



# AUBURN PLANNING BOARD MEETING

**May 13, 2014**

## Agenda

**6:00 P.M. - City Council Chambers (Auburn Hall)**

### **ROLL CALL**

### **MINUTES:**

Approval request of the April 8, 2014 Meeting Minutes.

### **PUBLIC HEARINGS:**

Joy and Hamilton Architects, Inc., an agent for John F. Murphy Homes is seeking approval of a Special Exception and Site Plan Review application to construct a new, 2 story 15,200 s.f. adult day care facility at 1512 Minot Avenue pursuant to Chapter 60, Sections 60-525 (b), (14); 60-1301 and 60-1336 of the City of Auburn Ordinances.

### **OLD BUSINESS:**

Continuance of a discussion to amend the 2010 Comprehensive Plan to ensure that any plans for locating passenger rail service in Auburn prioritize Downtown Auburn over any previous locations and seek a recommendation from the Planning Board that will be forwarded to the City Council. *This item was tabled at the April 8, 2014 Planning Board meeting. Staff requests that it come off the table at this time.*

### **MISCELLANEOUS:**

Discussion on Downtown Zoning

### **ADJOURNMENT**

# City of Auburn, Maine

*"Maine's City of Opportunity"*

Office of Planning & Permitting

## **PLANNING BOARD STAFF REPORT**

To: Auburn Planning Board

From: Douglas M. Greene, AICP, RLA  
City Planner

Re: John F. Murphy Day Services Facilities, 1512 Minot Avenue

Date: May 13, 2104

I. PROPOSAL- Joy and Hamilton Architects, Inc., an agent for John F. Murphy Homes is seeking approval of a Special Exception and Site Plan Review application at 1512 Minot Avenue pursuant to Chapter 60, Sections 60-525 (b), (14); 60-1301 and 60-1336 of the City of Auburn Ordinances. The application seeks to replace an existing 6,000 s.f. adult day care facility with a new 2 story 15,200 s.f. building. Due to contractual obligations, the current building will continue to operate while the new facility is being built. A larger parking area containing 52 spaces will be constructed once the old building is demolished.

The 9.93 acre property at 1512 Minot Avenue is zoned General Business II (Minot Ave.) for the majority of front part of the property and Agricultural and Resource Protection towards the rear where it backs up to the Little Androscoggin River. A small perennial stream cuts through the property from the northeast side and empties into the Little Androscoggin River. The property has steep slopes and woods to the rear.

The proposal is seeking to construct a new 15,200 s.f. building and is therefore a Special Exception (and Site Plan Review) due to being a new building larger than 5,000 s.f. in the GB II zone as per Chapter 60, Sections 60-525 (b) of the City of Auburn Ordinances.

## II. DEPARTMENT REVIEW-

- a. Police- No Comments.
- b. Auburn Water and Sewer District- In a memo dated May 5, 2014, Superintendent John Storer is satisfied with the proposal with regards to water service. The new facility will be served by a new septic system to handle waste.
- c. Fire Department- The Auburn Fire Department was initially concerned about the building having an adequate supply of water for fire protection. The proposed building will have a sprinkler system and after further evaluation, the Fire Department is satisfied that the existing fire hydrant on site and the sprinkler system will supply adequate fire protection.

Another issue raised by the Fire Department has been egress from the lower floor during a fire. There will be steep slopes on both sides of the building and a sidewalk is proposed on one side. The latest site plan revision (received on 5/9/14) has a “safe refuge” area 60 feet from the building to protect persons on the first floor. The Fire Department is still looking into whether this approach meets state code.

- d. Engineering- The Engineering Department made comments on the location of the septic tank and drainage concerns in the parking lot, both of which were resolved; and is requesting a condition of approval be added regarding bonding and inspection fees.
- e. Planning Department- The Planning Department raised concerns about the impacts and logistics of building a new facility while continuing to operate the existing one. In particular, construction of the new building would be very close to the existing building (within 5 feet of the drop-off canopy). After meeting with the project architect, it was explained that the canopy would be constructed after the existing building is demolished, leaving enough space for construction access.

During a field visit, it was observed that a large amount of trash is on the steep slope behind where the future building will be built. Cleaning up that area should be one of the conditions of approval.

The other concern the planning staff has is for a steep sidewalk at 13.8 %, now proposed on one side of the building. While the proposal is meeting fire safety standards on protecting users of the 1<sup>st</sup> floor and meets ADA requirements, the staff still has concerns about the general safety of a sidewalk that steep.

- III. **PLANNING BOARD ACTION**- The Planning Board needs to review the Murphy Day Services application as a Special Exception and as a Site Plan Review.

**SITE PLAN**- A Site Plan is required as part of a Special Exception review. The applicant met the requirements of the Site Plan Law in their application. The Planning Board needs to make its decision based on the Site Plan Law, **Sec. 60-1277. Objective-** *“In considering a site plan, the planning board shall make findings that the development has made provisions for:”*

- (1) Protection of adjacent areas against detrimental or offensive uses on the site by provision of adequate surface water drainage, buffers against artificial and reflected light, sight, sound, dust and vibration; and preservation of light and air;*
- (2) Convenience and safety of vehicular and pedestrian movement within the site and in relation to adjacent areas;*
- (3) Adequacy of the methods of disposal for wastes; and*
- (4) Protection of environment features on the site and in adjacent areas.*

**SPECIAL EXCEPTION**- Because the proposed new building is over 5,000 s.f., the project needs to be approved as a special exception. A Special Exception is defined in the Zoning Ordinance (Page 14) as follows: **“Special exception means a use that would not be appropriate generally or without restriction throughout the district, but which, if controlled as to number, area, location or relation to the neighborhood, would promote the public health, safety, welfare, order, comfort, convenience, appearance, prosperity,**

or general welfare. Such a use may be permitted in such district as a special exception, if specific provision for such special exception is made in this zoning chapter and reasonable restrictions imposed by the planning board are complied with.” For this development application, the proposed new building is over 5,000 square feet in size and therefore is a Special Exception in the GBII zone.

The zoning ordinance describes the conditions needed for approval in:

**Sec. 60-1336. Conditions-**

(a) *As conditions prerequisite to the granting of any special exceptions, the board shall require evidence of the following:*

*(1) That the special exception sought fulfills the specific requirements, if any, set forth in the zoning ordinance relative to such exception.*

*(2) That the special exception sought will neither create nor aggravate a traffic hazard, a fire hazard or any other safety hazard.*

*(3) That the special exception sought will not block or hamper the master development plan pattern of highway circulation or of planned major public or semipublic land acquisition.*

*(4) That the exception sought will not alter the essential characteristics of the neighborhood and will not tend to depreciate the value of property adjoining and neighboring the property under application.*

*(5) That reasonable provisions have been made for adequate land space, lot width, lot area, stormwater management in accordance with section 60-1301(14), green space, driveway layout, road access, off-street parking, landscaping, building separation, sewage disposal, water supply, fire safety, and where applicable, a plan or contract for perpetual maintenance of all the common green space and clustered off-street parking areas to ensure all such areas will be maintained in a satisfactory manner.*

*(6) That the standards imposed are, in all cases, at least as stringent as those elsewhere imposed by the city building code and by the provisions of this chapter.*

*(7) That essential city services which will be required for the project are presently available or can be made available without disrupting the city's master development plan.*

IV. STAFF RECOMMENDATION-

A. **Site Plan Review-** The Staff recommends the Planning Board **APPROVE** the Site Plan Review for the proposed development of John F. Murphy Day Service at 1512 Minot Avenue as the Revised Site Plan meets the requirements of the Site Plan Law **Sec. 60-1277** based on the findings that:

- The development has made provisions to protect adjacent areas against detrimental or offensive uses and will provide adequate surface water drainage and buffers against unwanted light, sound, dust and vibration and the preservation of light and air.
- The development has made provisions for safe vehicular and pedestrian movement within the site and adjacent areas.



- The development has made provisions for adequate disposal of wastes and the protection of environmental features of the site and adjacent areas.

C. **Special Exception-** The Staff recommends the Planning Board **APPROVE** the Special Exception for the John F. Murphy Day Service at 1512 Minot Avenue as the application meets the requirements of **Special Exception Law, Section 60-1336** based on the findings that:

- The proposal fulfills the requirements of the General Business II zone.
- The proposed development will not create traffic, fire or other safety hazards.
- Granting the Special Exception will not be an impediment to the implementation of the 2010 Comprehensive Plan.
- The proposed development will not have a negative effect on the characteristics or values of the neighborhood or surrounding area.
- The proposed development provides adequate area, open and green space, storm water management, parking, landscaping, building separation, water supply and building separation and the provision of maintenance of all of the above.
- The standards imposed are at least as stringent as those elsewhere imposed by the city.
- Essential services are available.

The approval of the Site Plan Review and Special Exception is made subject to the following conditions based on a revised site plan produced at the May 13 meeting to exclude the ADA compliant sidewalk on the east side of the proposed building unless required by the State Fire Marshall.

1. The steep slope area leading down to the small stream will be cleaned up during the installation of erosion controls measures.
2. Prior to the commencement of site work, the developer must contact the Engineering Department regarding the requirement to provide bonding and pay inspection fees to cover those site improvements which have public impacts.
3. Approval by Auburn Fire Department and State Fire Marshall.
4. Approval by Auburn Planning and Permitting Department.
5. Approval by the Division of Engineering of grading and drainage.
6. The dumpster shown on the May 13 revised plan shall be relocated to the approval of the Planning and Permitting Department.

---

Douglas M. Greene, A.I.C.P., R.L.A.  
City Planner

- pole
- manhole (sewer)
- Well
- map 184, lot 036-002 map/lot per City's tax maps
- ~~~~~ edge of woods
- chain link fence
- s— 4" Schedule 40 sewer line
- opt— aerial power & telephone lines
- w— Water line

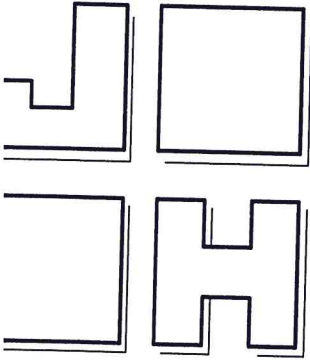
**General Notes:**

- 1) Topography was prepared by ARCC Land Surveyors and tied into Auburn,s GIS system.
- 2) See survey by Cadmasters Drafting Land Surveying for boundry information
- 3) Property is owned by John F Murphy Homes' of 800 Center Street, Auburn, Maine
- 4) The property Deed is recorded in Androscoggin County Book 633 page 420.
- 5) No work shall begin until site runoff controls are in place and have been inspected by CES, Inc
- 6) All disturbed areas shall be treated with appropriate gorund cover per State of Maine erosion and sediment control best management practices
- 7) Contractor shall verify location of all utilities prior to commencement of wrok.
- 8) The site is zoned General Business (GB II) and Agricultural Resource Protection (AGRP).

**REE NOTES**

- = 2" CAL PROFUSION CRABAPPLES
- = 2.5" CAL GREENMOUNTAIN SUGAR MAPLES

*\* See Engineering Files to view full sets of Plans.*



**JOY & HAMILTON ARCHITECTS, INC.**  
 820 MAIN STREET SANFORD, ME. 04073 (207) 324-8987  
 323 COURT STREET AUBURN, ME 04210 (207) 782-1212

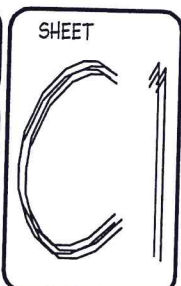
**JOHN F. MURPHY HOMES DAY SERVICES**  
 1512 Minot Avenue  
 AUBURN MAINE

TITLE  
**SITE PLAN**

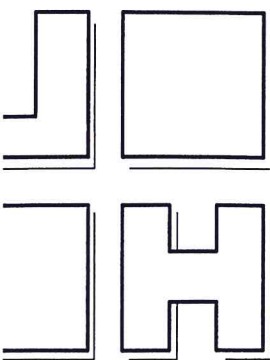
Date: 04/08/14 Scale: 1"=20'

Drawn: WEH Checked: WEH

Revisions: - Date: -



951



JOY & HAMILTON ARCHITECTS, INC.  
820 MAIN STREET                      323 COURT STREET  
SANFORD, ME. 04073                      AUBURN, ME 04210  
(207) 324-8987                      (207) 782-1212

JOHN F. MURPHY HOMES  
DAY SERVICES  
1512 Minot Avenue  
AUBURN                      MAINE

TITLE  
SITE PLAN

Date                      Scale  
04/08/14                      1"=50'

Drawn                      Checked  
WEH                      WEH

Revisions                      Date  
-                      -

SHEET  
  
951

DITCH FLOW OR PIPE OUTLET  
 RECOMMENDED ANGLE OF ENTRY OF PIPE IS 30°  
 ARMOR MAY BE REQUIRED TO PREVENT SCOUR

2' HIGH DIVERSION BERM

EXISTING GRADE (TYP.)

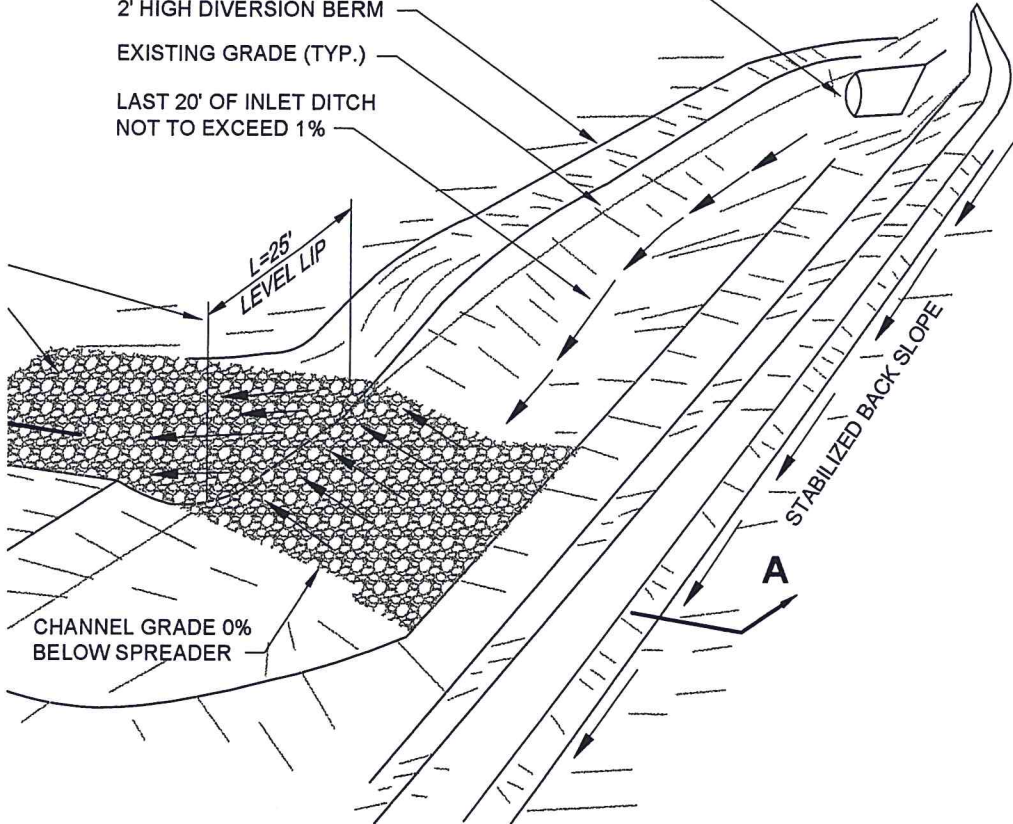
LAST 20' OF INLET DITCH  
 NOT TO EXCEED 1%

L=25'  
 LEVEL LIP

CHANNEL GRADE 0%  
 BELOW SPREADER

STABILIZED BACK SLOPE

A



LEVEL WITH A LEVEL INSTRUMENT. CONSTRUCT LEVEL UP TO 0% GRADE TO ENSURE  
 SPREADER SHALL BE CONSTRUCTED ON UNDISTURBED SOIL (NOT FILL).

BASED ON UNDISTURBED SOILS (SANDS, SILTS, CLAYS, ETC.)

USE 1/2" GRADED STONE 2" TO 3" IN DIA. RAKE TO FORM SMOOTH UNIFORM SURFACE. DO NOT

EXCEED A 1% GRADE FOR AT LEAST 20 FEET BEFORE ENTERING THE SPREADER.

WATER TO SHEET FLOW ACROSS OUTLET APRON SHALL FLOW ONTO STABILIZED AREAS. WATER SHALL NOT  
 CONCENTRATE IMMEDIATELY BELOW THE POINT OF DISCHARGE.

REGULAR MAINTENANCE SHALL BE PROVIDED.

SPREADER SHALL BE FROM UPHILL SIDE ONLY. LEVEL UP & AREA BELOW SPREADER SHALL BE  
 MAINTAINED AT EXISTING GRADES & UNDISTURBED BY EARTHWORK OR EQUIPMENT.

LEVEL LIP AT EXISTING ELEVATION AS SPECIFIED.

UPPER AREA MUST BE NATURALLY WELL VEGETATED.

IF WITHIN 25' OF A STREAM OR WETLAND. CONSULT DEP IF STRUCTURE MUST BE APPROVED BY  
 WATER BODY.

**R DETAIL**

PROJECT TITLE		<b>JOHN F. MURPHY 80 CENTER STR</b>		SHEET TITLE		<b>SITE DET</b>	
							CHECKED BY
							DRAWN BY
							DATE
							DESCRIPTION
R7	R6	R5	R4	R3	R2	R1	REV.
SCALE		NOT TO SCALE					
DATE		2014-04-03					
DRAWN BY		WAB		CHECKED BY		ACH	
DESIGNED BY		ACH		APPROVED BY		ACH	
JOB NUMBER		10814.001					
DRAWING NUMBER		<b>C501</b>					



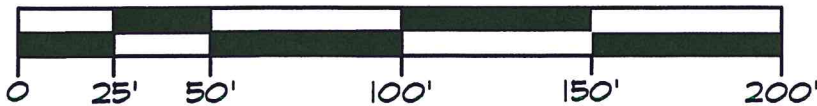


BUILDING



GRAVEL

SCALE : 1" = 50'



# BOUNDARY SURVEY

JOHN F. MURPHY HOMES, INC. PROPERTY

1512 MINOT AVENUE

AUBURN, MAINE

ANDROSCOGGIN COUNTY

OWNER OF RECORD AND PREPARED FOR

JOHN F. MURPHY HOMES, INC.

80 CENTER STREET

AUBURN, MAINE 04210



prepared by  
**CADmaster Drafting,  
Land Surveying  
& Septic Design**

191 Madison St. - Auburn, ME 04210  
tel./fax = 689-3232 cell=240-5567

DATE: SEPTEMBER 8, 2013  
JOB NUMBER: 13-072

SCALE: 1" = 50'  
CADD: 13-072.DWG

SHEET  
1






# City of Auburn, Maine

*"Maine's City of Opportunity"*

## Office of Planning & Permitting

To: Auburn Planning Board

From: Douglas M. Greene, City Planner 

Date: May 8, 2014

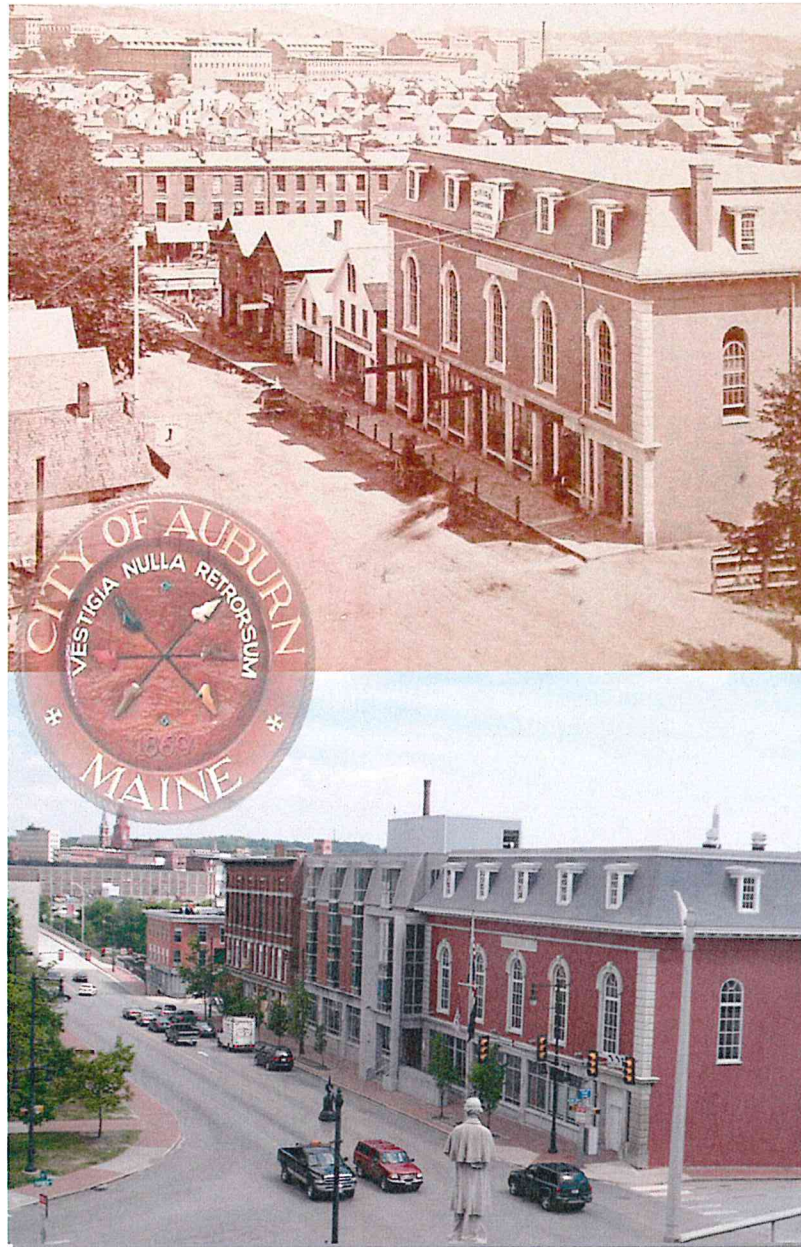
RE: Revision of Comprehensive Plan Amendment on Passenger Rail Service

---

At last month's meeting, the Planning Board tabled taking action on changes to the 2010 Comprehensive Plan that added language regarding considering passenger rail service to downtown Auburn. Staff revised the language in the amendment as per the Board's request.

The changes made for your consideration at the May 13<sup>th</sup> meeting are highlighted in yellow.

# CITY OF AUBURN COMPREHENSIVE PLAN: 2010 UPDATE



For the complete 2010 Comprehensive Plan See:

[http://www.auburnmaine.gov/CMSContent/Planning/Comprehensive Plan FINAL Approved 4 19 11.pdf](http://www.auburnmaine.gov/CMSContent/Planning/Comprehensive%20Plan%20FINAL%20Approved%204%2019%2011.pdf)



# TABLE OF CONTENTS

<b>Introduction</b> .....	<b>iii</b>
<b>Vision &amp; Executive Summary</b> .....	<b>iv</b>
<b>Part A: Policies</b> .....	<b>1</b>
Chapter 1 - Goals, Objectives, & Strategies .....	2
A. Natural Resources Policies.....	3
B. Water and Sewer Policies.....	20
C. Public Facilities Policies.....	23
D. Historic and Archaeological Policies.....	29
E. Recreation (and Open Space) Policies.....	32
F. Population Policies.....	36
G. Transportation Policies.....	38
H. Community Development Policies.....	55
I. Economic Development Policies.....	64
J. Other Land Use Policies.....	69
Chapter 2 - Future Land Use Plan .....	73
Chapter 3 - Regional Coordination.....	110
<b>Part B: Implementation</b> .....	<b>116</b>
Chapter 4 - Capital Investment Strategy.....	117
Chapter 5 - Implementation Strategy .....	120
<b>Part C. Background Information</b> .....	<b>135</b>
Chapter 6 - Overview of Past Planning Activities.....	136
Chapter 7 - Updated Inventory Sections.....	139
<b>Appendices</b> .....	<b>282</b>
I. New Auburn Master Plan.....	283
II. Excerpts from the City of Auburn FY 10-14 Capital Improvement Program.....	284
III. Overview of Public Involvement (including Expanded Vision).....	298

### Recreation and Environment Vision

Auburn is home to a Teen Center that provides a safe, non-judgmental, supportive environment. This center focuses on a variety of activities including arts and music, and operates a cafe for teens of all ages to enjoy. Auburn has expanded recreational amenities, including new and improved basketball courts, sports fields, and pool facilities. There are also improved, expanded, and connected sidewalks, trails, and bike lanes. There are new urban parks, including a skate park, and also a large park where students can take the family dog to play Frisbee and enjoy outdoor activities. Auburn respects and protects its natural resources. The City highlights the Androscoggin River for the recreational and tourist opportunities it provides.

### Transportation Vision

Citylink bus service maintains affordable fares and provides new routes to and from schools and parks. Roads in Auburn are kept in good condition by an improved road maintenance program. The City has invested in sidewalk development, expanded the network of designated bike lanes, and improved connections to trails - all contributing to safe pedestrian and bike connections throughout the City. [downtown multi-modal transportation hub connects pedestrians, bicyclists, bus and rail passengers to their destinations.](#)

### Economic Vision

Auburn is a City that offers a variety of well-paid, skilled jobs and provides ample educational opportunities for local residents to attain these jobs. Auburn has a low tax rate. Auburn's retail development focuses on teen-centered amenities such as youth clothing and music stores.

## **B. LAND USE POLICIES**

Chapter 2 of the 2010 Update of the Comprehensive Plan sets out a Future Land Use Plan to guide where and how growth and development should be accommodated over the next decade. The Future Land Use Plan shows, in a general sense, the desired pattern of future land use and development in the City.

The Future Land Use Plan reaffirms a central policy of prior of land use planning in the City, namely, that development in Auburn should grow out from the core and from older established neighborhoods. This policy was originally set forth in the City's first comprehensive plan over a half century ago and has continued to guide the City's land use planning since then. It is based on the fact that growth out from the downtown core and older established neighborhoods allows for the most efficient utilization of city services. This plan discourages "leapfrog" development in the outlying sections of the city where city services are not now available. The effect of continuing this longstanding policy is to guide most new development into the area south of Lake Auburn and Taylor Pond, and north of the Maine Turnpike.



#### 4. Historic and Archeological Resources

- Update the historic preservation standards including standards for non-historic buildings in the Historic District
- Adopt a renovation code for older buildings including historic structures as part of the building code

#### 5. Recreation (and Open Space)

- Explore the feasibility of developing a consolidated sports field complex to replace existing marginally useful facilities
- Assure continued public access the Androscoggin and Little Androscoggin Rivers with improved facilities
- Assure continued public access to Taylor Pond
- Expand protected open space and rural recreational activities

#### 6. Population

- Continue to provide a range of housing opportunities, so that Auburn continues to have a diverse population

#### 7. Transportation

- Improve traffic flow and safety on the major road network (Center Street, Turner Road, Minot Avenue, etc.)
- Enhance the gateways to the City (Washington Street, Riverside Drive, Minot Avenue); including improved standards for development along these roads
- Provide additional access to the community, including improved Turnpike access, and a New Auburn connector road to future industrial areas
- Develop a western connector route, using existing roads, to link Exit 75 to the Mall area and communities to the west
- Explore the creation of a one-way traffic loop in downtown New Auburn in conjunction with the New Auburn Village Center concept
- Discourage the use of local/residential streets by through/cut-through traffic
- Develop a safe, interconnected network of pedestrian and bicycle facilities
- Enhance the existing freight intermodal facility and create a passenger rail intermodal facility at the airport for a Portland to Montreal rail service including the possibility of passenger rail and air service
- Create a downtown Multi-modal transit facility that includes bicycle, pedestrian, bus and passenger rail service.
- Improve transit services including the local bus system

## G. TRANSPORTATION POLICIES

### PURPOSE

The Transportation section establishes objectives and strategies for the implementation of a safe, efficient, and effective multi-modal transportation network that supports the needs of all users and the goals of the City land use plan.

### BACKGROUND

The heaviest demand on the transportation system is generated by commuters to work. Much of that demand occurs in peak travel hours in the morning and evening. Over the years the locations of employment centers in and around Auburn have changed. Jobs are no longer only located in the downtown core in mills, shops, offices, and retail stores.

Instead, employment has been dispersed to the north around the malls, to the south in industrial parks near the Turnpike interchange, as well as some staying in downtown. Many Auburn residents work in Lewiston, where the largest employers in the region are located. Many people employed in Auburn and Lewiston live in growing nearby suburban towns. Auburn is unavoidably part of a regional transportation network.

The transportation network is affected by the presence of a natural barrier, the Androscoggin River. The River separates the two largest employment centers, Lewiston and Auburn. Traffic between the two communities is channeled to four bridges that cross the River.

Connections to other cities in Maine and New England are limited. Access to the one nearby section of the regional expressway system, the Maine Turnpike, is five miles from downtown Auburn and seven miles from the malls north of downtown. With the exception of those employers located in the industrial parks near the Turnpike interchange, connections from the Turnpike to the employment and business centers of both cities are poor and need improvement.

Much of the travel demand in the region takes place in automobiles and light trucks, often with only one occupant. One way to reduce congestion is to reduce the reliance on travel by single occupant vehicles.

#### Transportation Goals:

**Goal G.1:** Auburn manages the number of vehicle trips during peak hours to better utilize the capacity of the existing road network.

**Goal G.2:** Auburn has a well-designed—and functioning road network that safely and efficiently moves all manner of users (cars, buses, bikes, and pedestrians) through the community while preserving the integrity of established residential neighborhoods.

**Goal G.3:** Auburn remains a **transportation multi-modal** hub providing access to rail, air, truck, and transit amenities.



One of the recurring themes in the Comprehensive Plan is the interaction between land use and transportation. This Plan seeks to divert vehicles from residential neighborhoods onto the principal traffic arteries and connector streets, where they can move efficiently. This is achieved in part by locating employment centers where they will not adversely impact nearby residential neighborhoods, and in part by insuring that major streets carry traffic efficiently so that cars are not tempted to seek shortcuts through residential neighborhoods.

## VISION

---

Auburn's transportation network of roads, sidewalks, and bike lanes along with rail, air, and mass transit systems provide all users with safe and efficient movement throughout the community and beyond.

The road network is safe and efficient and accommodates drivers, pedestrians, and cyclists. A hierarchy of roads ensures that traffic moves through the community on designated routes, providing appropriate access and suitable traffic flow. It also protects the integrity of established residential neighborhoods and gives priority to pedestrians, cyclists, and transit (bus, rail, etc.) in the densely built-up areas of the City, such as New Auburn and Downtown Auburn. Major roads efficiently move traffic through the community to significant local and regional destinations. Collector roads provide links within Auburn that alleviate traffic congestion and serve the needs of additional traffic created by community and regional growth areas. Local roads provide safe and attractive neighborhood access for all users – drivers, pedestrians, and cyclists.

The community supports long-range transportation planning to alleviate congestion and to provide for greater regional access. Such planning focuses on the connections between land use, transportation, and public transit development; and seeks to push through-traffic out of established neighborhoods and downtowns to make walking and biking more inviting. Such planning involves the Maine Department of Transportation, the Maine Turnpike Authority, and other local and regional transportation agencies. It seeks to ensure appropriate turnpike development, ready access, and road infrastructure redevelopment projects that meet the needs of the community and the region.

Auburn prides itself on its role as a regional intermodal hub that includes high-volume rail and airfreight service. Auburn seeks to implement regional passenger/commuter hub options to expand bus, rail and air travel opportunities that connect Greater Lewiston-Auburn north to Montreal, east to Augusta and south to Portland and Boston.

---

## G.3 TRANSPORTATION NETWORK

***Goal G.3: Auburn remains a multi-modal hub providing access to rail, air, truck, and transit amenities.***

As a transportation service center, the City plays an important role in regional and state efforts to expand and improve rail, air, and truck services. The *Comprehensive Plan* supports continued City, regional, and state efforts to expand and enhance freight and passenger intermodal facilities. This includes continued support for existing rail and air facilities, and the promotion of passenger service. The *Plan* also acknowledges the City's strong ties to the turnpike, and seeks to ensure that Auburn is well positioned to benefit from local and regional turnpike development projects.

Auburn plays an integral role in regional traffic and transit services that goes beyond the services of its intermodal facility. The *Plan* encourages the City to work closely with Androscoggin Transportation Resource Center (ATRC) to promote regional and long-range traffic studies, ensure that Auburn streets can continue to adequately support local and commuter traffic, and provide feasible options for regional mass transit (including passenger and commuter bus, rail, bus and rideshare programs).

### **Objective G.3.1:**

**Support the development of additional transportation infrastructure to promote continued growth in and around the Auburn freight intermodal facility, and support the siting and construction of a passenger intermodal-multi-modal facility at in the Auburn/Lewiston downtown area. Airport.**

*Strategies to achieve this objective:*

#### **Strategy G.3.1.a:**

Support the recommendations of the ATRC Long Range Transportation Plan to promote rail industry growth including:

- i. Expanding the high-speed passenger rail designation from Auburn to the western Maine border.
- ii. Working with New Hampshire and Vermont to extend the high-speed passenger rail designation to the border with Canada.
- iii. Upgrading the lines to support heavier loads to keep up with the demand of the Foreign Trade Zone
- iii-iv. Incorporate the passenger multi-modal facility (Auburn Downtown Transportation Center) into the redevelopment planning of Downtown Auburn and the surrounding neighborhoods.



**Strategy G.3.1.b:**

Support Maine Turnpike Authority (MTA) and ATRC studies to determine the feasibility and desirability of realigning the I-95 interchange (Exit 75), for the purpose of better accommodating truck traffic into and out of the industrial park area.

**Strategy G.3.1.c:**

Support the implementation of the 2006 Airport Master Plan Update to ensure appropriate development of airline freight services.

**Objective G.3.2:**

**Promote appropriate local and regional mass transit opportunities.**

*Strategies to achieve this objective:*

**Strategy G.3.2.a:**

Continue to study the establishment feasibility of passenger rail service in Downtown Auburn and or passenger air and rail service at the a passenger-intermodal facility at the airport, paying particular attention to determining the market need for such a facilities y, and how such a facilities y would be accessed.

- i. If passenger rail-service is viable at this-these locations, ensure that the development of a passenger facility includes adequate parking to meet projected demand-, and that the facility provides adequate public transit connections to the downtown and other significant community destinations.

**Strategy G.3.2.b:**

Work with regional and state agencies to assess the potential for the expansion of passenger rail service from Portland to Auburn, and at some future time from Brunswick to Auburn via Lewiston. Also, encourage the state to work with SLA to upgrade rail lines and expand the current high-speed line designation from Auburn to Canada, as a step towards establishing passenger rail service from Auburn to western Maine and into New Hampshire and the Canadian provinces.

**Strategy G.3.2.c:**

Expand, as necessary, the local fixed-route bus service.

- i. Encourage the expansion of night and weekend bus service to provide residents and visitors with increased mobility and access to community destinations.
- ii. Encourage efficient routes that link residents to major employment centers in and around Auburn, such as the industrial parks.
- iii. Work with ATRC, as well as Lewiston and surrounding communities, to support the Lewiston Auburn Transit Committee (LATC) in its efforts to establish public/private partnerships and other creative financing mechanisms to fund additional bus service.

- iv.—vi. Plan for the interconnection of rail service in downtown Lewiston-Auburn and at Exit 75/Airport with the local bus system to provide a seamless transit system that reduces reliance on single-occupancy vehicles to access major residential and commercial areas in Auburn.

**Strategy G.3.2.d:**

**Continue to participate in regional commuter transit programs.**

- i. Support the recommendations of the AVCOG 2005 Regional Transportation Assessment report to promote efficient transit in and around Auburn, including recommendations for expanded park and ride facilities; and for the linking of local, regional fixed-route, and semi-fixed route services.
- ii. Promote participation in GOMaine and other regional commuter service programs by maintaining adequate park and ride facilities, and by educating the residents on ride share services and programs.
- iii. Develop, promote and implement a commuter bus program to Portland that will be located at the Downtown Transit Center.



## 1. PARKS AND TRAILS

### Strategy B.1.a:

The City should support efforts in Turner to the north and Durham and Lisbon to the south to establish the Androscoggin Riverlands. Where feasible, the City should support efforts to link riverfront parks and trails to the project as a means of establishing a regional riverfront recreation network. The City should work towards creating public access along the length of its riverfront including trails, parks, boat launches, picnic areas and other public gathering points striving to enhance and preserve this natural resource.

### Strategy B.1.b:

The City should encourage the development of a regional trail and bicycle network and work with the Androscoggin Transportation Resource Center (ATRC) to ensure, where feasible, that trail developments provide connections to regional networks as defined in the *2008 ATRC Regional Bicycle and Pedestrian Plan*.

## 2. CULTURE

### Strategy B.2:

Auburn should expand its partnership with Lewiston and its regional neighbors to promote and enhance culture opportunities and around the county and encourage arts and cultural events and activities.

## C. TRANSPORTATION

As a transportation service center, the City's inter-modal facility plays an important role in regional and state plans to expand and improve rail, air, and truck services. The Comprehensive Plan encourages continued development of this important economic resource. It looks to support City, regional, and state plans to expand and enhance the existing rail and air facilities and explore the potential of adding passenger service. The plan also acknowledges the City's strong ties to the turnpike and the potential for additional turnpike development to ensure that Auburn retains its role in providing regional truck transportation services.

In addition to the intermodal facility, Auburn plays an integral role in regional traffic and transit services. The Plan encourages the City to work closely with Androscoggin Transportation Resource Center (ATRC) to promote regional and long-range traffic studies, ensure that Auburn streets can continue to adequately support local and commuter traffic, and provide feasible options for regional mass transit including passenger rail, bus and rideshare programs.

Chapter 2). As such, the primary focuses of the City's capital investment needs are:

1. Maintaining and upgrading the City's existing infrastructure and equipment
2. Modernizing public facilities to improve the efficiency of providing public services including consideration of shared services and consolidation
3. Providing the infrastructure needed to support continued economic growth

The City's annual CIP addresses the first two categories of capital investment needs and covers all or most of the potential capital needs of these types related to the policies of the Plan. The current CIP does not address the funding of some of the activities related to long-term economic growth due to both the nature and timing of these activities. In many cases, these projects involve public/private partnerships and/or the use of outside funding such as grants or loans. The following projects will need to be considered in future CIPs at the appropriate time:

- Extension of public water and sewerage and other utilities to serve the Hackett Road/Witham Road industrial area including the possible use of TIF funding
- Construction of a connector road to provide improved access to the Hackett Road/Witham Road industrial area
- Extension of the public water and sewerage systems to accommodate additional development in the Turnpike/Airport/~~Multi~~ Intermodal Facility industrial areas
- Improvements in access to the Maine Turnpike including the possibility of an additional interchange
- Improvements to the rail system
- Development and implementation of a plan for the redevelopment of the New Auburn Village Center including extension of the Downtown TIF District
- Investment in improvements in the downtown areas of Auburn and New Auburn



<b>Policy Reference</b>	<b>Activity</b>	<b>Primary Responsibility</b>
Ch1-E.1.1.a	Recreation – fund improvement of existing park and recreation facilities	Recreation Director
Ch1-E.1.2.d	Recreation – improve existing access points to rivers	Recreation Director
Ch1-E.1.3.b	Recreation – continue to provide public access to Taylor Pond	City Manager & Council
Ch1-G.2.1.a	Transportation – improve Center Street/Turner Road traffic management	Community Services Department & AVCOG
Ch1-G.2.2.a	Transportation – improve Minot Ave. traffic management	Community Services Department
Ch1-G.2.2.c	Transportation – improve Minot Ave. rotary	Community Services Department
Ch1-G.2.8.a	Transportation – install traffic directional signage	Community Services Department
Ch1-G.2.9.b	Transportation – extend Main Street streetscape improvements	Community Services Department
Ch1-G.2.12.b	Transportation – install traffic signage to discourage use of local streets by through traffic	Community Services Department
Ch1-G.3.1.a	Transportation – promote rail industry growth <u>including downtown or airport passenger rail service.</u>	Community Services Department
Ch1-I.2.2.b	Economic development – ensure the capacity of utility services and expand as necessary	City Manager & Council
<b>Other Actions (Short Term)</b>		
Ch1-A.1.2.f	Lake Auburn – designate “Responsible Management Entity” for septic system maintenance	City Manager & Council
Ch1-A.1.2.g & Ch1-A.1.4.f	Lake Auburn – establish an owner/resident educational program	LAWPC
Ch1-A.2.1.a & Ch1-A.2.2.f	Taylor Pond – establish a property owner information program	Planning and Permitting Department & Taylor Pond Association
Ch1-A.2.1.b	Taylor Pond – control invasive species	To Be Determined
Ch1-C.1.2.c & Ch1-C.2.1.b	Emergency services & public works – use alternative fuels in emergency service	Police & Fire Chiefs

Policy Reference	Activity	Primary Responsibility
Ch1-D.1.1.b	Historic – develop City Historic Resources List	Planning and Permitting Department
Ch1-D.1.3.a	Archeological – develop City Archeological Resource List	Planning and Permitting Department
Ch1-E.1.1.b	Recreation – assess viability of developing a consolidated sports field complex	Recreation Director
Ch1-G.1.2.a	Transportation – develop program to work with large employers to explore transportation demand management	Planning and Permitting Department
Ch1-G.2.1.d & Ch1-G.2.2.d & Ch1-G.2.3.b	Transportation – establish streetscape and site design criteria for the major road corridors	Planning and Permitting Department & Planning Board
Ch1-G.2.3.a	Transportation – assess improvements to the Washington-Southbound/Rodman intersection	Community Services Department & AVCOG
Ch1-G.2.4.a	Transportation – develop standards for appropriate development along Riverside Drive	Planning and Permitting Department
Ch1-G.2.5.a & Ch3-C.1	Transportation – pursue the construction of a new Turnpike interchange	City Manager & Council
Ch1-G.2.5.b	Transportation – study the viability and feasibility of New Auburn connector	Community Services Department
Ch1-G.2.7.b	Transportation – study impacts of increased traffic from western communities	Community Services Department
Ch1-G.2.9.d	Transportation – study feasibility of Downtown New Auburn one-way loop	Community Services Department
Ch1-G.3.1.b	Transportation – support study of realigning the Exit 75 interchange	Community Services Department
Ch1-G.3.2.a & Ch3-C.2	Transportation – study the establishment of passenger air and rail service at the Intermodal facility	Planning and Permitting Department & Economic Development Department
Ch1-G.3.2.a & Ch3-C.2	Transportation – assess the potential for <u>the establishment expansion</u> of passenger rail service <u>into downtown or to the airport.</u>	Planning and Permitting Department & Economic Development Department
Ch1-H.1.1.a & Ch1-H.1.1.b	Community development – support development of neighborhood plans and their adoption as part of the Comprehensive Plan	Planning and Permitting Department