

## Maine Street Station Council Committee

Minutes, Thursday March 20, 2008 5:00PM

Attending: Oversight Committee Members Councilors Knight, Webb, and Tucker (Tucker left at 6:00 p.m.); Mary Beth Burbank, Sarah Brayman, Shirley Chase, Michelle Curtis, George Phipps?, Ben Swan; Councilor Karen Klatt, representative of Carpenters organization; Marsha? Noble Street Resident; Town Staff: Don Gerrish, Mathew Eddy, Anna Breinich, Amanda Simillien; JHR Representative: Mike Lyne

- I. Review of Status Report from staff:
  - a. Mat Eddy, Peter Baker, and Mike Lyne met with DOT today – things look good, but DOT may have a few design changes for the tracks and probably will not need to have a pedestrian crossing over the tracks at the Hannaford entrance.
  - b. We should hear from EPA in the next week or beginning of April, and EDA grant had moved forward to the next stage. CDBG has asked us to apply for a \$440k Economic Development Program Grant, and to drop the \$150k Community Enterprise grant application (a municipality can't apply for 2 grants under the same topic)
  - c. The total funding, received and pending is \$3.3 million. If all is received, this will allow us to redo the Cedar street lot, and upgrades to Union Street and Noble Street
  - d. MTIF fund is general and flexible; EDA is for harder infrastructure-water and sewer, underground utilities, etc.; DOT is specific to this project and the rail line; EPA- \$600K is for RLF, \$400K for grants that are both tied to this project at this time, but ultimately can be used for other Brownfield RLF projects around town.
  - e. How has the original budget changed?
    - i. The budget hasn't changed. The \$2.2 million is for everything inside Maine Street Station project. Later phases outside are anticipated, but are not guaranteed. The Maine Street and Bath Road project has always been a second project for the town, so is not included in this budget.
    - ii. Although we have used the EPA Brownfield grant for the Remediation, we have to still build the parks, and the infrastructure at Maine Street is more extensive than thought originally.
    - iii. Originally council authorized a bond for the \$2.2 million. We have the \$600K (EPA) and \$300K (CDBG) and are confident we will get the remainder of the funding for this project and more to do the other areas outside.
    - iv. If we aren't awarded anymore grants, the Town would be "on the hook" for \$1 million. The bond is authorized if necessary.
    - v. The funds applied for this project have to be tied to this project and can't be used elsewhere.
  - f. What is the reference on the financial report to the sale of the two lots for \$270k?
    - i. That figure reflects the proceeds from the sale of the last two lots in the industrial park to Allied Composites, which could be used elsewhere. The CDBG money from this sale has to be approved by OCD to be used elsewhere, and currently they have approved it for Maine Street Station.

- g. Two hot spots- Bowdoin property and corner at Maine Street entrance. The cost of remediation in these two areas may increase the project costs, but we are keeping the price of \$2.2 million constant until we have a better understanding of these spots. Some moneys fit better together (CDBG and HUD) due to their regulatory requirements, so we are holding onto some money until this can be done together.
  - h. Right now we are on hold with those spots in order to be able to move forward on the conveyance to the Developer. We plan to finish the remediation of the railroad line and Union Street corner, using the remaining money from the EPA grant, so we are waiting to hear on the grants before we go to council about the \$300 CDBG or \$270 private sale money.
  - i. We have saved money on the remediation because we were able to do more work than we originally thought between the Credit Union and Union Street. We anticipated the cost of \$420k for about 2/3 of what was done,
  - j. The higher bids included a major transportation costs that Crooker was able to avoid by taking the coal ash to their site and recycle it.
- II. Traffic
- a. The Town has been working with MDOT to see how we can improve the Maine St.- Bath Rd. intersection for the last three years. MDOT has come to the decision that there should be 2-way traffic up on the Bath Road to Maine Street with a traffic light installed at that intersection. It is a high accident area, especially at the Cleaveland Street extension. Both MDOT and the Town want to close this piece.
  - b. Bowdoin and First Parish Church have both been involved in these conversations, and are supporters of this project.
  - c. Last week, a new suggestion came up in a meeting of MDOT, Town, and Bowdoin representatives to create a change in the Noble Street accesses Maine Street by going through the Bowdoin property at the corner and creating a 4-way intersection, which would in turn keep traffic from having to go through Noble Street.
  - d. MDOT is researching this idea, it is VERY CONCEPTUAL at this point, and hopefully it will help the intersection and flow of traffic.
  - e. What is the expense with the trade of these properties? The Town will review that issue.
  - f. Is the church concerned with the scale of the Inn? They are more concerned with the flow of traffic and safety at this intersection than the scale of the project.
  - g. How does the flow of traffic at Noble Street affect the Curtis family house? We don't know yet.
  - h. Some meeting attendees expressed concern for the visual impact of a traffic light at this intersection. They want it to be done less abruptly and commercially.
    - i. The Landscape Architect encouraged this as well, especially the pedestrian piece. We believe that this is probably very important for Bowdoin, and why a signal light is needed. Without a light, it is very dangerous. The Town is looking at underground wiring at this place, and wants to do it right. Michelle Curtis,

who crosses Maine Street at that intersection with her two children voiced her support for a traffic light.

- i. This new traffic proposal is not in the Gorrill Palmer study, so we don't know its effects yet. MDOT has driven this project and will use their engineer and their model for this study. Once we get the ideas from DOT, it will be brought to Gorrill Palmer for incorporation.
- j. MDOT will pay 50%, Bowdoin 25%, Town of Brunswick 25% of the approximate cost of \$500k. This project has been in the Town's CIP for years, so the money is there. If the town does not support this project, or what is proposed, they will not do it, and will continue conversations with MDOT to get it right for us. It is important for our citizen's safety to do this right.
- k. Cedar Street Lot- We have had good meetings with Tracy Perez and Ron Roy from MDOT about the town taking over the control of the lot. It can be used for employee parking, spillover parking, Maine Eastern Railroad (MERR) parking, and DOT "Park and Ride."
- l. The Town is going forward with how control will happen and in what time frame. It is a stepping stone for parking which will ultimately change when AMTRAK comes. It can hold up to 270 vehicles. DownEast Energy has to remove their gas tank. The Town will be using grant money to upgrade this lot.
- m. The distance from this lot to the Development seems too remote, is there an analysis of the cost benefits to do this lot?
  - i. There are DOT enhancement grants for improvements here and with the pedestrian crossings necessary. It is only a short-term solution for parking.
  - ii. We have talked about a shuttle program with Coastal Trans for when the MERR train is really running.
  - iii. This will be presented to the planning board with a letter from MDOT and a concept plan. It is a staging process.
  - iv. Would we lease part to JHR? Probably, too early in the process to have this info.
  - v. MDOT deals with municipalities only not private developers, so the town deals with this piece.

### III. Size of buildings

- a. Concern was expressed about the proposed size of the inn as being too large.
  - i. Anna Breinich distributed a comparison sheet of other motels/hotels/inns in the area
  - ii. Mike Lyne said that the hotel needs this number (75 rooms) to attract the type of operator desired, because JHR will not be running the inn. JHR wants something special and a special team to run it. Their consultants have encouraged the 75 rooms to justify staff and manager needed.
  - iii. A desire was expressed to preserve the current buildings on the site until the last moment so that if plans change, they can be preserved.

III. Other business

- a. Sarah Brayman asked about the effect of established businesses on Maine Street relocating to Maine Street Station.
  - i. Minimal relocation of businesses from Downtown, creating more square footage to allow for more businesses and more jobs.
- b. Status of Planning Board process: Maine Street Station went through as a sketch plan, the next submission is the final plan. There will be staff reviews, a workshop on the traffic study and a site walk prior to that final review. The Planning Board has asked for schematics for buildings 1,3 and 4 to see the desired design, etc. The approval will cover the footprints, and as they decide to build buildings, their schematics will have to be approved prior to construction. Dates are not yet set because all the information is not in yet.
- c. Changes can happen between the sketch plan and final plan, with scale becoming smaller only, no increase allowed.

Next Meeting April 10, 2008 5PM Municipal Meeting Facility Open Space.