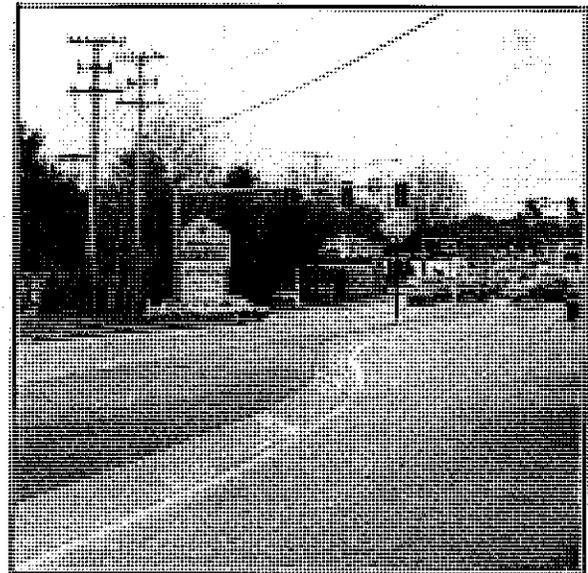
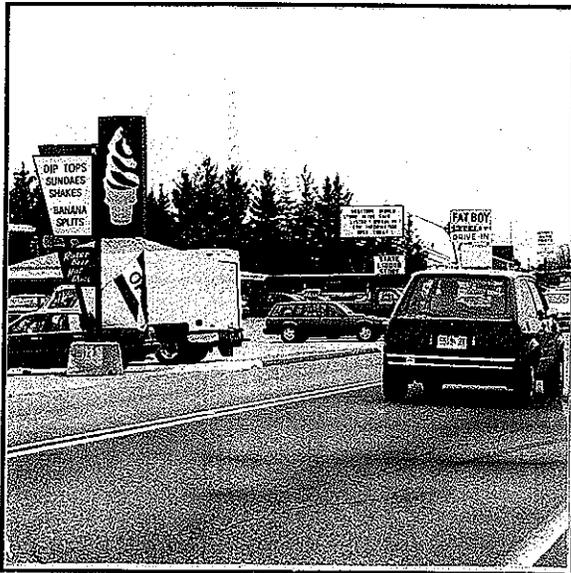
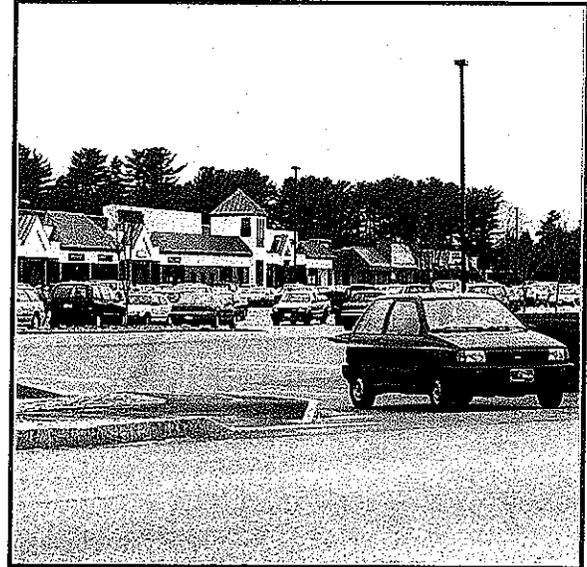
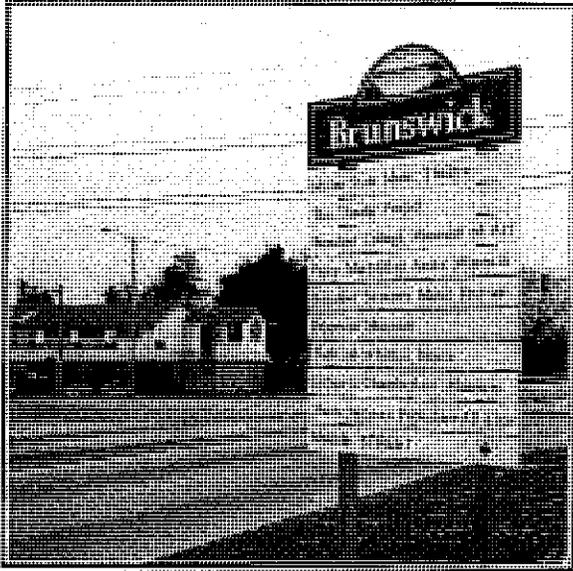


COOK'S CORNER MASTER PLAN

Brunswick, Maine



Prepared by
Cook's Corner Master Plan Committee

With Assistance From
Terrence J. DeWan & Associates, Eaton Traffic Engineering
Department of Planning & Development, Town of Brunswick

Final Draft for Town Council Review, June 1998



Town of Brunswick, Maine

INCORPORATED 1739

OFFICE OF THE TOWN MANAGER

DONALD H. GERRISH, MANAGER

28 FEDERAL STREET
BRUNSWICK, MAINE 04011
TELEPHONE 725-6659
FAX # 725-6663

June 11, 1998

Dear Reader of the Cook's Corner Master Plan:

This plan is a vision for the future of Cook's Corner five, ten, or even twenty years from now. Our goal is a vibrant, growing and hospitable center with a place for everything. The plan is a concept with details to be developed over the next several years.

In summary, the plan envisions:

- Smoother traffic flow by the creation of more and better aligned roadways;
- Space for more commercial businesses easily accessible by car, bike or on foot;
- Safe bike and pedestrian access to and through the area;
- A recreation area for East Brunswick citizens;
- Some small areas of green space within the center of the area;
- A public safety facility to serve the area's growing needs;
- A smooth integration of commercial, institutional and residential development;
- Design standards that encourage people-friendly buildings and spaces;
- Pre-approved DEP plans to expedite permits for future developments.
- Development of a mixed use urban village area.

This plan is the fruition of nearly two years of study and analysis of the Cook's Corner area by a committee of Brunswick citizens, town staff and local consultants. The genesis of the plan was citizen frustration after more than two decades of uncoordinated development, which resulted in Cook's Corner becoming a driving nightmare and a bicycle and pedestrian obstacle course.

The pleasant surprise for me was how the overwhelming majority of our committee members, staff consultants and citizen participants in our public meetings have agreed on the basic vision set forth in this plan. I believe that the plan addresses the real concerns of our citizens. It is a long document, and if your time is limited, I urge you to at least read the executive summary.

I want to thank all of you who helped create this report: the Committee, Brunswick planners Andrew Singelakis and Theo Holtwijk, consultants Terry DeWan and Bill Eaton and the citizens who came to the public meetings and made their opinions known.

Thank you for your interest and happy reading.

Sincerely,

Michael Feldman, Chairman
Town Councilor, District 1



TOWN OF BRUNSWICK, MAINE
INCORPORATED 1739

DEPARTMENT OF PLANNING AND DEVELOPMENT
28 FEDERAL STREET
BRUNSWICK, ME 04011

THEO H.B.M. HOLTWIJK, DIRECTOR

PHONE: 207-725-6660

FAX: 207-725-6663

June 11, 1998

Dear Reader:

The Cook's Corner Master Plan is building on the commercial success of Cook's Corner of the last 30 years. It recognizes, retains as well as expands the positive aspects of this area. Cook's Corner's strategic location has been a powerful market-driven magnet for businesses and customers. This economic activity has contributed significantly to the Town's tax base.

At the same time, the plan redirects the more detrimental aspects that this growth has brought with it. An environment has been created in which the automobile is the dominant mode of transportation. Traffic congestion has been a more frequent occurrence. Furthermore, some citizens comment that the architectural and landscape character of Cook's Corner lacks a "sense of place," that, in fact, it could be "any place."

In a nutshell, the Cook's Corner Master Plan contains ten key elements:

1. All commercial activity in Cook's Corner is located along just two roads: Gumet Road and Bath Road. This has limited the amount of developable land with adequate frontage. What has been available has been used. The two roads also force all traffic to go through the same intersection. This plan proposes to **create additional travel ways** to get "there from here." Besides alternative travel routes, these roads will provide increased frontage for new development.
2. The plan also proposes **improvements along existing roads**. These improvements are aimed to ease travel for automobiles as well as bicyclists and pedestrians.
3. The plan identifies the need to **acquire and develop land for public uses** to meet the growing needs of this area, including a fire station and recreational/park land.
4. The plan envisions a **comprehensive impact fee system** to help pay for the public expenditures (land & ROW acquisition, road development and improvement) that are proposed.
5. The plan proposes to **enlarge the area zoned and available for commercial development** and make a distinction between that portion suitable for "big box" development and that portion for which a **more small scale, mixed use, urban development** is envisioned.
6. The plan suggests to put in place **design guidelines** to help guide the character of any new development towards a **more people-oriented place**.
7. The plan wants to expedite major development approvals by **coordinating permit reviews** with the State of Maine.
8. The plan **encourages private initiative as well cooperative activities** among all parties with a shared interest in the well being of Cook's Corner.
9. The plan envisions a **public expenditure of \$50,000 to \$100,000** each year over the next several years to move it forward.
10. The plan recommends that an **Implementation Committee** is put in place to help guide and oversee some of the details of the plan.

The Town of Brunswick welcomes your input and comment at any time.

Sincerely,

Theo H.B.M. Holtwijk
Director of Planning & Development

TABLE OF CONTENTS

| | |
|--|----|
| Executive Summary | 1 |
| • Right-of-Way Acquisition..... | 1 |
| • Roadway Improvements..... | 2 |
| • Land Acquisitions..... | 2 |
| • Regulatory Approaches..... | 2 |
| • Private Initiatives..... | 3 |
| Introduction | 4 |
| • Goals..... | 4 |
| • Study Area..... | 5 |
| • Master Plan Committee..... | 6 |
| Existing Conditions, Limitations, and Opportunities | 8 |
| • Vehicular Traffic..... | 8 |
| • Bicycle and Pedestrian Issues..... | 9 |
| • Aesthetic Issues..... | 10 |
| • Land Use Issues..... | 10 |
| Opportunities | 12 |
| • Brunswick Naval Air Station Master Plans..... | 12 |
| • Roadway/Entrance Plan..... | 12 |
| • Housing Plan..... | 12 |
| • Retail at Brunswick Gardens..... | 13 |
| • 80 Acre Business Park Site..... | 14 |
| • Topsham-Brunswick Bypass (Coastal Connector)..... | 14 |
| • Brunswick Regional Alternative Transportation Corridor..... | 15 |
| • Bath Road Impact Fee..... | 16 |
| • Mid Coast Hospital..... | 16 |
| • Brunswick Housing Authority..... | 16 |
| • Central Maine Power Easement..... | 17 |
| Constraints | 18 |
| • Traffic..... | 18 |
| • Wetlands..... | 18 |
| • Financing..... | 18 |
| • Public Safety..... | 18 |
| • Permitting..... | 18 |
| • Stormwater Management..... | 19 |

| | |
|---|----|
| Recommendations | 20 |
| • Implementation Committee..... | 20 |
| • Planning/Design/Engineering Services..... | 20 |
| • Roadway Interconnections..... | 21 |
| • Perimeter Road..... | 21 |
| • Perryman Drive Extension to Thomas Point Road..... | 21 |
| • Connection from Wal*Mart Parking Lot to Thomas Point Road..... | 21 |
| • New Route 1 Exit to Bath Road near Mid Coast Hospital | 22 |
| • Bath Road: | |
| Cook's Corner Intersection/Thomas Point Road / Wal*Mart Area..... | 22 |
| • The Master Plan..... | 22 |
| • Financing..... | 23 |
| • Bath Road Impact Fee | 23 |
| • Existing Structures..... | 23 |
| • Old Bath Road Bridge | 23 |
| • Design Guidelines | 23 |
| • Bicycle Traffic | 23 |
| • Traffic Signal Synchronization | 23 |
| • Thomas Point Road | 23 |
| • Thomas Point Road/Bath Road Intersection..... | 24 |
| • Thomas Point Road Upgrade..... | 24 |
| • Cook's Corner Village..... | 25 |
| • Cook's Corner Mall..... | 25 |
| • Physical Improvements..... | 25 |
| • Traffic Circulation Problems | 25 |
| • Curb Cut Consolidation | 25 |
| • Sidewalks..... | 25 |
| • Additional Improvements | 26 |
| • Mid Coast Hospital Area..... | 26 |
| • Route 1 Interchange..... | 26 |
| • Hospital Entrance..... | 26 |
| • Permitting..... | 26 |
| • East of Hospital..... | 26 |
| • Industrial Uses..... | 26 |
| • Future Redevelopment Sites | 26 |
| • Bath Lumber Site | 26 |
| • Bath Road / Merrymeeting Plaza Area..... | 26 |
| • Roadway Alignment Problems..... | 26 |
| • Turning Lane..... | 26 |
| • Base Ring Road..... | 26 |
| • Bicycle Traffic..... | 27 |
| • Land Use Issues..... | 27 |
| • Shared Parking..... | 27 |
| • Zoning Ordinance Provisions | 27 |
| • Design Guidelines | 27 |
| • Granite Curbing..... | 27 |
| • Impact Fee Ordinance..... | 27 |

- Comprehensive Permitting27
 - Coordination with State Planning Office27
 - Coordinated Permitting Process.....28
- Parks, Open Space, and Recreation28
 - Recreation Facility28
 - Ormsby Property (former Merrymeeting Park).....28
 - Zoning Strategies.....28
 - Surrounding Land Use.....28
- BNAS Master Plan.....28
 - New Internal Road/ Relocated Main Gate28
 - Business Park.....28
 - Replacement Housing29
 - Brunswick Gardens Site.....29
- Bicycle and Pedestrian Issues29
 - Bicycle Plan.....29
 - New Public Roadways29
 - Crosswalks29
 - Bicycle Routes.....29
- Public Safety Issues.....30
 - Fire Substation.....30
- Multi-Modal Issues30
 - Multi-modal and Transit Issues30
 - Bus and Rail Service30

Prioritization Schedule 31

- Right of Way Acquisition (Table 4).....31
- Roadway Improvements (Table 5).....32
- Land Acquisition (Table 6).....33
- Regulatory Approaches (Table 7).....33
- Private Initiatives (Table 8).....34

Appendices (only included in full report)

- 1. Survey Response
- 2. Results of Public Workshops
- 3. Traffic Projections
- 4. Traffic Impact Fee Assessment
- 5. Build-out Analysis
- 6. Bath Road Improvements
- 7. Cook's Corner Mall Improvements
- 8. Merrymeeting Plaza Intersection Improvements
- 9. Zoning Recommendations
- 10. Design Guidelines
- 11. B.K.F.D. Substation Land Search Report (Summary)
- 12. Maine Department of Transportation Review Comments

COOK'S CORNER MASTER PLAN

EXECUTIVE SUMMARY

The purpose of this plan is to guide development in the Cook's Corner area. For years unplanned development has occurred in Cook's Corner. While the result has been a successful commercial center, this continuing uncoordinated growth is contributing to heavy vehicular traffic and an environment that is unsuitable for pedestrians and bicyclists.

There are several major events that are contributing to the need for sound planning in this portion of the town:

- The Topsham-Brunswick Bypass, (also known as the Coastal Connector) now provides a direct link to I-95 from the Cook's Corner area.
- The Brunswick Alternative Transportation Corridor will bring bicyclists into the Cook's Corner Area from the Merrymeeting Bridge and Downtown.
- The proposed construction of Mid Coast Hospital's new medical campus will diversify uses in the Cook's Corner area.
- The Brunswick Naval Air Station has completed an overall Master Plan, which will serve as a guide to meet future housing needs and the development of possible commercial uses on the base.

This report is intended to reinforce the town's adopted Comprehensive Plan and should be deemed by the Town Council to be consistent with the plan prior to adoption. This plan is not an amendment to the Comprehensive Plan, but addresses the issues found within the Cook's Corner area. This plan should serve as the basis for decision making regarding zoning, development review, impact fees and their financing, capital improvements, and Town priorities associated with MDOT projects. Recommendations of this report are outlined on the Figure 1, Cook's Corner Planning Study, dated December, 1997. This plan is not intended to answer every question about the study area. Rather, it serves as the basis to establish improvement priorities.

The recommendations of this report can be divided into the following categories:

- right-of-way acquisition
- roadway improvements
- land acquisition
- private initiatives
- regulatory approaches.

Right-of-way Acquisition

In order for planned growth to occur in the manner prescribed in this plan, the Town should as a first step establish and coordinate the locations of rights of way through parcels. The location of town-owned right of ways will have the greatest impact on future development and transportation patterns. The Committee recommends that the Town should acquire the following rights of way:

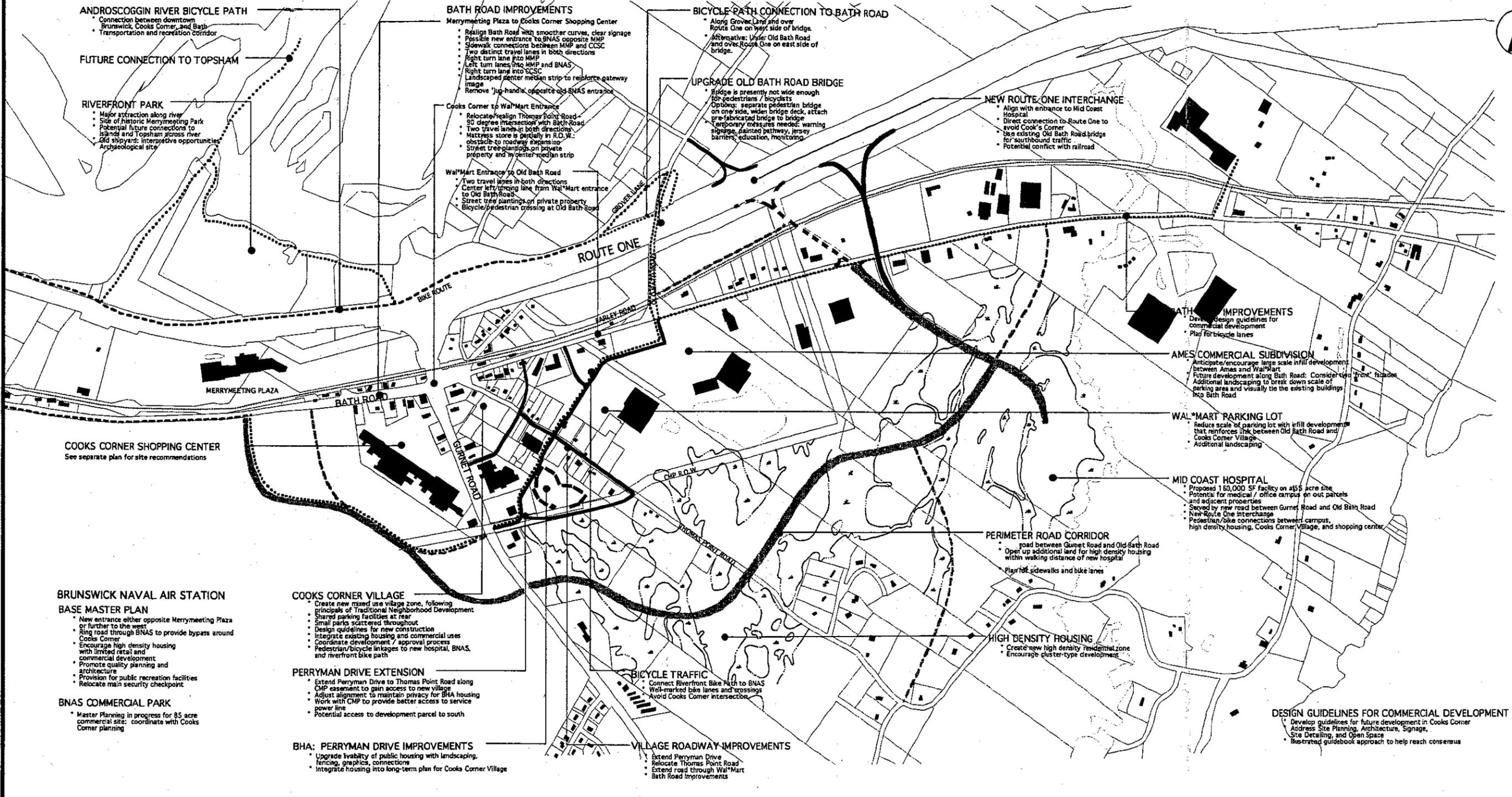
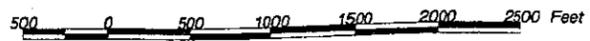


FIGURE 1

Cooks Corner Planning Study

Brunswick, Maine
December 1997

Graphic Scale



Terrence J. DeWan & Associates
Landscape Architects & Planners
Yarmouth, ME

Eaton Traffic Engineering
Brunswick, ME

Planning Department
Town of Brunswick, ME

LEGEND

- PROPOSED/UPGRADED ROADS
- ALTERNATIVE ROAD LOCATIONS
- EXISTING OR UNDER CONSTRUCTION BICYCLE PATHS
- PROPOSED FUTURE BIKE PATHS
- ALTERNATIVE BIKE PATH LOCATIONS
- WETLANDS

- land for a new "perimeter road" linking the forthcoming hospital with a location on Gurnet Road south of the Cook's Corner intersection.
- roadway connections between the existing Wal*Mart parking lot and Thomas Point Road.
- a future interchange off of Route 1.
- property to re-align the intersection of Thomas Point Road and Bath Road as indicated on the plan.

Roadway Improvements

Several roadway improvements are proposed that will require the participation of the State Department of Transportation to rectify existing deficiencies. The Committee recommends the following improvements:

- Realignment of the Merrymeeting Plaza intersection.
- Development of a new interchange connecting Route 1 to Bath Road in the vicinity of the forthcoming hospital.
- Improvement of the bridge at Old Bath Road so that it can accommodate increased bicycle and vehicular traffic.

The Committee recommends other improvements which would require investments by the Town to encourage new development:

- Extending Perryman Drive to Thomas Point Road.
- Creating a connection between Thomas Point Road and the Wal*Mart Parking Lot.
- Widening of Bath Road.
- Re-alignment of the Thomas Point Intersection at Bath Road.

Land Acquisition

The Committee recommends that the Town should be proactive and seek to acquire several key parcels of land at Cook's Corner to meet a variety of public safety, economic development, and recreational goals:

- Acquisition of property to locate a public safety facility in the Cook's Corner area should be the top priority.
- The former site of Merrymeeting Park should be acquired and utilized as an extension of the riverfront bicycle path.
- Every effort should be made in the consideration of individual property owners who are potentially affected by road widening projects.
- Residential properties on Thomas Point Road that are near the connection to Wal*Mart should be acquired.
- Land should be acquired to establish a major active recreational area in the East Brunswick area.

Regulatory Approaches

Several regulatory changes are proposed in this plan. While there are several regulatory recommendations associated with this plan, the actual zoning ordinance shall govern until such time that it is amended.

- The Zoning Ordinance for the study areas should be re-examined to ensure it is consistent with the recommendations of this plan.
- A new impact fee structure for projects within the Cook's Corner area should be developed to ensure that financing is available, and also to ensure that no single business bears the brunt of singularly making desired capital improvements. Allowance should be made for appropriate in-kind contributions.
- The Planning Board should ensure that the recommendations of this plan are implemented in an equitable manner that is commensurate with the scale of the application.
- Town Staff should work with DEP and the State Planning Office to initiate a comprehensive permitting process.

Private Initiatives

This plan acknowledges that public intervention can only do so much. Places that work and function well require a sense of pride among the owners of property and businesses in the area. This plan recommends private investments that will improve appearances, build business, and increase property values. The Town should encourage endeavors such as:

- Establishment of a Cook's Corner Merchant's group to focus on creating a sense of pride, joint marketing, advocacy and beautification projects.
- Consolidation of curb cuts.
- Installation of landscaping, bicycle and pedestrian facilities, and other amenities.
- Development of a mixed use urban village.

Prioritization of Implementation Actions, Cook's Corner Master Plan, June 11, 1998

| | Short-Term 1 - 3 Years | Mid-Term 4 - 6 Years | Long-Term 7 - 10+ Years |
|--|---|---|---|
| ROW ACQUISITION | Acquire land for Perimeter Road (see page 21) | Acquire land for new Rt. 1 ramps (see pages 22 and 26) | |
| | Acquire land/rights for Perryman Drive Ext. to Thomas Point Road (see page 21) | | |
| | Acquire land for extension from Wal-Mart Parking Lot to Thomas Pt. Rd. (see page 21) | | |
| | Acquire land for realignment of Thomas Point Road/Bath Road intersection (see page 23) | | |
| ROADWAY IMPROVEMENTS | Retrofit Old Bath Road Bridge for bike/pedestrian access (see page 23) | Construct Perryman Drive Extension to Thomas Point Road (see page 21) | Complete Thomas Point Road Upgrade (see page 24) |
| | Realign Bath Road in Merrymeeting Plaza Area (see page 26) | Construct Wal-Mart Parking Lot Extension to Thomas Point Road (see page 21) | Realign Thomas Point Road/Bath Road Intersection (see page 23) |
| | Construct sidewalks along Gurnet Road and Bath Road (see page 25) | Construct new Route 1 ramps to Bath Road (see pages 22 and 26) | Construct Perimeter Road (see page 21) |
| | Widen Bath Road (Cooks Corner/Wal-Mart) (see page 22) | | |
| | Synchronize existing traffic signals (see page 23) | | |
| LAND ACQUISITION & PROPERTY DEVELOPMENT | Acquire Site for & Build Fire Dept. Substation (see page 30) | Acquire Site for & Develop East Brunswick Recreation Facility (see page 28) | Study potential industrial redevelopment sites Bath Rd. north (see page 26) |
| | | | Acquire Ormsby property (former Merrymeeting Park) (see page 28) |
| REGULATORY MEASURES | Develop financing mechanism (impact fee system) (see pages 22, 23 and 27) | | |
| | Prepare Zoning Ordinance update (see page 27) | | |
| | Develop Design Guidelines (see pages 23 and 27) | | |
| | Initiate Comprehensive Permitting with DEP/SPO (see pages 27 and 28) | | |
| | Ongoing: Conduct Development Review consistent with Master Plan (see pages 20 through 30) | | |
| NON-TOWN INITIATIVES | Establish Cook's Corner Merchants Association | Construct BNAS Housing (see page 29) | |
| | Encourage improvements at Cook's Corner Mall (see page 25) | Develop Mixed Use Urban Village (see page 24) | |
| | Ongoing: Develop BNAS Business Park (see page 28) | | |
| | Ongoing: Continue voluntary Curb Cut Consolidation (see page 25) | | |
| | Ongoing: Initiate Beautification Projects | | |

INTRODUCTION

Since the 1960s, Cook's Corner has become a regional shopping center, with more than one million square feet in retail space. This extraordinary growth occurred without the development of a unified plan or vision for the area. Brunswick is a large town encompassing 45 square miles, divided into East and West Brunswick by the Brunswick Naval Air Station. Cook's Corner forms the central location of East Brunswick, and is the location of a major junction that connects East Brunswick to downtown Brunswick, Topsham, Bath and the Harpswell Islands.

Development in Cook's Corner has resulted in new opportunities for the residents of Brunswick and the region. However, piecemeal growth has had many traffic, safety and aesthetic impacts which the Brunswick Comprehensive Plan seeks to address. The plan calls for creating an unified development theme in the area in a manner that resembles a second town center. The plan also recognizes Cook's Corner's role as a regional shopping center and gateway. The plan promotes orderly development patterns that encourages as much inter-connectivity as possible and enhances the physical relationship among diverse uses.

There are several key developments that will have profound impacts on Cook's Corner, as noted on Figure 2, Key Development Areas. With proper planning, these developments could enhance the area and transform it.

- Construction of the Brunswick/Topsham Bypass is expected to bring 20,000 to 30,000 new vehicles daily into the study area.
- The Riverfront Bicycle Path will provide both a recreational resource terminating in the study area and an alternative means of transportation around the Town and the region.
- Mid Coast Hospital plans to construct a hospital/health care complex consisting of approximately 160,000 s.f. of hospital and associated medical offices. It has identified 43 acres of readily developable land within its medical campus; the hospital is expected to occupy 12 of these acres.
- Martin's Point Health Care, in anticipation of the new hospital, has approval for a 50,000 square foot medical office and clinic located on Bath Road.
- The Brunswick Naval Air Station is currently developing a base-housing plan. Current issues under consideration include:
 - demolishing 224 units of housing at Brunswick Gardens
 - constructing replacement housing
 - constructing a new internal configuration for the base, which may include a roadway connecting Bath Road to Gurnet Road
 - coordinating recreational resources with the town's planning
 - evaluating the feasibility of an 80-acre business park located near the current base entrance.

Goals

The Town's Comprehensive Plan, which was adopted in 1993, calls for the preparation of a master development plan for Cook's Corner. The Comprehensive Plan envisions the creation of a second town center at Cook's Corner. In order for this to occur, uses in the

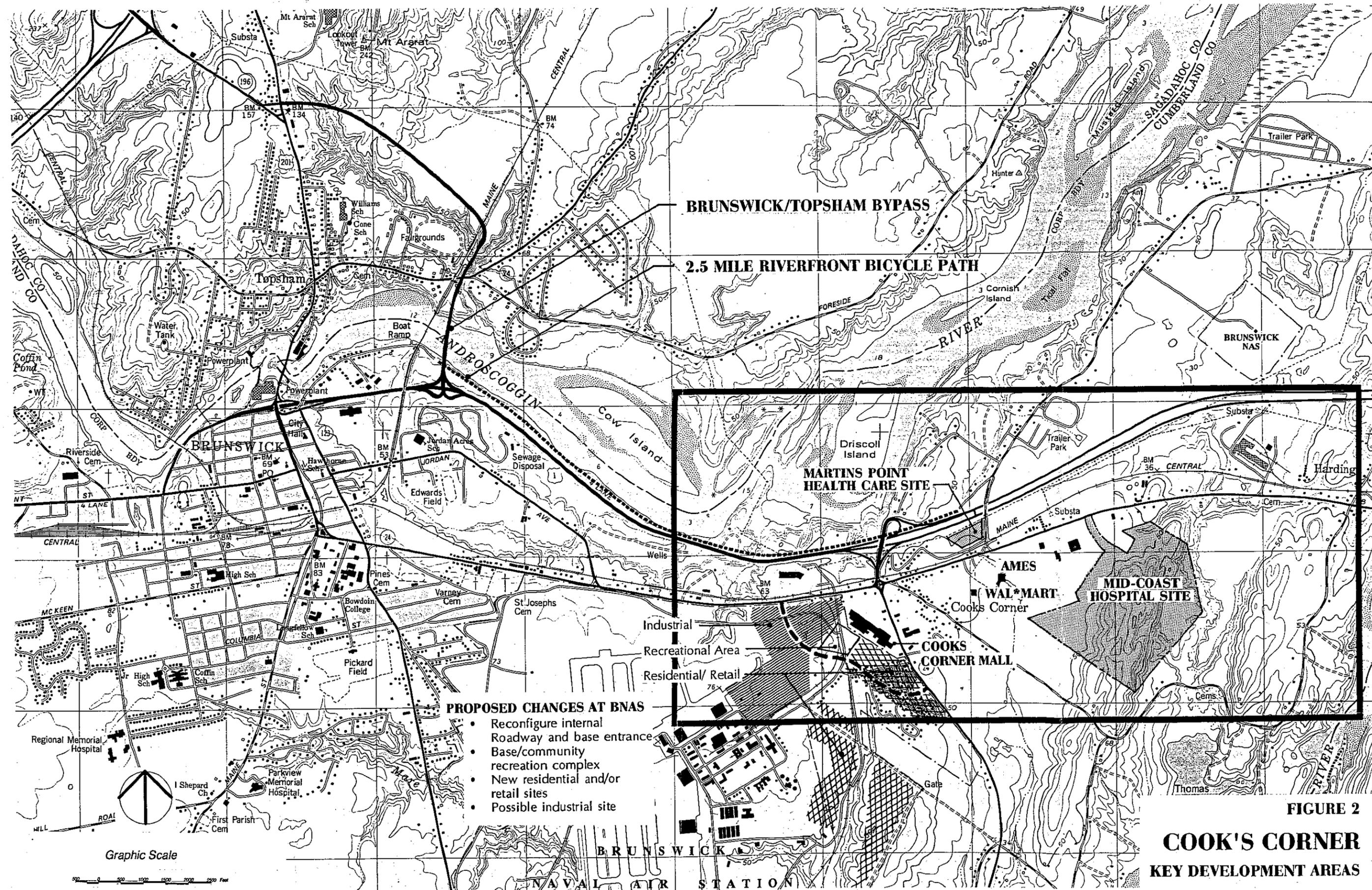


FIGURE 2
COOK'S CORNER
KEY DEVELOPMENT AREAS

Cook's Corner area must be diversified. This includes the introduction of housing, light industrial, office and other development near the center of the Cook's Corner intersection. The scale of development and new circulation patterns in the area should accommodate pedestrians and bicycles. Building designs should be pedestrian-friendly and contribute to an overall sense of a village environment.

The goals of the Cook's Corner Master Plan are to:

- Provide a schematic land use plan showing the locations of land uses, future roadways, public improvements and bicycle/pedestrian circulation. The plan is intended to be a tool that can be used by the Town Council, Planning Board, department heads, applicants, and the public to make informed land use decisions.
- Establish a street layout in the Cook's Corner area. The street layout is intended to guide new development in a manner that is accessible for vehicles, pedestrians, and bicyclists. Where feasible, shared parking will be encouraged.
- Establish guidelines for the development of streets, building design and orientation, parking lots, bicycle travel lanes, curb cuts, and pedestrian amenities for future development.
- Consider infrastructure needs that are appropriate for public transport, including bus and rail.
- Determine areas where public investment will be necessary to facilitate the plan.
- Devise implementation strategies to ensure the ongoing success of the plan.
- Determine the impact of projected land uses through traffic modeling to determine roadway capacity.
- Coordinate with the Brunswick Naval Air Station on base master planning issues relevant to this study.
- Work with Mid Coast Hospital and other large-scale users to coordinate development activity with the objectives of this plan.
- Consider the needs for public recreation and parks in the project area.

Study Area

The study encompasses a broad area of East Brunswick. Generally, the overall planning area encompasses those portions of East Brunswick that are within designated growth areas of the Comprehensive Plan. The original focus of the plan was on the area adjacent to the Cook's Corner intersection and Thomas Point Road. This scope was expanded to evaluate the impacts of these recommendations on the Cook's Corner area. Figure 3, Overall Study Area and Sub-Areas, illustrates the extent of the area addressed by this report.

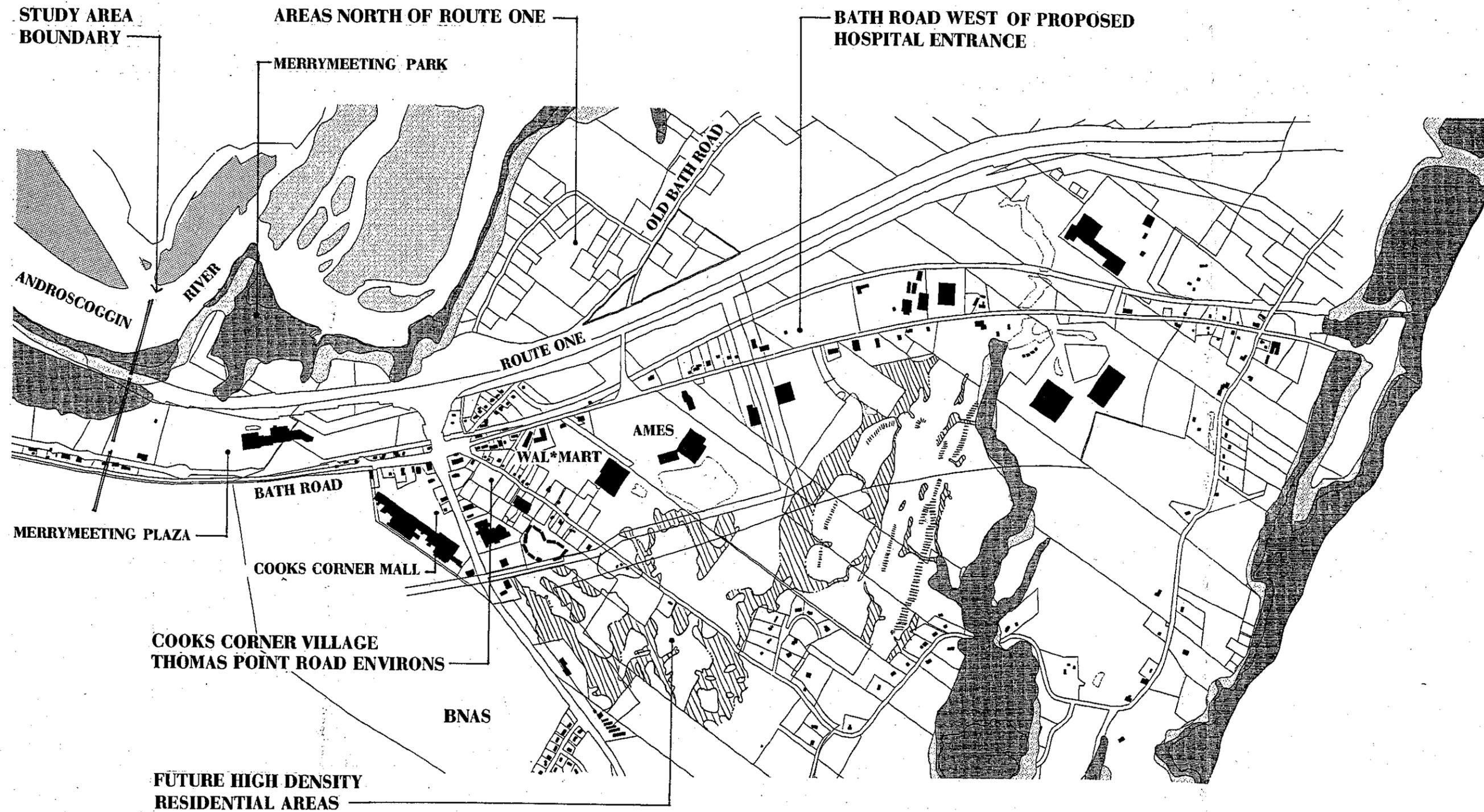


FIGURE 3

COOK'S CORNER

OVERALL STUDY AREA AND SUB-AREAS MAP

The study areas were delineated into the following sub-areas:

- **Cook's Corner Intersection / Thomas Point Road Environs.** This is the area where the most intensive new development is likely to occur. It includes the Thomas Point Road area and most undeveloped land to the west of the Mid Coast Hospital. The plan is most specific regarding land use recommendations in this area and provides detailed short-term recommendations.
- **Bath Road/Merrymeeting Plaza.** The approach into Cook's Corner from Downtown Brunswick was evaluated to provide general recommendations regarding proposed traffic improvements at the current entrance to the Base and the Merrymeeting Plaza entrance, and along the Bath Road approaches to Cook's Corner.
- **High Density Residential Areas.** Outlying high-density areas were included in the plan primarily for the purpose of determining the best locations for connecting roadways.
- **North of Route One.** The area north of Route 1 is the location for the terminus of the forthcoming Bypass and Bicycle Path. This area was evaluated to make recommendations regarding traffic improvement, bicycle and pedestrian amenities, and connections into Topsham.
- **Bath Road West of Proposed Hospital Entrance.** This area was evaluated so that land use and traffic patterns could be projected.

Cook's Corner Master Plan Committee

The Cook's Corner Master Plan was funded by the Town Council in FY 1995-1996, for a total appropriation of \$30,000. Shortly thereafter, a Cook's Corner Committee was formed, with the intent of mixing stakeholders in the area with citizen volunteers. The committee was composed of the following people¹:

- Michael Feldman, Brunswick Town Councilor, District 1, Chairman
- Ted Crooker, East Brunswick Resident/Land Owner
- Ed Hawes, Brunswick Planning Board
- Rich Howard, BNAS Housing Director
- Rich Linehan, Mid Coast Hospital
- Jeannie Parker, Bicycle and Pedestrian Advisory Committee
- Bob Pellegrini, Sandy Ridge Corp.
- C. Warren Ring, East Brunswick Resident/Land Owner
- Charlene Rydell, East Brunswick Resident/Land Owner
- Millie Stewart, East Brunswick Resident/Land Owner

¹ The participation of Naval Air Station Brunswick (NASB) personnel in the Cook's Corner Committee is solely for the purposes of promoting a free exchange of information and ideas. Any representation made by NASB personnel in this capacity does not constitute the official views of NASB, the United States Navy or the United States Government, and any discussion regarding potential development of NASB properties shall not expressly or implicitly constitute an obligation to carry out said development.

- John Vigue, Sandy Ridge Corp.
- Clem Wilson, Brunswick Town Councilor, District 5
- Charlie Wiercinski, Representing Bob and Andy Rosenthal
- Bruce Wyman, ENAS Planner

Andrew Singelakis, former Brunswick Planning & Development Director, coordinated the project and wrote the initial draft of the report. Theo Holtwijk continued this effort and helped to complete the final report.

The Committee developed a Request for Proposals, received six and interviewed two consultants. Terrence J. DeWan and Associates of Yarmouth and Eaton Traffic Engineers of Brunswick were selected as the consultants.

On November 21, 1996 the Cook's Corner Committee conducted a public meeting. Invitations were sent to all businesses and residences in East Brunswick. Over 125 people turned out for the event, and provided input on traffic, aesthetics, limits of development, bicycle and pedestrian access and other issues affecting Cook's Corner. Robert Chadwick, a Bath consultant, facilitated the meeting. Members present were asked to select from a list of issues. Each committee member was then asked to facilitate a workshop addressing traffic and one other issue. The results were summarized and presented to the entire public present. Table 1: Results of Cook's Corner Questionnaire I, provides a summary of this effort. The full results from this survey is included in Appendix 1. The results of the workshop are included in Appendix 2.

Another public meeting was held for business owners and managers on August 28, 1997 at the Atrium Hotel. Approximately twelve people who represented Bath Road businesses attended this event. The purpose of this meeting was to identify issues for business owners that had not been addressed. Issues emerged at this meeting related to the portion of Bath Road between Thomas Point Road and Wal*Mart. The owners of Maine Mattress expressed strong concerns about the location of the proposed road widening in relation to their building. Others who own property on the other side of the street expressed concerns about the creation of a traffic island in the middle of the road which could prevent left hand turns into their businesses.

A second community meeting was held on December 4, 1997 to present the results of the study effort and to take public comment. Surveys regarding the recommendations of the study were distributed to the approximately 30 attendees. The results of this survey is included in Appendix 1.

TABLE 1 — Cook's Corner Questionnaire I

1. Which of the following do you consider to be problems to the CC area?

| | big | somewhat | little | don't know |
|-------------------------|-----|----------|--------|------------|
| appearance of buildings | 36% | 34% | 27% | 2% |
| crime | 7% | 14% | 45% | 34% |
| curb cuts | 20% | 43% | 14% | 23% |
| noise | 7% | 27% | 48% | 18% |
| traffic | 82% | 18% | 0% | 0% |
| sidewalks | 52% | 18% | 23% | 7% |
| bicycle amenities | 41% | 25% | 27% | 7% |
| landscaping | 48% | 30% | 18% | 5% |
| lighting | 20% | 36% | 30% | 14% |
| land uses | 48% | 20% | 23% | 9% |
| safety | 55% | 25% | 14% | 7% |

Number of records: 44

2. What would encourage you to use CC as a pedestrian or bicyclist?

| | | | | | |
|----------------|-----|-----------------|-----|------------------------------|-----|
| more sidewalks | 70% | more crosswalks | 43% | better lighting | 14% |
| shared parking | 12% | bicycle lanes | 52% | access to recreational areas | 23% |

3. How would you describe the image of CC?

excellent: 0% good: 43% poor: 34% very poor: 23%

4. Should there be public parks in CC? YES: 78%

5. What types of businesses/land uses would you like to see in CC?

restaurants: 52% bookstores: 34% art galleries: 39% housing: 27%
 health care: 61% shopping malls: 30% gas stations: 16%
 large retail establishments: 32% convenience stores: 20% fast food: 20%
 industrial development: 23% offices: 55%

6. Do you feel that the development of new roadways connecting Gurnet Road to Bath Road would facilitate traffic movement in the area? YES: 67%

7. Would you like to see an exit from Route 1 to Old Bath Road? YES: 78%



MISALIGNED TRAVEL LANES,
CLOSELY SPACED INTERSECTIONS
AND INEFFICIENT SIGNAL OPERATION
RESULTS IN FREQUENT CONGESTION

MINIMAL PEDESTRIAN AMENITIES -
LITTLE ACCOMMODATION FOR
ALTERNATE MODES - BUS, BICYCLE

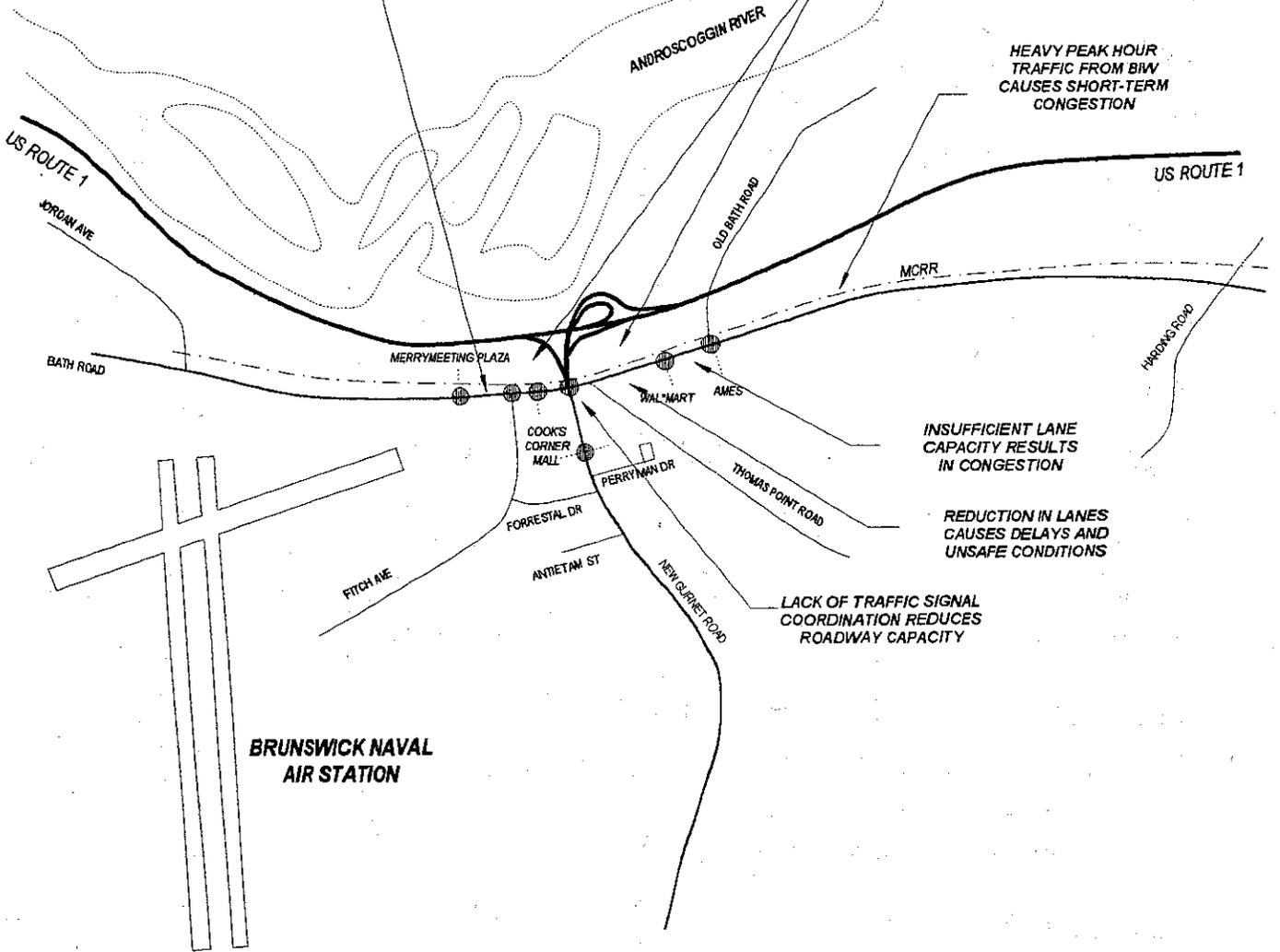
POOR LANE USE
SIGNING CAUSES
CONFUSION

HEAVY PEAK HOUR
TRAFFIC FROM BNW
CAUSES SHORT-TERM
CONGESTION

INSUFFICIENT LANE
CAPACITY RESULTS
IN CONGESTION

REDUCTION IN LANES
CAUSES DELAYS AND
UNSAFE CONDITIONS

LACK OF TRAFFIC SIGNAL
COORDINATION REDUCES
ROADWAY CAPACITY



NOT TO SCALE

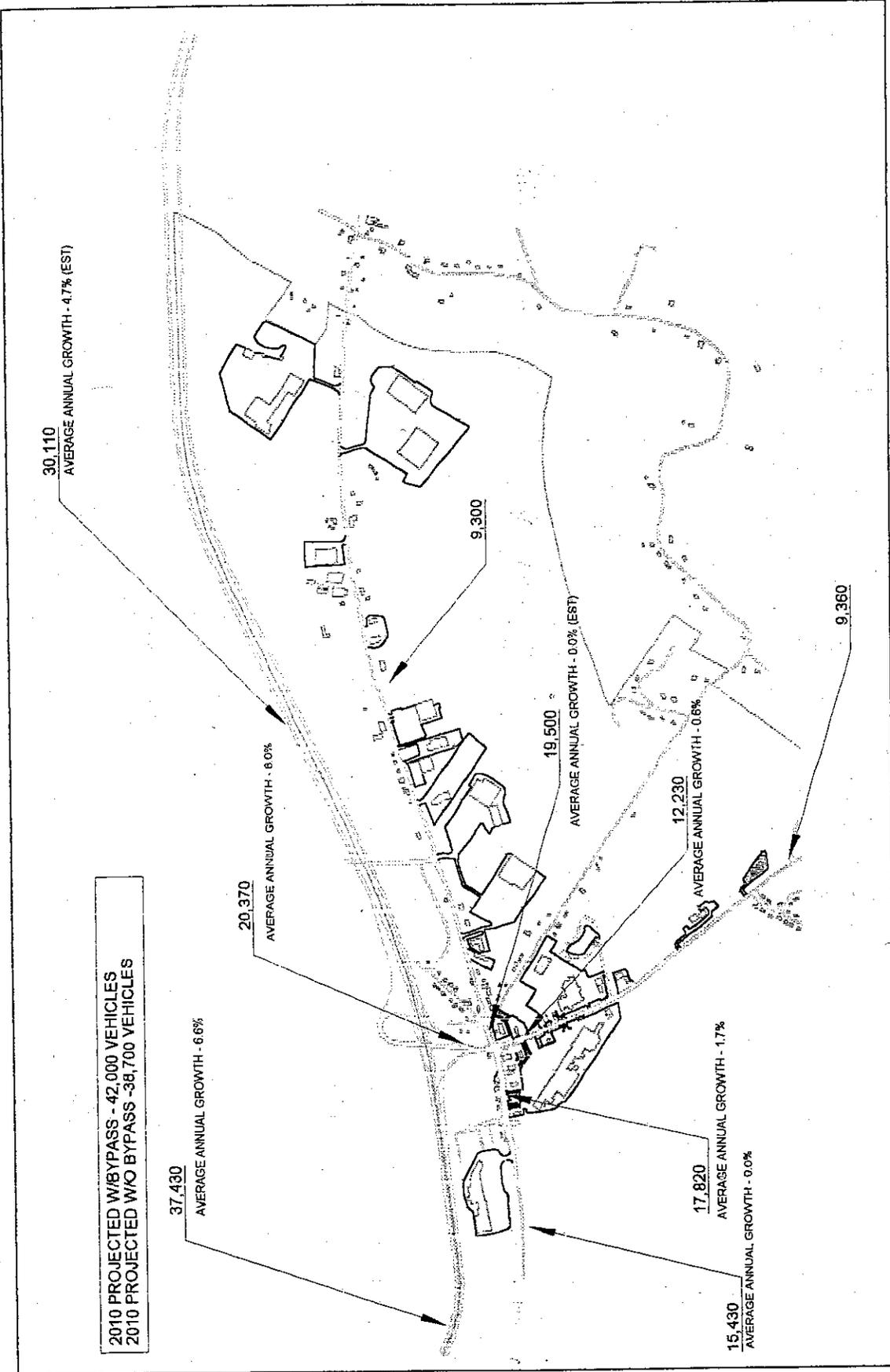


EATON
TRAFFIC
ENGINEERING

2 Mirro Dr - Brunswick, Maine
(207) 725-8905 Fax (207) 725-8773

Preliminary Identification of Existing Issues

COOK'S CORNER MASTER PLAN - TRAFFIC COMPONENT



**COOK'S CORNER
MASTER PLAN**

**TABLE 3 — 1995 Average Annual Daily Traffic at Selected Locations
Average Traffic Growth Rates (1992 - 1995)**

EXISTING CONDITIONS, LIMITATIONS & OPPORTUNITIES

The Committee and the public have identified a number of critical issues in the Cook's Corner Study area. In general, most of the problems are due to uncoordinated development patterns. Virtually all of the problems identified – vehicular traffic, bicycle and pedestrian safety, aesthetics, land use – could have been avoided if a master plan had been in place years ago.

Vehicular Traffic

The primary issue associated with vehicle traffic in the Cook's Corner area is the preservation of roadway capacity. Bath Road and the Cook's Corner intersection are particularly stressed, which has caused difficulty for some businesses trying to obtain approvals. The creation of alternative access points and alternative transportation modes is necessary to increase roadway capacity so that the area may continue to grow. The conditions found in the study area data are summarized in Table 2, Preliminary Identification of Existing Issues, and Table 3, 1995 Average Annual Daily Traffic at Selected Locations / Average Traffic Growth Rates (1992-1995). Additional traffic projections are presented in Appendix 3.

- Bath Road west of the Cook's Corner intersection currently transports 20,000 vehicles per day. This is compared with 23,000 per day on Pleasant Street.
- Route 1 West of Cook's Corner has experienced 6.6% growth from 1992 to 1995. A growth rate of 1% to 2% per year is typical.
- The Environmental Impact Statement for the Brunswick Bypass prepared in 1990 estimated that there would be 38,700 vehicles per day by the year 2010 on Route 1 without the bypass, and 42,500 vehicles per day with the bypass.
- More traffic is expected on Route 1 when the Bypass is operational. The volume of traffic in the area is creating problems in roadway capacity which could severely restrict future development and business expansion in the Cook's Corner area.
- The Cook's Corner Intersection is approaching its capacity much sooner than originally anticipated. The current peak hour is 3,500 vehicles. The intersection will fail when it reaches 7,000 vehicles per hour.
- The entrance to the Base and Merrymeeting Plaza are high volume locations. The entrance to Merrymeeting Plaza has added only 1.7% new volume, so it seems that the problems associated with this area involve the configuration of the roadway. Some of the physical problems in this location include short merge sections, closely spaced intersections and inefficient signal operations.
- The lack of traffic signal coordination in the area limits roadway capacity. Traffic signals from Merrymeeting Plaza to Friendly's are controlled by a single controller, which results in uncoordinated traffic flow. Rectifying this problem could increase roadway capacity in the Cook's Corner area.

- The intersection of Thomas Point Road and Bath Road has an alignment that cannot accommodate intensive development and is dangerous due to the lack of visibility for drivers, and involves very long delays for drivers turning left.
- Insufficient lane capacity and poor signal operations at Ames results in congestion in the area between Wal*Mart and Ames.
- A lack of access from Route 1 requires residents of the Old Bath Road area to travel through the Cook's Corner intersection. These additional vehicle trips result in an unnecessary decrease in roadway capacity at this stressed intersection.
- There are stacking problems for eastbound vehicles on Bath Road that desire to turn left onto Route 1 at Cook's Corner.
- Hazardous traffic situations exist at the signaled intersection of Gurnet Road with the entrance/exit to Hoyt's Cinema.
- In some locations, traffic circulation within the Cook's Corner Mall could be improved. However, a bigger problem is uncontrolled curb cuts on out-parcels along the perimeter of the mall.

Bicycle and Pedestrian Issues

The Cook's Corner Committee, in keeping with the Brunswick Comprehensive Plan, encourages multi-modal transportation opportunities. All areas of the town, particularly growth areas where development is to be encouraged, should be accessible for automobiles, bicycles, and pedestrians.

- The forthcoming bicycle path terminates at Grover Lane on the opposite side of Route 1 from the study area. The bridge on Old Bath Road over Route 1 has not been retrofitted for bicycle and pedestrian use. This bridge could be a primary access point that would enable bicyclists to access the Cook's Corner study area.
- There are few pedestrian amenities found within the study area. Sidewalks are virtually non-existent. However some efforts have been made to provide pedestrian connections in recent developments. The new Hoyts Cinema, for example, has a painted walkway that allows safe crossing at the traffic signal to the shopping mall.
- Additional walkway linkages are needed to connect large-scale developments found within the project area. Connections currently do not exist that would enable a bicyclist or pedestrian to ride/walk from the Hoyts Cinema to the Wal*Mart.
- While there is a bicycle lane along Bath Road from Downtown Brunswick, it leads directly into the Cook's Corner intersection, which is a hazardous situation.
- Bicycle and pedestrian access through the Cook's Corner intersection is hazardous and should not be encouraged.

- In many circumstances, curb cuts are numerous and uncoordinated. This coupled with an increase in vehicle trips could become a hazardous situation for bicyclists, pedestrians and motorists.

Aesthetic Issues

Up to now, there has been no aesthetic vision for Cook's Corner. In most cases, each structure has been designed without consideration of the surroundings.

- There are no unifying themes among buildings at Cook's Corner.
- The orientations of buildings vary and are inconsistent. Some buildings have their backs facing public streets, while the sides of some buildings face the street. In general, there is an emphasis on designing from the perspective of the parking lot, rather than being inviting to the street traveling public. An example of this is the Home Vision Video building located at the corner of Bath and Gurnet Roads.
- Landscaping and pedestrian amenities in the study area, particularly in the more densely developed portions are sparse. What landscaping that does exist is generally in poor condition.
- There is a lack of unified theme in both public and private signage.

Land Use Issues

While the Comprehensive Plan calls for diversifying uses found at Cook's Corner, so far this has not happened.

- Most of the development that has occurred has been in retail, fast food, and hotels.
- The forthcoming Mid Coast Hospital promises to add a major new use that may attract additional professional office space.
- New land uses associated with the hospital and other medical services present a positive opportunity for the diversification of land uses in the study area.
- Approaches into the retail-oriented Cook's Corner area south from Thomas Point Road and the Harpswell Islands are harsh. The transition from rural to high density commercial is abrupt and stark.
- There is a lack of park space and outdoor recreation in the East Brunswick area. The Brunswick Recreation Commission has identified the need for a major recreational facility within the study area.
- The major residential presence in the immediate Cook's Corner area is the 224 unit Brunswick Gardens Navy family housing project and the 50 unit Perryman Road development owned by the Brunswick Housing Authority. A handful of single

family homes and mobile homes are still found in the commercially zoned parts of Bath Road and Thomas Point Road.

- There is an identified need for the construction of a new fire substation and or rescue building located within East Brunswick.
- A major issue is the use of land currently owned by BNAS along Bath Road and along Gurnet Road.

OPPORTUNITIES

Brunswick Naval Air Station Master Plans

The Brunswick Naval Air Station is currently evaluating alternatives for the dual use and redevelopment of the base. Part of this involves an opportunity to develop a business park on the base, as well as an overall plan for housing. Sebago Technics, Inc. has been hired to prepare a master plan for this corner of the base.

Roadway/Entrance Plan

- One preliminary recommendation is for a new roadway through the base, connecting Bath Road to Gurnet Road.
- The specific locations of the new entrance along Bath Road have yet to be determined. Preliminary findings suggest that the roadway should be located at least 1000 feet west of the Merrymeeting Plaza entrance, or directly opposite the plaza.
- The new roadway would be designed to segregate high security base functions (such as hangars, the runway, and secured buildings) from more quasi-public functions (such as housing, recreation areas, and other places that do not require intensive security. It would also provide access to an 80-acre parcel of land off Bath Road that could be used for commercial purposes.
- Funding for the roadway is not foreseen by any means other than some form of commercial use of the Navy property.

The Cook's Corner Committee supports the recommendation that a new connecting roadway be developed on the Base property. The introduction of this roadway will preserve roadway capacity on Bath Road if the traffic traveling from the new Bypass and Route 1 can access the Base from Gurnet Road. If efficient links are created beyond Gurnet Road, it could provide a needed connection that will ultimately lead to the vicinity of the forthcoming hospital.

Housing Plan

Brunswick Gardens is 224 unit military housing development constructed after World War II. This housing stock is the most significant residential presence in the study area. This housing is substandard and needs to be replaced. The Brunswick Naval Air Station has received \$11,000,000 to demolish all of the units at Brunswick Gardens, and to replace 72 of these units. Recent innovations in Federal law are presenting a new opportunity for the base to utilize private/public partnerships. There is a possibility that some or all of this housing may be constructed off base by a private developer.

Several factors need to guide the decision making process with regard to this new housing:

- The Brunswick Gardens is a significant residential presence in the Cook's Corner Area. One of the key goals of the Comprehensive Plan for Cook's Corner is to

encourage high-density residential development in this area. A residential presence is essential for fostering a sense of community in the study area.

- If this housing is to be relocated off base, it is important that the majority of it be sited in a location that does not require trips through the Cook's Corner intersection to access the base. This is critical for maintaining roadway capacity in the Cook's Corner region. Housing that is located further away could increase the number of vehicle trips through the Cook's Corner intersection to access the base, which will reduce roadway capacity in the study area. Lost roadway capacity will reduce the opportunities for future commercial development in the Cook's Corner region. Residential locations south of the Base's Gurnet Road entrance would be most appropriate because any vehicle trips to the Base would not need to go through the Cook's Corner intersection.
- BNAS owns a 66-acre site on Old Bath Road in East Brunswick that is presently planned for future housing use.
- An opportunity exists for the development of a new residential village consisting of BNAS housing at Cook's Corner. Such a new village should be built at relatively high densities (4 to 12 units per acre). While perhaps outside of the scope of this plan, it is recommended that the Base consider utilizing "neo-traditional" prototypes identified in the Brunswick Comprehensive Plan.

Retail at Brunswick Gardens

The Cook's Corner Master Plan calls for strengthening retail development in locations identified in the plan. Introducing a new location for large-scale commercial development could draw economic activity from these planned locations. If such decentralization occurs, it may be difficult to implement the land use objectives of this plan.

BNAS is exploring the possibility of allowing commercial or retail development to replace the Brunswick Gardens Apartments. There is a possibility that, as part of a "land swap," housing could be constructed on private property in exchange for the development of this site for retail or other commercial purposes. The housing may also be constructed in the general location of Brunswick Gardens on the base.

Several factors should guide the decision making process with regard to the introduction of new uses to this area:

- The greatest regional traffic impact would occur under a scenario where new housing is constructed away from the general area of the current Brunswick Garden Apartments, and new retail development occurs on the original site.
- There may be an opportunity to have limited non-retail commercial development in the location of the Brunswick Gardens apartments. Examples of such development could include hotels, conference centers, light manufacturing, service businesses and limited retail development. This would depend, however, on the location of the replacement housing and whether such housing contributes to excessive vehicle trips through the Cook's Corner intersection

- Any type of extensive retail development proposed at the Brunswick Gardens should be accompanied by a detailed market analysis that examines existing development in the region, as well as existing uses in East Brunswick, and any new uses proposed through this Master Plan.

80 Acre Business Park Site

The Midcoast Council for Business Development (MCBD) has examined the potential for the long term lease or sale from BNAS of 80 acres of land off of Bath Road near Merrymeeting Plaza for a business park. Included in this review was the potential civilian use of airfield facilities. RKG Associates was retained to examine the feasibility of this proposal for MCBD. The Navy's response to this proposal was that this land should be reserved for potential residential uses and not be dedicated to business use.

Even though the Navy's reaction was negative regarding a business park, this potential remains in the future as long as this parcel remains undeveloped. Several factors should guide the future decision making process with regard to the introduction of business uses to this area:

- The Committee favors the concept of having a business park in this location. The Town's Comprehensive Plan identifies the need for a new business park. The Town has currently struggled with finding an appropriate location for such a park.
- Any development of the airfield for civilian use should involve detailed analyses of the impact of noise on the Cook's Corner area.
- Access to the business park should be developed to minimize trips through the Cook's Corner intersection. For instance, alternative access points into the business park should be located along the new perimeter road through the base. Business park users coming off of Route 1 and Bath Road westbound could be directed to enter from the Gurnet entrance to the new roadway.
- The Business Park should be developed in such a manner that uses are screened as much as practicable from Bath Road. The current location contains a tree canopy that provides a transition prior to entering the retail area of Cook's Corner. If development is focused around a new base internal roadway, much of the buffer around the perimeter of the site can be preserved.

Topsham-Brunswick Bypass (Coastal Connector)

The Topsham-Brunswick Bypass opened on November 11, 1997. The Bypass now allows BIW, BNAS, and through traffic to access I-95 without going through downtown Brunswick. The bypass provides better accessibility to the Cook's Corner area for motorists traveling on the interstate and allows for a better means of egress to Topsham, which should reduce the number of vehicles on Bath Road west of the Cook's Corner intersection. It is projected that the bypass will also attract 3,500 new vehicles to Cook's Corner per day by the year 2010.

Brunswick Regional Alternative Transportation Corridor (Bikepath)

The Town of Brunswick was the successful recipient of a \$1.09 million grant from the Maine Department of Transportation for the construction of a 2.5 mile Riverfront park and bicycle path. The Brunswick Rotary Club raised \$50,000 of the required local match for the project. The Bike Path through Brunswick will extend to the Topsham-Brunswick Bypass (which will also have bicycle lanes) and will provide an alternative means of transportation from Downtown Brunswick to Cook's Corner.

Safe access from its terminus at Grover Lane is a key issue of this plan. Bicycle traffic needs to be directed over the Old Bath Road bridge at Route 1 and into the study area. The Committee recommends that bicycle traffic be diverted away from the Cook's Corner intersection.

The construction of the waterfront trail and park provides an opportunity for new transportation opportunities in the region. The bike path is part of a larger regional scheme that will ultimately enable bicyclists to travel from Lewiston to Portland. Due to the magnitude of this project, providing bicycle and pedestrian linkages is a key Town goal.

- To implement the objectives of the Bicycle Path plan, it will be necessary to retrofit the Old Bath Road Bridge or add a separate pedestrian bridge so that it can accommodate bicycle and pedestrian traffic.
- From the Old Bath Road, bicycle traffic should be directed into Cook's Corner through the signalized intersection of Old Bath/Bath Roads at the Ames Shopping Center.
- Bicycle traffic should be directed around the Cook's Corner area through the lateral roadway that is being proposed to connect the Ames Plaza to Gurnet Road.
- From Gurnet Road, the bicycle traffic should be directed to the new roadway proposed by BNAS and out to the Bath Road bike lane.
- A key connection to Topsham exists on a bicycle path out-parcel that is privately owned. This parcel is the site of "Merrymeeting Park" which was a former park developed in 1898 by a trolley company which connected Freeport, Brunswick and Bath. An opportunity exists to acquire this parcel, which would add more recreational space to the Riverfront Park. The potential for future connections via bicycle into the Androscoggin River Islands and Topsham Center has been discussed and should continue to be explored.
- All new roads, particularly those where bicycle traffic will be directed, should be designed to accommodate bicycle lanes.

Bath Road Impact Fee

The development of the Wal*Mart resulted in the need for long term traffic improvements in its general vicinity. The Brunswick Planning Board has established an impact fee for future development in this area. Plans developed by T.Y. Lin call for an extra westbound through lane from the Wal*Mart signal to Thomas Point Road, curbing, sidewalk, landscaping, storm drainage, re-paving and traffic signal. The estimated project cost was \$604,200. As part of its approval, Wal*Mart constructed the traffic light and improvements immediately adjacent to its Bath Road site. The remaining work is estimated to cost \$511,800. As of February 1998, the town had collected \$374,716 in impact fees. Appendix 4 presents an analysis of the Traffic Impact Fee system currently in place.

There are a number of issues involved in completing this project:

- The intersection of Thomas Point Road and Bath Road will need to be reconfigured to accommodate increased growth. This work is not included in the T.Y. Lin plan referenced above.
- Every effort should be made by the Town in the consideration of individual property owners who are potentially affected by the widening of Bath Road.
- Working through a traffic consultant, the Town should determine what will trigger the need to carry out the remainder of the work proposed by T.Y. Lin.

Mid Coast Hospital

Mid Coast Hospital is proposing to construct a 160,000 square foot facility on a site located eastward along Bath Road. There are approximately 40 acres of additional land suitable for expanding this medical campus. The introduction of the hospital and related medical offices into the area will have profound positive impacts on the implementation of this plan, as it will introduce a new non-retail use into the Cook's Corner area. Given current problems with traffic in the region, careful consideration of vehicular, bicycle and pedestrian connections into this site are recommended. The goal should be to provide such connections to Route 1 and to the rest of the Cook's Corner area without the need to travel on Bath Road.

Brunswick Housing Authority

The Brunswick Housing Authority operates a 50-unit public housing project on Perryman Drive. The housing project was developed prior to commercial development in the Cook's Corner area, and now exists as an island within increasing commercial development. The development should be viewed as positive, as it constitutes a residential presence and provides easily accessible housing for many of the people who work in the area. Currently the project is on a dead end roadway, adjacent to a CMP easement. Staff of the Housing Authority has indicated that it has no plans for expanding, relocating or demolishing this development. It is the desire of the Housing Authority to integrate this development into its larger neighborhood.

CMP Easement

Central Maine Power holds a 100' x 150' wide distribution easement that runs through the study area. The line runs past Perryman Drive eastward to the Ames Shopping Center. CMP has indicated a willingness to share the easement with a roadway, as it would provide better access to repair the lines. CMP currently has no plans to make any alterations to this easement. Clearance from wires is an issue that needs to be addressed during the design and review of individual projects. Coordination among the various landowners in this area will be necessary.

CONSTRAINTS

Development at Cook's Corner must be carried out with full recognition of a number of constraints on the land, which are presented in Figure 4, Development Constraints.

Traffic

One of the primary constraints to new development within the study area is traffic. As roadway capacity diminishes it has become increasingly difficult to accommodate new development. All of the proposed land uses and recommendations have been tested through traffic projections and modeling. These results are indicated in Appendix 3. Appendix 5 presents a build-out analysis of the remaining large parcels of land at Cook's Corner between Gurnet Road and Harding Road.

Wetlands

Wetlands located in the study area constitute a constraint that will need to be considered. The Army Corps of Engineers and the Department of Environmental Protection will have to be consulted to make appropriate recommendations for mitigation. Wetland banking and restoration of degraded wetlands in the vicinity should be explored as measures to compensate for wetland loss. Further refinement of these plans should include wetland delineation on properties that have not yet been evaluated to determine the extent of wetlands within the study area.

Financing

Funding alternatives should be explored to implement this plan. It is anticipated that the recommendations of this plan will be financed through a combination of sources, including state grants, town acquisition of key properties, impact fees, tax incremental financing and private development.

Public Safety

The Brunswick Fire Department has identified the need for a sub-station located in the East Brunswick Area. Such a sub-station is necessary for the implementation of this plan so that services associated with increased development can be accommodated. In 1992 the Town established an impact fee for this project. As of February 1998, \$59,661 had been collected.

Permitting

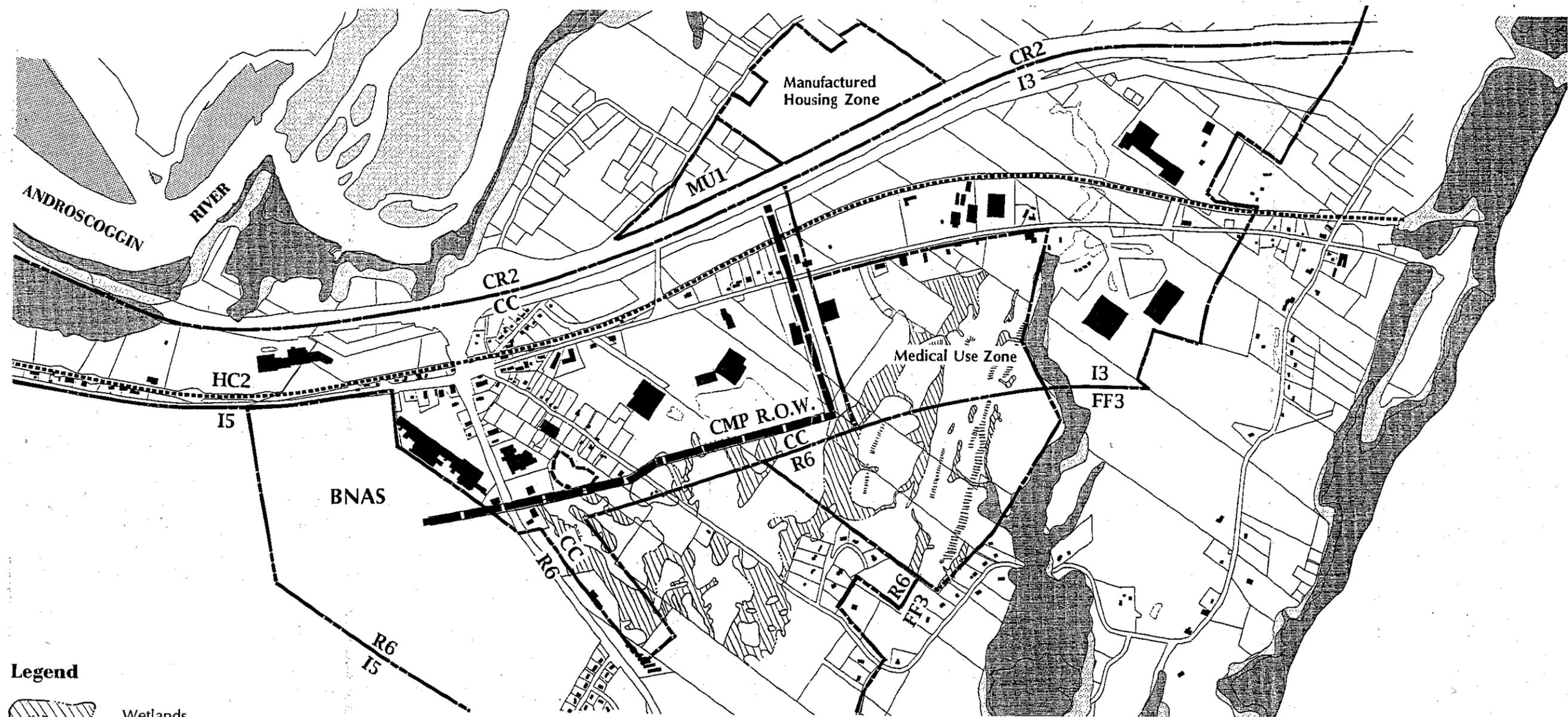
Local and Maine Department of Environmental Protection (DEP) permitting requirements constitute an obstacle to the expeditious development of the area. Local, state, and federal agencies should all strive to develop a review procedure that could be expedited should desirable and compatible development be proposed.

The DEP has recently implemented a Master Planning Process, designed for large developments on single tracts of land (e.g. ski areas and college campuses). The Town

should continue to work with DEP, DOT, and SPO to develop a parallel process to deal with master planning on a multi-property site.

Stormwater Management

The Cook's Corner area is characterized by an extremely high water table that is apparent in the extensive wetlands and surface ponds found in the study area. Development plans should include stormwater management analyses which take a regional, rather than a site-specific, approach.



Legend

-  Wetlands
-  Floodplain
-  Brunswick Natural Resource Protection Zone
-  Zone Line
-  Central Maine Power R.O.W.
-  Maine Coast Railroad



Graphic Scale



FIGURE 4

**COOK'S CORNER
DEVELOPMENT CONSTRAINTS MAP**

RECOMMENDATIONS

This is a long-term plan which depends upon new development to make many of the improvements. The Town can facilitate the process of attracting new, high quality development to the area by participating in the financing of certain projects. In addition, many of the improvements will depend upon grant funding from various sources.

Implementation Advisory Committee

As in most cases, the development of this plan has resulted in the need for further research and exploration. To ensure that this plan can be brought through to fruition, it is recommended that the Town Council appoint an Implementation Advisory Committee. The committee should work closely with the Director of Planning and Development and consultants to evaluate the plan and to improve upon it. The committee should be charged with coordinating with property owners, the Planning Board, MDOT, MDEP, BNAS, Mid Coast Hospital and other interests. The committee should have the responsibility of providing general oversight toward implementation of the plan's objectives.

Planning / Design / Engineering Services

Implementation of the plan will require a strong knowledge base, beyond what has been collected to date by the Town. The Town should be prepared to develop this base by engaging the services of qualified professionals in a number of areas indicated below. Fees will vary according to the services required and the scope of the task. The Town should be prepared to budget \$50-100,000 for services to initiate the plan.

- *Land Planning / Code Development*: refine the master plan; prepare changes to zoning ordinance; develop design guidelines.
- *Landscape Architecture*: design of public spaces; coordinate infrastructure improvements.
- *Legal Services*: codify changes to the zoning ordinance; provide assistance for land acquisition; research land ownership; explore development incentives.
- *Surveying*: prepare one foot contour map of entire study area; provide boundary survey for town-acquired properties.
- *Wetland Delineation*: refine boundaries of wetlands; assist in permitting.
- *Civil Engineering*: master plan for stormwater management and drainage; infrastructure planning; road design.
- *Traffic Engineering*: traffic projections and permitting.

Roadway Interconnections

Cook's Corner Planning Study (Figure 1) recommends a number of key roadway connections to facilitate vehicular, bicycle, and pedestrian movement throughout the study area. The overall development plans show approximate locations for future

roadways. Continued fieldwork in the form of wetland analyses, property ownership, utilities, etc., needs to be done prior to the town's acquisition of right of ways.

1. **Perimeter Road.** A new roadway originating south of Perryman Drive on Gurnet Road and traversing eastward as depicted on the plan is recommended to be the primary public perimeter road in the study area. Ultimately, this roadway should be extended to the Mid Coast Hospital. This roadway will go through a primarily residential development until it reaches the hospital campus.
 - The Hospital, through its site planning process, should incorporate this connection into its site planning for future build-out of the entire hospital campus. When the roadway is fully completed, it should become a public roadway.
 - The construction of this roadway should occur through private development. The specific design characteristics of this road are yet to be determined. However, it should be designed to accommodate bicycle and pedestrian users.
 - The perimeter road should be coordinated so that it lines up with the roadway proposed by BNAS opposite Gurnet Road.
2. **Perryman Drive Extension to Thomas Point Road.** It is recommend that Perryman Drive be extended via the CMP easement to Thomas Point Road to promote lateral movement within the inner core of the proposed village.
 - The Town should complete this extension with the cooperation of the Housing Authority and Central Maine Power. The Town should also seek to determine whether there are grant funds available through the programs that the Authority administers to assist with this project. Completing this roadway extension will help integrate Perryman Drive housing into the larger community, and may open a future site for low or moderate income housing.
 - The design of the roadway should consider the needs of the pedestrians and bicyclists, especially the many children who live in the Perryman Drive neighborhood. Sidewalks paralleling the roadway, off-set walkways, and separate bike lanes should all be considered in the final design.
 - Completing this roadway would facilitate traffic movement around the Cook's Corner intersection by providing alternative routes.
 - Completion of this connection may occur prior to upgrades to Thomas Point Road.
 - The roadway extension is estimated to cost \$250,000.
3. **Connection from Wal-Mart Parking Lot to Thomas Point Road.** It is recommended that a connection be made between the Wal-Mart and Thomas Point Road.
 - The first step should be the acquisition of a Right of Way by the Town.

- The actual road construction should be completed by the Town or by a private developer if a project of considerable magnitude is proposed that would utilize this connection for access.
 - The Town should consider accepting the continuation road through the Wal-Mart parking lot and Ames Plaza.
 - The new roadway should be designed to accommodate bicycle and pedestrian users as well as motor vehicles.
 - The roadway extension is expected to cost \$90,000.
4. **New Route 1 Exit to Bath Road near Mid Coast Hospital.** Approximate locations for this exit have been identified in the plan. An exit off of Route 1 to the Hospital is recommended. The creation of this exit will reduce vehicle trips through the Cook's Corner intersection and will provide a direct, safe means to access the proposed hospital. This plan has identified a relatively inexpensive design that could be implemented in phases, starting with a Northbound exit/entrance point, without the need to construct a bridge across Route 1.
- Southbound Route 1 traffic could access the Hospital via the Old Bath Road Bridge. Improvement to the Old Bath Road Bridge should be in place prior to the construction of the exit to ensure that bicycle and pedestrian traffic from the bike path does not conflict with increased traffic.
 - The exit and the Old Bath Road Bridge upgrade should be immediately placed on MDOT's Biennial Traffic Improvement Program (BTIP).
 - The exit is estimated to cost approximately \$450,000, plus R.O.W. acquisition costs; the bridge upgrade is expected to cost \$350,000 - \$400,000. Projects that make it on the BTIP are funded by the State with a 20% local match.

BATH ROAD:

Cook's Corner Intersection/Thomas Point Road/ Wal-Mart Area

1. **The Master Plan.** This plan should be used as a tool for the Planning Board, Town Staff, the Implementation Advisory Committee, and prospective applicants in determining the proper location and siting of buildings, roads, infrastructure, landscaping and pedestrian and bicycle amenities. While the plans do not answer every question related to the development of the area, it does provide guidance for applicants, staff and the Planning Board in making sound judgments with regard to compatibility. A sketch of some of the recommendations of this study are contained in Appendix 6.
2. **Financing.** In general, developers of future projects are expected to provide much of the financing associated with this plan. For redevelopment projects or changes of use,

the need to contribute toward these improvements should be triggered whenever there is a net increase in vehicle trips associated with the new use.

3. **Bath Road Impact Fee.** A top priority for this area should be the completion of work associated with the Bath Road Impact Fee. This may involve the acquisition or moving of the Maine Mattress Building. Working toward this goal should occur as soon as possible. The remaining improvements as designed by T.Y. Lin are estimated at over \$500,000.
4. **Existing Structures.** Every effort should be made in the consideration of individual property owners who are potentially affected by the widening of Bath Road.
5. **Old Bath Road Bridge.** The Town should pursue funding through the Maine DOT to have the Old Bath Road Bridge over Route 1 retrofitted for Bicycle and Pedestrian access.
6. **Design Guidelines** for commercial and residential development should be developed and followed for any project undergoing review by the Planning Board. These should be developed with the understanding that zoning ordinance requirements take precedence in the review process. Draft design guidelines, following the work that was recently completed by Terrence J. DeWan & Associates for Falmouth's Route One and Exit 10, are included as Appendix 10.
7. **Bicycle Traffic.** As a general rule, bicycle traffic should be diverted away from the Gurnet Road/Bath Road intersection. Alternative bicycle routes and a signage program should be established so that bicycle traffic can safely and effectively maneuver around the study area.
8. **Traffic Signal Synchronization.** The four traffic lights in this general area (Merrymeeting Plaza, BNAS, Cook's Corner Mall and Bath/Gurnet Roads) should be synchronized.

Thomas Point Road

1. **Thomas Point Road/Bath Road Intersection.** Improvements to the intersection of Thomas Point and Bath Roads will need to occur prior to the approval of any new development that utilizes Thomas Point Road as its primary point of access. The Master Plan has identified two possible locations, described below. The town should hire a traffic engineer/ designer to resolve issues surrounding the intersection in determining its location. The estimated cost of improving the intersection is anticipated to cost approximately \$175,000.
 - One location goes through the parking lot proposed for the expansion of Johnson's Sporting Goods. The owner of the property has indicated that he feels that the parking lot is not necessary, and was proposed simply because it was required to meet ordinance requirements. If this location is selected, the Planning Board should consider waiving a portion of the parking requirements for the new Sporting Goods shop to accommodate the intersection improvement. The owner has indicated that there is sufficient parking associated with the building, based upon his experience in Brunswick and other locations. On-street parking throughout Cook's Corner Village is also recommended in the master plan, which

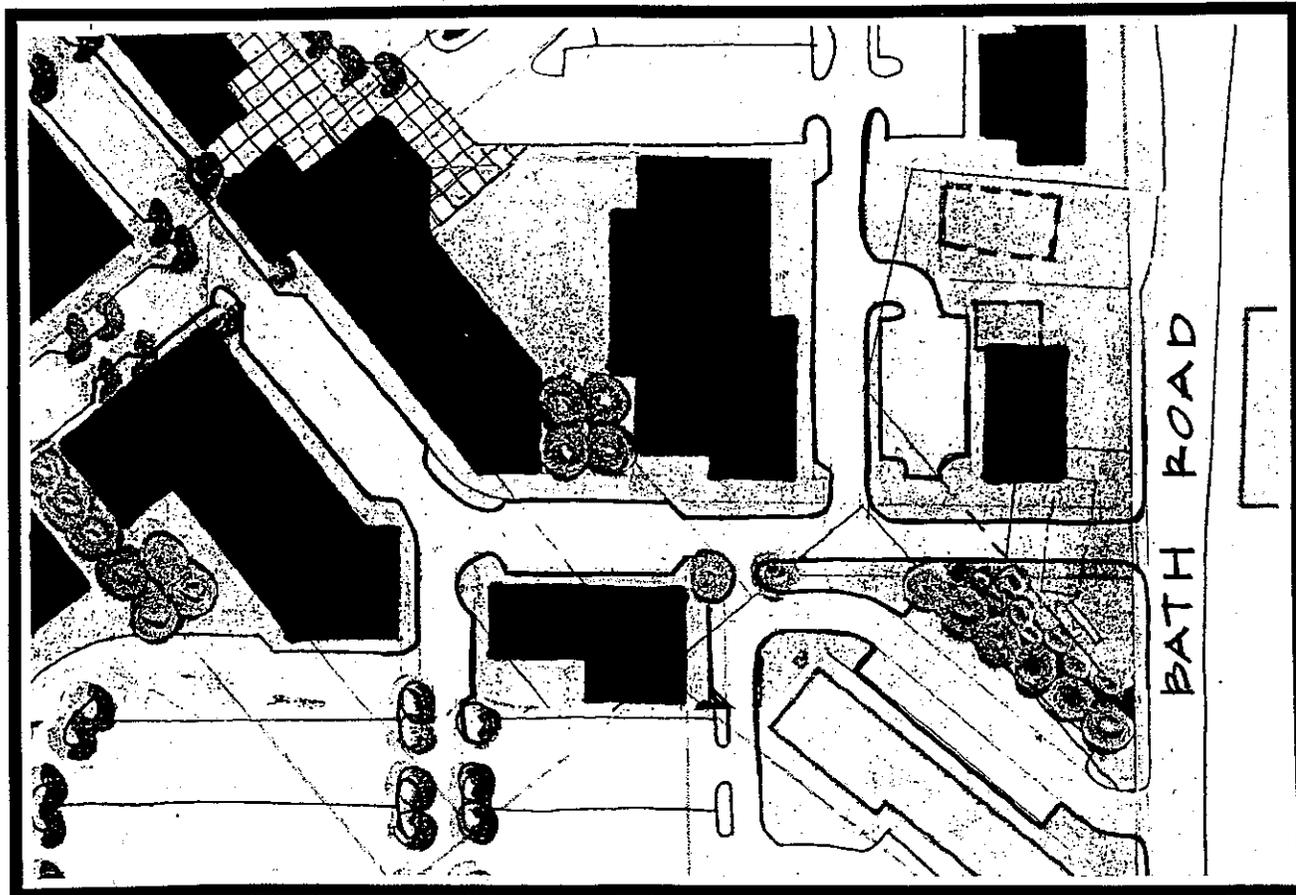
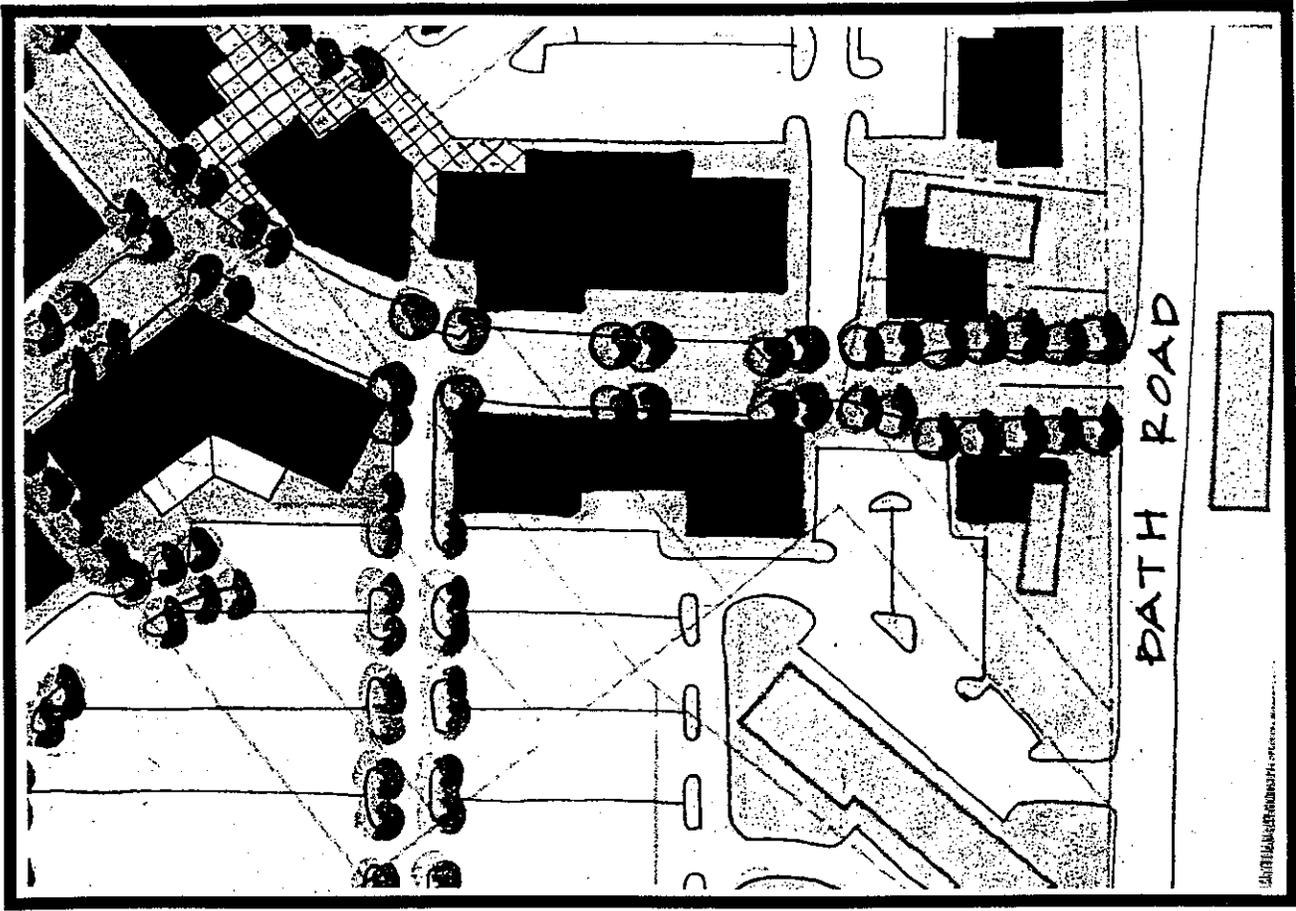


FIGURE 6
THOMAS POINT ROAD
INTERSECTION ALTERNATIVES

SHARED PARKING

CONNECTION TO HIGH DENSITY HOUSING

EXTEND PERRYMAN DRIVE

CONNECTION TO GURNET ROAD

INFILL COMMERCIAL

BATH ROAD IMPROVEMENTS

NEW THOMAS POINT ROAD

COOK'S CORNER VILLAGE

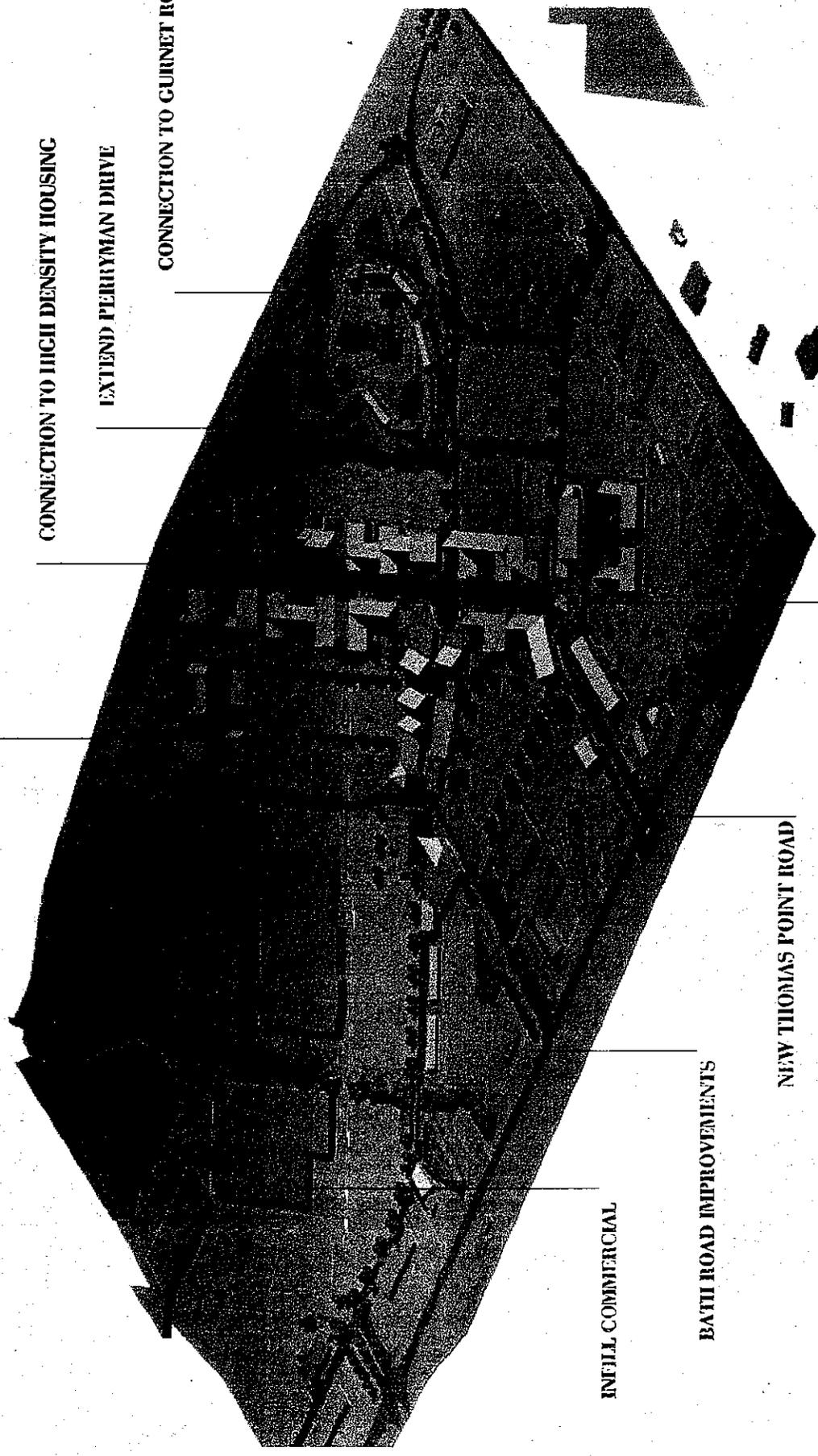
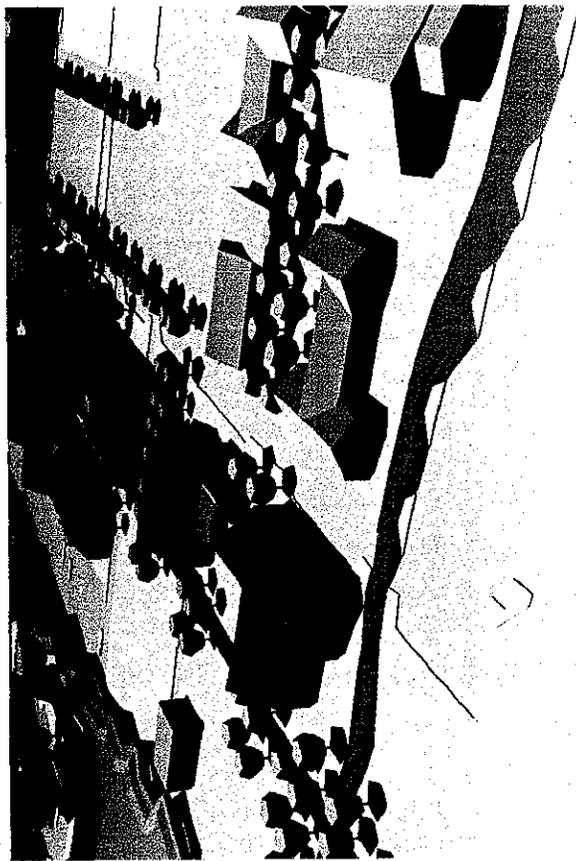
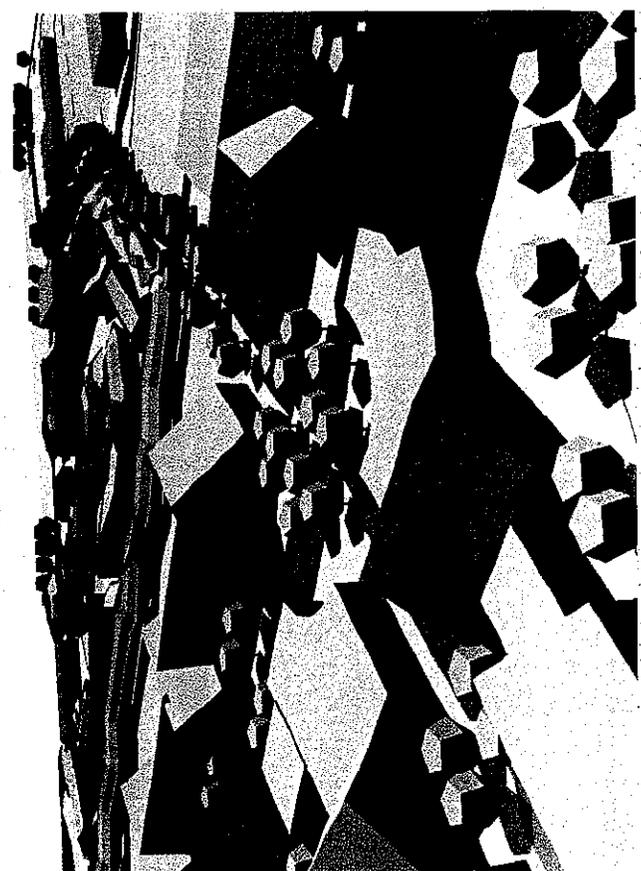


FIGURE 7
COOKS CORNER VILLAGE
LONG TERM PLAN

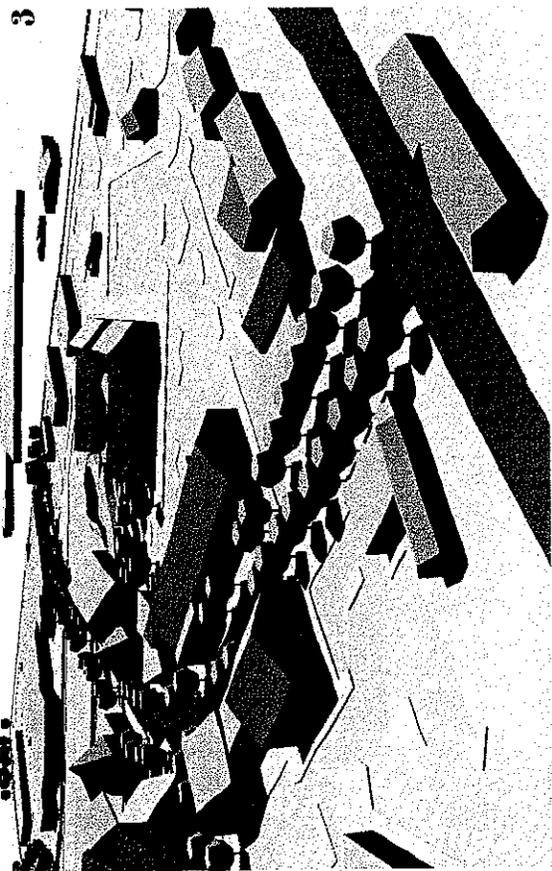


2

- 1. Village Center
- 2. Upper Thomas Point Road: New Commercial/ Residential Development
- 3. Possible New Location Thomas Point Road

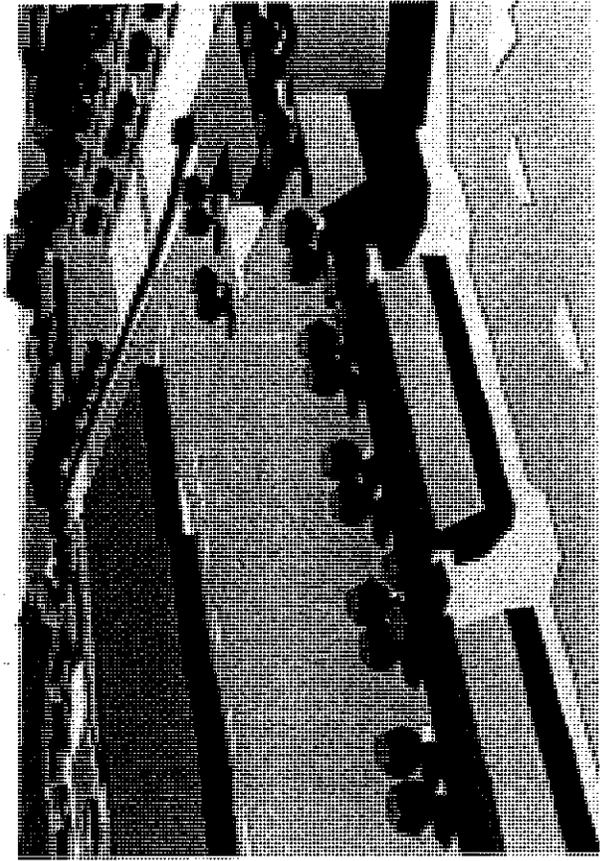


1



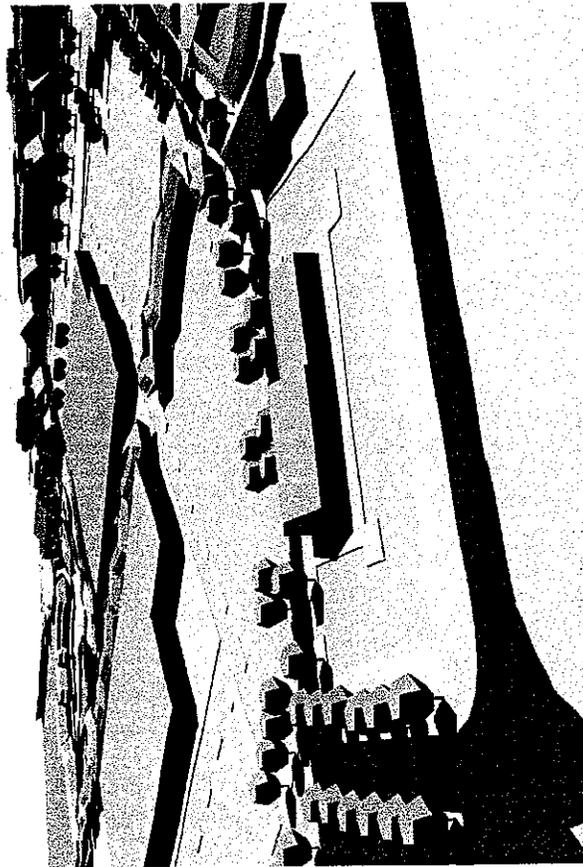
3

FIGURE 8
COOK'S CORNER VILLAGE

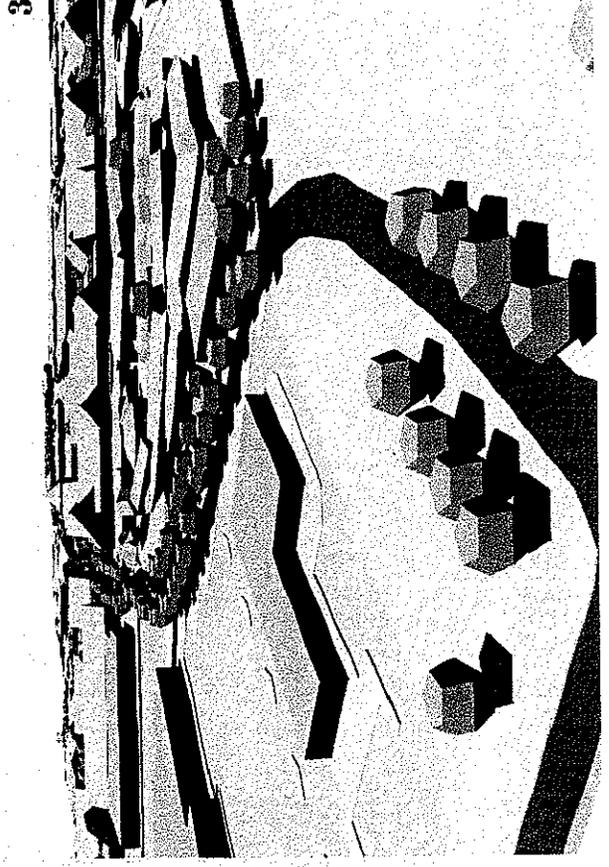


2

1. Ames Plaza—New Road Connection
2. Out Parcel Development—Wal*Mart Parking Lot
3. Extension of Perryman Drive



1



3

FIGURE 9

COOK'S CORNER VILLAGE

would provide additional spaces to make up for any lost through the relocation of Thomas Point Road.

- A conceptual study for the area identified at Cook's Corner Village, centered around a reconstructed Thomas Point Road, is presented in Figure 5 Conceptual Study for Cook's Corner Village, and illustrates the concepts that are further described in Section 3 below.
- Another possible location for the re-aligned Thomas Road is further east on Bath Road. This location would bisect two businesses – an insurance company and Taylor Signs – and would turn each into corner lots. See Figure 6 Alternative Thomas Point Road Relocation.

2. Thomas Point Road Upgrade. Thomas Point Road is at the center of where the most intensive development is recommended to occur. As the center of the new village at Cook's Corner, the road should ultimately have:

- two travel lanes
- 8-10 foot wide landscaped sidewalks
- bike lanes
- granite curbing
- distinctive lighting fixtures
- space for on-street parking.

As part of the overall plan for the area, the Town should upgrade the street with new granite curbing, utilities, full depth pavement reconstruction, and lighting. Applicants before the Planning Board should be responsible for completing sidewalk and landscaping improvements. It is important to note that these roadway improvements should occur in conjunction with development proposals in the area. The extension of Perryman Drive to Thomas Point Road, and the linkage between the Wal*Mart Parking Lot and Thomas Point Road can occur without these upgrades being in place.

3. Cook's Corner Village. In the Thomas Point Road area, a "village-like" type of development is recommended. The Committee recommends that development incentives be used to help direct the market forces in that area. It is likely that the current residences on Thomas Point Road will initially be converted to office uses, and that ultimately larger ones will replace these structures. See Figure 5 Conceptual Study for Cook's Corner Village for a plan that illustrates these concepts. Computer generated views of the concept are presented in Figures 7 through 9.

- This plan should not be so rigid that it prevents future development. Rather, when reviewing projects, the Planning Board should focus on issues of pedestrian and bicycle access, curb cut minimization, shared parking and interconnected parking lots.
- Of particular importance is building orientation and setback. All buildings planned for the Village should have facades, windows, and entrances that face public streets or areas that are visible from public streets or that have attractive detailing visible from public streets. Buildings should not be designed so that they "turn their back" on the street. Maximum setbacks should be established to maintain a strong pedestrian orientation and prevent parking between the building and the sidewalk.

- The plan assumes that parcel assembly will occur by developers interested in developing the village road frontage.

Cook's Corner Mall

- 1. Physical Improvements.** The Cook's Corner Mall has recently been purchased by Developer's Diversified, a large development company from Ohio. This provides a unique opportunity for the Implementation Advisory Committee to work with the new owner, who may be seeking to make appearance upgrades to the shopping center and associated properties. The committee urges the new owners of the property to devise a comprehensive lighting, signage, and landscaping plan for the Cook's Corner Mall and immediate environs. The Planning Board should be open to reviewing it and allowing it to be implemented as a comprehensive site plan amendment. Included as Appendix 7 of this plan is a suggested site improvement plan for the Cook's Corner Mall. This plan is subject to input and revisions. The Implementation Advisory Committee should meet with representatives of the developer as soon as possible to discuss this plan. This plan is not intended to dictate improvements which would normally be triggered by development review. Rather, the plan seeks to show the new owners possible solutions to issues associated with the Mall for its consideration. As a general rule, changes of use that result in a net increase of vehicle trips should trigger the need to complete improvements associated with this plan.
- 2. Traffic Circulation Problems** within the Cook's Corner Mall and for developments abutting the Mall along Bath and Gurnet Roads should be resolved through the development review process, following the recommendations made in this plan. Any development resulting in new construction should contribute toward the implementation of sidewalks, the consolidation of curb cuts, bicycle lanes, traffic circulation and landscaping. Improvements required through the development review process should be proportionate with the amount of development or redevelopment being proposed.
- 3. Curb Cut Consolidation** should occur on a voluntary basis between existing business owners. The Planning Director and Implementation Advisory Committee should work cooperatively with individual business owners toward making these improvements. The Town of Brunswick should establish a community development fund to provide financial assistance for this effort.
- 4. Sidewalks** along Gurnet Road and Bath Road west of Thomas Point Road should be a top priority. The Town should seek funding through the CMAQ program for sidewalk construction where feasible, and should work with the new owners to ensure that this important project is completed.
- 5. Additional Improvements.** The Site Plan for the Cook's Corner Mall recommends other design features that should ultimately be incorporated into the mall, such as crosswalks, lighting, graphics, and a design review mechanism. (See Appendix 10 Draft Design Guidelines.)

Mid Coast Hospital Area

1. **Route 1 Interchange.** The Committee recommends that an interchange from Route 1 to Bath Road in the vicinity of the Hospital be constructed, as described above in "Roadway Interconnections."
2. **The Entrance** to the Hospital should serve as the terminus of the Perimeter Road, as described in Recommendation 1 under "Roadway Interconnections".
3. **Permitting.** The Hospital should work with the Planning Department and Planning Board to ensure a coordinated review process.

East of Hospital

1. **Industrial Uses.** Both the Brunswick Comprehensive Plan and the Zoning Ordinance identify this area for industrial uses. This plan reinforces that goal. Sites on the north side of Bath Road have excellent access to rail lines.
2. **Future Redevelopment Sites.** The Town of Brunswick, through the Brunswick Resources Corporation, should work with the Implementation Advisory Committee to identify potential redevelopment sites for industrial activity. Sites with sound rail and vehicular access should be identified, purchased, cleared, and re-sold to employment generating enterprises.
3. **Bath Lumber Site.** The proper reuse of the Bath Lumber Site is a key goal of this plan. The Town should work with the MDOT to rectify sight visibility problems caused by a sharp rise in Bath Road. Resolution of this problem would greatly enhance the potential to redevelop this prime site.

Bath Road / Merrymeeting Plaza Area

Appendix 8 presents a set of recommendations for improvements to traffic movement in this area:

1. **Roadway Alignment Problems** at the current entrance to Merrymeeting Plaza must be rectified. The Committee strongly recommends that this project be placed on the MDOT BTIP, with matching funds generated through impact fees or through the owners of the Plaza.
2. **Turning Lane.** A central turning lane west of the current base entrance is necessary to alleviate traffic congestion in this area.
3. **Base Ring Road.** The Naval Air Station should be encouraged to construct a new connecting road from Bath Road to Gurnet Road at a location west of the current Merrymeeting Plaza entrance.
4. **Bicycle Traffic** should be diverted to this roadway from the existing bicycle lanes on Bath Road and from the proposed perimeter roadway.

Land Use Issues

1. **Shared Parking** should be encouraged wherever feasible. When the applicant proposes shared parking bonus densities should be granted.
2. **Zoning Ordinance Provisions** should be re-evaluated to ensure that they are compatible with this plan. Current zoning mandates access plans for bicycle and pedestrians and some building design standards. The current ordinance encourages, but does not mandate, mixed uses and multi-storied structures whenever possible, as well as some design criteria. Appendix 9 presents an overview of the changes to the existing zoning that would be required to implement the recommendations of this study.
3. **Design Guidelines** should be considered whenever a project undergoes development review. The level of improvement required should be commensurate with the scope of the new development activity. Design guidelines are intended to encourage a higher level of site planning, architectural, and landscape design by showing developers and the Planning Board graphic examples of ways to meet zoning ordinance requirements. A set of draft design guidelines is presented in Appendix 10.
4. **Granite Curbing** should be utilized for all public development and for all private development that interfaces with a public street. Granite curbing should be optional for internal parking lots and other private development that is not along a public roadway.
5. **Impact Fee Ordinance.** The completion of this plan will depend upon an appropriate financing mechanism. One option would be for the Town to adopt a new impact fee ordinance which would enable private developers to make improvements and to be reimbursed later by subsequent payers of the impact fee. The Implementation Advisory Committee and the Director of Planning and Development should work with the Town Council to develop a fair and reasonable impact fee program that can successfully finance this project. It is suggested that this program treat the entire study area as a singular unit, and that the costs be determined based upon the number of projected peak-hour vehicle trips. Mechanisms should be enacted that also allow a developer who constructs improvements that extend beyond the immediate project but within the Cook's Corner project area to be reimbursed via the payment of impact fees. The Implementation Advisory Committee should work with the Director of Planning and Development to refine this program with costs set as determined by this plan.

Comprehensive Permitting

1. **Coordination with State Planning Office.** The Director of Planning and Development should continue to work with the State Planning Office, MDEP, and Army Corps of Engineers to develop a comprehensive permitting process for applicants seeking to develop in the study area. A meeting should be conducted with

representatives of these organizations to determine what would be required in order to achieve this level of cooperation.

2. **Coordinated Permitting Process.** A process needs to be developed, on the Federal, State (MDOT, DEP) and Town levels, to create an expedited permitting process for projects that are in substantial compliance with this plan. Part of the process would be a mechanism for determining substantial compliance. This may involve an evaluation of zoning compliance, architectural and site design, and other factors to determine if the proposal meets the intent of the plan.

Parks, Open Space, and Recreation

1. **Recreation Facility.** The location of a recreational facility within the study area needs to be identified by the Recreation Commission. While the Ormsby property has some potential, it is limited by its access off of Route One. The Commission should examine sites along Old Bath Road that would meet the needs of the growing population in East Brunswick.
2. **The Ormsby Property,** located along the Bicycle Path, should be acquired by the Town. This land, the site of the original Merrymeeting Park, offers a wealth of recreational and interpretive opportunities for the community. In addition, the acquisition of this site would enable the Town to work with Topsham to explore the feasibility of a bicycle and pedestrian connection across the Androscoggin Islands in this location at some point in the future.
3. **Zoning Strategies** need to be developed to create small park-like spaces for larger scale commercial developments within the study area, which could be implemented during the design and review process.
4. **Surrounding Land Use.** It is critical that the rural character outside of growth areas should be respected. Zoning and design strategies should be evaluated to ensure that the distinction between rural and growth areas is clear and well defined. The implementation of this plan will not require adjustment to the Growth Boundary established by the Comprehensive Plan.

BNAS Master Plan

1. **New Internal Road/Relocated Main Gate.** The BNAS Master Plan concept of creating a roadway from Bath Road to Gurnet Road is highly desirable. The committee recommends that a new roadway connecting Gurnet Road to Bath Road should be established if private development is to occur on what is currently base property. The connecting roadway should terminate in the location of the southern perimeter roadway recommended in this report. The Main Entrance to the Base should be relocated to this access roadway. Signage should encourage travelers to enter the Base from this access road via Gurnet Road.
2. **Business Park.** The use of the 80-acre parcel adjacent to Bath Road for a business park is recommended. Access to this site should be through the new base-connecting

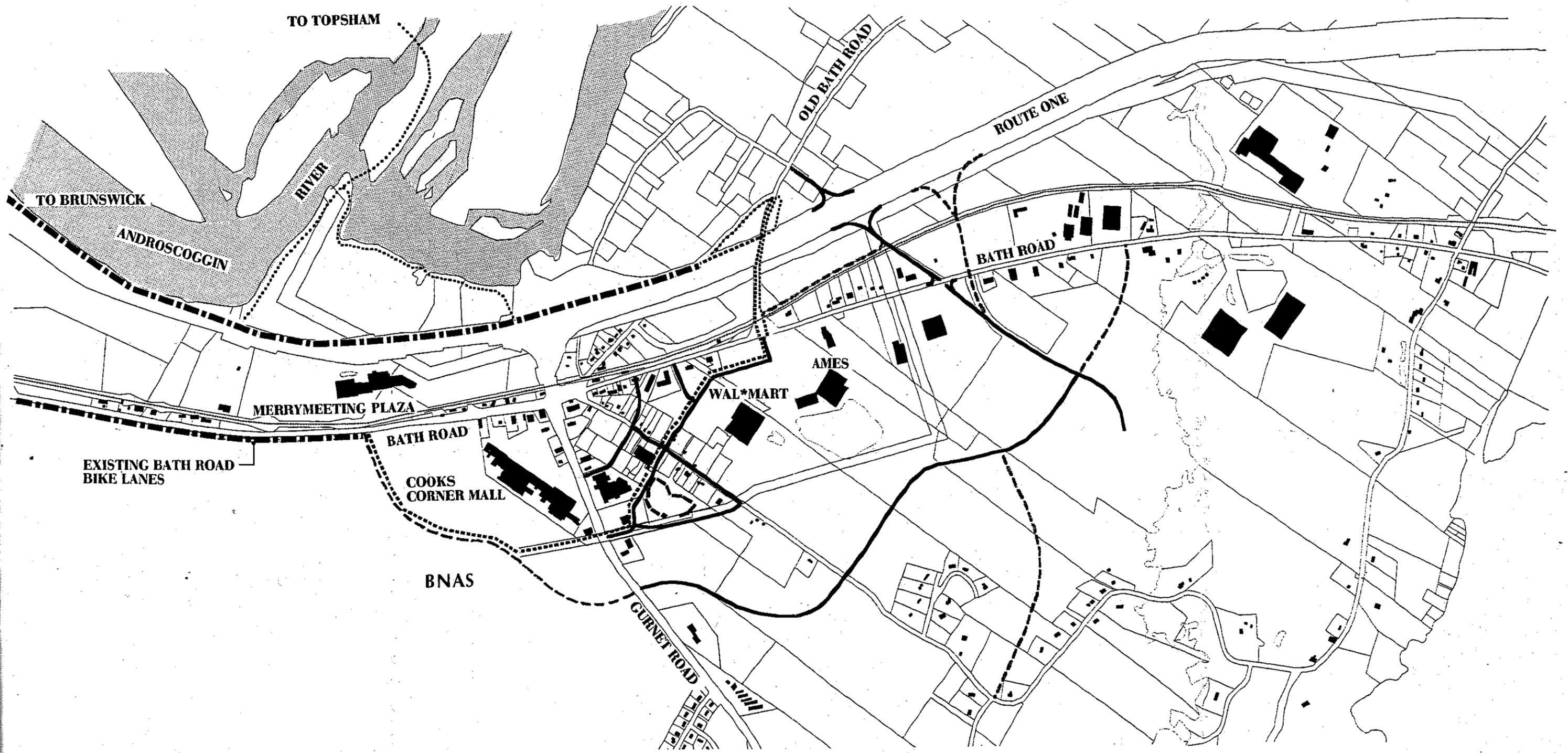
roadway. When developed, the business park should be screened as much as possible from Bath Road.

3. **Replacement Housing.** The majority of the housing lost at Brunswick Gardens Apartments should be constructed either on the base or south of the new entrance to Thomas Point Road.
4. **Brunswick Gardens Site.** The Cooks Corner Master Plan Committee strongly recommends that the Brunswick Gardens area remain residential. This site could accommodate limited commercial development, however large scale retail is strongly discouraged. Light industrial uses are favored should the site no longer contain housing. More detailed proposals by the Base will need to be evaluated to develop a definitive recommendation.

The two alternatives suggested by the Base Housing Master Plan are unacceptable to this Committee. One alternative shows only housing on the base, foreclosing the opportunity for the 80 acre industrial park. The other shows the 80-acre industrial park, but also shows a 27-acre retail center on Gurnet Road adjacent to the Cook's Corner Mall. While limited commercial uses could be explored on this site, large-scale retail uses should be discouraged to maintain the viability of existing commercial districts and to retain a small-scale residential feel to this gateway location.

Bicycle and Pedestrian Issues

1. **Bicycle Plan.** This plan recommends that bicycle traffic be diverted away from the Gurnet Road/Bath Road intersection at Cook's Corner. Connections from the bicycle path need to be established across the Old Bath Road Bridge, into the Ames Plaza, to Gurnet Road, through the new proposed road through the Base, and to the bicycle lanes on Bath Road west of Merrymeeting Plaza. See Figure 10. Bicycle and Pedestrian Circulation Plan.
2. **New Public Roadways** in the study area should contain sidewalks and accommodations for bicycles. The Town should hire a consultant to examine appropriate roadway details, and should set these as standards for both public and private investment in Town or State owned ROW.
3. **Crosswalks.** The locations of pedestrian crosswalks need to be determined and implemented throughout the study area. This should occur with development review proposals and more detailed plans for roadway construction.
4. **Bicycle Routes.** As a general rule, the plan recommends establishing bicycle routes which will link the Androscoggin River bicycle path to the Wal*Mart site and around the Cook's Corner area. This can be achieved through design standards, integrated signage, and dedicated lanes.



Legend

-  Proposed/ Upgraded Roads
-  Proposed Alternative Roads
-  Androscoggin River Bicycle Path
-  Proposed Bicycle/ Pedestrian Paths

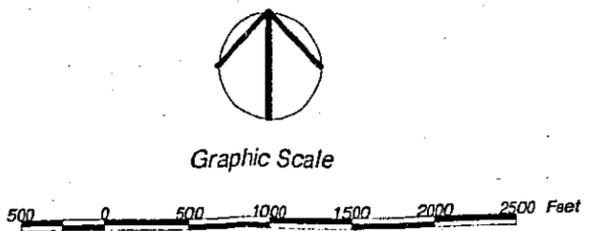


FIGURE 10
COOK'S CORNER
BICYCLE AND PEDESTRIAN CIRCULATION

Public Safety Issues

Fire Substation. A site should be identified for a fire substation as soon as possible. The Implementation Advisory Committee should work with the Fire Department, Town Manager, Planning Director, and other staff. Appendix 11 presents a summary of the B.K.F.D. Substation Land Search Report that was presented to Chief Howard in 1996.

Multi-Modal Issues

1. **Multi-modal and Transit Issues** should be addressed at the regional level. The Merrymeeting Council of Governments (MCOG), with the assistance of Kevin Hooper Associates, is conducting a multi-modal analysis of Bath, Brunswick, and Topsham. The Implementation Advisory Committee should work with MCOG to ensure that issues related to bicycle and pedestrian access are included in its plan.
2. **Bus and Rail Service.** The Implementation Advisory Committee and MCOG should examine possible locations for bus stations within the study area, as well as the possibility of providing a Cook' Corner passenger rail station. Such passenger rail station should be viewed as subordinate to one located in Downtown Brunswick.

PRIORITIZATION SCHEDULE

It is recommended that the Town Council establish an Implementation Advisory Committee to monitor and refine this plan. The recommendations of this report are summarized in five categories, presented in the following tables:

- Table 4: Right-of-Way Acquisition
- Table 5: Roadway Improvements
- Table 6: Land Acquisition
- Table 7: Non-Town Initiatives
- Table 8: Regulatory Approaches.

The recommendations are organized in this manner to demonstrate that priorities in different categories can be implemented simultaneously. In each table, items are ranked in order of their priority for fulfilling the objectives of the overall plan.

- **Ongoing:** continues throughout the history of the project
- **Short Term:** between 1 and 3 years
- **Mid Term:** between 4 and 6 years
- **LongTerm:** between 7 and 10+ years

TABLE 4. RIGHT OF WAY ACQUISITION

| Item | Responsibility | Priority | Comments |
|--|---|------------|--|
| 1. Perimeter Road | Planning & Dev. Dir., Private Land Owners, Mid Coast Hospital, Town, ACE, DEP. | Short Term | Locations of Rights of Way should be field confirmed taking into consideration any potential environmental limitations. |
| 2. Perryman Drive Extension to Thomas Point Road | Impl. Adv. Comm., Housing Authority, CMP. | Short Term | Issues surrounding the development of this as a public road should be explored. This should include further exploration of possible plans by the Housing Authority in this area. |
| 3. Wal-Mart Parking Lot Extension to Thomas Point Road | Impl. Adv. Comm., Planning Director, Wal-Mart, Landowners, Abutters | Short Term | Issues surrounding property acquisition need to be explored. |
| 4. Thomas Point Road/Bath Road Intersection | Impl. Adv. Comm., MDOT, Planning Director, Landowners, Abutters | Short Term | Needs to be coordinated with Bath Road Improvements, although this can happen first. |
| 5. New Route 1 Ramps | Planning & Dev. Dir., Private Land Owners, Mid Coast Hospital, Town, ACE, DEP | Mid Term | Feasibility needs to be determined first. |

TABLE 5. ROADWAY IMPROVEMENTS

| Item | Responsibility | Priority | Comments/Costs |
|--|--|------------|--|
| 1. Old Bath Road Bridge Retrofit | Recreation Department, Planning Department, MDOT | Short Term | Should be placed on MDOT's BTIP. Local match could be financed through impact fees. |
| 2. Realign Bath Road at Merrymeet-ing Plaza Area | MDOT, Impl. Adv. Comm. | Short Term | Should be placed on MDOT's BTIP. Acquire J&A Seafood building. Local match financed by Town. |
| 3. Construct side-walks along Gurnet & Bath roads | Impl. Adv. Comm., Planning & Dev. Director | Short Term | |
| 4. Widen Bath Road (Cook's Corner to Wal-Mart) | MDOT, Planning & Dev. Director, Impl. Adv. Comm. | Short Term | Needs to occur after private structure issues and location of Thomas Point Road are addressed. Finance through impact fees. Original cost estimate: \$511,980. |
| 5. Synchronize existing traffic signals | MDOT, Planning & Dev. Dir., Public Works Dir. | Short Term | |
| 6. Perryman Dr. Extension to Thomas Point Rd. | Imp. Adv. Comm., Housing Authority, CMP. | Mid Term | Roadway extension should be constructed and financed by the Town. Design should include provisions to accommodate pedestrians. Cost: approx. \$250,000. |
| 7. Wal-Mart Parking Lot Extension to Thomas Point Road | Impl. Adv. Comm., Planning & Dev. Director, Wal-Mart. | Mid Term | Roadway extension should be constructed and financed by the Town. Cost: approx. \$90,000. Needs to occur after Right of Way is Acquired. |
| 8. Construct New Route 1 Ramps | MDOT, Planning & Dev. Director, Planning Board, Hospital | Mid Term | Should be placed on MDOT BTIP; local share financing to be determined. Cost: approx. \$450,000. |
| 9. Realign Thomas Point Road /Bath Road Intersection | Impl. Adv. Comm., MDOT, Planning & Dev. Director, Landowners, Abutters | Long Term | Needs to be constructed with Bath Road, after ROWs have been acquired. Funding should come partially from impact fee. Cost: approx. \$175,000. |
| 10. Construct Perimeter Road | Private developers in partnership with Town, Planning Board | Long Term | Should be financed by public-private partnership. Occurs after R.O.W. is acquired. |
| 11. Complete Thomas Point Rd. Improvements | MDOT, Impl. Comm., Planning & Dev. Director | Long Term | Should be financed by private development. Needs to occur after R.O.W. is acquired. Cost: approx. \$300,000. |

TABLE 6. LAND ACQUISITION & PROPERTY DEVELOPMENT

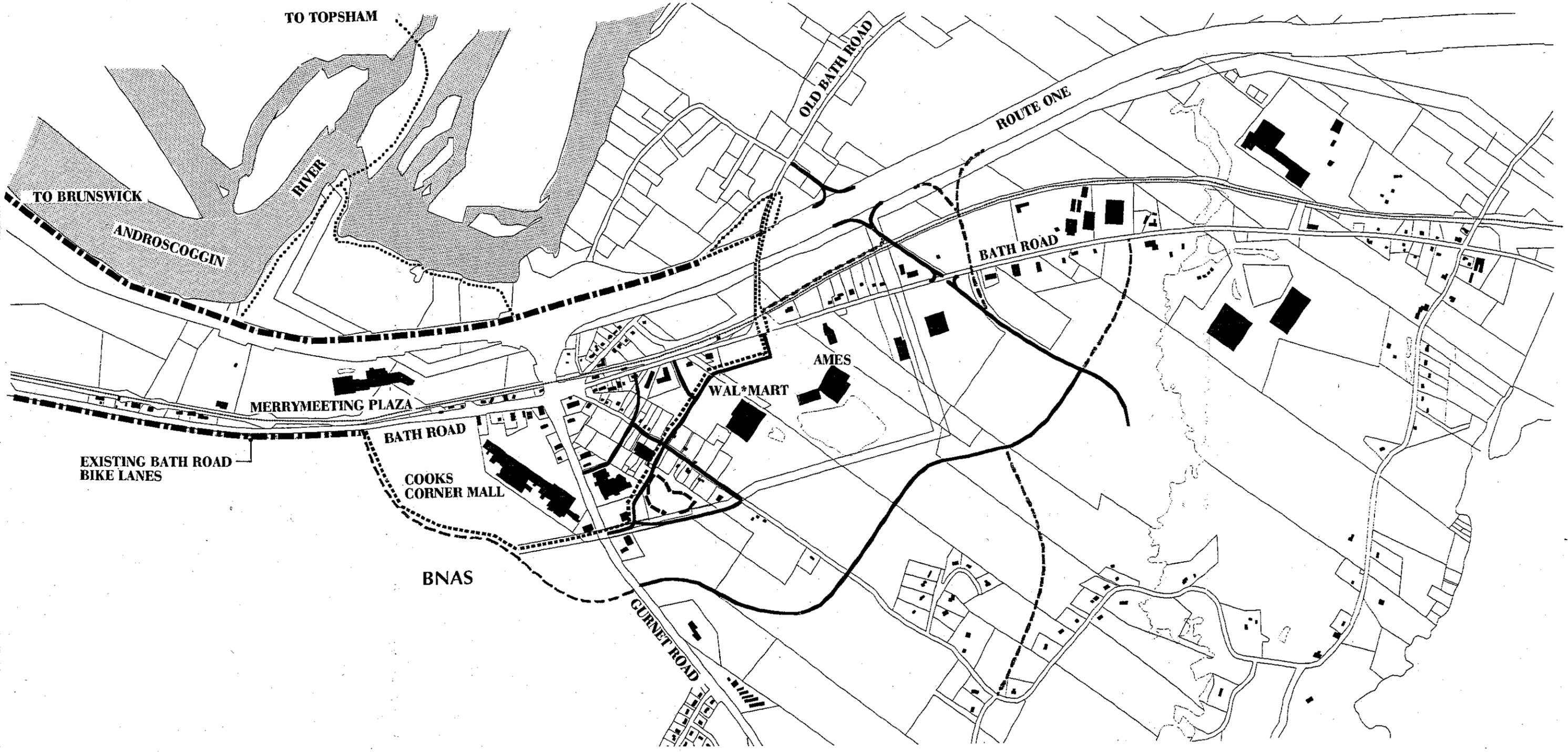
| Item | Responsibility | Priority | Comments |
|--|---|------------|---|
| 1. Acquire Site for and Build Fire Substation | Fire Department, Impl. Adv. Comm. | Short Term | |
| 2. Acquire Site for and Develop East Brunswick Recreational Facility | Recreation Commission | Mid Term | |
| 3. Study and Acquire Site(s) for Industrial Development | Planning & Dev. Director, Brunswick Resources Corporation | Long Term | The Town should identify parcels suitable for a future business park on Bath Road in the area east of Ames Plaza. |
| 4. Acquire Ormsby property (former Merrymeeting Park) | Impl. Adv. Comm., Recreation Department, Planning & Dev. Director | Long Term | Land should be incorporated into park associated with bikepath. |

TABLE 7. REGULATORY APPROACHES

| Item | Responsibility | Priority | Comments |
|---|---|------------|---|
| 1. Conduct Development Review Consistent with Master Plan | Planning Board, Planning Department, Staff Review Committee | Ongoing | Planning Board and Staff Review Committee should consider objectives of this plan when reviewing applications within the Cook's Corner area. Planning Board should ensure, through the review process, that key opportunities are not lost. |
| 2. Prepare Zoning Ordinance Update | Planning Board, Planning Department, Impl. Committee | Short Term | Determine exact location of Perimeter Road first before rezoning CC area. |
| 3. Financing Mechanism | Planning & Dev. Director, Impl. Committee | Short Term | E.g., Impact Fee Ordinance |
| 4. Develop Design Guidelines | Planning Board, Planning Department, Staff Review Committee | Short Term | Employ Design Guidelines when reviewing projects. Conditions of approval should be commensurate with scale of development. |
| 5. Initiate Comprehensive Permitting | Planning & Dev. Director, DEP | Short Term | May require further analysis of drainage issues. |

TABLE 8. NON-TOWN INITIATIVES

| Item | Responsibility | Priority | Comments |
|--|---|------------|---|
| 1. Develop BNAS Business Park (80 acre site) | Midcoast Council for Business Development (MCBD), BNAS | Ongoing | MCBD should seek input from Cook's Corner Implementation Advisory Committee regarding project goals. |
| 2. Continue Voluntary Curb Cut Consolidation | Merchants, Planning & Dev. Director | Ongoing | Committee should work toward assisting business with problem solving. |
| 3. Initiate Beautification Projects | Cook's Corner Merchants' Association | Ongoing | Program should be modeled after VIA. |
| 4. Establish Cook's Corner Merchants Association | Chamber of Commerce, Merchants | Short Term | Program should be modeled after BIC and BBA |
| 5. Encourage Improvements at Cook's Corner Mall | Merchants, Impl. Adv. Comm., Planning Director | Short Term | Meeting should occur with new owners to guide decision making regarding where capital improvement investments are to occur. |
| 6. Construct BNAS Housing | BNAS, Impl. Adv. Comm., Town Manager, Planning Director | Mid Term | Implementation Advisory Committee should monitor plans at BNAS and advocate on behalf of the goals of this plan. |
| 7. Develop Mixed Use Urban Village | Property Owners, Impl. Adv. Comm., Planning Director | Mid Term | Implementation Committee should advocate goals of plan. |



Legend

-  Proposed/ Upgraded Roads
-  Proposed Alternative Roads
-  Androscoggin River Bicycle Path
-  Proposed Bicycle/ Pedestrian Paths



Graphic Scale



FIGURE 10

COOK'S CORNER

BICYCLE AND PEDESTRIAN CIRCULATION