



MaineDOT Transportation Alternative Program

Date Application Received
(For MaineDOT Use Only)

Application

Section 1: General Information

Applicant Name(s): City of Auburn		
Contact Person: Doug Greene		
Mailing Address: 60 Court Street		
City: Auburn	State: ME	Zip: 04210
Daytime Phone No.: 207-333-6601 (ext.1156)	Email: dgreene@auburnmaine.gov	

Please check off that municipality has already sent in a Letter of Intent and been approved to submit application: YES X Patrick Adams met with City of Auburn Staff on May 9, 2016 and July 29, 2016 to discuss this grant application. Phone call confirmation letter of intent is not required on August 31, 2016.

NOTE: The following sections of this application request specific project-related information. If warranted, pictures, maps, exhibits, diagrams, survey summaries, etc., should be included with the application. Please be concise. If additional space is required, please attach supplemental sheets.

Section 2: Project Information

Note: Separate complete application(s) are required for each different project proposal

Location of Project: Provide street name(s), beginning and ending location(s), and additional relevant project location information. *Attach designs/ diagrams, maps, etc. that will help provide a clear description of the proposed scope and location. If possible, divide proposed project into logical sections if project can potentially proceed in steps:*

Map 1. PROJECT MAP SITE PLAN – The west side of project starts at Main Street in New Auburn, just across Little Androscoggin River and generally follows along the edge of the Little Androscoggin to the confluence of the Androscoggin River and then up to Broad Street at the Bernard Lown Peace Bridge. The main component of this site plan is the grading, filling and construction of a trail through the New Auburn Greenway.

Map 2 Is a series of maps that shows the phasing plans (1 through 4) for the New Auburn Village Center Plan, along with pictorial concepts for activities in the Greenway. The last map in this series is an overview of the Auburn Riverwalk and Lewiston Greenway System.

Project Summary (*Outline proposed improvements in 30 words or less*):

The project includes the grading, filling and construction of a 1,000 ft. multi-modal transportation corridor that will improve a non-motorized connection between Downtown Auburn, New Auburn and Lewiston

Describe the proposed scope of the improvements:

The project's scope of improvements include

- The necessary grading, filling of the New Auburn Greenway and the construction of an 8' asphalt trail that connects Main Street to Broad Street. The grading and filling will also include the area for "the Riverway Road", which will be fully constructed at a later date.
- The installation of basic site amenities including benches, signage, lighting and storm water facilities.

- The project will coordinate how the trail connects to the newly constructed Barker Mill Trail Extension, the sidewalk and bike lanes along Main Street (that will connect to the Auburn Riverway) and the sidewalk and bike lanes across the Lown Peace Bridge (that will connect to the Lewiston Greenway).

Describe in detail the ownership of the affected properties, whether all or part of the proposed project is in the public right of way, and how wide the estimated right of way is if on a public road system. If the land of the proposed project is not along a public right of way or on public land, please describe any contact with landowner(s).

A map is attached (Map 3) that shows the ownership of the project area. The City of Auburn has acquired a majority of the properties and 2 other property owners (Ken Blais of Rolly's Diner and the New Auburn Social Club) have been contacted and are willing to provide permanent easements for the trail.

Describe the project(s) transportation value(s) and purpose(s): *Each project should serve primarily transportation purposes, as opposed to recreation purposes. A project serves valid transportation purposes if it serves as a connection between origins and destinations, increases safety, and/or relates directly to the transportation system.*

Through years of planning processes (listed below) in the project area, (New Auburn Village Center) has identified transportation goals of providing safe routes to school for children, pedestrian multi-modal connectivity, reducing traffic speed and improving pedestrian safety. The project will provide a significant linkage to non-motoring users from Downtown, to New Auburn and to Lewiston. This project will provide an important missing section of a local and regional linkage system.

The planning efforts relevant to this project's transportation values are found in:

- New Auburn Master Plan (2010)
- Androscoggin River GW plan (2013)
- New Auburn Village Center Plan (2014)
- Council support of NAVCP consultants (2015)
- Public Meetings 1 & 2 of New Auburn Village Center Plan Design (2016)
- Council support of a successful Northern Borders Regional Commission grant (2016)
- Project Presentation and Public Input at 4 United New Auburn Neighborhood Association Meetings (2015- 2016)
- Council support of this application (August 2016)

Additional transportation values include:

- The project will interface with 2 intersection improvement projects (Main and Mill Streets and Broad Street and the new Riverway).
- The project is an integral part of the New Auburn Village Center redevelopment plan that promotes the redevelopment of New Auburn and the surrounding areas.
- Specifically, the project will provide a safe, walking and biking alternative mode of transportation for residents and visitors through Downtown Auburn, New Auburn, Lewiston and the surrounding areas.

Describe why this project is important to your community and region (if applicable):

This project will provide the following benefits to the area and region:

Economic Development- This trail project and associated Riverway Road and new developable land will create new businesses and job opportunities in the immediate New Auburn and surrounding area. The trail will enhance property values and increase the quality of life in the area and draw more businesses and new residents.

Multi-Modal Transportation Alternative- This project will make an important connection to the popular Downtown Auburn Riverway and Lewiston Greenway. The trail will offer a safe alternative for non-motorized users to travel from Downtown Auburn to New Auburn and around to Lewiston.

Safety- Public feedback at neighborhood meeting has constantly focused on safety. This project and the associated transportation improvements in the New Auburn area will dramatically improve pedestrian and bicyclist safety.

Recreational Opportunities for Youth- This project will provide a safe, attractive place for area youth (New Auburn Boys and Girls Club, Sherwood Elementary and Walton Elementary Schools) to access the Androscoggin River, the nearby New Auburn Rollerdrôme and nearby parks in Lewiston.

Educational Opportunity- The project will provide an opportunity for environmental and historical education.

Describe the potential positive impacts on the community, including at a minimum (if applicable) improving safety, mobility, or transportation in general, and the local/regional economy:

The project will:

- Attract new residents and visitors.
- Reduce the existing conflicts between vehicles and pedestrians on Mill, Broad and Main Streets by offering a safe, non-motorized transportation corridor for the trail users.
- Improve ADA accessibility at project intersections and to provide an ADA access to the Androscoggin River for fishing.
- Intersection improvements, done in conjunction with this project will improve safety for school children, seniors and the non-motoring public in general
- The New Auburn Village Center Plan is designed to incorporate this project with the Riverway Road which has the ability to be closed, and then still allow access to public parking for street festivals, farmers markets and special events.
- The project will bring more potential customers to the redevelopment area.
- Create a place for healthy activity such as walking and biking.
- Create a setting for social interaction.
- Provide an aesthetic place for enjoying the natural beauty of the rivers in an urban setting.

Describe how the project brings new opportunities for public benefit, including clear descriptions of the people, neighborhoods, etc., and potential businesses that will benefit:

This project will bring new alternative transportation opportunities and public benefits to:

- Seniors Citizens living in the nearby Barker Arms Apartments and surrounding New Auburn area will have a safe and aesthetically pleasing trail experience and connection to nearby services.
- School Children: There are 2 elementary schools within a half mile of the project as well as a Boys and Girls Club within a quarter mile of the project. Future safe routes to schools are possible and education and recreation opportunities will be available to improve upon in the future.
- The Neighborhood Residents of New Auburn have the most active neighborhood associations in the city, and are anxious to use the trail and to see the project attract more users to the New Auburn and Downtown area.
- Business Owners: Businesses in the project area and in the surrounding area have expressed a strong interest in the redevelopment opportunities this project and the New Auburn Village Center Plan will bring. The city planning staff has met with the following businesses who have expressed support of this project.
 - Rolly's Diner
 - All About You Hair Salon
 - New Auburn Social Club (interested in expanding the business and creating a beautician school)
 - Selco Heating and Plumbing Supply
 - New Auburn Rollerdrome
 - Firehouse Grill and Tavern (interested in expanding their business)
 - Duncan Donuts

Describe any environmental permitting and/or design needed, completed or under way and any potential issues, and timeline(s):

Permitting- Consultants for the New Auburn Village Center Plan (VHB Engineers and Sam Coplon Landscape Architects) are working on all necessary environmental, transportation permitting. The major permitting effort is for a Letter of Map Amendment (LOMA) to get approval to bring future development areas including the Riverway Road out of the existing 100 year flood plain. Archeological permits have been applied for. All permits should be obtained by spring of 2017.

Design- The project's final design for all phases will be completed by late fall.

Construction- 30% Construction Documents and Cost Estimates are underway and should be completed by early winter of 2016. The construction of phase 1 of the New Auburn Village Center Plan is expected to go out to bid in late winter and for construction to begin in spring of 2017.

Potential Issues- The major issue for this project is obtaining the necessary funding. This grant opportunity offers the possibility of funding phase 2 (the Greenway) and keep the momentum going.

Describe the specific timeline for design and/or construction of proposed project:

The funding for the Phase I of New Auburn Riverway/GW plan is in place. Construction of Phase 1 is expected to begin in the spring of 2017. This project is considered to be Phase 2. The City of Auburn will be ready to begin this project as soon as the grant award and notice to proceed has been received.

Describe the public processes completed and/or planned, including the date(s) of the public meeting(s), planning studies completed, groups that have been involved, public support, and date(s) of select board or council approval of moving ahead with the project (please attach agenda(s) and/or meeting summaries from relevant meetings):

New Auburn Master Plan (2010)
Androscoggin River GW plan
New Auburn Village Center Plan
Public Meetings 1 & 2 of New Auburn Village Center Plan Design
Council support of NAVCP consultants
 Support of NBRC grant
 Support of this application
Project Presentation and Public Input at four United New Auburn Neighborhood Association Meetings

Additional meeting agenda and summaries are attached.

Section 3: Project Budget

Section 3.1 - Estimated Cost of Infrastructure Project

NOTE: In most instances, if the project is approved, (1.) Design/Engineering/Permitting and (2.) State and Federal Reviews will be the only stages funded in the 2014-2015 Biennial Capital Work Plan. The project will become eligible for construction funding once design is complete, contingent upon when federal funding becomes available.

Design/Engineering/Permitting (12% of Construction or \$10,000, whichever is greater):	1.	\$ 48,723
State and Federal Review(s) (5% of Design/Engineering, or \$3,000, whichever is greater)	2.	\$ 3,000
Construction:	3.	\$ 406,025
Construction Oversight/Engineering (10% of Construction or \$10,000, whichever is greater):	4.	\$ 40,602
Total Value of Project (add lines 1 through 4):	5.	\$ 498,350
Local Match/Voluntary Contributions (Note: All match/voluntary contributions must be detailed. Bonus consideration may be given to applications that offer additional match/voluntary contributions beyond any applicable required local match.)		
- Cash (in most instances, cash is the only allowed match):	6.	\$ 99,670
- Potential quantifiable labor and/or materials contributions	7.	\$ N/A

Please describe local match in detail:

1. City Engineering will provide In-House Inspections if allowed.
2. Auburn Council will allocate the \$99,670 in local matching funds from the City's CIP Comprehensive Plan Implementation Fund.

Total Local Match Contributions (20% minimum)	8.	<u>20%</u>	\$99,670
Funds Requested from MaineDOT:	9.		\$ 398,680

Note: The sum of Lines 8 and 9 should equal Line 5 above.

Note: Section 3.2 of this form also requires further details on costs. The amount shown on line 5 on the above estimate should match the total outline of costs in Section 3.2, or an explanation must be given for the discrepancy.

Section 3.2 - Detailed Description of Infrastructure Project and Cost

Please provide a detailed line item budget for all items from Section 3.1

See Next page.

New Auburn Greenway Site Work Budget
Transportation Alternatives Grant Application

ITEM	Quantity	Unit	Unit Cost	Subtotal	Remarks
1. Removals					
a. Existing structures		allow		\$2,500	ex. paths and structures etc.
b. Utilities		allow		\$5,000	terminate or relocate
c. Site clearing		allow		\$2,500	
ITEM SUBTOTALS				\$10,000	
2. Earthwork					
a. Cut and Fill	7000	CY	\$20.00	\$140,000	net increase common borrow
b. Loam or Structural Soil loam for	2000	CY	\$35.00	\$70,000	loam for open spaces, aggregates under pathways
ITEM SUBTOTALS				\$210,000	
3. Sediment and Erosion Control					
a. Sediment/Construction fence	2001	LF	\$3.50	\$5,000	sediment fence or mulch berms, two levels
ITEM SUBTOTALS				\$5,000	
4. Unit Paving and Surfacing					
a. Primary spine trail	200	ton	\$130.00	\$26,000	8' wide, bit conc from Broad to Main St.
ITEM SUBTOTAL				\$26,000	
5. Site Furniture / Signage					
a. Benches	10	6 foot	\$1,000.00	\$10,000	
b. Signs	10		\$200.00	\$2,000	
c. Fencing	50	8 foot	\$100.00	\$5,000	
ITEM SUBTOTAL				\$17,000	
6. Landscaping					
a. Temp seed to stabilize site	60	MSF	\$75.00	\$4,500	
ITEM SUBTOTAL				\$4,500	
7. Utility Work					
a. Lighting Conduit	1000	Ft.	\$10.00	\$10,000	
b. Lights	20	unit	\$3,500.00	\$70,000	
c. Storm Drainage- Piping/Inlets	200 ft.	24" CRP	\$100/ft	\$20,000	
ITEM SUBTOTAL				\$100,000	
Project Construction Subtotal				\$372,500	
Design Contingency (9%)				\$33,525	
Project Construction Cost				\$406,025	
Design/Engineering/Permitting (12%)				\$48,723	
State and Federal Review				\$3,000	
Construction Oversight/Engineering (10%)				\$40,602	
TOTAL PROJECT COST				\$498,350	

Section 4: Authorized Signatures

These signatures indicate the willingness/ability to provide the designated level of matching funds and a willingness to enter into a municipal/State agreement with the Department requiring the municipality/applicant/sponsor to administer the development, design, and construction of the project abiding to federal, State, and local requirements. The applicant will also be responsible for future maintenance of the completed project. Note that design should meet all applicable federal and State Standards and ADA Guidelines.

A municipal/state agreement with the Maine Department of Transportation is required for the development, design, and construction of the project in accordance with federal, state, and local requirements.

Note: Information on Locally Administered Project (LAP) requirements can be found at:
<http://www.maine.gov/mdot/lap/lpa.php>

An authorized representative of the city/town

Municipal Official:

Name(s): Howard Kroll

Title: City Manager

Phone#: 207-333-6601 ext. 1221

Email: hkroll@auburnmaine.gov



Signature(s)

Date 30 Aug 16

Local Project Municipal Contact (likely to be the Local Project Administrator)

Name: Doug Greene

Title: City Planner

Phone#: 207-333-6601 ext. 1156

Email: dgreene@auburnmaine.gov

Send all application information as follows: Seven (7) complete hardcopy application packages (including all attachments and all required documents) must be submitted to:

MaineDOT
Attn: Patrick Adams
Regional Planner
Bureau of Transportation Systems Planning
16 State House Station
Child Street
Augusta, ME 04333-0016

Attachments

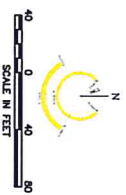


Timeline 1 - 5 Years



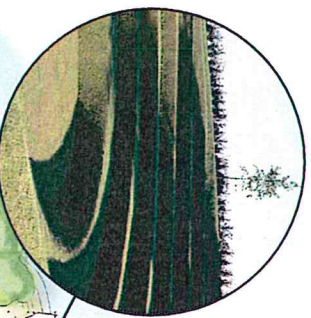
Phase 1 New Development
 7,650 Sq. Ft Commercial (1st Floor)
 15,300 Sq. Ft. Residential (Floors 2-3)
 68 New Public Parking Spaces
 10 New Private Parking Spaces

Possible Funding Sources
 Northern Border Reg. Commission
 Land & Water Conservation Fund
 MPI Intersection Improvements
 BPI Intersection Improvements

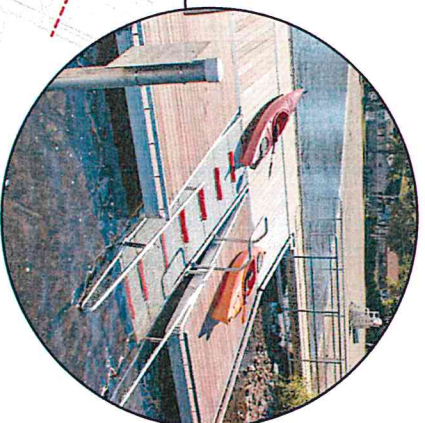




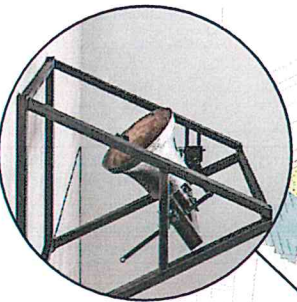
Cantilevered Overlook



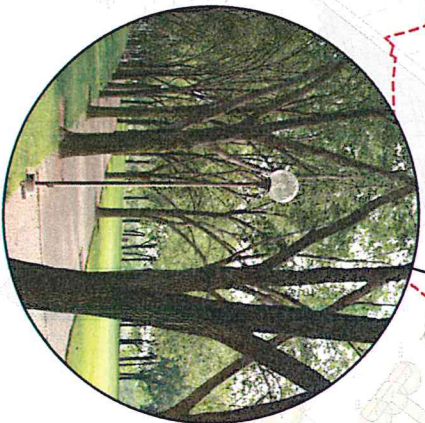
Graded Amphitheater



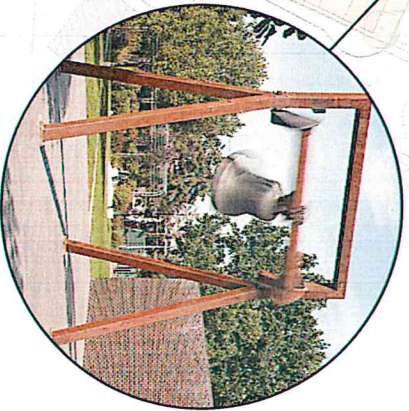
Accessible Floating Kayak Launch



West Bell Plaza



Hilltop Promenade

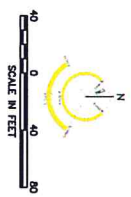


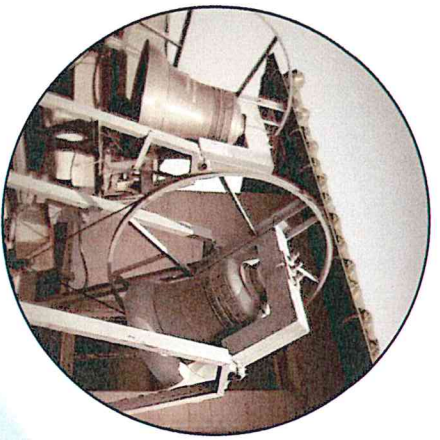
East Bell Plaza



Phase 2
Construction of Greenway & Adjacent Riverway Segment - Features

New Auburn Village Center
 Phasing Strategy
 5.19.2016





History + Education



Wildlife Watching



Accessible Fishing



Hiking + Cycling

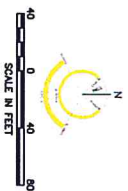


Outdoor Markets + Events

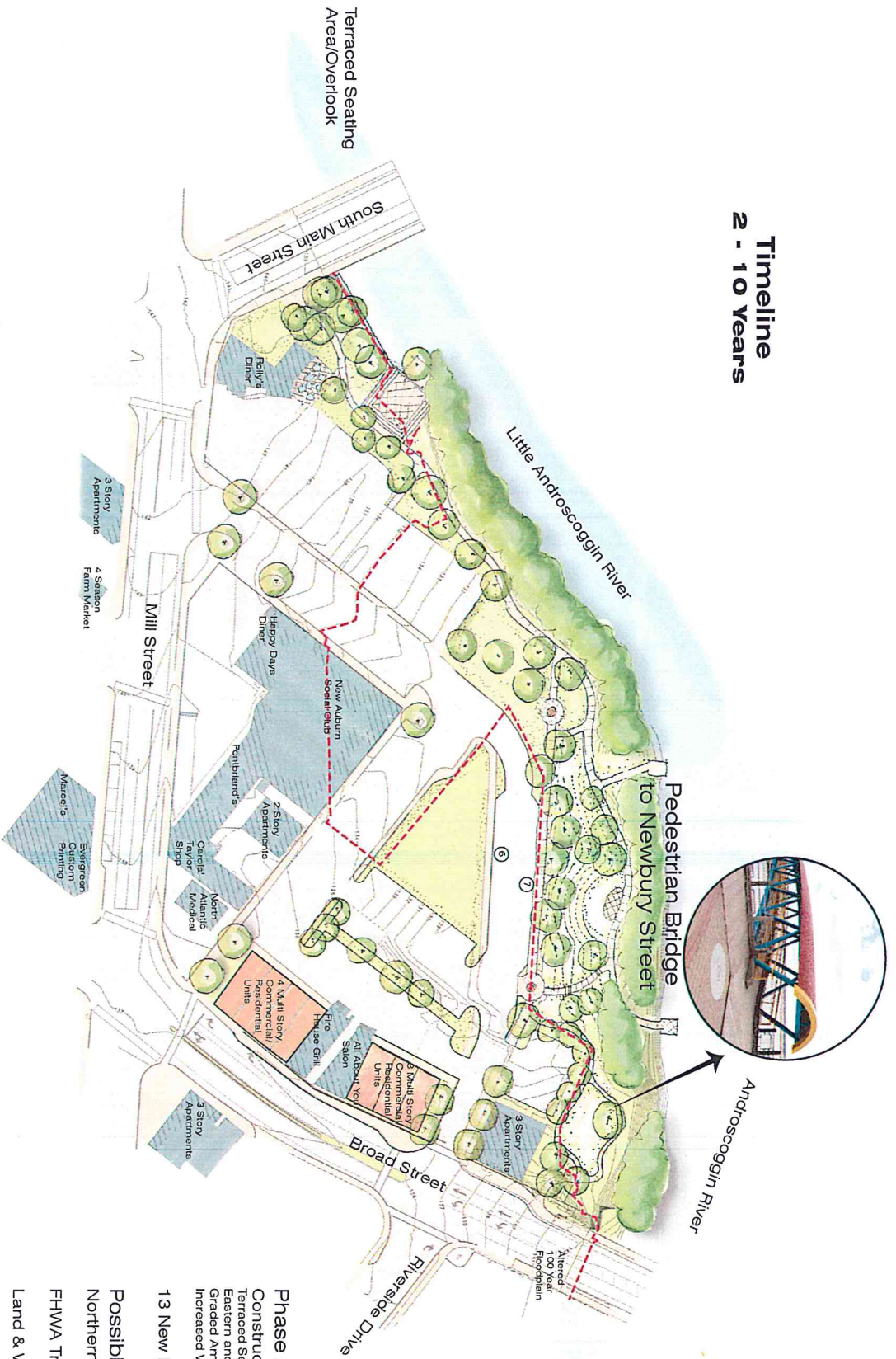


Kayaking + Canoeing

Phase 2
Construction of Greenway & Adjacent Riverway Segment - Activities
New Auburn Village Center **8** of 15
Phasing Strategy
5.19.2016

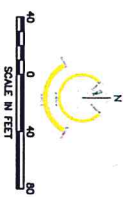


Timeline 2 - 10 Years

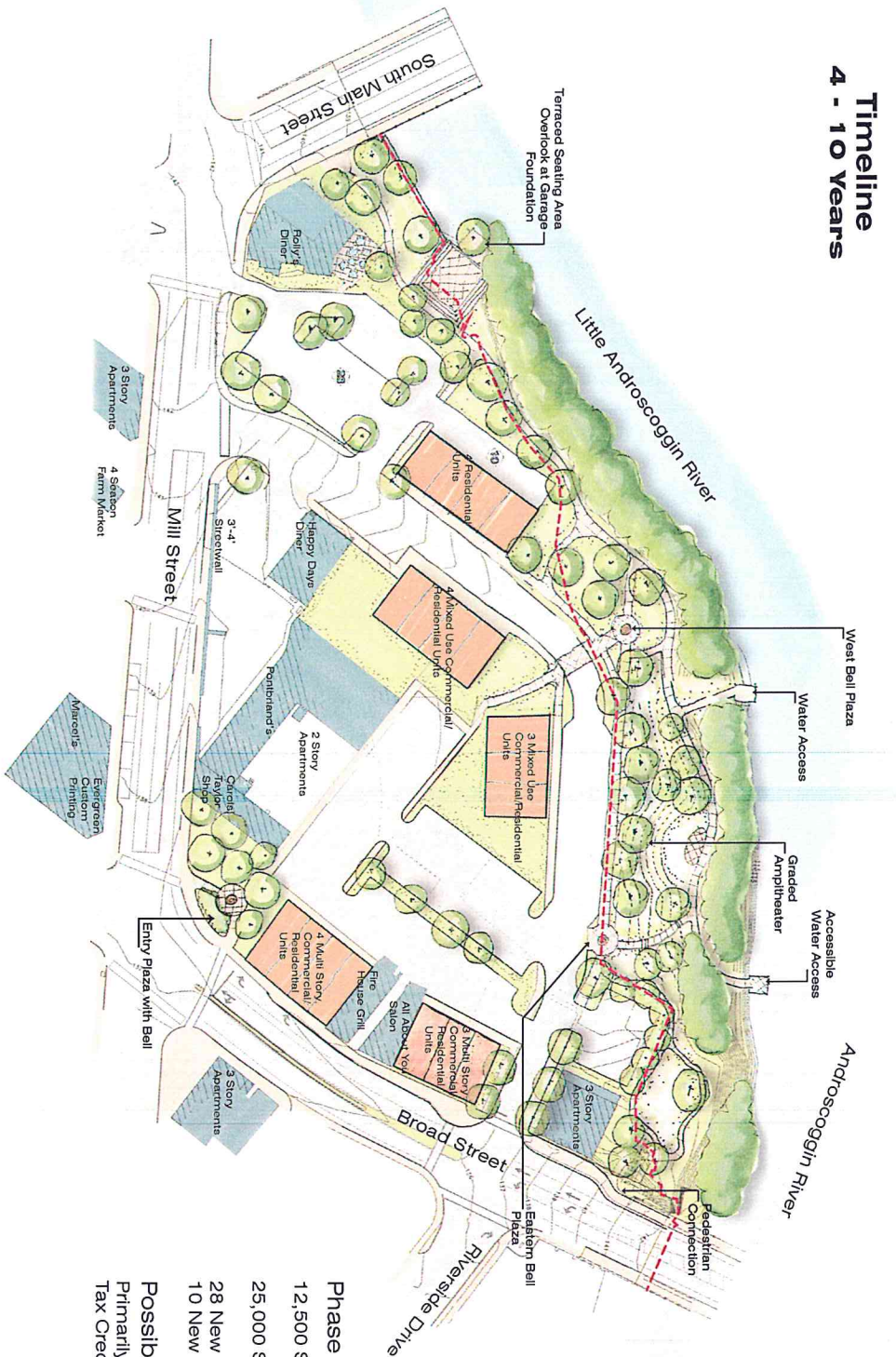


- Phase 2 New Development
- Construction of Greenway:
- Terraced Seating Area/Overlook
- Eastern and Western Bell Plazas
- Graded Amphitheater
- Increased Water Access
- 13 New Public Parking Spaces
- Possible Funding Sources
- Northern Border Reg. Commission
- FHWA Transportation Alternatives
- Land & Water Conservation Funds

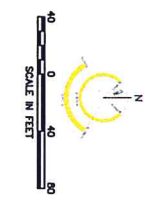
Phase 2
Construction of Greenway & Adjacent Riverway Segment - Overall Plan
 New Auburn Village Center 9 of 15
Phasing Strategy
 5.19.2016



Timeline 4 - 10 Years



- Phase 3 New Development
- 12,500 Sq. Ft. Commercial (1st Floor)
- 25,000 Sq. Ft. Residential (Floors 2-3)
- 28 New Private/Public Parking Spaces
- 10 New Private Parking Spaces
- Possible Funding Sources
- Primarily Private Investments
- Tax Credits, TIF, Etc.

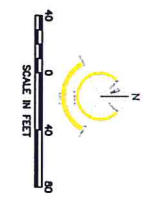


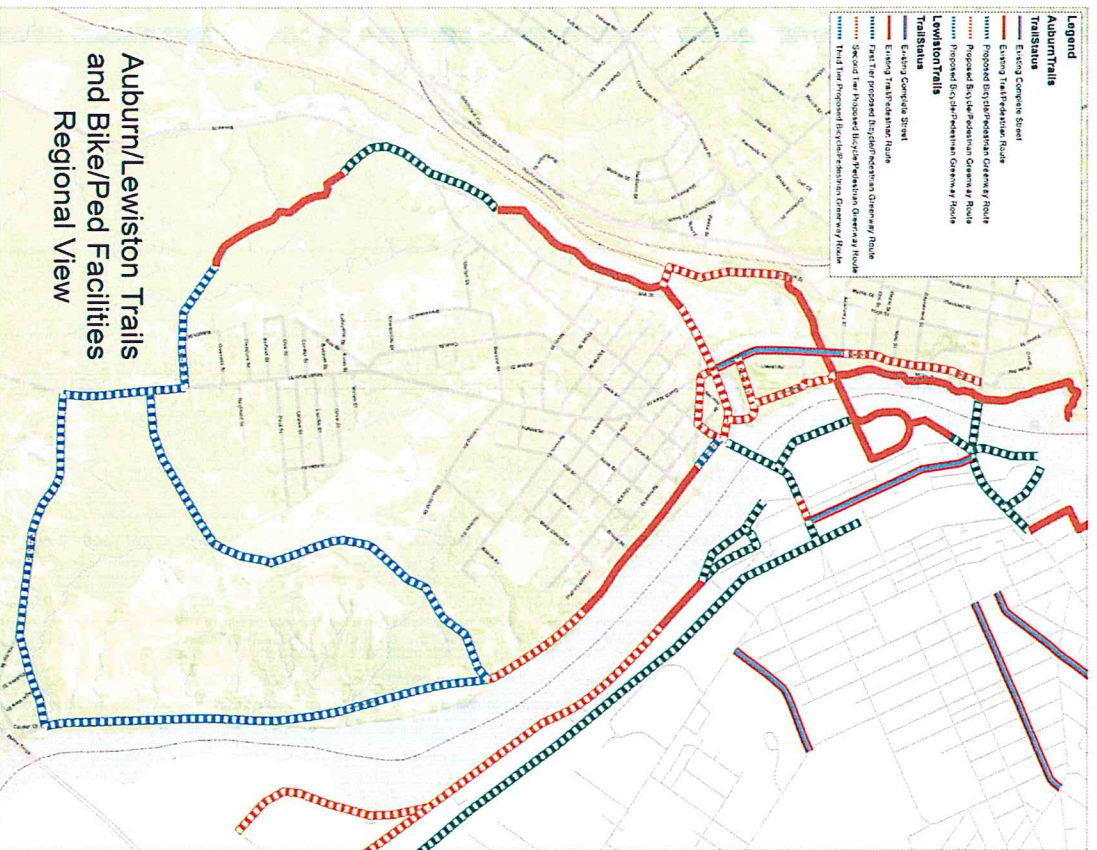
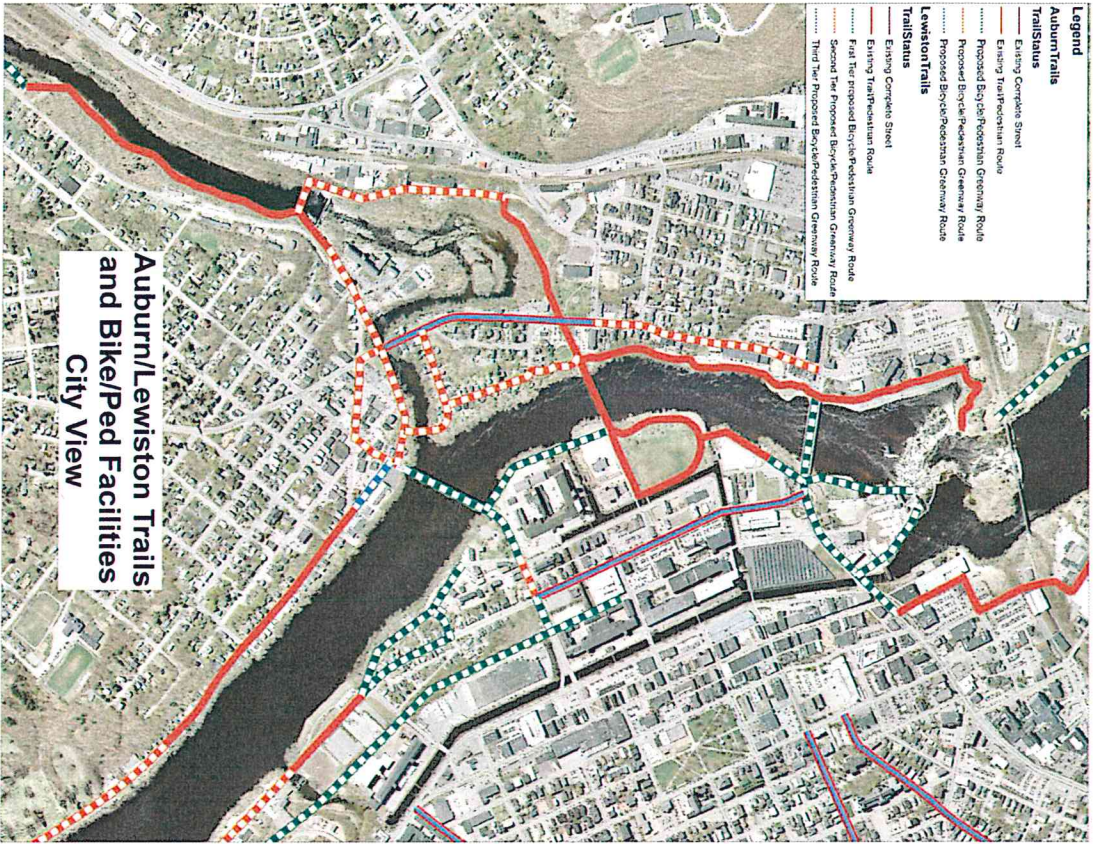
Timeline 15 - 20 Years



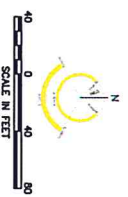
Phase 4 New Development
 14,000 Sq. Ft. Commercial (1st Floor)
 28,000 Sq. Ft. Residential (Floors 2-3)
 95 New Public Parking Spaces (186 Total)

Possible Funding Sources
 Primarily Private Investments
 Tax Credits, TIF, Etc.

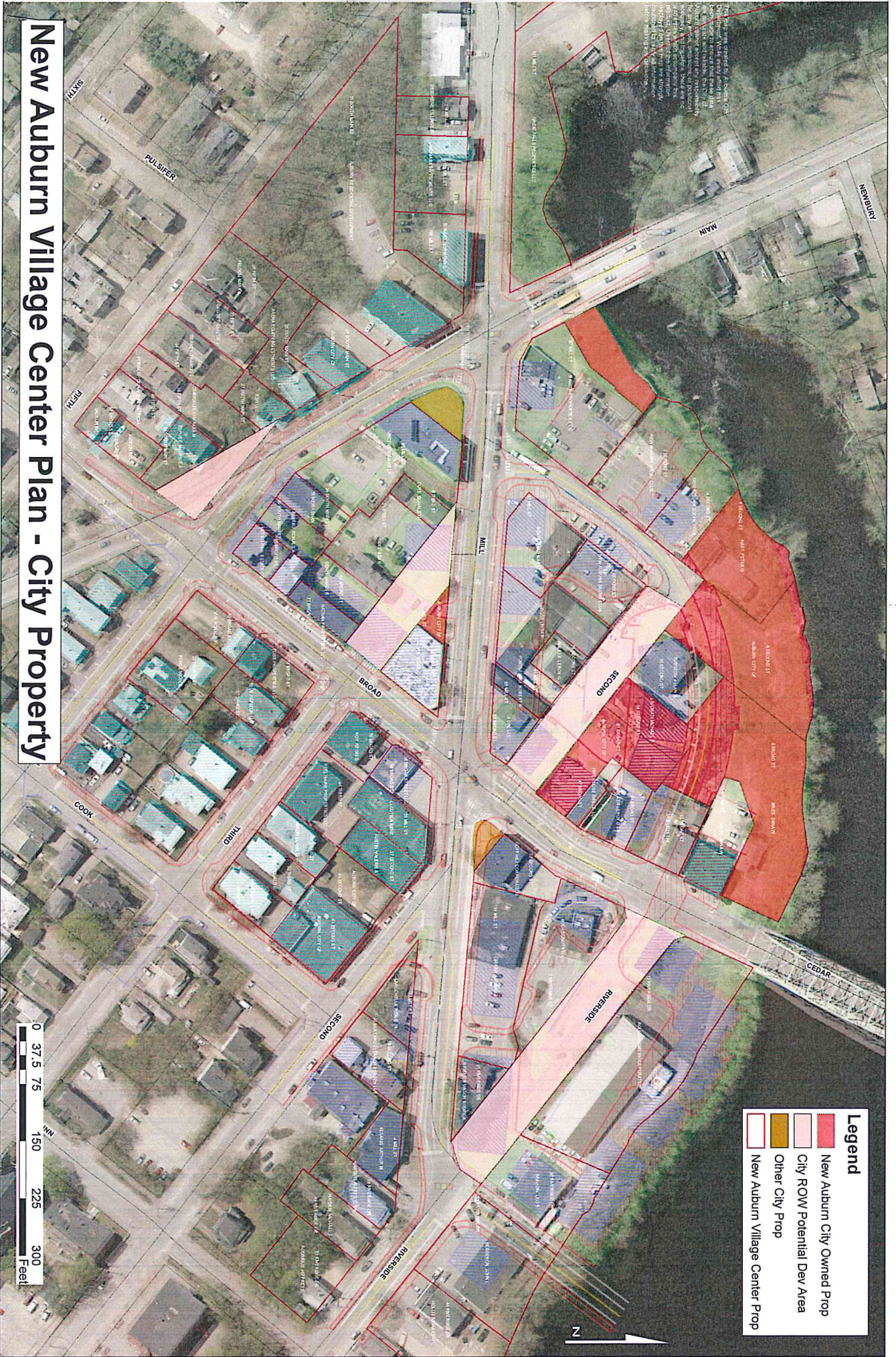




Local and Regional Trail System - Proposed
 New Auburn Village Center
 Phasing Strategy
 5.19.2016



New Auburn Village Center Plan - City Property



Legend

- New Auburn City Owned Prop
- City ROW Potential Dev Area
- Other City Prop
- New Auburn Village Center Prop



The Plan was prepared by Architects DRP
 1000 West 10th Street, Suite 100
 Minneapolis, MN 55408
 Phone: 612.338.1234
 Fax: 612.338.1235
 Email: info@drp.com
 Website: www.drp.com

New Auburn Redevelopment Group Meeting-

AGENDA- January 13, 2015

1. Ongoing Projects and Tasks
 - a. Adoption of New Auburn Transportation and Village Center plan by Council
 - Set date
 - Goals to present at the Council meeting
 - Elements of the New Auburn Village Center Plan (NAVCP)
 - Phases/timeline
 - Funding- Appropriate \$250K in CIP funds for “Riverway” design
 - Plan Adoption- ? Should the Council get hard copies or just digital?
 - b. “Riverway” (new road) and Greenway Design
 - Discuss how to incorporate the two RFP’s elements or proceed with the GW.
 - CBDG funding for GW in place, RFP ready for release
 - Funding (\$250K) for the “Riverway” design RFP is available from this year’s CIP funds. Needs Council approval- (Make this part of the Council presentation)
 - Move forward with both design projects in a coordinated way
 - TIF funding in New Auburn
 - Constructing “Riverway” and GW are highest priority from NAVCP plan
 - The development of the “Riverway” and GW designs will reveal what the TIF funds will be devoted to.
 - The use of the TIF funds will lead to the increased value in New Auburn
 - Stakes for new road alignment
 - Laying out the stakes showed that the proposed alignment should be revised.
 - c. Lown Bridge-
 - DOT consulting engineers for bridge survey are aware of the NAVCP and preliminary sketches and are open to the bridge relocation
 - Reach out to Lewiston?
 - Striping plan (Jeremiah Bartlett’s plan)
 - Gain support for long term bridge relocation plan
 - d. Land Use Regulations
 - Form Code- Draft initiated by PB in January. Presented to PB in February
 - Text amendment proposed for Special Exception for Historic and Iconic Buildings. (Will apply to all of Auburn and the St. Louis Church)
 - e. Bells-
 - New Auburn Site evaluation
2. Intersection Improvements- Dan Goyette
 - a. Discuss and prioritize
3. Redevelopment Funding
 - a. Available funds- Transportation Funds- Timing
 - b. TIF
 - c. Other funding
4. Prioritizations for New Auburn Redevelopment
5. Next meeting



City Council Information Sheet

City of Auburn

Council Workshop or Meeting Date: February 2, 2015

Order

Author: Doug Greene, City Planner

Subject: The Adoption and Implementation of the New Auburn Village Center Plan

Information: The Council is being asked to formally adopt the 2014 New Auburn Village Center Plan (NAVCP) and to endorse the initial action steps to begin implementing the Plan, include directing \$250,000 of the \$400,000 approved in last year's CIP for the implementation of the Comprehensive Plan for the design of the proposed Riverway Road. CBDG funding has already been dedicated for the design of the New Auburn Greenway and coordination of the two designs is important. The Staff will also present NAVCP implementation steps already taken, those planned in the near future and a general list of tasks for future phases.

Advantages: Council adoption of the NAVCP will make it an amendment to the 2010 Comprehensive Plan and allow its recommendations to guide policy and funding decisions. The implementation of the NAVCP will create conditions that will increase property values, increase city tax revenues, revitalize New Auburn and create a livable, desirable place to attract new businesses, residents and visitors. The endorsement of funding for the new road design will allow it to be done in concert with the Greenway design and move this recommended phase one of the NAVCP forward and allow New Auburn to be prepared for development opportunities when they are available.

Disadvantages: Adopting the NAVCP will add an amendment to the 2010 Comprehensive Plan, which will become an additional layer of goals, policies and implementation steps to track and manage. Endorsing the funds for the design of the new Riverway may take away funds for other projects.

City Budgetary Impacts: \$250,000 of funds, which are already allocated in the 2014-15 CIP budget for this type of project.

Staff Recommended Action: Staff recommends approval of adopting the 2014 New Auburn Village Center Plan as an amendment to the 2010 Comprehensive Plan and to endorse using \$250,000 of CIP (Comprehensive Plan Implementation) funds for the road design of the River Way. If there is support, we will schedule action at an upcoming meeting.

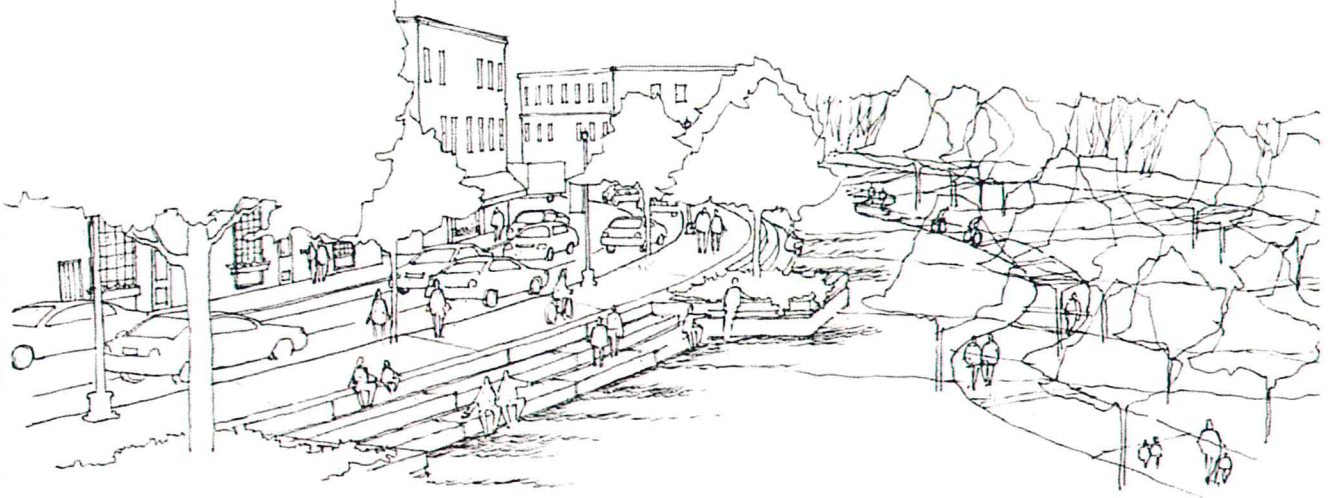
Previous Meetings and History: The draft NAVCP was endorsed by the NAVCP Committee on February 6, 2014 and the final draft was submitted by the consultant on July 25, 2014. The final draft plan was presented at a special joint meeting with the Auburn Planning Board and City Council on July 28, 2014.

Attachments:

1. Final Draft of New Auburn Village Center Plan- (Available on City web site at: <http://www.auburnmaine.gov/pages/government/new-auburn-village-center-study-auburn-maine>)
2. Memo describing the Project's implementation and timeline

City Manager or Assistant City Manager signature: _____ Date: _____

New Auburn Riverway and Greenway Public Input Meeting



When: Thursday, January 7, 2016 6:30 pm

Where: Boys and Girls Club

43 Second Street, New Auburn



Please join with the City of Auburn and VHB Consultants in designing New Auburn's future Greenway and Village Center. An update on the redevelopment plans for New Auburn will also be presented. We'd like to hear your thoughts and ideas on what you'd like the future of New Auburn to look like.

WE WANT AND NEED YOUR INPUT!!!!

For more information contact Doug Greene at 333-6601 ext. 1156 or dgreene@auburnmaine.gov
Or check out the project website at <http://www.auburnmaine.gov/pages/government/new-auburn>



Meeting Notes

Place: Boys & Girls Club Auburn, Maine

Meeting Date: January 7, 2016

Notes Taken by: Meghan Houdlette, VHB

Project #: 52402.00

Re: **New Auburn Riverway and Greenway**
Initial Public Meeting

ATTENDEES

<u>City of Auburn</u>	Mayor Jonathan P. LaBonté	<u>VHB</u>	<u>COPLON ASSOCIATES</u>	<u>General Public from New Auburn</u>
Doug Greene	City Councilors- Leroy Walker	Greg Bakos	Sam Coplon	
Eric Cousens	Andrew Titus	Meghan Houdlette	Chris Cannon	

Introductions & Meeting Purpose,

Project Overview Presentation:

- Doug Greene provided an introduction and described the meeting purpose, and Greg Bakos provided an overview of the project through a slide presentation which also referenced the previous studies. The presentation included a draft Purpose & Need Statement, and it discussed the scope of the project as well as the context, which includes the City's proposed form based code.
- Sam Coplon described landscape architecture opportunities, including recreational examples.
- Eric Cousens provided an overview of the economic development goals and background. He presented the importance of tax revenues increasing with increasing property values to assist in redeveloping this village.

Breakout Session – Vision, Issues and Opportunities

- Greg kicked off the public input session with the question: Try to describe your ideal vision for the future New Auburn Village Riverway and Greenaway. *Responses:*
 - Need to clean up Newbury Street area first (VHB response: not in this project scope)
 - Dee Chapman/All about you salon - Connect with Riverwalk activities like the balloon event. Would be good to be able to park and walk across a ped bridge to events, we need to connect it all. Could have events like the Dempsey challenge in that area of the Riverwalk. Connect business people with a place to eat lunch outside along the river. Difficult to park in New Auburn because the lighting is terrible to walk from parking to destination. Customers could park further away but it needs to be safer.
 - Jane Crogrow - want access to river, use Barker Mill Trail. The area needs a place to eat and look over the water like Pats and Grittys or a concession café. A place to watch the balloon festival.
 - Tizz Crowley – lives in Auburn, enthusiast about New Auburn need more gathering places that are reasonably priced and fit 180 people. Doesn't exist citywide. Thinks the process should engage all of

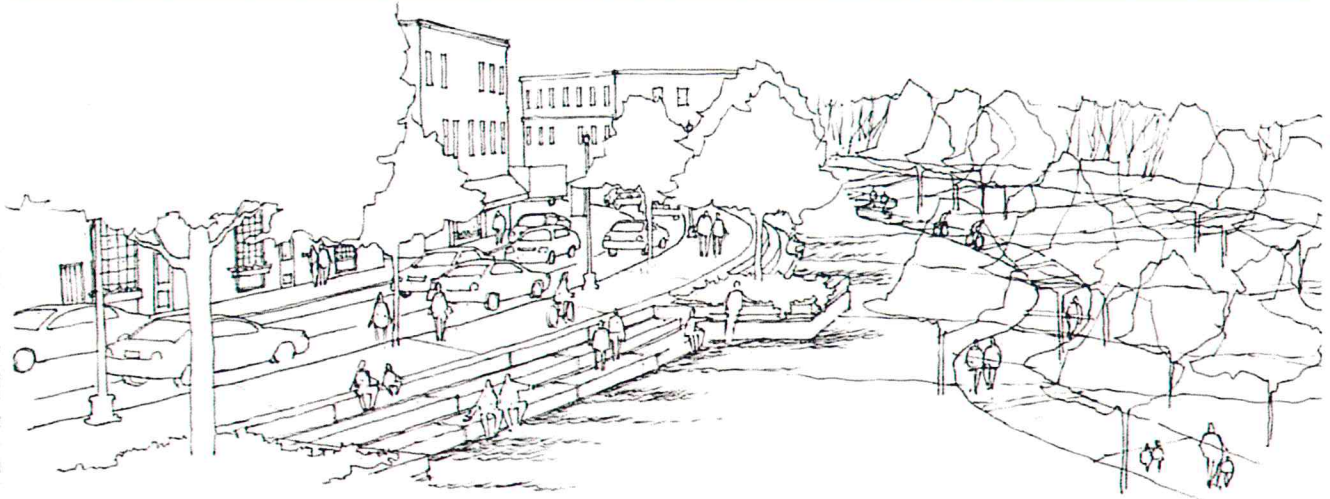
Auburn not just New Auburn. Need to incorporate and invite entire city. It's about quality of life in Auburn.

- Andie Hanson – Boys and Girls Club Director, would be great to have education incorporated to show history of river and working mills preservation of rivers. Plaques describing history for schools and visitors use as education.
- Chris C. – There are two competing interests: high end housing vs. people hanging out using the space recreationally. Everything happens in Lewiston now, balloon festival, ice sculptures, etc. concerned the green space isn't large enough. Would love space outside for theater and other events to happen.
- Greg – offered up the idea of closing off the roadway during events, make it shared / flexible space since space is at a premium.
- Theater enthusiast – that's good but parking lot is like a prison where it is located. Need a venue for outdoor theater, Lewiston has one.
- Mike C. – steep slope to river space is more linear, river is backyard. Want as much open usable space as possible, it's quite a small space, intimate village setting.
- Greg – previous plan boundaries can shift, most everything is still on the table.
- Defeats purpose if you put housing there.
- Joe Crowley – New Auburn Social Club – Lewiston has all the mills. The river current is on the Auburn side very strong; we're going to need to dredge for boat ramp since water is very shallow in summer.
- Fill slope in, put boardwalk along shore like it is by the falls.
- Greg – mentioned the potential for river overlooks
- *How would you define an inviting "place" that would attract you to live, work and/or play there? Responses:*
 - Kathy Shaw– lots of interesting architecture, slow down of traffic, different lighting and colors in the street, where people don't drive fast, local food
 - Mayor LaBonté – There is tons of parking but there is a need for better lighting and safer access to and from it. New Auburn is looked at as a pass-thru, but it's also a gateway.
 - Belinda G- New Auburn – walkway promenade, overlooks water, music, lunch spots, walk, sit out there, kids fishing, people doing things, inviting place, summer activities, ice sculptures, theater, and singing.
 - Larry Pelletier – 2nd street business that we had that we lost include pharmacy, bank, etc. moved away or closed; only beauty shops are left.

- Apartment Owner – owns a few apartment buildings in the area, some people come from Portland to rent. He bought a parcel to sell back to the City (Not to profit on). Wouldn't discourage market development. Parking has to be walkable, area should be bike able. Need to slow down traffic redevelopment of road. Take ownership of the bridge. Use bridge as part of open space. Numbers will work as bridge as pedestrian space infilling parking behind buildings.
- Neat if we kept bridge connecting part of Riverwalk. Vehicles come so quickly from Lewiston; mirrors hit poles and fall in roadway all the time; too narrow and too fast. Sidewalk is very narrow and traffic is loud.
- John Roy – firehouse grill - complex, need identity in New Auburn. Step child, traffic problems and high speeds, beautiful architecture. Open up river for boating. It's a gateway but people will also be using side streets. Need a way around village. New Auburn has been neglected; need to put investment into it. The theater doesn't have to be big. Concerned about what we are going to do with traffic. People will walk if access is safer.
- Mayor LaBonté – Lewiston has made the decision to reduce lanes and traffic flow on their side. Want to prioritize the New Auburn Village side and reduce the number of lanes of traffic even if it impacts traffic flow in Lewiston. Not concerned about peak 15 minutes of traffic during rush hour, concern is safety of the village. Tighten up Broad Street.
- Andy's baked beans – continue businesses; not sell out and be forced to Minot or Rangeley; don't want to sell businesses to people from Portland. City should support local businesses with special loans to keep them.
- Question –what's happening to little Androscoggin pedestrian bridge of old mills walk, from New Auburn to falls?
 - Connectivity is important, timing and funds permitting.
 - 2000 Trails feasibility study of bridge across Little Androscoggin
- Need to stop segmenting funding into small amounts. Waste of money, should pool it all together to make a bigger impact; do bigger projects. City has enough parks already, need to maintain the ones they have. Think bigger long-term vision. Scale of project. Raising value, consider other areas in Auburn. Increase tax base. Redevelop this area; urban development in dribs and drabs won't raise tax value or have a return on investment.
- Design being one-way vs. two-way; Greg talked about the proposed roadway was most recently assumed to be two-way through a public process; but it's a starting point and we can reexamine assumptions like that based on sound engineering. Team will come back with ideas and drawings for people to weigh in on.

- They want benches but not if traffic is 45 mph, traffic needs to slow down.
- Traffic calming on Mill and Broad / necking down (this is outside of current project scope, but DOT will participate in projects on Mill and Broad that might include such features).
- Discussed the new bridge, should coordinate with MaineDOT; have them at the table. Replacement is more \$ than maintaining. Lewiston is not interested right now. Riverway plan needs to accommodate both options. Don't preclude bridge moving. There could be many benefits.
- Design the improvements for all 4 seasons.
- Community would like to see examples of other successful riverfront redevelopment projects in similar settings. What has and hasn't worked?
- Next public meeting will likely be in a couple of months.

New Auburn Riverway and Greenway Public Meeting # 2



When: Thursday, May 19, 2016 6:00 pm

**Where: St. Louis Church
32 Dunn Street, New Auburn**



You're invited to the St. Louis Church to see the latest plan for New Auburn's future Greenway and Village Center, based on the ideas from meeting # 1. The update will include information on phasing, project funding and other New Auburn Projects.

WE WANT TO SEE YOU THERE!!!

For more information contact Doug Greene at 333-6601 ext. 1156 or dgreene@auburnmaine.gov
Or check out the project website at <http://www.auburnmaine.gov/pages/government/new-auburn-village-center-study-auburn-maine>

New Auburn Village Center Plan- Public Meeting # 2 May 19, 2016

Inter-Connected-

- Walkability? – is it really?
- Litter/Dog Waste
- Code enforcement
- Traffic
- Lighting!
- Parking – If lighting was better parking would be more accessible

IMMEDIATE PROBLEMS!!

- Sidewalks
- Rollerdomo

MARKETING

- Lown Perse Bridge
- Nice Design

Flood Plain-Impact? Down stream?

- Must be permitted
- K. Shaw's Email
- Elderly-Kids
- Other areas of N. Auburn
- Mill Street to the south
- No lines from 2nd Street into Mill

Trash Clean-Up

- Wider sidewalks
- River cleanup
- Timing of pedestrian crossing
- Halloween celebration exemplifies the traffic problem - Children in Danger
- Laundry mat near Rolly's, Rollerdomo
- Coordinate with Lewiston

Police Enforcement

- Check on plans for bridge repairs
- Get landlords to clean up

Trash

- Trash-cigarette

NA Social Club – Certification