



TOWN OF BRUNSWICK

**ZONING ORDINANCE REWRITE
COMMITTEE**

85 Union Street, Brunswick, ME 04011-1583

**WORK SESSION
AGENDA
TOWN HALL ROOM 206
85 UNION STREET
WEDNESDAY, AUGUST 26, 2015, 1:00 PM**

1. Public Comment
2. Draft 2:
 - a. Generalized Review of Significant Changes to Ordinance and Map
 - b. Scheduling of Public Input Sessions
3. Approval of Meeting Summary: June 10, 2015
4. Other Business
5. Upcoming ZORC work session meeting schedule

Please note that this is a Committee work session.

The public is invited to attend with public comment allowed regarding discussion topics. Please call the Brunswick Department of Planning and Development (725-6660) with questions or comments. Individuals needing auxiliary aids for effective communications please call 725-6659 or TDD 725-5521.

BRUNSWICK ZONING ORDINANCE REWRITE

LISTING OF SIGNIFICANT CHANGES IN DRAFT #2 (BASED ON TABLE OF CONTENTS)

Highlighted text

- **To do as part of Draft #2 review and revision**
- **ZORC to discuss at 9/26 meeting**

Chapter 1 - General Provisions, page 1-1

1.1 Title, Scope, and Authority, page 1-1 **(clean-up editing only)**

1.6 Nonconformities, page 1-3 **(Rewritten by ZORC since first draft)**

1.6.5. Nonconforming Site Features, page 1-10

C. Restoration, Reconstruction, or Replacement, page 1-11 (ZORC to edit for clarity)

1.7 Definitions and Rules of Construction, page 1-12

1.7.2. Definitions, beginning on page 1-12 **(Several definitions added/revised since first draft per footnotes.)**

Alteration – retained from existing ordinance

Architectural or Archeological Significance – retained from existing ordinance

Bank – New definition

Contributing Resource – retained from existing ordinance

Dwelling, Multifamily – moved in text

Eligible Facilities Request – New definition based on changes in FCC Telecommunications regs

Farmer's Market – New definition/use

In-Kind Replacement – retained from existing ordinance

Motor Vehicle Fueling Station and Motor Vehicle Service or Repair – New definitions

Primary Façade – New definition

Salt Marsh and Salt Meadow – Removed dominant species listing

Seasonal Storage – New definition

Watercraft – New definition

Chapter 2 - Zoning Districts, page 2-1

Summary Table 2-1 (**formatting edits**)

2.1 Growth Area Zoning Districts, page 2-2 (**new text by staff**)

H. Growth Natural Resources (GN) District, page 2-7 (may be reformatted by staff)

2.2 Rural Area Base Zoning Districts, page 2-9 (**new text by staff**)

2.2.1. Rural Natural Resources (RN) District, page 2-9 (may be reformatted by staff)

2.3 Overlay Zoning Districts, beginning on page 2-10

2.3.2. Aquifer Protection Overlay (APO) Districts, page 2-10

F. Performance Standards for Aquifer Protection Overlay (APO) Districts, page 2-14 (staff to review)

2.3.3. Shorelands Protection Overlay (SPO) District, page 2-18 (Jeff to review for consistency with new State regs)

2.3.8. Telecommunications Overlay (TCO) Districts, page 2-48 (staff to review new provisions provided)

E. Village Review Overlay (VRO) District, page 2-52 (reformat back to 2.3.9.)

Chapter 3 - Property Use Standards, page 3-1

3.1 General, page 3-1

3.1.2. Other Restrictions on Permitted Uses, page 3-1 (**added 3.1.2.D. regarding use restrictions for former BNAS lands**)

3.2 Growth Area Permitted Use Table, beginning on page 3-1 (**changes highlighted in footnotes (ZORC to review GC footnotes as they relate to uses and supplementary use standards; all temporary and accessory uses; include current 204.3.J as an A use in GC3).**)

3.3 Rural Area Permitted Use Table, beginning on page 3-11 (**changes highlighted in footnotes (ZORC to review)**)

3.4 Supplementary Use Standards, page 3-17 (Staff will need to attach existing CU District mapping as appendix for reference only)

E. Reuse of Agricultural Structures in Rural Districts, page 3-18 (Staff to review with regard to Special Event uses)

L. Retail, Class I and Class II, page 3-20 (ZORC to review regarding applicability townwide?)

R. Industry, Class I, page 3-23 (Staff to review new language versus intent of provisions for Classes I and II)

S. Industry, Class II, page 3-23

W. Recycling Collection Facility, as a Principal Use, page 3-25 (new standard)

X. Renewable Energy Generating Facility, page 3-25 (revised to include primary use standards and other renewable energy sources)

3.4.2. Accessory and Temporary Uses, page 3-29

A. Accessory Apartment, page 3-29 (ZORC to discuss as to whether an apartment should be permitted as accessory to a commercial use.)

C. Home Occupations, page 3-30 (revised from draft #1 per footnotes)

Chapter 4 - Property Development Standards, beginning on page 4-1

4.1.2. Growth Area Dimensional and Density Standards, beginning on page 4-2 (changes throughout per footnotes; include current 204.3.A. and D.)

4.1.3. Rural Area Dimensional Standards, page 4-6 (changes throughout per footnotes)

4.1.4. Supplementary Dimensional Standards and Exceptions, page 4-7

A. Calculation of Net Site Area, page 4-7 (Deleted reference to high moderate value deer wintering areas since none present in Brunswick.)

C. Open Space Developments, page 4-11 (Revised section. Staff/Conservation Commission to review.)

E. Density Bonuses, page 4-19 (From first draft: Deleted affordable housing density bonus in rural areas; reduced open space bonus density from 30% to 25%)

4.2 Natural and Historic Areas, page 4-20 (Staff to review entire section for consistency in format (General Standard, Specific Standards))

4.2.7. Historic and Archeological Resources, page 4-23 (4.2.7.A. revised to reference Contributing Structure inventory, C. added)

4.4 Basic Services, page 4-23 (Staff to review entire section for consistency in format (General Standard, Specific Standards))

4.5 Stormwater Management, Landscaping, and Open Space, page 4-25 (Staff to review entire section for consistency in format (General Standard, Specific Standards))

4.5.1. Stormwater Management, page 4-25 (Staff to review for compliance with recent DEP amendments to Chapters 500 and 501)

4.5.2. Landscaping, page 4-27 (Staff to include plant listing; add in 4.5.2.B. tree cutting restriction along current CU2 boundaries A and B.)

4.5.3. Residential Recreation Areas, page 4-29 (Section rewritten to include new standards for determining fees/land dedication)

4.6 Circulation and Access, page 4-30 (For ZORC review in total; to add current 204.3.C. access restriction within CU5 and 2 areas; staff to update bicycle parking requirements)

ZORC to review and discuss utilization of street typology as included in the adopted Downtown Brunswick and Outer Pleasant Street Master Plan.

4.7 Parking and Loading, page 4-34 (For ZORC review in total)

ZORC to review and discuss off-street parking alternatives (Sections 4.7.1.B., and 4.7.4.)

4.9 Architectural Compatibility, page 4-43

4.9.2. Specific Standards, page 4-43 (For further ZORC discussion with regard to standards specific to GM8 and applicability of 4.9.2.A. and B. townwide)

4.10 Neighborhood Protection Standards, page 4-43 (4.10.2.C. revised)

4.11 Signs, page 4-44 (Staff to revise based on consultant review)

4.12 Performance Standards, page 4-54

H. Outdoor Lighting, page 4-56 (added reference to Section 4.8)

4.13 Maintenance, page 4-56

4.13.5. Outdoor Lighting Maintenance, page 4-57 (added section)

Chapter 5 – Administration, beginning on page 5-1 (To be tested by staff for workability and revised as needed.)

5.1 General Provisions, page 5-1

5.1.1. Reviewers and Decision-Makers, page 5-1 (add Town Council back)

5.1.2. Pre-Application Meetings, page 5-3

5.1.3. Applications Required, page 5-4

5.1.4. Determination of Completeness, page 5-4

- 5.1.5. Fees Required, page 5-4
- 5.1.6. Fiscal Capacity and Performance Guarantees, page 5-5
- 5.1.7. Property Owners' Associations, page 5-7
- 5.1.8. Appeals of Administrative Decisions, page 5-7
- 5.2 Specific Procedures, page 5-9
 - 5.2.1. Permits, page 5-9
 - 5.2.2. Conditional Use Permit, page 5-11
 - 5.2.3. Special Permits for Unclassified and Omitted Uses, page 5-12
 - 5.2.4. Flood Hazard Development Permit Requirements, page 5-14
 - 5.2.5. Variances, page 5-17
 - 5.2.7. Development Review, beginning on page 5-26
- B. Applicability, page 5-26 (**Revised development review thresholds based on proposed zoning districts**)

O. Review Criteria, page 5-41 (Staff to add back in State Review Criteria for Basis of Findings of Fact)

- 5.2.8. Revisions to Approved Development Plans, page 5-44
- 5.2.9. Ordinance Text or Map Amendment, page 5-45
- 5.3 Violations, Enforcement, and Penalties, page 5-45
 - 5.3.1. Violations, page 5-45
 - 5.3.2. Enforcement, page 5-46
 - 5.3.3. Penalties, page 5-47

Appendix A - Planning Areas **(New material based on Comprehensive Plan)**

Appendix E - Glossary of Acronyms Used **(Added Appendix)**

Appendix F - Recreation Facilities Impact Fee Methodology, as Amended (to include upon completion by Recreation Commission)

Appendix G - BNAS Soils and Groundwater Management Maps and US Navy Land Use Controls (to include final mapping and LUCs upon approval by US Navy.

Appendix B - Street Typology

- Highway
- Commercial Arterial
- Drive
- Destination Street
- Commercial Avenue
- Residential Avenue
- Slow-Flow Street
- Shared Use Path



Street Typologies for Brunswick, Maine

Why develop street typologies?

The Federal Highway Administration (FHWA) traditionally defines streets by their “functional classification.” Functional classification groups streets according to the character and level of vehicular traffic service they are intended to provide. If the only purpose of our communities’ streets were as thoroughfares for motorized vehicles, then maybe such a system would suffice. However, our streets serve many more functions. In addition to being ways for a variety of movement including transit, pedestrians and cyclists, streets are valuable public spaces for the community and serve as the connecting fabric and frontage for residential, commercial, and other land uses and activities. Thus, if a community wants to improve, or even discuss the true character and use of its streets, then it must begin with a classification system that incorporates functions beyond automobile use and addresses the character of the place that streets provide.

A street typology system that serves the community must stem from the characteristics that the community wants or values in its streets. While the typologies must be simple enough to create a usable classification system with which to evaluate and plan streets, it must be nuanced enough to address the range of conditions and activities which will take

place on those streets. In Brunswick, ME, a workshop was held to determine the activities which roads and streets needed to support, the qualities they must reflect, and the range of thoroughfare types that existed or would be needed in the community.

The workshop resulted in the definition of ten thoroughfare typologies for the town of Brunswick, ME:

- Highway
- Commercial Arterial
- Drive
- Destination Street
- Commercial Avenue
- Residential Avenue
- Slow-Flow Street
- Shared Use Path

The typologies, their characteristics, and examples are described on the following pages. Each is defined by how it addresses a range of characteristics expressed as valuable during the community workshop. These characteristics relate to movement, but also to land use and quality of the place. Issues of movement

include the presence and priority of different users including pedestrian, bicyclist, transit riders, and drivers, and also how each user is accommodated and the space they should be provided. But the characteristics do not stop at movement. The adjacent land uses are a critical component of the street type, as is the quality of the public realm provided. A high quality public realm, or good relationship between the public and private realm, is desired in most conditions; only where it is recognized that higher speeds or vehicular access need to be prioritized was it permitted to be held to a lower standard. Together, these characteristics describe the need for each street type to address a variety of modes of travel, respond to and serve their surrounding land uses, and function as good public spaces.

The typologies together address the variety of functions and places that Brunswick’s roads and streets must provide to the community. Downtowns are successful when they “reach out like an octopus,” connecting with surrounding neighborhoods and districts. The street typologies developed for Brunswick address this in a variety of ways. The increased accommodation of non-vehicular routes is critical. With the exception of highways, each typology address how pedestrian and bicycle travel should be incorporated into the thoroughfare.

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There are many examples of how new bicycle and pedestrian infrastructure could address many existing concerns within the community. Reorganizing streets to focus on improving pedestrian and bike accommodations can help increase connections among key destinations; balance the needs of bicyclist, pedestrians, and motorists; and allow streets to more readily and flexibly act as year-round public spaces. New bicycle infrastructure could also help increase the viability of planned infill and mixed use developments by increasing the ways that residents can move around a more densely developed downtown. It could help create gateways into downtown, increasing a sense of a welcoming environment.

A balanced downtown street network supports a diverse number of needs and users and helps cultivate at least “10 things to do” at or near each destination. People are attracted to areas with unique pedestrian features that can include attractive alleyways, shared streets, pedestrian streets and natural trails. Brunswick has a number of opportunities to create pedestrian connections throughout the downtown fabric and within, and to, any future redevelopment areas. For streets dominated by traffic, Brunswick will benefit from a “Complete Street” approach. A complete street

meets the needs of all users regardless of their age, ability, or mode of transportation. In some street types, this approach may even prioritize bicycle and pedestrian accessibility over vehicular mobility. The new street typologies will help Brunswick achieve a diverse range of streets to support a vibrant and livable downtown.

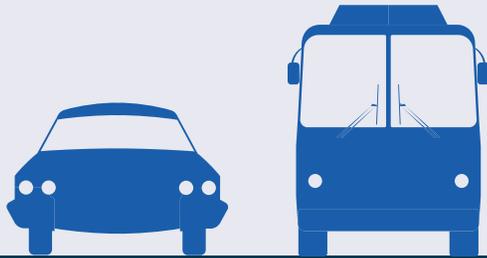
Brunswick, Maine Thoroughfare Typology



KEY

Highway	Drive	Residential Avenue	Destination Street	Slow-Flow Street
Commercial Arterial	Commercial Avenue	Community Street	Residential Street	Shared Use Path

Highway



Pleasant Street, Brunswick

Thoroughfare Type	Highway
Right-of-Way Width	Varies
Pavement Width	Varies
Land Use	Auto-oriented, Rural
General Uses	Residential, Agriculture, Preserve
Public Frontage Quality	Low
Drainage Type	Swale
Curb Radius	n/a
Walkway Type	n/a
Landscape Type	Naturalistic
# Vehicular Lanes	2 - 6
Vehicular Lane Width	12 - 14 ft.
Parking Lane Width	n/a
Target Design Speed	45 - 65 mph
Bikeway Type	Shared Use Path (alongside HW)
Riding Surface Width	8 -12 ft. (path)
Movement	Bi-Directional
Bicycle Parking	Rack, Shelter
Transitway Type	Regional Bus

A rural or suburban thoroughfare of high vehicular speed and capacity. This type should not interrupt any existing town fabric, but rather connect regional destinations.

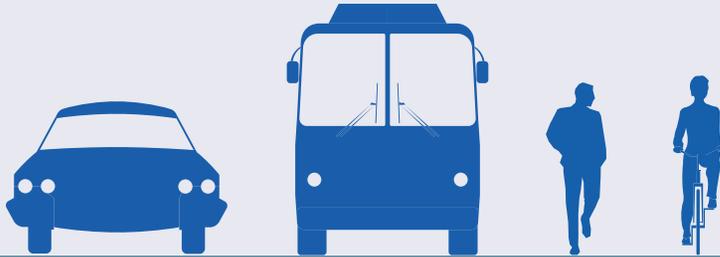
Maine Precedents:

- I- 95, Brunswick
- I-195, Old Orchard Beach
- Route 1, Nobleboro



I-95, Brunswick

Commercial Arterial



Thoroughfare Type	Commercial Arterial
Right-of-Way Width	Varies
Pavement Width	Varies
Land Use Character	Auto-oriented, Suburban
General Uses	Gas Stations, Big Box Retail, Motel
Public Frontage Quality	Low, Medium
Drainage Type	Curb, swale
Curb Radius	15 - 25 ft.
Walkway Type	Sidewalk
Landscape Type	Planted
# Vehicular Lanes	3 - 6
Traffic Lane Width	11 - 12 ft.
Parking Lane Width	n/a
Target Design Speed	30-35 mph
Bikeway Type	Bicycle Lane
Riding Surface Width	5 - 6 ft.
Movement	Uni-Directional
Bicycle Parking	Rack
Transitway Type	Regional Bus, Local Circulator

A thoroughfare designed to provide a high degree of vehicular mobility at moderate speeds to regional-level commercial land uses. While the design of this thoroughfare type generally favors motor vehicles, future redevelopment opportunities should include bicycle and pedestrian facilities.

Maine Precedents

- Outer Pleasant Street, Brunswick
- Bath Road, Brunswick
- Civic Center Drive, Augusta

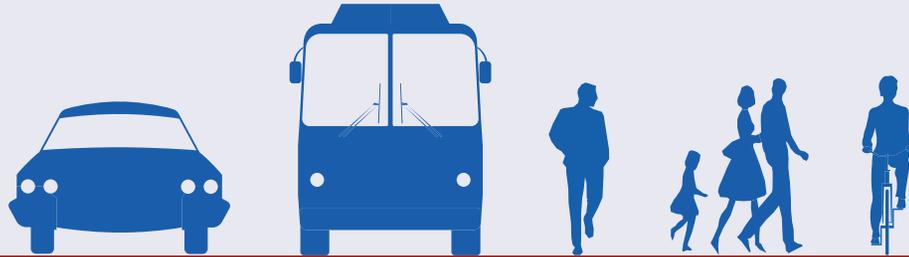


Outer Pleasant Street, Brunswick



Outer Pleasant Street, Brunswick

Drive



Thoroughfare Type	Drive
Right-of-Way Width	Varies
Pavement Width	Varies
Land Use Character	Walkable, General Urban
General uses	Residential, Recreational, Civic
Public Frontage Quality	High
Drainage Type	Curb, swale
Curb Radius	5 - 15 ft.
Walkway Type	Sidewalk, Shared Use Path
Landscape Type	Planted, Naturalistic
Vehicular Lanes	2 - 3
Traffic Lane Width	10 - 11 ft.
Parking Lane Width	n/a
Target Design Speed	25 - 35 mph
Bikeway Type	Shared Use Path, Bike Lane
Riding Surface Width	8 - 12 ft. (path), 5 ft. (lane)
Movement	Bi-Directional, Uni-Directional
Bicycle Parking	Rack, Shelter
Transitway Type	Regional Bus, Local Circulator

A thoroughfare of moderate or high capacity that forms a boundary between an urbanized and a natural condition, usually along a waterfront, park, or promontory. One side has the urban character of a thoroughfare, with curb, sidewalk, regular street tree plantings, and buildings, while the other has the qualities of a rural road, with a swale, trails, and natural plantings.

Maine Precedents:

- Mill Street, Brunswick
- Western Promenade, Portland
- Eastern Promenade, Portland



Mill Street, Brunswick



Mill Street, Brunswick

Destination Street



Thoroughfare Type	Destination Street
Right-of-Way Width	Varies
Pavement Width	Varies
Land Use Character	Walkable, Urban Core
General uses	Offices, Retail, Residential, Civic
Public Frontage Quality	High
Drainage Type	Curb
Curb Radius	5 - 15 ft.
Walkway Type	Sidewalk
Landscape Type	Planted
# Vehicular Lanes	2 - 3
Traffic Lane Width	10 ft.
Parking Lane Width	7 - 8 ft.
Target Design Speed	20 - 25 mph
Bikeway Type	Bicycle Lane, Sharrow
Riding Surface Width	5 - 6 ft.
Movement	Uni-Directional
Bicycle Parking	Rack, Shelter, Locker
Transitway Type	Regional Bus, Local Circulator, Amtrak

A thoroughfare of moderate capacity and low speed that serves a regional urban destination, such as a main street district. Pedestrian and bicyclist comfort is prioritized.

Precedents

- Maine Street, Brunswick
- Main/Bayview Street, Camden
- Main Street, Rockland

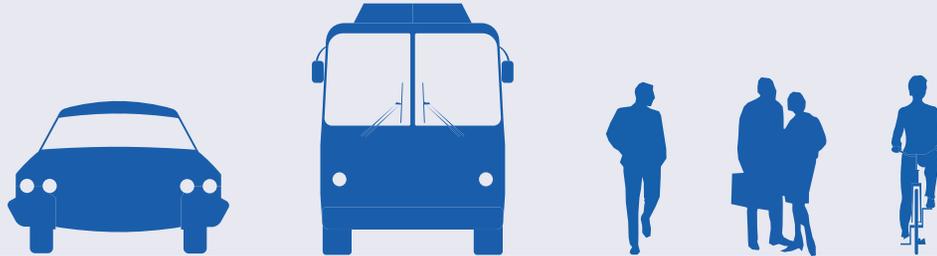


Maine Street, Brunswick



Maine Street, Brunswick

Commercial Avenue



Outer Pleasant Street, Brunswick



Outer Pleasant Street (Church St to Mill St), Brunswick

Thoroughfare Type	Commercial Avenue
Right-of-Way Width	Varies
Pavement Width	Varies
Land Use Character	Walkable, General Urban
General uses	Office, Retail, Residential, Civic
Public Frontage Quality	Medium, High
Drainage Type	Curb
Curb Radius	5 - 15 ft.
Walkway Type	Sidewalk
Landscape Type	Planted
# Vehicular Lanes	2 - 4
Traffic Lane Width	10 - 11 ft.
Parking Lane Width	8 ft.
Target Design Speed	25 - 35 mph
Bikeway Type	Bicycle Lane, Sharrow
Riding Surface Width	5 - 6 ft.
Movement	Uni-Directional
Bicycle Parking	Rack
Transitway Type	Regional Bus, Local Circulator

A thoroughfare of moderate to high vehicular capacity and low to moderate speed, which serves as a connector between two commercial nodes or regional destinations. This thoroughfare type is sometimes equipped with a landscaped median and should be designed to balance the needs of vehicles with those of pedestrians and bicyclists.

Precedents

- Outer Pleasant Street, Brunswick (transitional area)
- Brunswick Avenue, Gardiner
- Forest Avenue, Portland

Residential Avenue



Thoroughfare Type	Residential Avenue
Right-of-Way Width	Varies
Pavement Width	Varies
Land Use Character	Walkable, Sub-Urban
General uses	Residential, Corner Store, Civic
Public Frontage Quality	Moderate, High
Drainage Type	Curb
Curb Radius	5 - 15 ft.
Walkway Type	Sidewalk
Landscape Type	Planted
#Vehicular Lanes	2 - 3
Traffic Lane Width	10 - 11 ft.
Parking Lane Width	7 - 8 ft.
Target Speed	25 - 30 mph
Bikeway Type	Bicycle Lane
Riding Surface Width	5 - 6 ft.
Movement	Uni-Directional
Bicycle Parking	n/a
Transitway Type	Regional Bus, Local Circulator

A thoroughfare of moderate vehicular capacity and low to moderate speed, acting as a connector between primarily residential neighborhoods and commercial nodes or regional destinations. This thoroughfare type is sometimes equipped with a landscaped median and should be designed to balance the needs of vehicles with those of pedestrians and bicyclists.

Precedents

- Jordan Avenue, Brunswick
- Gamage Avenue, Auburn
- Brighton Avenue, Portland

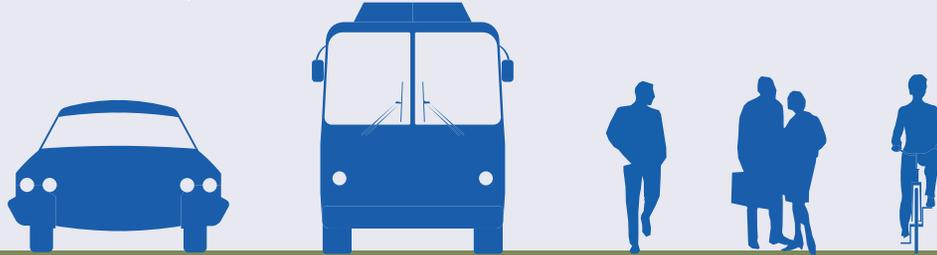


Jordan Avenue, Brunswick



Jordan Avenue, Brunswick

Community Street



Inner Pleasant Street, Brunswick

Thoroughfare Type	Community Street
Right-of-Way Width	Varies
Pavement Width	Varies
Land Use Character	Walkable, General Urban
General Land uses	Offices, Retail, Residential, Civic
Public Frontage Quality	Moderate, High
Drainage Type	Curb
Curb Radius	5 - 15 ft.
Walkway Type	Sidewalk
Landscape Type	Planted
# Vehicular Lanes	2 - 3
Traffic Lane Width	10 - 11 ft.
Parking Lane Width	8 ft.
Target Speed	25 - 30 mph
Bikeway Type	Bicycle Lane, Sharrow
Riding Surface Width	5 - 6 ft.
Movement	Uni-directional
Bicycle Parking	Rack
Transitway Type	Regional Bus, Local Circulator

A thoroughfare of moderate vehicular capacity and low to moderate speed that services numerous community and civic uses, including schools, hospitals, churches, libraries, and parks.

Precedents:

- Inner Pleasant Street, Brunswick
- Mt. Hope Avenue, Bangor
- Bates Street, Lewiston



Inner Pleasant Street, Brunswick

Residential Street



Federal Street, Brunswick



Federal Street, Brunswick

Thoroughfare Type	Residential Street
Right-of-Way Width	Varies
Pavement Width	Varies
Land Use Character	Walkable, sub-urban
General uses	Residential, Civic, Corner Store
Public Frontage Quality	Moderate, High
Drainage Type	Curb, Swale
Curb Radius	5 - 15 ft.
Walkway Type	Sidewalk, Shared Use Path
Landscape Type	Planted, Natural
# Vehicular Lanes	2
Traffic Lane Width	9 - 10 ft.
Parking Lane Width	7 - 8 ft.
Design Target Speed	20 - 25 mph
Bikeway Type	Bicycle Boulevard, S.U. Path
Riding Surface Width	9 - 11 ft. (shared lane)
Movement	Bi-Directional
Bicycle Parking	n/a
Transitway Type	n/a

A thoroughfare of low vehicular capacity and low speed that provides access to residential land uses and which prioritizes the safe movement of pedestrians and bicyclists over motor vehicles.

Precedents

- Federal Street, Brunswick
- Oak Street, Bath
- Middle Street, Wiscasset

Slow-Flow Street



Thoroughfare Type	Slow-flow Street
Right-of-Way Width	Varies
Pavement Width	Varies
Land Use Character	Walkable, Urban/Sub-urban
General uses	Residential, Civic, Corner Store
Public Frontage Quality	Moderate, High
Drainage Type	Curb, swale
Curb Radius	5 - 15 ft.
Walkway Type	Sidewalk
Landscape Type	Planted, Natural
# Vehicular Lanes	1 - 2
Traffic Lane Width	8 - 10 ft.
Parking Lane Width	7 - 8 ft.
Design Target Speed	15 - 20 mph
Bikeway Type	Bicycle Boulevard, S.U. Path
Riding Surface Width	8 - 10 ft. (shared lane)
Movement	Bi-Directional
Bicycle Parking	N/A
Transitway Type	N/A

A thoroughfare designed for low vehicular capacity and very slow speeds. Slow-Flow Streets prioritize the movement of pedestrians and bicyclists through the utilization of very narrow travel lanes and various traffic calming devices such as diverters, semi-diverters, chicanes, roundabout, and speed tables.

Precedents

- High Street, Brunswick
- Grace Street, Rockland
- Center Street, Yarmouth



High Street, Brunswick



High Street, Brunswick

Shared Use Path



Source: Bowdoin College

Androscoggin River Bicycle Path, Brunswick



Androscoggin River Bicycle Path, Brunswick

Thoroughfare Type	SHARED USE PATH
Right-of-Way Width	Varies
Pavement Width	8 - 12 ft.
Land Use Character	Recreational
General uses	Civic, Recreational
Public Frontage Quality	Moderate, High
Drainage Type	Swale
Curb Radius	n/a
Walkway Type	Path
Landscape Type	Planted, Natural
# Vehicular Lanes	0
Traffic Lane Width	n/a
Parking Lane Width	n/a
Target Design Speed	n/a
Bikeway Type	Shared Use Path
Riding Surface Width	8 - 12 ft.
Movement	Bi-Directional
Bicycle Parking	Rack, Shelter
Transitway Type	n/a

A thoroughfare reserved primarily for pedestrians, bicyclists, skaters and runners. Shared Use Paths serve primarily as recreational corridors, but may also serve as utilitarian transportation corridors if designed to connect residential, civic, and commercial/industrial land uses.

Precedents

- Androscoggin River Bicycle Path, Brunswick
- Back Cove Shared Use Path, Portland
- Beth Condon Memorial Pathway, Yarmouth