don Johnson, Construction Supervisor	don.johnson@cable.com	Received Map

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Town of Gorham, Maine - Overhead Utilites Master Plan Project Properties & Budget Cost Opinions

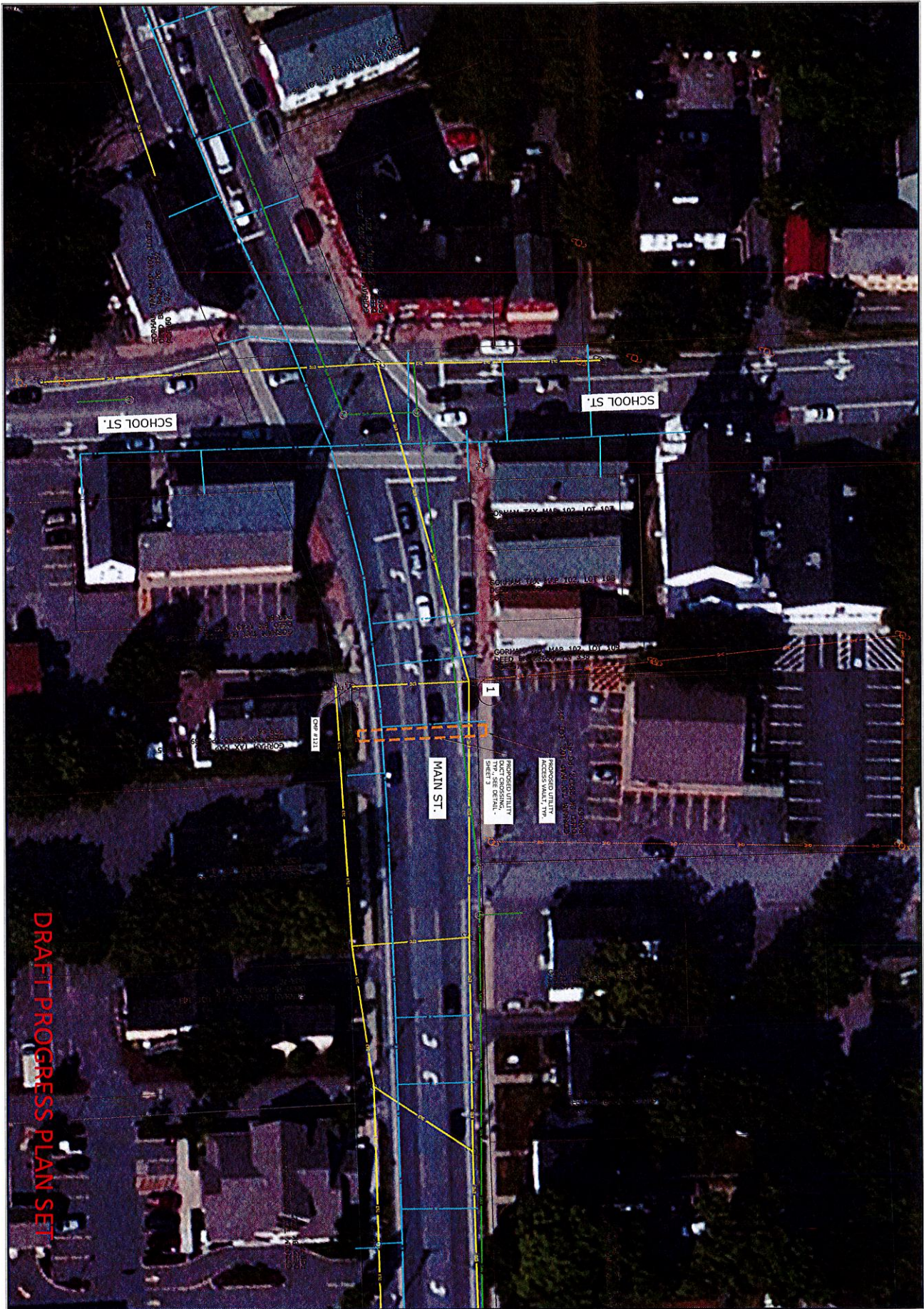
Property Owner	Address	Map No./Lot No.	Deed Bk/Page No.	Comments
Route 25, LLC	19 State Street	102/26	21614/1	
RH Maine, LLC	2 School Street	102/68	21420/230	
Wang Ye Feng / Li Xiao Zhu	14-16 School Street	102/69	11441/60	
Muriel Davenport, LLC	2 Main Street	102/107	26094/185	
Moses Sebuya	8 Main Street	102/108	16865/302	
Wendy A. Bowler	14 Main Street	102/109	23666/338	
7-Eleven, Inc.	16 Main Street	102/112	29172/45	
Jard Properties, LLC	36 Main Street	102/113	24353/45	
NIS of Maine, Inc.	36 Main Street	102/114	8650/303	
Timothy Jr. & Lynn O'Leary	48 Main Street	102/115	15103/279	
Village Center Associates	28 State Street	102/block29/5	11496/141	
Angelos Sotiropoulos	2 State Street	102/28	9428/152	
Dominic Reali Realty, LLC	3 Main Street	102/106	14437/256	
Town of Gorham	21 Main Street	102/105	29833/89	
Marsha Weeks Traill	31 Main Street	102/104	21191/1	
Jeffery Mason & Jane Mason	28-80 Main Street	102/103	9419/86	
Key Bank of Maine	45 Main Street	102/102	12271/48	
Gorham Savings Bank	4 Water Street	102/116 & 117	16037/226 & 6614/163	
K.P. Gagnon Company, LLC	Gorham village shopping plaza center	102/143	23908/102	
C.N. Brown Company	Gorham village shopping plaza center	102/144	10259/70	
Abba Investment Realty, LLC	Gorham village shopping plaza center	102/146	22707/168	
Philip A. Cook, Jr.	59 Main Street	102/101	18813/166	
Norway Savings Bank	65 Main Street	102/100	21676/166	
Universal Group, LLC	81 Main Street	102/158	12298/307	
Hannaford Bros Co.	95 Main Street	102/155	16734/230	
K.P. Associates	120 Main Street	102/147	13316/267	
Gofam, LLC	130 Main Street	100/1	17488/151	
Litchfield	138 Main Street	100/2	26556/441	
David W. Speed & Seth Kimball	148 Main Street	100/3	21097/97	
AMG Investments, LLC	109 Main Street	102/153	23872/149	
V.H.S. Realty, Inc.	137 Main Street	100/77	6490/217	
Christine L. Sawyer	151 Main Street	100/75	2899/203	

Legend

- Blue Properties Located on North Side of Street
- Red Properties Located on South Side of Street

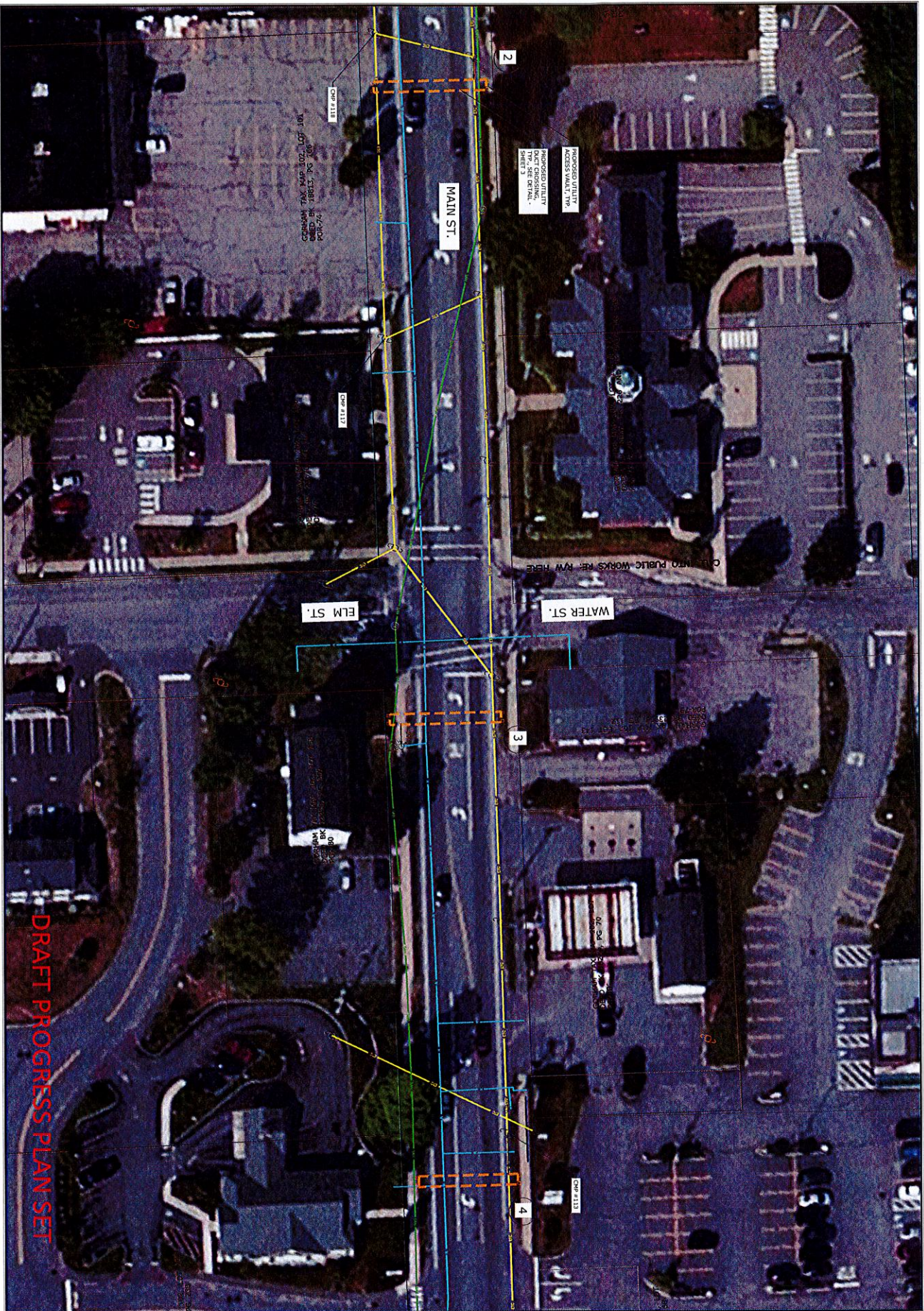
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Electrical Telephone Cable Utility Crossings - Costs Per Each Crossing					
ITEM #	DESCRIPTION	UNIT	AMOUNT	UNIT PRICE	PRICE
626.11	Precast Concrete Junction Box	EA	4	\$1,600.00	\$6,400.00
626.22	Non-metallic conduit concrete	LF	128	\$16.00	\$2,048.00
626.221	Non-metallic conduit concrete encased	LF	736	\$25.00	\$18,400.00
652.39	Work Zone Traffic Control	LS	1	\$2,200.00	\$2,200.00
				TOTAL	\$29,048.00



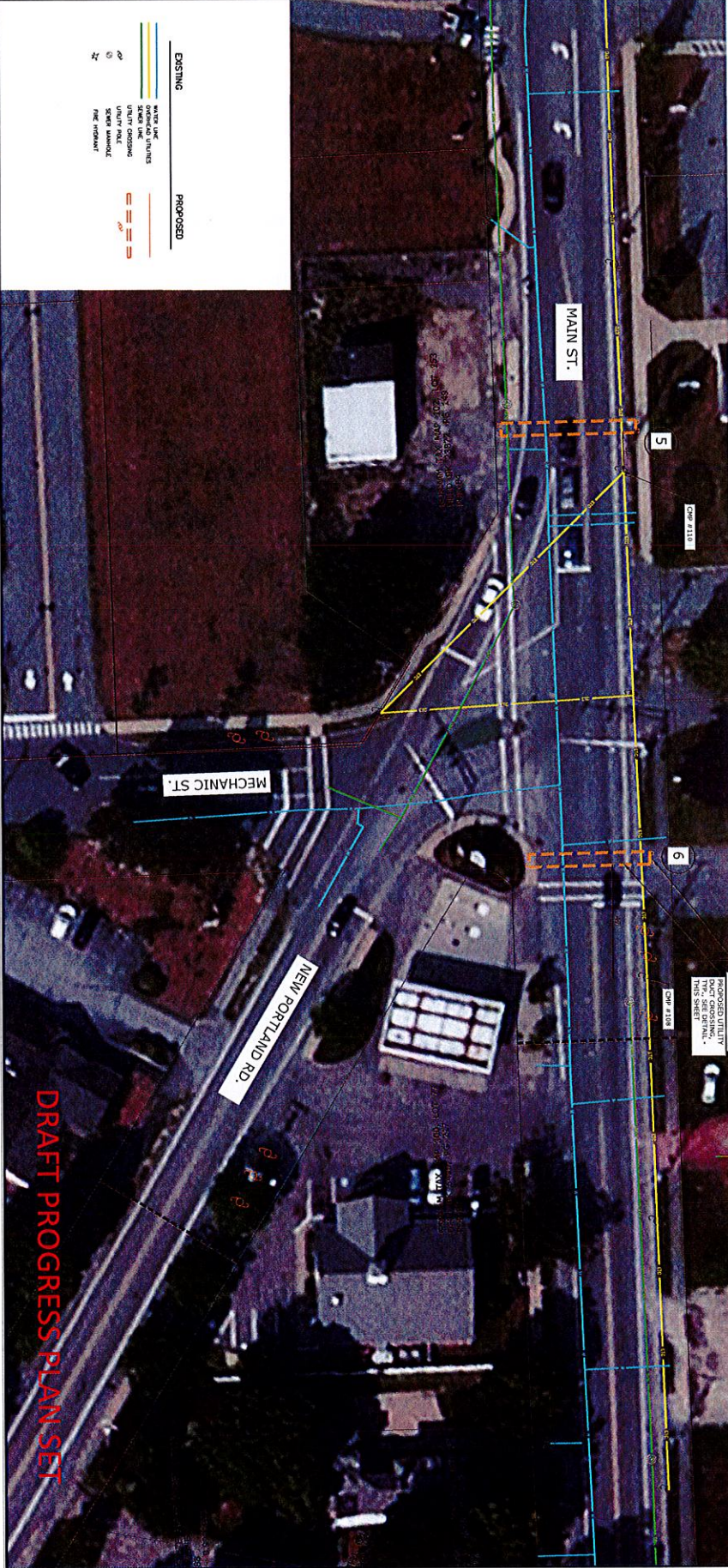
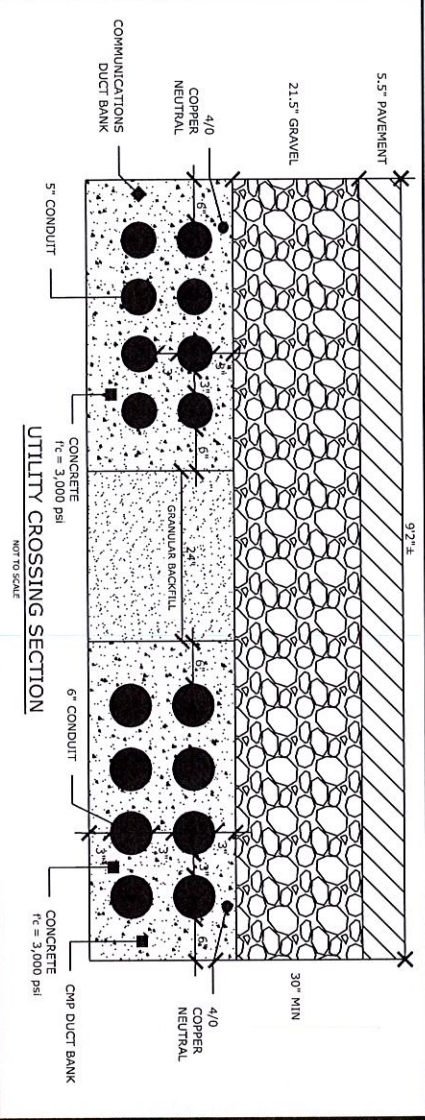
DRAFT PROGRESS PLAN SET

<p>SITE-1</p>	<p>UTILITY PLAN</p> <p>CROSSING LOCATION 1</p> <p>STATE ST. & MAIN ST.</p> <p>GORHAM, ME</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>DESCRIPTION</th> <th>DATE</th> <th>BY</th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> </tbody> </table>	DESCRIPTION	DATE	BY																			<p>MILONE & MACBROOM®</p> <p>121 Sable Street Suite 203 Portland, Maine 04101 (207) 741-9544 Fax (207) 741-9548 www.miloneandmacbroom.com</p>	<p>IN ASSOCIATION WITH:</p> <p>Allied Engineering, Inc. 100 Vermont Street Portland, ME 04104 P 207.221.2240 x183</p> <p>Dwight H. Romo, P.E. DM ROMA CONSULTING ENGINEERS 250 State St. 8th Floor Portland, ME 04101 P 207.399.6000</p>	
DESCRIPTION	DATE	BY																								



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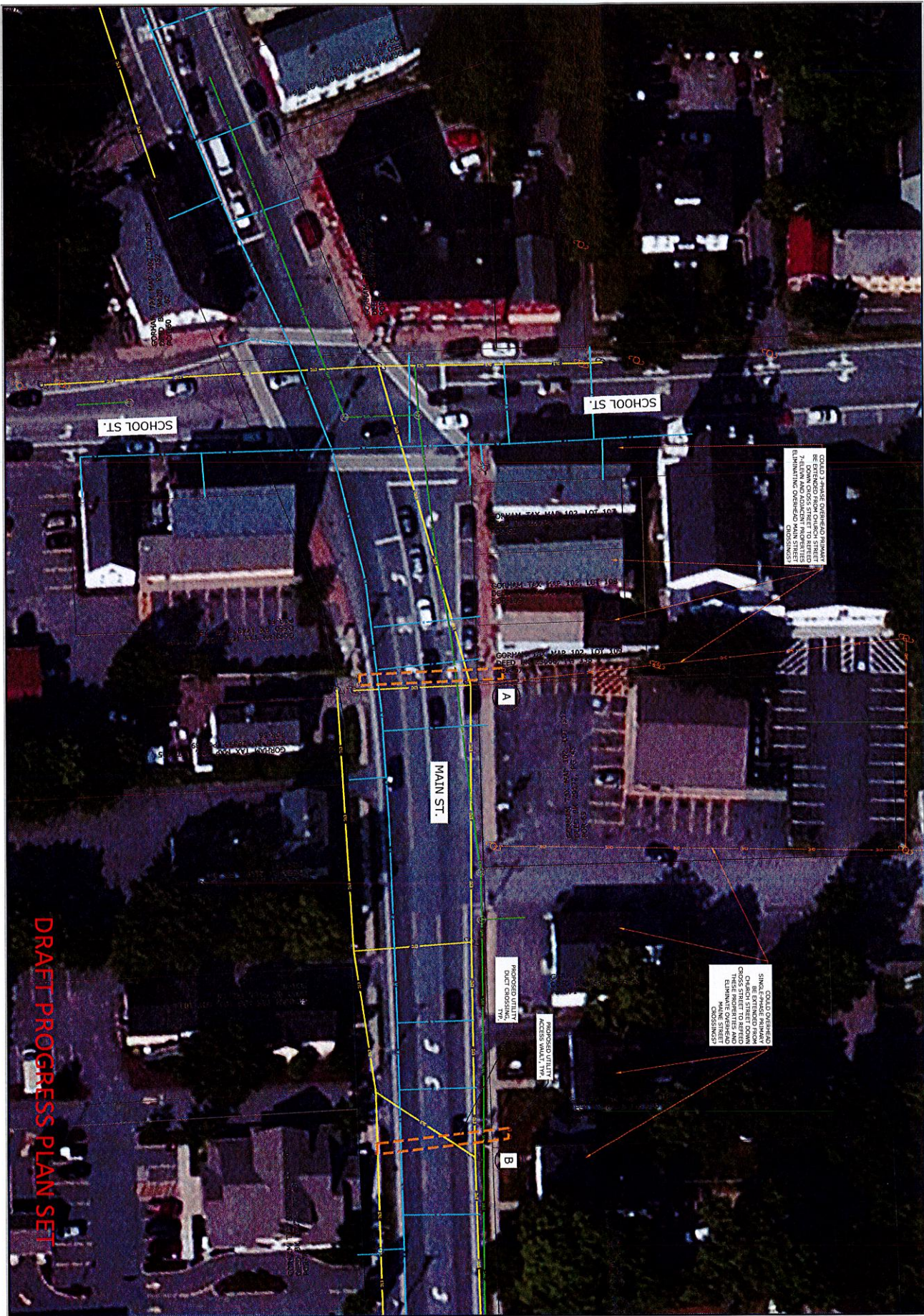
<p>SITE-2</p>	<p>UTILITY PLAN CROSSING LOCATIONS 2, 3, & 4</p> <p>STATE ST. & MAIN ST. GORHAM, ME</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>DESCRIPTION</th> <th>DATE</th> <th>BY</th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> </tbody> </table>	DESCRIPTION	DATE	BY																<p>MILONE & MACBROOM*</p> <p>121 Salsfield Street Suite 201 Portland, Maine 04101 (207) 841-9544 Fax (207) 541-9548 www.miloneandmacbroom.com</p>	<p>IN ASSOCIATION WITH:</p> <p>Allied Engineering, Inc. 100 Vermont Street Portland, ME 04104 P 207.221.2246 F 113</p> <p>Dwight M. Remo, P.E. DM ROMA Consulting Engineers 251 Main Street, 8th Floor Portland, ME 04101 P 207.541.6004</p>	
DESCRIPTION	DATE	BY																					



EXISTING		PROPOSED	
Water Line	Blue	Water Line	Blue
Sewer Line	Green	Sewer Line	Green
Utility Crossing	Yellow	Utility Crossing	Yellow
Utility Pole	Red	Utility Pole	Red
Fire Hydrant	Orange	Fire Hydrant	Orange

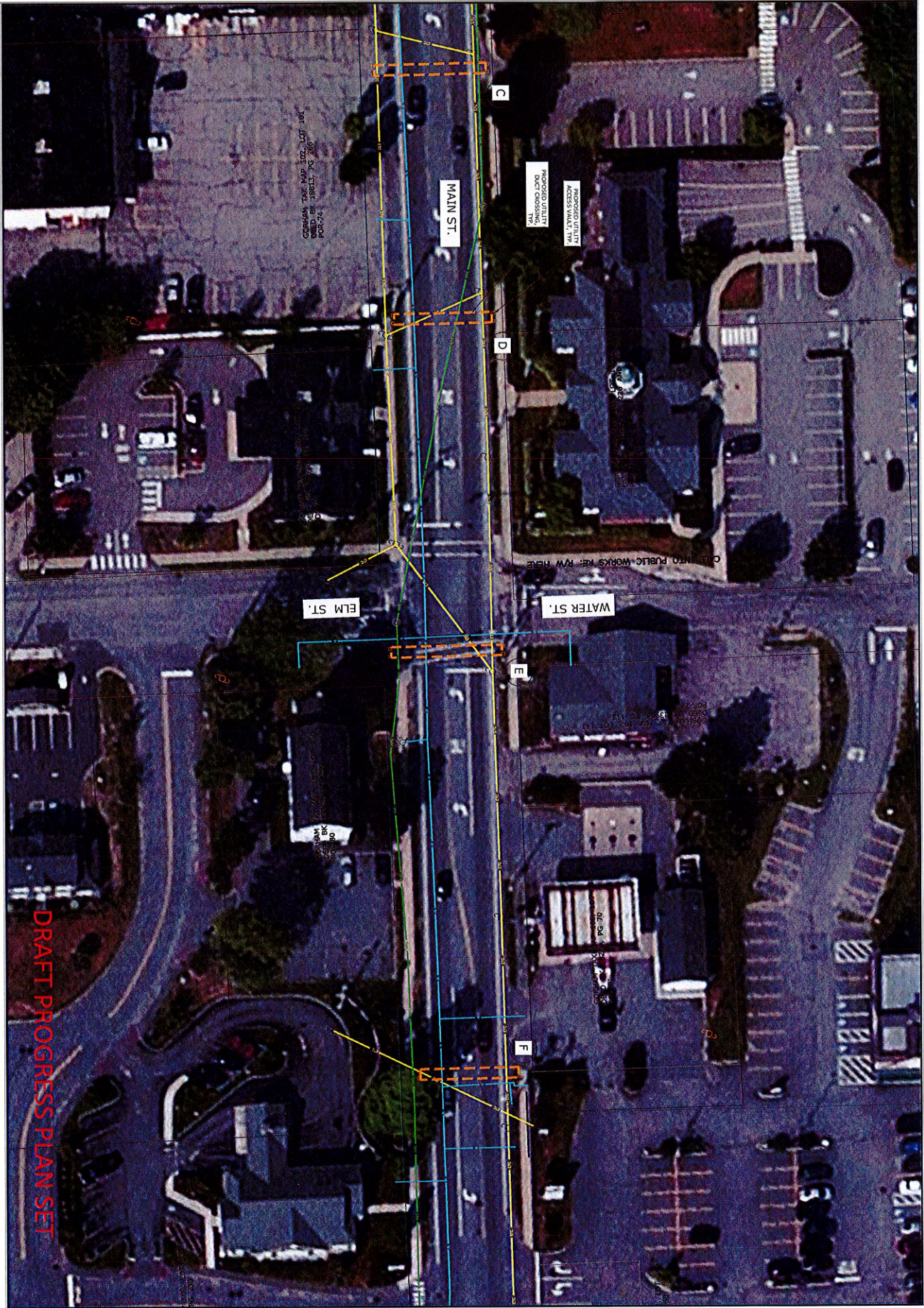
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<p>SITE-3</p> <p>DATE: MARCH 24, 2016 TIME: 4:07:06 SHEET: 3 OF 3</p>	<p>UTILITY PLAN</p> <p>CROSSING LOCATIONS 5 & 6</p> <p>STATE ST. & MAIN ST. GORHAM, ME</p>	<table border="1"> <thead> <tr> <th>DESCRIPTION</th> <th>DATE</th> <th>BY</th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> </tbody> </table>	DESCRIPTION	DATE	BY																<p>IN ASSOCIATION WITH:</p> <p>MILONE & MACBROOM[®] 121 N. 5.5th Street Portland, Maine 04101 (207) 541-9544 Fax: (207) 541-9548 www.miloneandmacbroom.com</p>	<p>Alfred Engineering, Inc. 184 Vermont Street Portland, ME 04103 P 207 221 2260 F 207 221 2261</p> <p>Duilio M. Roma, P.E. DM ROMA CONSULTING ENGINEERS 275 Elm Street, 2nd Floor Portland, ME 04101</p>	
DESCRIPTION	DATE	BY																					



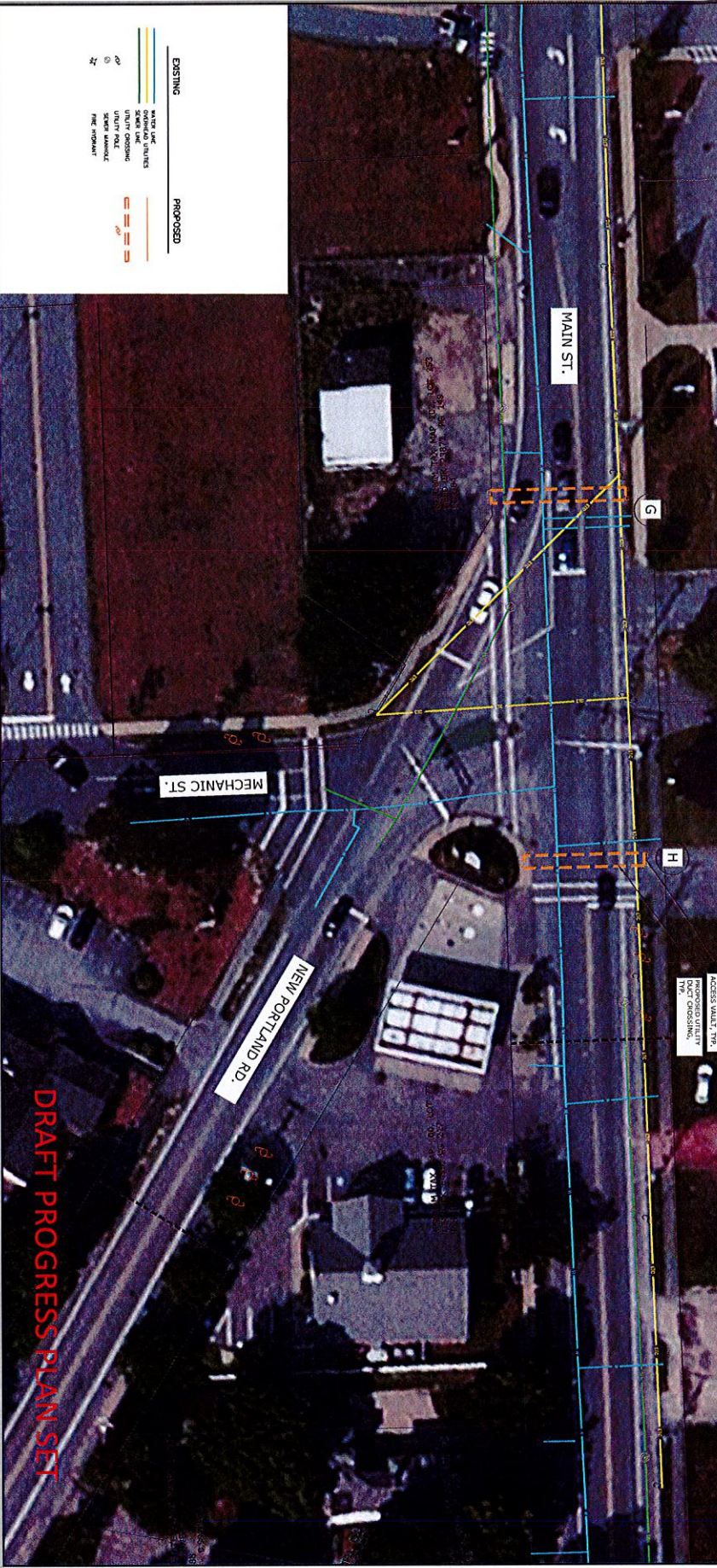
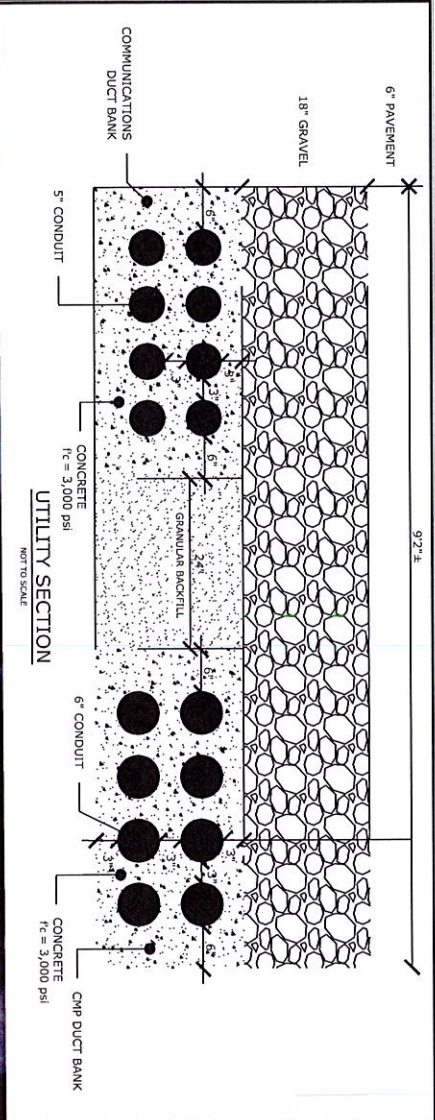
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<p style="text-align: center;">SITE-1</p>	<p>UTILITY PLAN - OPTION 2</p> <p>STATE ST. & MAIN ST. GORHAM, ME</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>DESCRIPTION</th> <th>DATE</th> <th>BY</th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> </tbody> </table>	DESCRIPTION	DATE	BY																															<p>MILONE & MACBROOM</p> <p>121 Middle Street Suite 204 Portland, Maine 04101 207.541-9548 Fax: 207.541-9548 www.miloneandmacbroom.com</p>	<p>IN ASSOCIATION WITH:</p> <p>Allied Engineering, Inc. 168 Verona Street Portland, ME 04112 5207.224.2200 x114</p> <p>Dustin H. Renna, P.E. DM RQ44 CONSULTING ENGINEERS 275 State Street, 2nd Floor Portland, ME 04101 5207.224.2200</p>	<p style="font-size: 24pt; font-weight: bold; color: red;">DRAFT</p>
DESCRIPTION	DATE	BY																																				



DRAFT PROGRESS PLAN SET

<p>SITE - 2</p> <p>DATE: MARCH 3, 2016</p> <p>PROJECT NO: 4807-06</p> <p>SCALE: 2 OF 3</p>	<p>UTILITY PLAN - OPTION 2</p> <p>STATE ST. & MAIN ST. GORHAM, ME</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>DESCRIPTION</th> <th>DATE</th> <th>BY</th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> </tbody> </table>	DESCRIPTION	DATE	BY																<p>IN ASSOCIATION WITH:</p> <p>MILONE & MACBROOM[®] 121 Main Street Suite 201 Portland, Maine 04101 (207) 841-9544 Fax (207) 541-9548 www.miloneandmacbroom.com</p>	<p>ALLIED ENGINEERING, INC. 148 Vermont Street Portland, ME 04103 T 207 221 2240 F 1133</p> <p>Dustin M. Hanna, P.E. DM ROMA CONSULTING ENGINEERS 27 Elm Street, 2nd Floor, Portland, ME 04101 P 207 541 9544</p>	<p>DRAFT</p>
DESCRIPTION	DATE	BY																					



EXISTING		PROPOSED	
Water Line	Water Line	Water Line	Water Line
Sewer Line	Sewer Line	Sewer Line	Sewer Line
Utility Crossing	Utility Crossing	Utility Crossing	Utility Crossing
Utility Vault	Utility Vault	Utility Vault	Utility Vault
Service Manhole	Service Manhole	Service Manhole	Service Manhole
Fire Hydrant	Fire Hydrant	Fire Hydrant	Fire Hydrant

DRAFT PROGRESS PLAN SET

UTILITY PLAN - OPTION 2	
DATE	MARCH 1, 2016
SCALE	1"=20'
PROJECT NO.	4807-06
DATE	3/08/16
BY	JDA
CHECKED BY	JDA
APPROVED BY	JDA
STATE ST. & MAIN ST.	GORHAM, ME

DESCRIPTION	DATE	BY

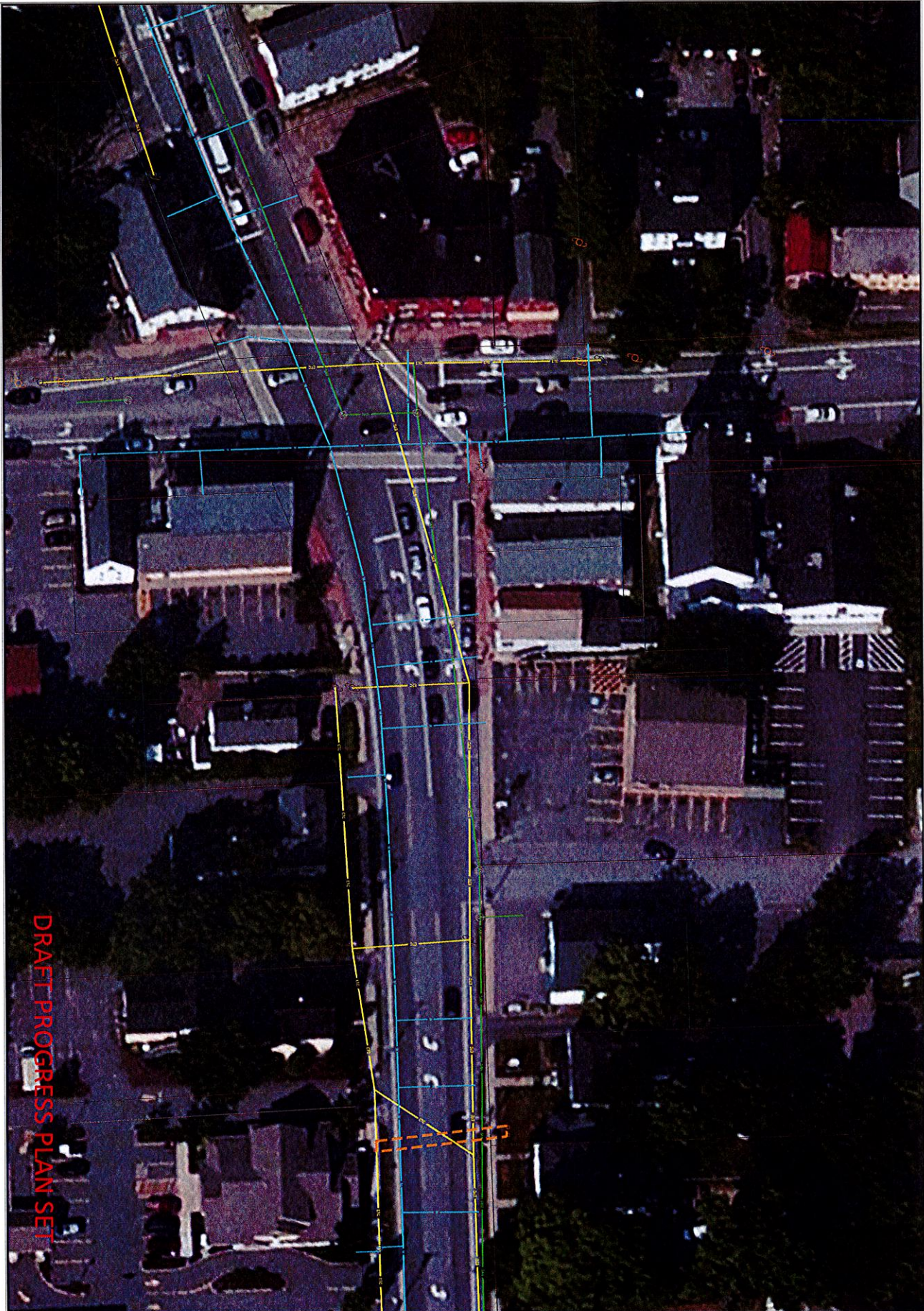
MILONE & MACBROOM
 121 Main Street
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 Portland, Maine 04101
 (207) 541-9544 Fax (207) 541-9548
 www.miloneandmacbroom.com

IN ASSOCIATION WITH:
Allied Engineering, Inc.
 100 Vermont Street
 Portland, ME 04103
 T 207 221 2260 x 113

DuBois M. Remo, P.E.
 DM ROMA CONSULTING ENGINEERS
 150 State Street, 4th Floor
 Portland, ME 04103
 P 207 333 6000

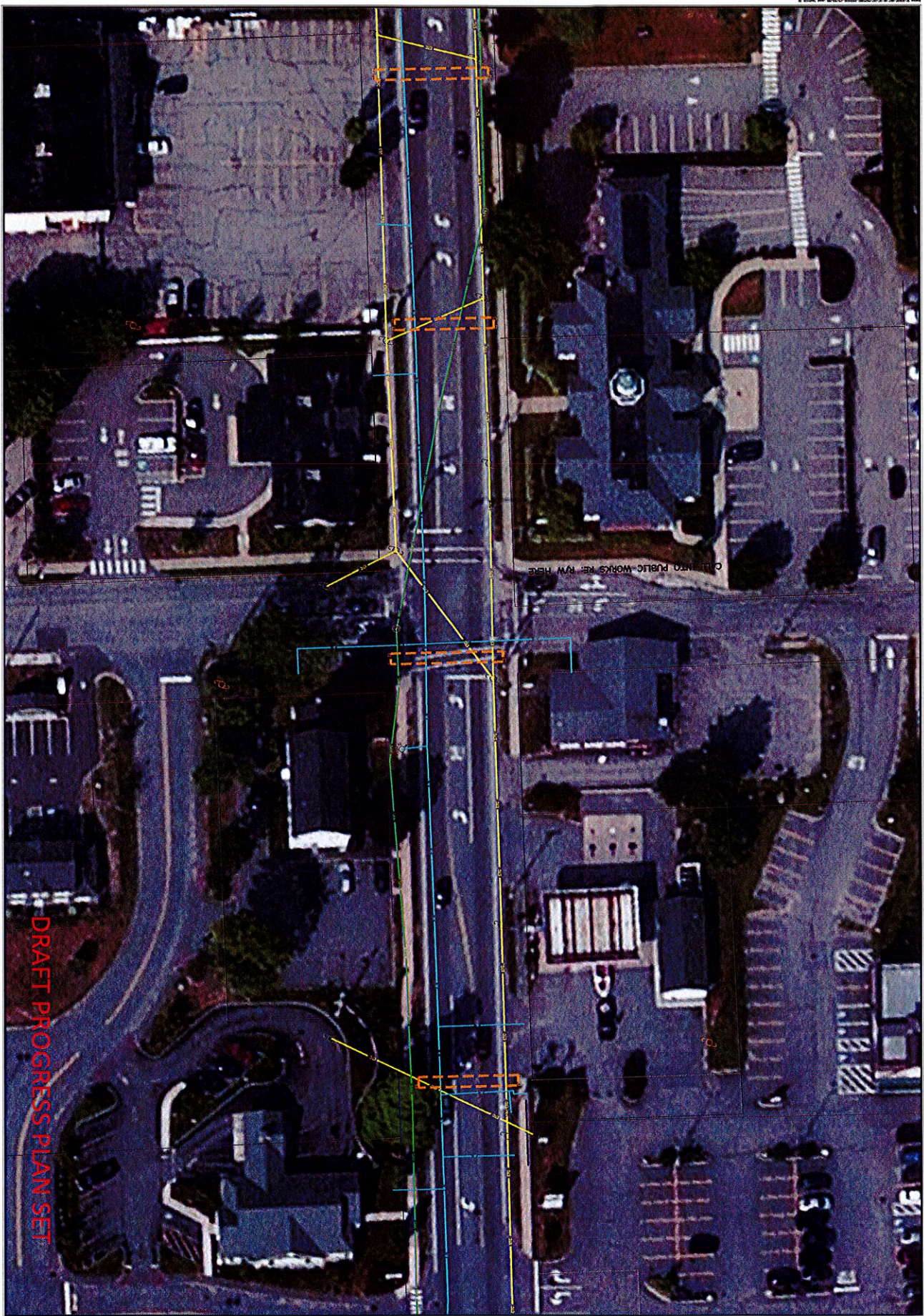
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SITE-3



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<p>SITE-1</p>	<p>UTILITY PLAN - OPTION 2</p> <p>STATE ST. & MAIN ST. GORHAM, ME</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>DESCRIPTION</th> <th>DATE</th> <th>BY</th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> </tbody> </table>	DESCRIPTION	DATE	BY																<p>MILONE & MACBROOM</p> <p>121 Middle Street Suite 203 Portland, Maine 04101 (207) 541-6544 Fax (207) 541-6548 www.miloneandmacbroom.com</p>	<p>IN ASSOCIATION WITH:</p> <p>Allied Engineering, Inc. 848 Vermont Street Portland, ME 04104 T 207 228 2240 F 1181</p> <p>Douglas M. Romo, P.E. DM ROMA CONSULTING ENGINEERS 275 Commercial St., 2nd Floor, Westbrook, ME 04090 P 207 228 8000</p>	<p>DRAFT</p>
DESCRIPTION	DATE	BY																					



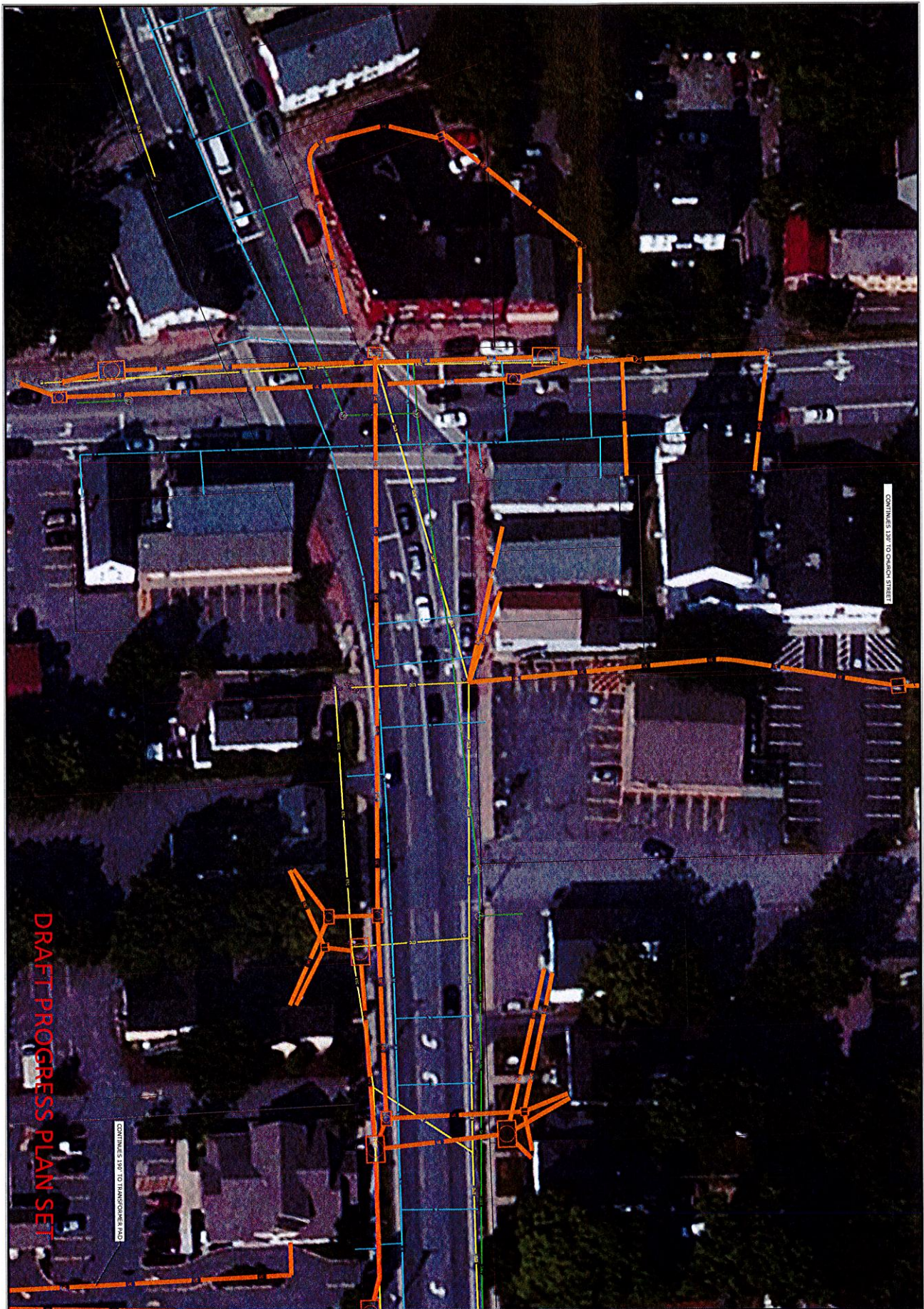
DRAFT PROGRESS PLAN SET

<p>SITE-2</p>	<p>UTILITY PLAN - OPTION 2</p> <p>STATE ST. & MAIN ST. GORHAM, ME</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">DESCRIPTION</th> <th style="text-align: left;">DATE</th> <th style="text-align: left;">BY</th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> </tbody> </table>	DESCRIPTION	DATE	BY																<p>MILONE & MACBROOM*</p> <p>121 Middle Street Suite 204 Portland, Maine 04103 (207) 543-6344 Fax (207) 543-6348 www.miloneandmacbroom.com</p>	<p>IN ASSOCIATION WITH:</p> <p>Allied Engineering, Inc. 168 Veranda Street Portland, ME 04104 P 207 225 2266 F 1143</p> <p>Dustin M. Burns, P.E. DM ROMA CONSULTING SERVICES 200 York St. 2nd Fl. Portland, ME 04103 (207) 225 2266</p>	<p>DRAFT</p>
DESCRIPTION	DATE	BY																					



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<p>SITE-3</p> <p>DATE: JANUARY 20, 2016</p> <p>SCALE: 3 OF 3</p>	<p>UTILITY PLAN - OPTION 2</p> <p>STATE ST. & MAIN ST. GORHAM, ME</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>DESCRIPTION</th> <th>DATE</th> <th>BY</th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> </tbody> </table>	DESCRIPTION	DATE	BY																			<p>MILONE & MACBROOM[®]</p> <p>121 Middle Street Suite 201 Portland, Maine 04101 (207) 541-9544 Fax (207) 541-9548 www.miloneandmacbroom.com</p>	<p>IN ASSOCIATION WITH:</p> <p>Allied Engineering, Inc. 146 Verona Street Portland, ME 04104 P 207 221 2240 F 193</p> <p>Dustin M. Rema, P.E. DM ROMA CONSULTING ENGINEERS 275 South Main Street, 2nd Floor Portland, ME 04101 P 207 221 2240</p>	<p>DRAFT</p>
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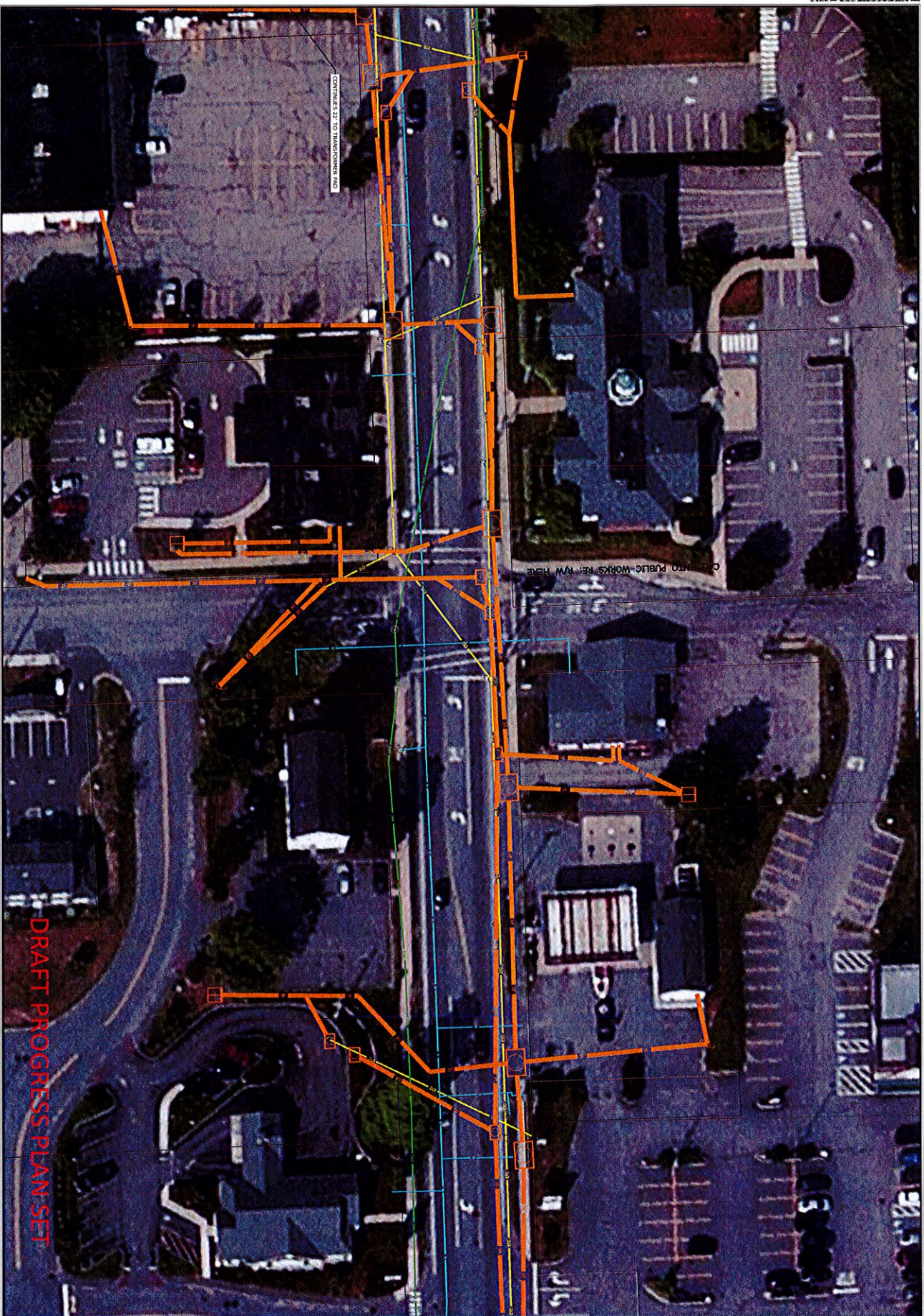


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<p>SITE-1</p> <p>DATE: 10/13</p> <p>PROJECT NO: 4807-06</p> <p>DATE: DECEMBER 30, 2015</p> <p>SCALE: 1"=20'</p> <p>DESIGNED BY: SMW</p> <p>CHECKED BY: SMW</p> <p>DATE: JDA</p>	<p>UTILITY PLAN</p> <p>STATE ST. & MAIN ST. GORHAM, ME</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>DESCRIPTION</th> <th>DATE</th> <th>BY</th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> </tbody> </table>	DESCRIPTION	DATE	BY																<p>MILONE & MACBROOM</p> <p>123 Middle Street Suite 201 Portland, Maine 04101 (207) 541-0544 Fax (207) 541-0548 www.miloneandmacbroom.com</p>	<p>IN ASSOCIATION WITH:</p> <p>Allied Engineering, Inc. 248 Yvonne Street Portland, ME 04104 P 207.221.2200 x114</p> <p>Dustin M. Romo, P.E. DM ROMA CONSULTING ENGINEERS 25 Walker Ave., Ste. 2000 Portland, ME 04108 P 207.541.4800</p>	<p>DRAFT</p>
DESCRIPTION	DATE	BY																					



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CONTRACT NO. 2013-001

COURTESY OF THE TOWN OF GORHAM

<p>SITE-2</p> <p>DATE: 12/15/13</p> <p>SCALE: 20FT</p>	<p>UTILITY PLAN</p> <p>STATE ST. & MAIN ST. GORHAM, ME</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>DESCRIPTION</th> <th>DATE</th> <th>BY</th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> </tbody> </table>	DESCRIPTION	DATE	BY																<p>MILONE & MACBROOM*</p> <p>121 Middle Street Suite 201 Portland, Maine 04101 (207) 541-9544 Fax (207) 541-9548 www.miloneandmacbroom.com</p>	<p>IN ASSOCIATION WITH:</p> <p>Allied Engineering, Inc. 104 Yerrand Street Portland, ME 04104 T 207 227 2240 F 207 227 2240</p> <p>Douglas M. Rowe, P.E. DM ROMA CONSULTANTS, INC. 1000 Park Ave. S. Westport, ME 04092 P 207 345 0500</p>	<p>DRAFT</p>
DESCRIPTION	DATE	BY																					



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LIMIT OF WORK

LIMIT OF WORK

<p>SITE-3</p> <p>DATE: 3-09-13</p> <p>SCALE: 1"=20'</p> <p>PROJECT NO: 4807-06</p> <p>DATE: DECEMBER 30, 2015</p>	<p>UTILITY PLAN</p>	<table border="1"> <thead> <tr> <th>DESCRIPTION</th> <th>DATE</th> <th>BY</th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> </tbody> </table>	DESCRIPTION	DATE	BY																						<p>MILONE & MACBROOM</p> <p>121 Middle Street Suite 210 Portland, Maine 04101 (207) 541-6144 Fax (207) 541-6548 www.miloneandmacbroom.com</p>	<p>IN ASSOCIATION WITH:</p> <p>Allied Engineering, Inc. 108 Vermont Street Portland, ME 04103 P 207 274 2260 F 913</p> <p>Dwight H. Romo, P.E. DM ROMA A CONSULTING FIRM 2014-2015 Reg. No. 00000000000000 P 1503 N 141 6006</p>	<p>DRAFT</p>
	DESCRIPTION	DATE	BY																										
<p>SHW/ SWM/ JDA</p> <p>12/30/15</p> <p>12/30/15</p> <p>12/30/15</p>	<p>STATE ST. & MAIN ST. GORHAM, ME</p>																												

EXISTING RIGHT OF WAY REFERENCES

1. STATE OF MAINE DEPARTMENT OF TRANSPORTATION RIGHT OF WAY MAP, STATE HIGHWAY "12", FEDERAL AID PROJECT NO. H-5-E-012-1(31), D.O.T. FILE NO. 3-311, DATED MARCH 1983.
2. STATE OF MAINE DEPARTMENT OF TRANSPORTATION RIGHT OF WAY MAP, STATE HIGHWAY "12", FEDERAL AID PROJECT NO. U-02-1(20), D.O.T. FILE NO. 3-251, DATED MARCH 1977.
3. STATE OF MAINE DEPARTMENT OF TRANSPORTATION RIGHT OF WAY MAP, STATE HIGHWAY "12", FEDERAL AID PROJECT NO. H-5-D-12-1(82), D.O.T. FILE NO. 3-235, DATED MARCH 1984.

EXISTING RIGHT OF WAY REFERENCES (CONT.)

4. STATE OF MAINE DEPARTMENT OF TRANSPORTATION RIGHT OF WAY MAP, STATE HIGHWAY "12", FEDERAL AID PROJECT NO. H-03-1(11), D.O.T. FILE NO. 3-294, DATED MARCH 1983.
5. PLAN OF A PORTION OF ROUTE 25 IN THE TOWN OF GORHAM AS REFERRED BY THE COMMISSIONERS OF CUMBERLAND COUNTY FOLLOWING THE HEARING ON SAME JANUARY 20, 1964, PREPARED BY H. I. & E. C. JORDAN SAVINGS, DIV OF EDWARD C. JORDAN COMPANY, INC. DATED NOVEMBER 23, 1955.
6. PLAN OF A PORTION OF ROUTE 202 IN THE TOWN OF GORHAM AS REFERRED BY THE COMMISSIONERS OF CUMBERLAND COUNTY FOLLOWING THE HEARING ON SAME JUNE 30, 1955, PREPARED BY H. I. & E. C. JORDAN - SAVINGS, DATED OCTOBER 29, 1955.
7. STATE HIGHWAY "12", GEORGE TRAIL, RTE. 25, FEDERAL AID PROJECT NO. H-03-1(200) (PART 1), D.O.T. FILE NO. 3-511, DATED MARCH 2005.

GORHAM SAVINGS BANK
 GORHAM TAX MAP 102, LOT 116 & 117
 DEED BK 21097, PG 285 & 286, PG 143
 POR-74

PHILIP A. COOK, JR.
 GORHAM TAX MAP 102, LOT 101
 DEED BK 18315, PG 130
 POR-74

NORWAY SAVINGS BANK
 GORHAM TAX MAP 102, LOT 100
 DEED BK 21096, PG 166
 POR-74

K. P. GAGNON COMPANY, LLC
 GORHAM TAX MAP 102, LOT 143
 DEED BK 23908, PG 112
 POR-79

C.N. BROWN COMPANY
 GORHAM TAX MAP 102, LOT 144
 DEED BK 10259, PG 70
 POR-81

BARA INVESTMENT REALTY, LLC
 GORHAM TAX MAP 102, LOT 146
 DEED BK 22207, PG 188
 POR-83

UNIVERSAL GROUP, LLC
 GORHAM TAX MAP 102, LOT 158
 DEED BK 12298, PG 307
 POR-89

HAINFORD BROS. CO.
 GORHAM TAX MAP 102, LOT 155
 DEED BK 16734, PG 230
 POR-82

U.S. ROUTE 202, ROUTE 25, 4 "MAIN STREET"

ELM STREET

CONSTRUCTION
 DATE: 02/05
 DRAWN BY: J.S.
 CHECKED BY: J.S.
 SCALE: AS SHOWN
 C.N. BROWN



MILONE & MACBROOM
 121 Middle Street
 Suite 200
 Portland, Maine 04101
 (207) 541-6544 Fax (207) 541-6548
 www.miloneandmacbroom.com

DESCRIPTION	DATE	BY

UTILITY PLAN

STATE ST. & MAIN ST.
 GORHAM, ME

SCALE: 1"=20'

DATE: DECEMBER 2, 2016

PROJECT NO.: 4807-06

DATE PLOTTED: 2/08/13

SITE-2

Town of Gorham

Municipal Center
75 South Street, Suite 1
Gorham, Maine 04038-1382

(207) 222-1650
(207) 839-5408 Fax
www.gorham-me.org



Ephrem Paraschak
Town Manager
eparaschak@gorham.me.us
Jeri Sheldon
Assistant to the Town
Manager/HR Director
jsheldon@gorham.me.us
Jessica Hughes
Administrative Assistant
jhughes@gorham.me.us

September 5, 2017

Ephrem Paraschak
Town Manager, Town of Gorham
75 South Street, Suite 1
Gorham, ME 04038

Land for Maine's Future
22 State House Station / 18 Elkins Ln. /Harlow Building
Augusta, Maine 04333-0022

Dear Land for Maine's Future Program Board Members:

The Gorham Town Council voted on September 5, 2017 in support of Maine Farmland Trust's proposal to the Land for Maine's Future Program to protect 123 acres of Walnut Crest Farm.

Various members of the Rines family have been steady, committed residents of Gorham and the Town's rich agricultural heritage for many generations, including Dale and Stephen's father, Bernard, who was chair of the first Town Council in 1968 and after whom Route 112 is named. The family business, Ag Engineers, has been successfully operated to support the regional farming community for years, first by Bernard and now by Dale and Stephen.

The Rines property, Walnut Crest Farm, has extensive frontage on both the Presumpscot River and Main Street/ State Route 25. Main Street is an important commercial and industrial corridor connecting downtown Westbrook with downtown Gorham. Because of this, current and future farmers have excellent access to markets serving large populations. Additionally, we are pleased to see the configuration of the proposed conservation easements, which protects the valuable farmland while allowing for the potential of future commercial or industrial development along the roadside. The Town further supports a regional trail across the proposed agricultural easement on the former canal tow path as a way for Gorham residents and others to view and enjoy these two important natural resources, active agricultural land and the Presumpscot River. Gorham's remaining farmland is needed now more than ever for the production of food. The protection of this farm is consistent with the recently updated Comprehensive Plan, September 6, 2016, as identified under Chapter 5: Community Goals & Policies, K. Agricultural and Forestry Resources, Local Objectives:

- To safeguard lands identified as prime farmland or capable of supporting commercial forestry.

- To support farming and forestry and encourage their economic viability.

For these reasons, the Town Council has provided support on MFT's protection efforts of Walnut Crest Farm and urge the Land for Maine's Future Board to support his valuable farmland protection effort.

Sincerely,

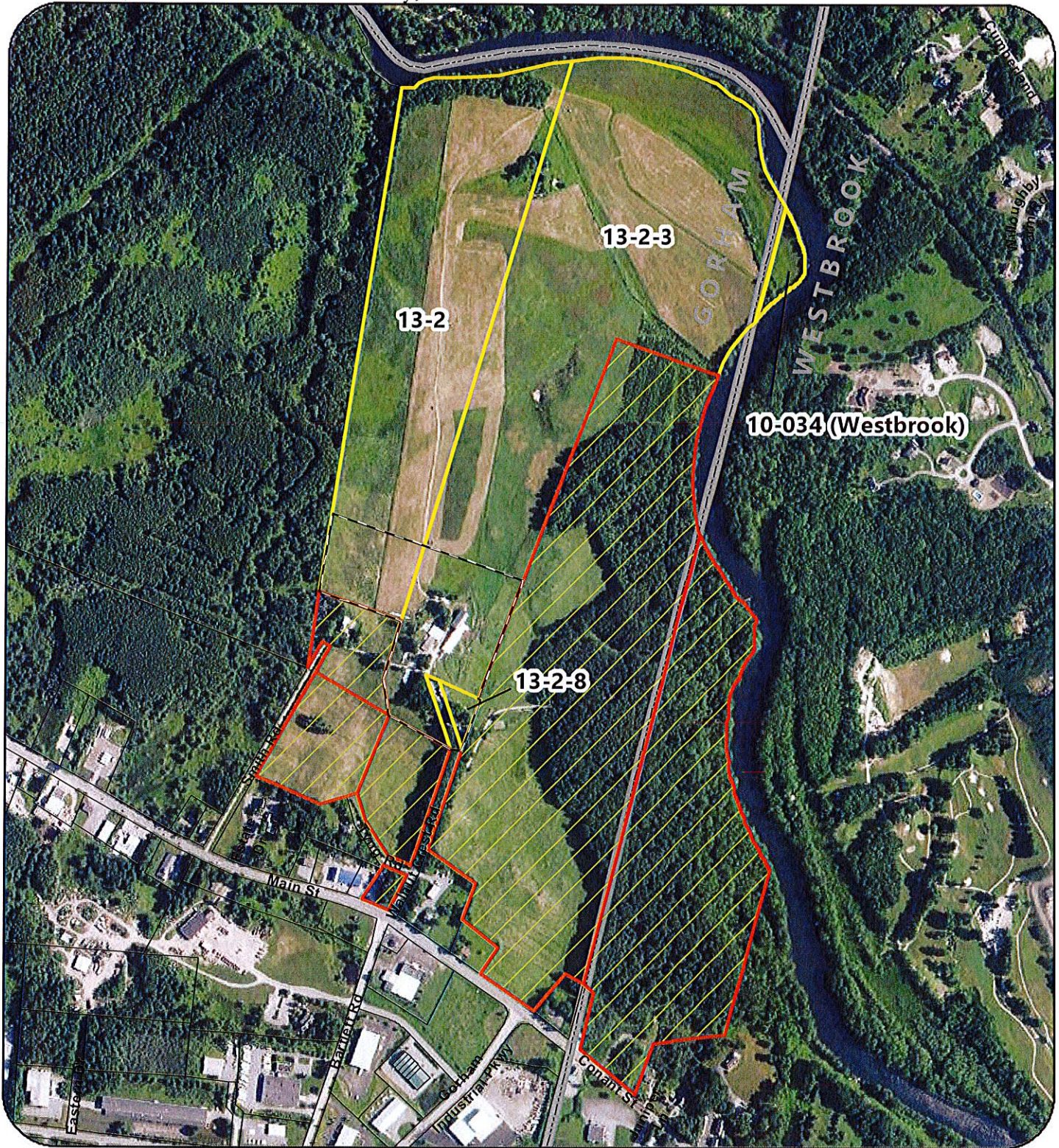
Ephrem Paraschak
Town Manager

Walnut Crest Farm (~123 Acres)

Gorham, Cumberland County, Maine

Tax Map Lots

Scenario 8



-  Potential Easement Area
-  Farmstead Areas (~ 17 ac)
-  Excluded Area



Note: Information on this map is provided for purposes of discussion and visualization only; mapped boundaries and acreages are approximate.



0 500 1,000
Feet

Created by CCC, MFT, 7/6/17
Base Data Source: Maine Office of GIS, NAIP 2015,
NRCS Soils.

Item # 9265

Printed by: David Cole

Monday, August 14, 2017 3:43:15 P

Title: Fw: Gorham transit advisory committee : VirtualTownHall

Page 1 of :

From:  "Arthur L. Handman" <alhandman@hotmail.com> Mon, Aug 14, 2017 2:11:33 PM 

Subject: Fw: Gorham transit advisory committee

To:  mphinney@gorham.me.us

Bcc:  David Cole

Dear Chairman Phinney,

With reference to the email thread below, I am respectfully requesting that the Town Council consider appointing me to the Gorham transit steering committee. I have over 40 years of hands-on transit service executive management experience and am also the current Chairman of the Gorham Economic Development Corporation. Accordingly, I feel I can contribute a great deal to the Committee's important work. I would be pleased to appear before the Council if desired.

Thank you for your consideration.

Sincerely,

Arthur Handman

63 Quincy Drive
Gorham, ME 04038

Tel: 207 332-8300
Fax: 207 839-9609

From:  **Sharon Laflamme**
Edward Butts <erbutts@yahoo.com>
Edward Butts <erbutts@yahoo.com>

Wednesday, July 26, 2017 2:28:32 PM 

Subject: Fwd: Property Inquiry

To:  **David Cole**

Sharon LaFlamme
Finance Director
Town of Gorham
75 South Street, Ste., 1
Gorham, ME 04038
207-222-1611



NOTICE: Under Maine's Freedom of Access ("Right to Know") Law, documents - including emails - in the possession of public officials about Town business are considered public records. This means if anyone asks to see it, we are required to provide it. There are very few exceptions. We welcome citizen comments and want to hear from our constituents, but please keep in mind that what you write in an email is not private and will be made available to any interested party.

----- Original Message -----

Edward & Nancy Butts
269 Huston Road
Gorham, Maine 04038

July 26, 2017

Mr. David Cole,

We are inquiring about the property that is abutted to us.
It is on Map 111 lot 27 the size is about 38' by 80' I believe.

I've been maintaining the lot for 20 years,I would like to purchase it for reasonable price.
My understanding is that it might be a right of way to the back property

which I own.

Thank you for you consideration of this matter.

Sincerely,
Edward & Nancy Butts



Town of Gorham Planning Department

David C.M. Galbraith, *Zoning Administrator*
dgalbraith@gorham.me.us

Thomas M. Poirier, *Town Planner*
tpoirier@gorham.me.us

GORHAM MUNICIPAL CENTER, 75 South Street, Gorham, ME 04038

Tel: 207-222-1620

To: Town Council Ordinance Committee

From: David C.M. Galbraith, Zoning Administrator

Subject: Narragansett Mixed-Use Development District

Date: August 17, 2017

Attached is a copy of a proposed Narragansett Mixed-Use Development District that staff originally began drafting a number of years ago. Edits have been made to the last draft that the Ordinance Committee reviewed to address changes recommended by the Town Council and the Comprehensive Plan process. Comments shown in black are suggested additions, which are illustrated with black underlines; deletions are illustrated with ~~black strikethrough~~ from the original draft language. Comments shown in red are suggested additions, which are illustrated with red underlines. Deletions indicated with ~~red strikethrough~~ are recommended changes to the second draft. Comprehensive Plan identifies the following for development standards:

- ***Development Standards*** – The development standards for this designation should require that new development have a planned development character with access off internal streets when feasible. The standards should require that new buildings maintain an attractive roadside appearance with a landscaped buffer strip along the edge of Narragansett Street. Non-residential buildings should be sited to create a business/office park environment. The location of large parking lots between buildings and Narragansett Street should be restricted. Minimum lot size and street frontage requirements for non-residential uses should be small to create the potential for lots to be developed off internal streets. The maximum density for residential uses should be six to eight units per net acre with provisions for variable density for small units. All new development in this area would be required to be served by public sewerage.

The Comprehensive Plan identifies the following for Allowed Uses:

- ***Allowed Uses*** – The intention of this designation is to allow for the reasonably intensive development of this area in a manner that is complementary to Gorham Village but which is not competitive to the uses in the Village. As such, the allowed uses would encourage more of a mixed-use area including multi-family residential development and residential units in mixed-use buildings as well as non-residential uses such as business and professional offices,

Subject: Narragansett Mixed-Use Development District

business services, light manufacturing, research facilities, recreational facilities, hotels and inns, restaurants, automotive services, and similar uses. Single and two-family residences should not be allowed. Small-scale retail uses would be allowed only as part of a mixed-use development and could not be in freestanding buildings.

Staff has also included a copy of the map from the Comprehensive Plan process that shows the proposed boundary for the Narragansett Mixed-Use Development District. As part of the amendment process a revised zoning map will need to be adopted.

At the July 25, 2017 Ordinance Committee Shawn Moody discussed the possibility of retail motorcycle sales to occur in the Narragansett Mixed-Use District. After some discussion the Committee directed Staff to include "Motorcycle sales and service" as a permitted use within the district. The Committee further directed Staff to make a number of changes to the draft language.

The recommended changes in this third draft document shown in blue are suggested additions illustrated with blue underlines and suggested deletions are illustrated with ~~blue strikethrough~~. Attached is a copy of the third amended draft Narragansett Mixed-Use Development District.

CHAPTER I: SECTION XVI - NARRAGANSETT MIXED-USE DEVELOPMENT DISTRICT

A. PURPOSE

To allow a wide range of non-residential mixed-use zoning district subject to performance standards with the following objectives:

- 1) Promote innovative and attractive non-residential mixed-use planned development with access off internal streets when feasible;
- 2) Promote good quality commercial, light industrial, and specialty enterprises and/ or mixed use growth which produce sustainable growth in the economic base and job opportunities;
- 3) Promote efficient use of land and of such public facilities as streets, and utilities, and when economically feasible extension of public water and sewer;
- 4) Promote commercial and residential development which complements uses within Gorham Village and is compatible in respect to the character (want New England Character on Narragansett but what about "back lots" and larger developments on the old Hannaford property?) and scale of Gorham Village.

B. PERMITTED USES

- 1) Commercial/Light Industrial Uses
 - a) Retail stores; (non-freestanding?)
 - b) Shopping centers;
 - c) Drive-through services;
 - d) Business or professional offices;
 - e) Research and development laboratories, which are exclusively located indoors;
 - f) Production, fabrication, processing, assembling, packing, storing and distribution of:
 - 1) Precision electrical or precision mechanical equipment;
 - 2) Optical goods, business machines, precision instruments, surgical and dental instruments;
 - 3) Pharmaceutical, toiletry and cosmetics;
 - 4) Any other use of the same general character as any of the uses listed above.
 - g) Printing, engraving, bookbinding and other similar services;
 - h) Offices for executive, administrative and data processing activities.
 - i) Bed and Breakfast Establishment with public dining as an accessory use
 - j) Inn, motel, & hotel;
 - k) Commercial schools;
 - l) Motorcycle sales and service; Mini-park facilities; (we need a decent definition for this as nobody seems to know what it is. Municipal parks should be included but...)
 - m) Indoor / outdoor recreational facilities;
 - n) Utility substations;
 - o) Schools, day care homes and centers, nursery schools, hospitals, churches or any other institutions of an educational, philanthropic, fraternal or social nature;
 - p) Office of a contractor or tradesman;

- g Conference center or banquet hall;
- r Automotive repair;
- s Business services;
- t Repair services;
- v. Uses and buildings that are accessory to the above-mentioned uses, including caretaker units and parking lots, are also permitted uses.

2) Residential Other Uses

- a) Multi-family housing as part of a mixed use development.
- b) Residential uses on the second floor commercial uses located on the first floor.
Mini-park facilities;
- b) Indoor recreational facilities;
- e) Utility substations;
- d) Schools, day care homes and centers, nursery schools, hospitals, churches or any other institutions of an educational, philanthropic, fraternal or social nature;
- e) Uses and buildings that are accessory to the above-mentioned uses, including caretaker units and parking lots, are also permitted uses.

C. DIMENSIONAL STANDARDS

- 1) Net Acreage - The density of all developments shall be based on the established net acreage of the proposed site. Net acreage shall be determined in accordance with Chapter I., Section V. (Net Acreage). Deductions under this net acreage provision shall be subtracted from the gross acreage of the proposed site.
- 2) Non-residential Density - The total gross floor area of all the non-residential uses shall not exceed thirty percent (30%) of the acreage of the parcel dedicated to such uses. No more than seventy percent (70%) of the acreage of the non-residential parcel may be covered with buildings, structures, accessory uses such as parking lots and other impervious surfaces.
- 3) Non-residential Space Standards
 - a) Minimum lot size – Twenty-Fifty-thousand (50,000 20,000) square feet.
 - b) Minimum street frontage - One hundred,-fifty (150 100) feet.
 - c) Minimum front yard – 8 50 feet along Narragansett Street or three (3) times the building height whichever is greater, and a 25 feet minimum or 65 feet maximum for all other streets.
 - d) Minimum side and rear yard - 50 20 feet or two (2) times the building height whichever is greater.
 - e) Maximum building height - 50 feet or four stories, whichever is less greater.
- 4) Residential Space Standards - Space standards for ~~existing residential uses shall be the same as for the Suburban Residential District.~~ mixed-use development.
 - a) Minimum lot size – 20,000 sq.ft.

- b) Minimum net acreage per dwelling unit: 6,000 sq.ft.
 - c) Minimum street frontage - Seventy-five (75) feet.
 - d) Minimum front yard - 50 feet along Narragansett Street and a 25 feet minimum or 50 feet maximum for all other streets.
 - e) Minimum side and rear yard - 20 feet or two (2) times the building height whichever is greater.
 - f) Maximum building height - 50 feet or four stories, whichever is greater.
- 5) Notwithstanding the provisions of this subsection C, an auxiliary public utility structure is exempt from the minimum lot size, street frontage, net acreage, gross floor area, and dedicated open space requirements of this district.

D. PERFORMANCE STANDARDS

1) Lot Layout

- a) Lots abutting multiple streets shall be oriented so the front of the building faces the street of lower classification. Lots with frontage on Narragansett Street shall meet the standards listed in item 6 within this section. For lots with frontage on both Narragansett Street and another street the buildings and parking lots and access drives shall be located a minimum of 75' feet from Narragansett Street.
- b) Large parcels shall be developed to create a business or office park environment. Mixed-uses are permitted in an office/ business park type of development.
- c) Mixed uses developments can consist of a mix of residential and commercial lots and/or a mix of residential and commercial buildings.

2) Buffer yards

- a) Screening of non-residential uses - Non-residential uses shall be screened from adjacent residential zoning districts and developments by a buffer yard of twenty (20) feet in width containing at least three (3) canopy trees, six (6) under story trees and nine (9) shrubs per one hundred (100) feet of length along the perimeter of the lot line adjacent to the residential use.
- b) Screening along public roadways - Development adjacent to public roadways shall be screened as follows:
 - 1) ~~Abutting an arterial or collector~~ Abutting an arterial or collector Narragansett Street and Bernard Rines Bypass - A buffer yard of ~~ten~~ forty (4 40) feet in width containing at least ~~one~~ four (4 4) canopy trees, ~~two~~ eight (2 8) under story trees, and ~~three~~ twelve (3 12) shrubs per one hundred (100) feet of frontage.
 - 2) Abutting a local street and facing non-residential or mixed- uses - A buffer yard of ten (10) feet in width containing at least one (1) canopy tree per one hundred (100) feet of frontage.

- 3) Abutting a public street and facing a residential use - A buffer yard of fifteen (15) feet in width containing at least two (2) canopy trees, four (4) under story trees and six (6) shrubs per one hundred (100) feet of frontage.
- c) Canopy trees shall be deciduous, shade or evergreen trees planted at 3 to 3 1/2 inches in caliper with a mature height of at least 35 feet. Under story trees shall be deciduous shade, fruit or evergreen trees planted at 2 to 2 1/2 inches in caliper with a mature height of at last 12 feet.
- d) Alternative buffers and screening - In lieu of compliance with the above buffer yard and screening requirements, a developer may submit a detailed plan and specifications for landscaping and screening which will afford a degree of buffering and screening equivalent to or exceeding that provided by the above requirements.
- e) Parking lot landscaping - At least ten percent (10%) of the interior surface of any parking area containing twenty (20) or more parking spaces shall consist of landscaped islands which shall be composed of shrubs and trees and other landscaping materials. The interior surface of a parking area shall be derived by computing the area within the general perimeter of contiguous areas containing parking spaces, maneuvering areas behind the spaces and landscaping areas within such perimeter, except that required setback areas and required buffers shall not be included in the interior area computation.
- f) Screening of refuse collection facilities - Uses within the development shall provide secure, safe, and sanitary facilities for the storage and pickup of refuse. Such facilities shall be convenient to collection and shall be appropriate to the type and size of use being served. All refuse storage facilities shall be screened by a solid wall, fence, tight evergreen hedge, or combination of the above. Such screening shall be of sufficient height and design to effectively screen the facility from the view from adjacent residential uses and streets and from adjacent properties.
- g) Maintenance of landscaping - All required landscaping and screening shall be maintained or replanted as necessary so as to continue its effectiveness.

3) Parking Lot Standards

- a) Parking lots between the front wall of any building and the street shall be limited to one row of parking spaces, the access driveway, and walkway into the building.
- b) All other parking shall be located to the side and rear of the building.

4) Lot access

- a) Entrances to uses in this district shall be combined to the maximum extent possible.
- b) For lots with frontage on both Narragansett Street and another street the access drives shall be located off of the street of lower classification unless the Planning Board finds that no safe alternative exists.

- c) A parcel that does not have frontage on Narragansett Street shall not be granted vehicular access from Narragansett Street except in cases where:
- 1) Access will be provided through a combined entrance with another parcel which has frontage on Narragansett Street.
 - 2) The driveway will meet State and Local requirements.
 - 3) The Planning Board determines that the increased use will not have a negative impact on Narragansett Street traffic flow.

5) Public Utilities

- 1) All large scale developments and subdivisions shall connect to public sewer and water meeting the requirements of the Portland Water District and the Town of Gorham.
 - a) The Planning Board may grant a waiver for the requirements of the extension of public sewer if the lot is located greater than 100' feet from the nearest connection to a public sanitary sewer and the connection to the public sanitary sewer would cause an undue hardship to the developer, as determined by the Planning Board.
 - b) The Planning Board may grant a waiver for the requirements of the extension of public water if the lot is located greater than 200' feet and the proposal meets the Determination of Unreasonable Costs under Chapter 2, Section 2 - Provision of Public Water Supply, D. Exemption from Public Water Supply Requirements.
- 2) That all developments are required to have underground utilities.

6) [Narragansett Mixed-Use Development District – Design Standards].

- 1) [Narragansett Street - Design Standards] Buildings with frontage along Narragansett Street shall conform to the below standards:
 - a) All non-residential principal buildings and structures with frontage along Narragansett Street shall be designed in a traditional New England Village style.
 - b) All buildings shall be designed so that the front wall of the building and any wall facing Narragansett Street that is not a front wall have the visual appearance of a front façade. The façade shall incorporate pedestrian scale design features such as doors and windows to create a "village character". Windows or architectural treatments designed to simulate windows shall comprise no less than twenty (20) percent of the exterior wall surface. The façade shall be designed to avoid large blank wall space.
 - c) Roofs shall be designed to maintain the New England village character. All new buildings and additions shall have pitched or gabled roofs to the extent practical. If a pitched roof is not practical, false building fronts shall be used to imitate pitched roofs. Accessory buildings, canopies, and

other structures shall have roof lines that are visually compatible with the roof line of the principal building.

- d) Buildings shall be compatible with the "village character". The exterior surface of all facades that are visible from a public street shall use traditional New England materials or materials which replicate traditional materials such as vinyl clapboard siding, masonry units that replicate shake or clapboard siding, or metal or plastic roofing that simulates shake or shingle roofing. The use of flat concrete block, corrugated or flat metal, fiberglass, or plastic panels, reflective materials, stucco, or products such as T-111 or plywood on facades visible from public streets are not permitted. The treatment of accessory buildings and structures shall be compatible with the principal building and shall use similar materials, details, and level of trim.

2) Lots on all other streets within the Narragansett Mixed-Use Development District shall comply with the below design standards.

- a) The predominant exterior building materials shall be of high quality materials, including, but not limited to, wood or vinyl clapboard siding, masonry units that replicate shake or clapboard siding, brick, sandstone, wood, native stone and tinted/textured concrete masonry units and/or glass products or metal or plastic roofing that simulates shake or shingle roofing. Simulated material may be substituted for any of the aforementioned building materials.
- b) At least three different building materials shall be used for the primary façade of a building facing the primary street the building accesses. The Planning Board may waive the building material to 2 different materials if it finds the building design has enough architectural detail to sufficiently break-up the massing of the building. Glass for use in windows and doors shall not be considered one of the required building materials. All façades that have frontage on a street shall be considered a primary façade.
- c) Building(s) shall be located on the property with the principal building entrance oriented toward the primary focal point of the property/development.
- d) Exterior building materials shall not include smooth-faced concrete block, tilt-up concrete panels, or T-111. Prefabricated steel panels are excluded unless they contain architectural details with intricate designs. Metal roofs may be allowed if compatible with the overall architectural design of the building.
- e) Customer Entrances: The customer entrance(s) shall be clearly defined and highly visible by using features such as canopies, porticos, overhangs, recesses/projection, and raised corniced parapets over the door, arcades, arches, wing walls. Integral planters are highly encouraged.
- f) Roof Design: Roofs shall be designed to reduce the apparent exterior mass of a building, add visual interest and be appropriate to the architectural style of the building. The following design elements are highly encouraged: variations within one architectural style; visible roof

lines and roofs that project over the exterior wall of a building enough to cast a shadow on the ground; and overhanging eaves, sloped roofs and multiple roof elements. Architectural methods shall be used to conceal flat roof tops. All roof-top mechanical equipment shall be screened so that it is not visible from the surrounding grade.

- g) Building and Other Structure Colors: Exterior colors shall be of low reflectance, subtle, neutral or muted earth tone colors. The use of high intensity colors such as black, neon, metallic or fluorescent colors for the facade and/or roof of the building are prohibited except as approved for building trim.
- 3) All lots within the Narragansett Mixed-Use Development District shall adhere to the following standards.
 - a) Mechanical Equipment and Service Areas. The location of loading docks and service areas shall be located to the sides and/or rear of a building, except when a site abuts Narragansett Street, in which case the said areas shall be located to the sides of the building that do not face Narragansett Street or the Bernard Rines Bypass. If impractical or unworkable, as determined by the Planning Board, said areas shall be fully screened by landscaping, berms, fencing and similar features or a combination of features.
 - b) All sites shall incorporate design features which screen, contain and conceal all heating, ventilation, air conditioning units, trash enclosures, dumpsters, loading docks and service yards. Landscaping, fencing, berms and similar features may be used to accomplish this goal.
 - c) Fencing, screening, landscaped berms, natural features or combination thereof, shall be utilized to shield from the view of abutting residential properties and public ways all loading and unloading operations, storage and repair work areas, commercial vehicle parking, and waste disposal and collection areas. Screens at least as high as the equipment they hide, shall be of a color and material matching or compatible with the dominant colors and materials found on the facades of the principal building. Chain link or cyclone fencing (with or without slats) shall not be used to satisfy this requirement.
 - d) Equipment that would remain visible despite the screening, due to differences in topography (i.e., a site that is at a lower grade than surrounding roadways) shall be completely enclosed except for vents needed for air flow, in which event such vents shall occupy no more than 25% of the enclosure facade.

E. DENSITY BONUS PROVISIONS AND STANDARDS

A maximum density bonus of thirty percent (30%) for non-residential and/or mixed-uses shall be granted by the Planning Board if the proposed density bonuses promote the purposes of said district. Density bonuses shall be applied to gross floor area and maximum impervious surface requirements.

- 1) Parking - Placement of bi-level parking garages or ground-level lots behind structures effectively concealing these parking areas from the street shall qualify for a bonus of fifteen percent (15%) above the allowable base density.

- 2) Traditional architecture - Developing a site design which incorporates a traditional village scale, massing and streetscape compatible with historic Gorham Village shall qualify for a bonus of ten percent (10%) above the allowable base density.
- 3) Dedicated open space/mini park facilities - Increasing the dedicated open space area by a minimum of ten percent (10%) of the total gross acreage of the tract shall qualify for a bonus of five percent (5%) above the allowable base density.
- 4) Bike paths/greenway systems - Providing for convenient and safe pedestrian and bicycle access to and within the development shall qualify for a bonus of five percent (5%) above the allowable base density.
- 5) Day care - Development of a public use day care facility for children of employees shall qualify for a bonus of up to five percent (5%) above the allowable base density. The developer must enter into a binding agreement with the town to dedicate the facility for day care and to provide a viable management and operations structure.
- 6) Public transportation/public transit - Providing public transportation to town residents shall qualify for a bonus of up to five percent (5%) above the allowable base density.
- 7) Public art - Use of art features such as sculptures, special landscaping, fountains, and murals which lend identity and individuality to the development in a positive manner shall qualify for a bonus of up to five percent (5%) above the allowable base density on a per square-foot basis.
- 8) Residential Density Bonus -- That the applicant can buy bonus dwelling units above what is allowed under the net acreage calculation provided that the Planning Board finds the residential units are adequate for the development proposed and does not exceed minimum net acreage of one dwelling unit per 2,000 sq.ft. The bonus units shall require the developer to pay a Development Transfer Fee. The Development Transfer Fee shall be calculated by multiplying the number of bonus units determined by the Planning Board times the per unit Development Transfer Fee established by the Town Council.

The total development transfer fee for the subdivision or project shall be divided by the total number of approved dwelling units in the subdivision or project to determine the development transfer fee for each dwelling unit. The per dwelling unit development transfer fee shall be paid to Town at the time of the issuance of the building permit for each dwelling unit in the project.

CHAPTER I: SECTION V- DEFINITIONS

Commercial School: A for-profit business facility or institution which provides instruction or tutoring by previous arrangement for a particular skill or subject to a group of students in a classroom or similar type setting and may include private lessons as an ancillary service. By way of example only, commercial schools may include schools for performing arts, fine arts, photography, driving, pottery, business, beauty, sports, language or driving.

Office of a contractor or tradesman: The principal place of business for a contractor or tradesman where administrative, marketing, and financial operations occur. No storage of materials or equipment shall occur on site as part of this use.

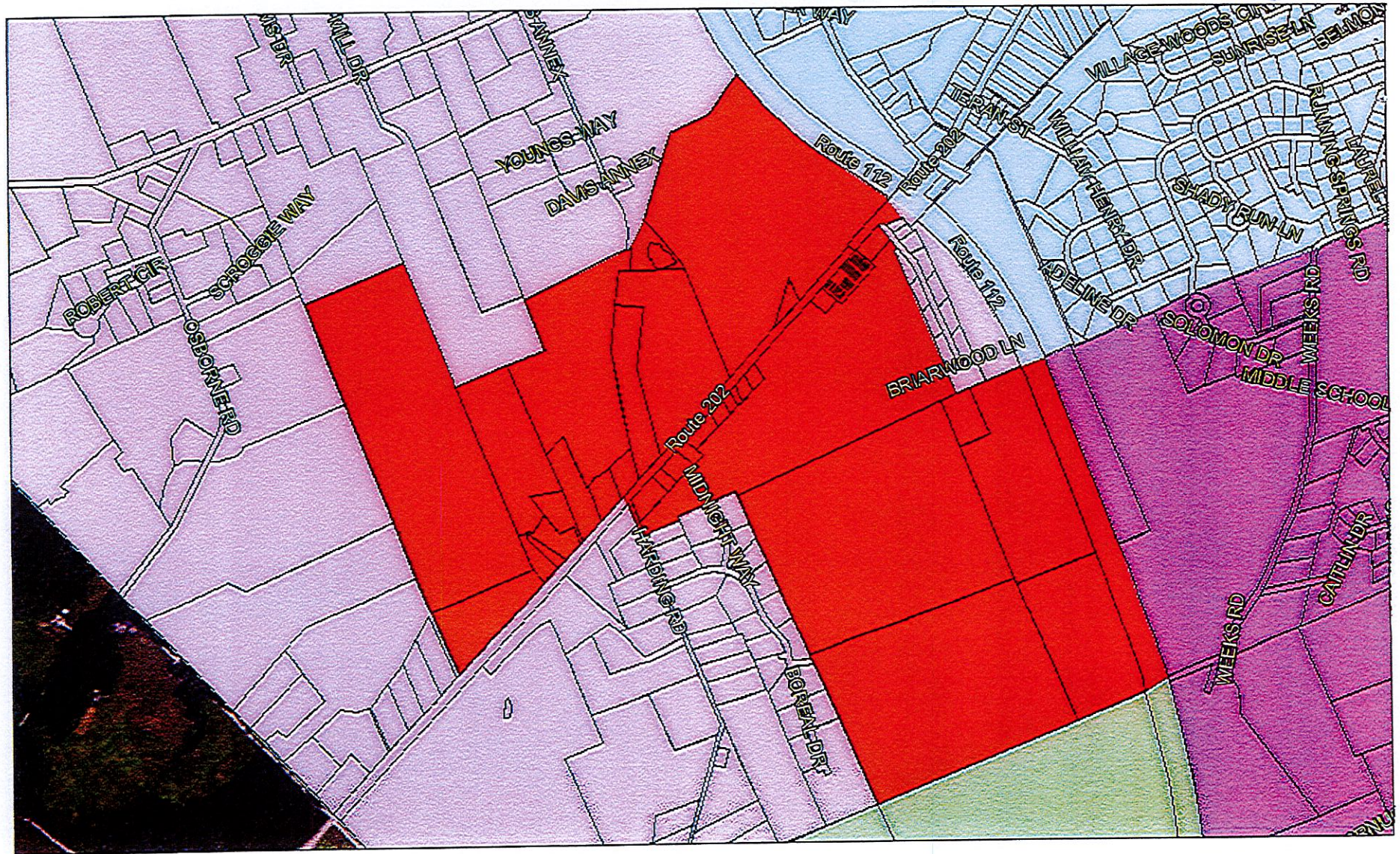
Hotel: A facility offering travelers and other paying guests short term lodging accommodations to the general public and providing additional services, such as restaurants, entertainment, conference center, and recreational facilities.

Conference center or banquet hall: A facility designed with multiple rooms or buildings for the use of conferences, seminars, weddings, family gatherings, parties, and like or similar events.

Automotive salvage and repair: A business facility designed for the storage, repair, or disassembly of severely damaged automotive vehicles for resale in their entirety or as space parts; or rebuilding, restoration, or crushing.

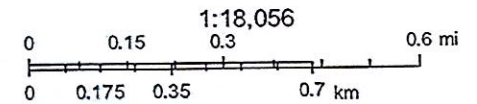
Definition needed for Mini-parks

Town of Gorham Public Map Viewer

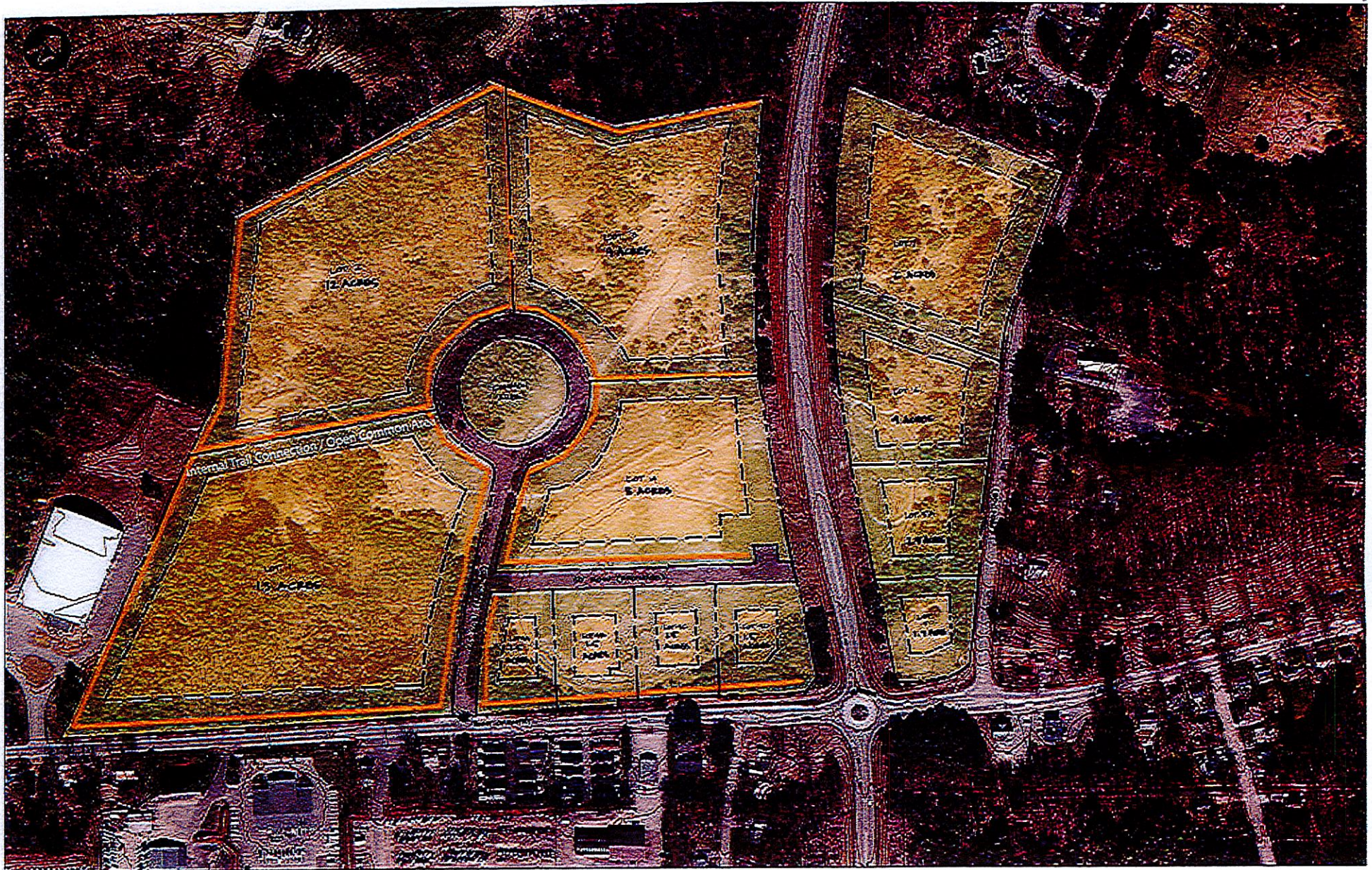


July 21, 2017

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|-------------------|---|--|
| Major Road Labels | Zoning - Future Land Use | Narragansett Mixed-Use Dev. |
| Road Labels | Suburban Residential | Village Residential |
| Parcels | Village Expansion | Rural |



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



Moody Property – Former Hannaford Racetrack Property – Preliminary Subdivision Plan