



Sebago Lake Village

Standish, Maine

Proposal for a

Village Design Master Plan

Terrence J. DeWan & Associates

Planning Decisions

Gorrill-Palmer Consulting Engineers

September 22, 2011



September 22, 2011

Alton H. Benson, PE
Standish Town Hall
175 Northeast Road
Standish, ME 04084

RE: SEBAGO LAKE VILLAGE DESIGN PLAN

Dear Bud,

On behalf of Terrence J. DeWan & Associates, Gorrill-Palmer Consulting Engineers, Inc., and Planning Decisions, Inc., we are pleased to submit this proposal for a Village Design Plan for Sebago Lake Village. Developing a more walkable, breathable, and livable village center will require the effort of many hands and minds. We look forward to assisting the community in realizing this important goal of your Comprehensive Plan.

Terrence J. DeWan & Associates, Landscape Architects, has a long history in working with communities in Maine to help them to foresee and evaluate proposed changes to their public spaces and downtowns.

Planning Decisions has extensive experience helping corridor towns direct and manage growth using a variety of strategies. They have assisted communities throughout Maine and New England with their downtown redevelopment plans, comprehensive plans, corridor plans, and land use ordinance development.

Gorrill-Palmer Consulting Engineers brings a diverse range of traffic and civil engineering skills to meet the needs of projects in both the public and private sectors. They have worked with communities both large and small throughout Maine with sidewalk and streetscape improvements, traffic and parking studies, and utility planning services.

Each firm has worked together successfully over the past two decades. Together, we have the skills and experience necessary to assist Sebago Lake Village with its long-range Design Plan.

We look forward to discussing this proposal and sharing our enthusiasm for working with you on this exciting project! Please contact me if you need any additional information.

Sincerely,

Terry DeWan
Maine Licensed Landscape Architect

GENERAL QUALIFICATIONS OF FIRMS

Terrence J. DeWan & Associates (TJD&A)

Terrence J. DeWan & Associates (TJD&A) is a professional landscape architecture and planning firm in Yarmouth established in 1988. The staff of ten is composed of professionals with backgrounds in landscape architecture, land use and community planning, and computer graphics. Six members of the firm are licensed landscape architects.

TJD&A has a long history in working with communities in Maine to help them develop and implement creative, achievable visions for the future. TJD&A is committed to appropriate design solutions that evolve from environmental awareness, understanding the needs of their clients and effective communication with municipal and state officials. The firm has developed an expertise in visualization techniques that enables communities to foresee and evaluate proposed changes to their public spaces and downtowns.

TJD&A has been honored with awards from the American Society of Landscape Architects, Maine Association of Planners, the Northern New England Chapter of the American Planning Association, and the Boston Society of Landscape Architects (BSLA) for their work in community planning and design. TJD&A experience in Maine includes a number of projects of a similar nature:

- Town Hill Master Plan, Bar Harbor
- Route One Traffic Plan, Yarmouth
- Maine State Prison Re-Use Plan, Thomaston
- Unity College Master Plan, Unity
- South End Urban Design Plan, Bath
- Knightville-Mill Creek Master Plan, South Portland
- Harrison Village Pedestrian and Traffic Improvements
- Vision Plan for Route One South, Freeport
- Dunstan Neighborhood Master Plan, Scarborough
- *Livability Guide to the Great American Neighborhood*, State Planning Office
- Exit 10 Transit Oriented Development Master Plan, Falmouth
- Cook's Corner Master Plan, Brunswick
- Route One Master Plan, Falmouth
- Town Center Plan, Scarborough
- Design Guidelines and Standards for multiple communities, including: Village Center/Route One/Exit 10/Falmouth; Commercial Development along Route One, Yarmouth; Cook's Corner/Brunswick; Commercial areas in Scarborough; Commercial areas in Raymond; Route One South/Freeport; Commercial areas in Kittery; Route 302, North Windham.

Terry DeWan, Principal, will serve as project manager and will play a key role in the public involvement process, visioning meetings, and design of the village plan. He has over thirty-five years of professional experience in landscape architecture, community development, and site planning. Terry is one of the founding members of the Yarmouth Affordable Housing Alliance and was very involved in the planning and permitting for John Howland Drive, Yarmouth's 18-home affordable housing neighborhood. Prior to moving to Maine, he served three years as a VISTA (Volunteers In Service To America) volunteer, where he was actively engaged in community organization and housing issues in Philadelphia and Helene, Montana.

Terry serves on the Maine State Registration Board of Architects and Landscape Architects, and on the Council of Landscape Architecture Registration Boards. The Boston Society of Landscape Architects named him their Outstanding Professional of the Year, 2001. Terry has received the BSLA Award for Outstanding Professional Practitioner and two Presidents Awards from the Council of Landscape Architectural Registration Boards. The American Society of Landscape Architects will be inducting him into the Council of Fellows at this year's Annual Meeting in San Diego in November, the first time that a landscape architect from Maine has received this honor.

Tom Farmer, Associate, has seventeen years of professional experience in Maine, New Hampshire, and Kansas including campus planning, recreation planning, trail design, and residential and commercial site design. Tom will bring to the project his expertise in pedestrian and downtown related projects (from master planning to implementation), project administration, computer aided photosimulations, community presentations, permitting, and construction documentation..

Gorrill-Palmer Consulting Engineers, Inc. (GPCE)

Gorrill-Palmer Consulting Engineers, Inc. was formed in 1998 by Tom Gorrill and Al Palmer to provide transportation and civil engineering services. With close to 100 years of combined experience in these fields, GPCE views each assignment as a challenge; a challenge to provide clients with a design that fully meets their needs in a cost-effective manner consistent with sound aesthetic and environmental considerations. A hallmark of the firm is the active involvement of one of the Principals in every project. The GPCE office is located in Gray, adjacent to the Maine Turnpike.

Tom Gorrill, P.E., PTOE, brings over twenty-five years of traffic engineering and roadway design experience to the firm and is certified by The Institute of Transportation Engineers as a Professional Traffic Operations Engineer. He has extensive experience in both the public and private sector and has worked on projects in Maine, New Hampshire, Vermont, Massachusetts, Connecticut and New York. His expertise includes a diversified range of pedestrian facility design, traffic and corridor studies, traffic impact analyses, and highway design.

Randall E. Dunton, P.E., PTOE, will serve as the project manager for Gorrill-Palmer's work, oversee data collection and be responsible for analysis and phasing portions of the project. Randy was previously the Region 1 traffic engineer for the Maine DOT, responsible for servicing the southern part of the state, which involved working and communicating with over 80 municipalities as well as the Kittery Area Comprehensive Planning Program, the area's MPO, and general public and political interests.

Jeremiah Bartlett, P.E., PTOE, will assist Randy with the various transportation engineering portions of the project, including analysis concept plan design, and documentation. Jeremiah has experience with transportation projects in Maine, New Hampshire, and Massachusetts, and has worked on local and regional transportation planning studies such as the Tri-Community Study in Biddeford, Saco, and Old Orchard Beach as well as the Androscoggin Transportation Resource Center's Bike and Pedestrian Plan Update.

GPCE and TJD&A have collaborated on many projects over the past decade, including the Raymond Route 302 pedestrian path, the Brighton Avenue Corridor Study in Portland and Westbrook, the Stevens Avenue traffic calming study in Portland, the Kingfield-Stratton Traffic

Calming Project, the Cumberland Route 88 Study, and the Yarmouth Route One Study. In 2007 GPCE completed the Route 25 / 35 Corridor Study for the Town. The firm also created a series of concept plans for Standish Village as part of the GrowSmart Maine village planning project.

Planning Decisions, Inc. (PDI)

PDI is a 25 year-old Maine research and planning firm. Their clients include municipalities, state agencies, businesses, industry associations, and non-profits in Maine and across New England. Their services include:

- Comprehensive community planning.
- Strategic planning, group facilitation and message development.
- Housing, retail, downtown and general business market assessment.
- Industry studies and development strategies.
- Economic and fiscal impact analysis.
- Municipal and educational reorganization studies and assistance.
- School enrollment projections.
- Land use planning and ordinance revision.

Planning Decisions has worked with scores of Maine communities to devise solutions to complex community planning and municipal land use regulation questions. They take great pride in crafting plans and ordinances that directly respond to the situation at hand. Their ordinance work is respected in both the planning and legal communities. They bring a combination of first-rate technical skills, sensitivity to community processes and knowledge of the people, resources and public policy issues at play in the region. Planning Decisions is Maine's "go to" resource for practical answers.

Planning Decisions, Inc., is a prequalified contractor to conduct Planning-Land Use Studies for MaineDOT, and is the only Maine-based qualified consultant to provide impact studies under the state's Informed Growth Act.

Mark Eyerman, President, has extensive experience in community planning and land use ordinance development. He has been the project supervisor for numerous planning studies, including the comprehensive plans for Scarborough, Brunswick, Falmouth, Kittery, Saco, Gorham, and Richmond.

Katie List, Planner, holds a Master's Degree in Community and Regional Planning from the University of Texas at Austin. She has done research and analysis, grant writing and communications work for government and non-profit organizations in both New England and Texas. She will assist with inventorying and analyzing existing development patterns.

The Appendices contain additional information on each firm; resumes for all personnel to be assigned to this project, and references for each of the firms.

PROJECT APPROACH AND SCOPE OF SERVICES

1. PUBLIC PARTICIPATION PROCESS

What IS the community's vision for Sebago Lake Village?

Some of the answer is found in the 2002 Plan for Sebago Lake Village prepared by the Public Safety Committee and the Safe Communities Coalition (with technical assistance from GPCOG). The 2006 Comprehensive Plan is a rich source of recommendations, both general and specific, that applies to the Village. One of the major recommendations is the preparation of a Village Design Study, as contemplated by the RFP that would involve considerable public participation.

The development of the Sebago Lake Village Master Plan will follow a linear process that will start with a broad-brush evaluation and end with a finely crafted product. We would like to stress the need to have representative members of the public involved throughout the process. Toward that end we envision a series of three structured meetings to a) listen to their hopes and fears, b) evaluate preliminary sketches for the Village, and c) comment on the final plan.

The public participation process will engage the Comprehensive Plan Advisory Committee, the Sebago Lake Village Master Plan Committee, and the public, in a series of workshops to explore alternatives and arrive at a vision for the Village. It will provide guidance to the design team throughout the process as we evaluate the study area, explore the Village's relationship to the larger community, and make plans for implementation.

The first public meeting will be a highly interactive event, designed to generate interest in the planning effort and provide us all with strong programmatic direction. This meeting will start off with an overview of the process, leading into a series of small group exercises focusing on specific issues. We will meet with the Committee ahead of time to refine the proposed process and gain their insight as we prepare for this event.

We will bring a number of tools to generate discussion. These could include:

- Slide show of existing conditions throughout the village
- Visual preference survey in the form of a Powerpoint show
- Table-top air photos to be used as a base map for group discussions
- Quick sketch analysis of opportunities and constraints
- A list of questions/challenges for group processing.
- Photographs of ideas from other communities that address the questions posed and start people thinking about different solutions to village issues.

The purpose of the first public session is to engage the Town's residents and find out what the issues are that they are most concerned with. There are many issues that could be discussed at this initial meeting. These will be vetted with the Committee to make this meeting as focused and productive as possible. Issues to be explored may include:

- **Railroad Museum.** Is the concept of a Sebago Lake Railroad Museum (as called for in both the Plan for Sebago Lake Village and the Comprehensive Plan) still viable? Is there continued interest and support in the community?

- **Housing.** What are the housing needs in the Village? What opportunities are present (e.g., vacant / underutilized properties)? What level of density should be allowed in the Village? Are there housing models that should be examined? What incentives might be appropriate to encourage higher densities?
- **Pedestrian / Bicycle Facilities.** Do people generally feel safe/comfortable walking or bicycling in the Village? Where are sidewalks needed? Where should pedestrian amenities (e.g., benches, bike racks, plantings, etc.) be included in the plan? How has the development of the Mountain Division Trail and the Portland Water District Trail affected the Village? Are there opportunities to better incorporate the trails into the Village?
- **Traffic, Parking.** What are the primary problems with traffic movement? Are there adequate / safe parking facilities within the village? Should the village plan address the number and width of curb cuts? Does the design of roadways adequately balance the needs of all users (walkers, bicyclists, motorists), while maintaining overall mobility?
- **Open Space and Natural Resources.** Are there specific areas that should be protected as the village grows? Are there opportunities for interpretive activities or resource-based recreation that should be explored? Does the community prefer small green spaces, such as pocket parks? Dog parks? Larger recreational facilities? Do opportunities exist to provide a series of green linkages to the growing trail network in the area? Are people generally aware of the sensitivity of water quality issues relative to Sebago Lake? Is there an adequate number of recreation facilities and open spaces within walking distance of the Village?
- **Image and Design.** Where are the truly special places that make the Village unique? What should the Village look like in the next several generations? Are there key structures and open space which are critical to this vision? How important is it to have architectural standards or guidelines to direct future growth? Have recent 'improvements' contributed to the desired image? ? Should the Village have a well-defined "brand," i.e., a unified appearance of signage, lighting, architecture, and streetscape improvements?

A second public meeting will be held to present a range of options, recommendations, and strategies for the Village, after we have had several working sessions with the Committee. This meeting would include a brief overview of the process, a slide show of the major components, and a series of draft recommendations. Because the plan will still be in its infancy, the graphics will most likely be freehand, with multiple options (where appropriate). We often use photosimulations (computer-altered photographs) to illustrate key planning concepts and to get people excited about the possibilities for the future. This session will be designed to solicit specific comments on the ideas presented.

At the third and final public meeting, the team will present revised plans for the village and a series of short and long-term recommendations. The public will be asked to comment and make any final suggestions.

Other forms of public participation may be developed: displays at Town Hall, press releases for the newspaper, focused meetings with specific property owners, meetings with other groups and

committees that have been working on the village. The object of the process is to assure a comprehensive way of getting key stakeholders involved throughout the process.

2. VILLAGE SITE EVALUATION

What Opportunities and Limitations are found in the Village?

Recommendations for the village must be built upon a thorough understanding of existing conditions and the history of the place. This task will start with a day spent in the village, preferably with a member of the Committee and Town Planner, to get a good feel for traffic patterns, existing land uses, historic resources, open space network, pedestrian accommodations, signage, natural features, and other factors that make the village what it is today. Extensive photo documentation will be made for use in reports, presentations, and photosimulations.

As part of this task we will familiarize ourselves with recent traffic studies, the Plan for Sebago Lake Village, the recommendations of the Comprehensive Plan, local ordinances that affect development and land use in the village, the work of Sebago Lake Village Master Plan Committee and the Comprehensive Plan Advisory Committee.

GPCE will evaluate High Crash Locations, intersection and roadway capacities, traffic speed, provisions for parking, crosswalks and sidewalks, and other physical factors that define the village and the way people move through it.

The product of this step will be a written report and summary **site assessment diagrams** illustrating:

- Key strengths: buildings and spaces that define the village, available parking, existing green spaces, views to Sebago Lake,
- Areas for improvement: out-of-character buildings / land uses, traffic hazards,
- Development opportunities: land that is/may be available,
- Development constraints: wetlands, poor soils, Sebago Lake, and other physical constraints.

3. SEBAGO LAKE VILLAGE MASTER PLAN

How can the Village be improved in the future, and how do we get there?

The village master plan will evolve through a series of draft presentations to the Advisory Committee, with input from the Standish Town Council, Planning Board, Sebago Lake Village Master Plan Committee, Standish Historical Society, town staff, MaineDOT, Maine Historic Preservation Commission, and other agencies and groups. The plan will evaluate the following components:

a. Visual Preferences for Architectural Design

This element will illustrate the results of the first community forum, where attendees will be presented with a visual preference presentation on architectural design. TJD&A has an extensive digital image library that will be used to test people's reaction to various forms of

buildings that may be expected as the village continues to expand. In addition to building form, the images will explore people's attitudes about density, connectivity, pedestrian amenities, integrated open space, landscaping, automobiles in the village, artworks, and related topics. The Advisory Committee will play a key role in reviewing these topics and refining the visual preference survey.

The results will be presented as a series of images that summarize the community's preferences for architectural styles for new construction / reconstruction. These will be very useful in the development of a long-term vision for the village and a set of design guidelines for future commercial development. Photosimulations will be prepared to illustrate how new construction could fit into the patterns of the Village (see examples from Standish Village and Raymond in the Appendix).

b. Sidewalks, Pedestrian Access, and Safety

This portion of the master plan will make recommendations on connectivity and will identify where sidewalks are currently needed, where connections could be made in the future, where access could be improved, and how pedestrians can achieve more mobility and visibility within the village. The plan will be in the form of an annotated site plan, keyed to site photographs and specific recommendations. We will look to Gorrill-Palmer for technical assistance and traffic-related recommendations.

c. Public Green Space

The Site Evaluation will identify potential green spaces within the village. The neighborhood forums will help craft a vision for the future, including how public green space will help define the village in coming generations. This element of the plan will explore various opportunities within and adjacent to the village for greens, recreation facilities, trail connections, additional lakefront facilities, buffer zones, and other formal and informal spaces.

Green space does not necessarily have to be large to be effective. This component will also explore opportunities to enhance the intersection of Routes 35 and 114, create small pocket parks in the village, and encourage the development of outdoor use areas in conjunction with future development.

d. Parking

The uses, availability, and types of parking will be an integral part of the planning process. It will be important to the community to determine the style, scale, and location of parking facilities and how they are connected to the sidewalk system, as it will impact the potential for economic development, sense of place, and scale of the Village. Enhanced on-street parking and small-scale lots may be in keeping with the scale of the community. This treatment would minimize large parking areas and provide increased street activity, which tends to reduce traffic speeds. The potential for various types of on-street parking will be examined, including parallel, angled, and reverse angled styles.

e. Landscaping

When properly planned and executed, a well-defined landscaping and public amenities plan can help unify the village. This section will explore plantings, lighting, seating areas, walls/fences, buffers/screening of commercial uses, and other details of the public landscape.

f. Roadway Action Plan

The recommendations made by Gorrill-Palmer will be incorporated into the plan for the village. GPCE will examine the existing roadway plan section of the Standish Code for appropriateness and make specific recommendations as necessary to accommodate vehicular and pedestrian movement, bicycles, parking, and other factors. Current design publications, such as the AASHTO Roadway Design Guide, allow for flexibility of cross-sections and may provide opportunities for encouraging a greater variety of uses in a smaller space.

g. Neighborhood Integrity

With increased development comes the potential for impacts on existing residences. This element will examine the quality of the nearby neighborhoods, positive opportunities (trail and sidewalk connections, better shopping/employment), as well as possible detriments (traffic, runoff, noise, lights). Recommendations will be made to protect the residents, with an emphasis on transitional land uses, buffer requirements, appropriate future land uses, and design guidelines that deal with the interface between commercial and residential properties.

h. Commercial Design Guidelines

This element will develop preliminary design guidelines for the Village. The guidelines will be based upon similar work that we have prepared for Raymond and many other communities in Maine, where we offer recommendations for Site Planning and Design, Architecture, Landscape Design, Lighting, and Signage.

The guidelines will be based on input from the Committee, the public forums, and a meeting dedicated to this topic. TJD&A will use a Powerpoint presentation that has been instrumental in helping other Maine communities focus on the key elements that go into the development of guidelines. The result will be a custom-tailored set of preliminary guidelines that are reasonable and realistic as well as “marketable” and enforceable.

i. Historic Resources

This section will present recommendations regarding the Village’s historic resources, based upon collaboration with the Advisory Committee, the Historical Society, Maine Historic Preservation Commission, and others. The goal will be to develop a course of action that will be in alignment with the Comprehensive Plan.

j. Regional or Farmers Markets

This element will examine several alternative locations for the Farmers’ Market (identified by the Advisory Committee and the public). We will compare possible locations based upon our knowledge of the site, visibility, traffic patterns, available parking, soil conditions, utilities, potential conflicts with existing land uses, and other factors presented by the Committee and farmers involved in the process. It will be important to provide a site that allows for flexibility of uses and the potential for a larger market in future years.

k. Mixed Use Development Opportunities

This element will explore the potential for mixed-use development within the village, specifically looking to include a diversity of residential opportunities, including senior housing. Models of similar developments in other parts of the country (especially in the New England area) will be presented for discussion by the Committee.

1. Implementation Strategies

The final element will present a series of implementation strategies to make this plan a reality. It will deal with possible funding mechanisms for public infrastructure improvements (tax increment financing, MaineDOT enhancement funds, Community Development Block Grants, and other local, state, and federal sources), ordinance changes, procedures to adopt design guidelines, changes to the zoning map, etc. A generalized opinion of cost will be prepared to give the Town an order of magnitude sense of the financial implications of the plan. Recommendations will be prioritized to help the Committee as they move forward with planning for short-term and long-term improvements.

TIMETABLE

The anticipated schedule outlined in the Request for Proposals should provide the proper amount of time to complete the Village Plan. It has been our experience that similar studies typically take six to nine months to complete, especially where there are major public participation components. We look forward to discussing the schedule with the Town and the Advisory Committee to ensure that it is both realistic and achievable.

We have found over the years that we are more than able to keep pace with a town's decision-making process. Establishing the ideal project speed means finding a balance between energetic progress toward the goal – e.g., an adopted and approved planning document— and a careful process which does not leave stakeholders behind, folks who could re-enter the flow of work later and considerably jam or slow the delivered outcome.

PROFESSIONAL FEES

To perform the work above we are proposing a not-to-exceed fee of \$30,000. Billing will be monthly, based upon the services rendered during the previous month. At this point we anticipate the following allocation of fees:

Task 1 Public Participation	\$12,000
Task 2 Village Site Evaluation	\$ 8,000
Task 3 Village Master Plan	\$10,000

Within the team the fees may be allocated according to the following:

TJD&A	\$12,000
Gorrill-Palmer Consulting Engineers	\$ 8,000
Planning Decisions	\$ 8,000
<u>Expenses</u>	<u>\$ 2,000</u>
TOTAL	\$30,000

The following schedule is the hourly rates for personnel who will work on the development of the Village Master Plan:

Terrence J. DeWan & Associates

Terry DeWan	\$148.00
Tom Farmer	\$ 92.00
Matt Phillips	\$ 75.00

Gorrill-Palmer Consulting Engineers

Tom Gorrill	\$120.00
Randy Dunton	\$102.00
Jeremiah Bartlett	\$ 85.00

Planning Decisions

Mark Eyerman	\$120.00
Katie List	\$ 65.00

We would like the Town to consider this proposal as a starting point for discussion. Within each of the tasks there are many options to consider which will direct the ultimate vision for the Village.

Our team prides itself in following the limitations of set budgets and working within defined schedules. The following are representative projects that were accomplished on time and within agreed budget limits:

- Standish Model Town Community Project Visualization, GrowSmart Maine (TJD&A)
- Exit 10 Transit Oriented Development, Falmouth ME (TJD&A and PDI)
- Royal River Study, Yarmouth, ME (TJD&A)
- Route One Traffic Improvement Plans (TJD&A and GPCE).

REFERENCES

Terrence J. DeWan & Associates

Alex Jaegerman, Chief Planner
Portland City Hall
389 Congress Street
Portland, ME 04101
874-8724; aqj@portland.me.gov

Dan Bacon, Town Planner
PO Box 360
Scarborough, ME 04070
730-4041; dbacon@ci.scarborough.me.us

Vanessa Farr, Director of Planning and Development
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Gorrill-Palmer Consulting Engineers

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Planning Decisions

Evan Richert, Town Planner
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Peter Morelli, Director of Economic Development
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Carol Tukey, Town Planner
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Appendices



Terrence J. DeWan & Associates
*is a professional landscape architectural
and planning firm in Yarmouth, Maine
dedicated to approaching land use
opportunities with creativity,
environmental sensitivity, and an
awareness of client needs.*

*The staff of ten is composed of
professionals with backgrounds in
landscape architecture, recreation
planning, land planning, visual
resource assessment, permitting,
graphic design, model making,
research, and technical writing.*

Terry DeWan established TJD&A in 1988
after eleven years experience as a founding
partner of Mitchell-DeWan Associates, where he
was involved with over 300 projects in the New
England region. TJD&A is committed to
appropriate design solutions that evolve from
environmental awareness, understanding the
needs of our clients, and effective
communication with municipal and state
officials. The firm has an underlying
commitment to land stewardship and faith in the
future of New England.

The services offered by the firm include:

DOWNTOWN REVITALIZATION
Community design forums; streetscape
improvements; urban plantings, lighting, and
signage design; corridor planning; pedestrian
amenities.

RECREATION PLANNING
Municipal inventories; waterfront land use
studies; park, playground and facility design;
trail planning; recreation management.

SITE PLANNING
Site analysis; single family homes; residential
subdivisions; cluster housing; apartment and
condominium complexes; land reclamation;
commercial, institutional, and industrial site
planning; landscape restoration.

MASTER PLANNING
Site selection studies; open space planning;
school and college campus planning; waterfront
planning; municipal comprehensive planning;
zoning and land-use studies; resort communities;
resource management studies; natural resource
inventories.

**VISUAL INVENTORIES AND
ASSESSMENT**
Scenic inventories; facility siting; highway
location studies; transmission line studies;
project assessments; mitigation planning.

PERMITTING
Coordination of applications under Maine's
NRPA (Natural Resource Protection Act), Maine
Department of Environmental Protection (DEP)
Site Location of Development Permit, and Army
Corps of Engineers Permits.

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Terry DeWan, ASLA, Principal
Sarah Coffin Witte, ASLA, Sr. Associate
Amy Bell Segal, ASLA, Associate
Thomas S. Farmer, LA Associate
Eileen Butler, Business Manager, Associate
Keith Smith, LEED AP, LA Associate
Matt Phillips, LA
Danielle Matkoskey, Designer
Ben Gleason, Designer
Maida Uhlig, Business Assistant

TERRENCE J. DEWAN, ASLA
Principal, Landscape Architect

Terry DeWan has over 40 years of professional experience in landscape architecture, visual resource assessment, site planning, design guidelines, community development. His experience includes work with communities, state agencies, private developers, utility companies, and the forest products industry in New England. He has written numerous studies on community planning, visual impacts, recreation planning, water access, and highway corridor redevelopment.

Maine Licensed Landscape Architect #6

EDUCATION

BSLA, State University of New York, School of Environmental Sciences and Forestry, cum laude

PROFESSIONAL EMPLOYMENT

1988-Present	TJD&A, Yarmouth, ME Principal
1977-1988	Mitchell-DeWan Associates Portland, ME Partner
1976-1977	Center for Natural Areas, South Gardiner, Maine Landscape Architect
1973-1976	Moriece and Gary of Maine, Portland, ME Landscape Architect
1971-1973	The Architects Workshop Philadelphia, PA VISTA/Landscape Architect
1970-1971	Rocky Mountain Development Council, Helena, Montana, VISTA Volunteer
1969-1970	Peter G. Rolland and Associates, Rye, NY

PROFESSIONAL AFFILIATIONS

Maine State Board for Licensure of
 Architects, Landscape Architects, and Interior
 Designers, 1986-present
 American Society of Landscape Architects:
 Ethics Committee

LAAB: Landscape Architecture Accreditation
 Board, Roster of Volunteer Evaluators
 Portland Public Arts Committee
 American Society of Landscape Architects
 American Planning Association
 Maine Association of Planners
 Yarmouth Affordable Housing Alliance
 CLARB: Council of Landscape Architects
 Registration Boards: Landscape Architect
 Registration Exam writer and grader;
 Strategic Planning Committee; Cut Score
 Committee
 Congress for the New Urbanism

SELECTED PROJECT EXPERIENCE

LANDSCAPE ARCHITECTURE & PLANNING

Bethel Pathway, Bethel, ME. A multi-use pathway along the Androscoggin River.

Beth Condon Memorial Pathway, Yarmouth, ME. A multi-use pathway parallel to Route One, that is a link in the East Coast Greenway.

Shoreway Access Plan, Portland, ME. Thirty miles of trails linking Portland's waterfronts and neighborhoods.

Spring Point Shoreway, South Portland, ME. A mile-long oceanfront park.

Kennebec-Chaudière Heritage Corridor. Interpretative and facilities master plan for heritage trail between Popham Beach and Solon, ME. MaineDOT.

Route 27 Scenic Byway Corridor Management Plan. Long-term plan for 45 miles of Route 27 between Kingfield and Canada. MaineDOT.

Route One Improvements Plan, Lincolnville. MaineDOT. Incorporating road improvements, bicycles, and pedestrian facilities along a highly scenic roadway.

MaineDOT: Bath-Woolwich Bridge. Assessment of potential visual impacts to the historic U.S. Custom House in Bath, ME.

Scenic Byways Interpretive Sign Parameters. Mountain Counties Heritage, Inc. A design manual for producing high quality interpretive signs for Maine's Scenic Byways.

South End Urban Design Plan. Bath, ME.

A long-term improvement plan for the historic community adjacent to BIW.

Town Hill Village Plan, Bar Harbor, ME.

A framework for future growth to preserve open space, encourage pedestrian movement, create a more sustainable commercial core, and accommodate new housing.

Dunstan Great American Neighborhood, Scarborough, ME. A new community of 300 housing units and a neighborhood commercial center on 150 acres.

Preliminary Facilities and Interpretive Media Plan, Kancamagus Scenic Byway. White Mountain National Forest. Demonstration forest, hiking trails, interpretive exhibits, overlooks, outdoor amphitheater.

Design Guidelines. Raymond; Falmouth (Exit 10, Route One, and Village Center); Brunswick (Cook's Corner); Skowhegan; Freeport (Route One South); Yarmouth; Kittery; Scarborough; NH Route 101A.

Brighton Avenue Study, Portland and Westbrook, ME. A detailed look at ways to improve the visual environment and traffic safety along a major arterial.

A Revitalization Plan for Maine Street, Brunswick, ME.

Interpretive, Access and Facilities Plan, Wells National Estuarine Research Reserve.

Cook's Corner Master Plan, Brunswick, Maine. Town of Brunswick, ME.

Open Space Plan, Falmouth, ME. Strategies for dealing with change and protecting open space in a rapidly developing community.

Open Space Plan, Scarborough, ME. A long term plan to preserve open space in Maine's fastest growing community.

SELECTED PUBLICATIONS

Scenic Assessment Handbook, Maine State Planning Office. 2008.

Royal River Corridor Study. Yarmouth, ME. With Stantec. 2008.

A Vision for the Moosehead Lake Region. Natural Resources Council of Maine. 2006.

The Greening of Falmouth. Falmouth Conservation Commission. 2006.

Kittery Design Handbook. Kittery Planning Board, with Planning Decisions. 2005.

The Great American Neighborhood, A Guide to Livable Design. With Brian Kent, Evan Richert, and Beth Della Valle. Maine State Planning Office. 2004.

Scenic Inventory, Islesboro, North Haven, Vinalhaven, Maine. State Planning Office Critical Areas Program. 1992.

Scenic Inventory, Mainland Sites of Penobscot Bay. With Don Naetzker. State Planning Office. 1990.

SELECTED PRESENTATIONS

Wind Energy, Addressing Visual Impacts in Skeptical Communities. ASLA Annual Meeting, San Diego, CA. 2011.

Living and Working in a Geo-Referenced World. ASLA Annual Meeting, Washington, D.C. 2010.

Scenic Inventory Training, Maine State Planning Office, 2009.

Healthy Maine Communities: 12 scripted presentations for MDOT to promote walking and walkable communities in Maine.

Great American Neighborhood Design Concepts. Annual Meeting Northern NE Chapter APA, Meredith NH. 2006.

Traditional Neighborhood Development in Maine: Friends of Mid-Coast Maine, 2006.

Sharing the Road: Bicycles and Pedestrians. New England Transportation Safety Conference. 2005.

Healthy Maine Walks, Powerpoint shows of the MDOT. Pro-Bike-ProWalk Conference, Victoria, BC. 2004.

Art into Landscape/Landscape into Art. Landscape and Art: Reflections on Places and Spaces. Maine Olmsted Alliance. Bowdoin College. 2004.

THOMAS FARMER

Associate, Landscape Architect

Tom's twenty years of professional experience in Maine, New Hampshire, and Kansas includes campus planning, recreation planning, trail design, and residential and commercial site design. Tom brings to TJD&A expertise in design, project administration, contract document preparation, permitting, and construction administration.

Maine Licensed Landscape Architect #2266
New Hampshire Licensed LA #65
CLARB Certified Landscape Architect

EDUCATION

Kansas State University, BLA
 Certificate in Community and Regional Planning
 Semester abroad - Italy International Studio
 University of New Hampshire
 Associates Degree, Civil Technology

SPECIAL TRAINING

- ME State Bar Association: Permitting Environmental Projects in Maine
- MeDOT: Local Project Administration Course
- MeDOT: Bicycle/Pedestrian Design Workshop
- PACTS and MeDOT: Context Sensitive Solutions Workshop
- Muskie School: ArcView GIS Courses
- MeDEP: Stormwater Practices Design
- MeDEP: Stormwater Buffer Design
- MeDEP: Erosion Control Design
- Audubon International: Environmental Golf Course Planning and Design
- Portland Trails: Transforming School Grounds

PROFESSIONAL EMPLOYMENT

1996-Present	TJD&A, Yarmouth, ME
1993-1996	Mohr & Sereidin Landscape Architects, Portland, ME
1990-1993	Kansas State University, Campus Planning Office, Manhattan, KS
1987- 1988	Kimball Chase Inc., Environmental Engineers, Concord, NH

PROFESSIONAL AFFILIATIONS

CLARB: Council of Landscape Architects
 Registration Board. Landscape Architect
 Registration Exam grader
Portland Trails: Board of Trustees; Trail Committee

SELECTED PROJECT EXPERIENCE

Bayside Trail, Portland, ME.

An exciting urban greenway that connects businesses and neighborhoods in Portland's Bayside District. The trail utilizes an abandoned railroad ROW from the terminus of the Eastern Promenade Trail (TJD&A designed) southwest to Elm Street, eventually connecting to Deering Oaks Park. Conceptual Design through Contract Administration.

University of Maine Rec Center, Orono, ME.

Site selection and design for a campus recreation center, including circulation and open space connection. The Center serves as both a recreational facility and as a social gathering place for students, faculty and the surrounding community. LEED certification.

Beth Condon Memorial Pathway Extension Feasibility Study and Phase 1

Construction, Yarmouth, ME. A study to evaluate the feasibility of extending the existing Pathway from the Royal River in Yarmouth to the YMCA in Freeport. TJD&A continued with final design, construction documentation, and construction administration for a 1.5-mile extension of the existing pathway.

Comprehensive Plan Update, Falmouth, ME.

Exploration of smart growth options for future residential development. An ambitious public participation process involved computer modeling, GIS technologies, and community charrettes.

West Falmouth Crossing, Falmouth, ME.

Master plan for a Transit Oriented Development with an intermodal transportation center, mixed-use development, retail centers, and open space.

Eastern Trail Feasibility Study, MeDOT.

A preliminary design for a continuous recreational trail along the old Eastern RR corridor from Portsmouth, NH to South Portland, ME.

Eastern Trail Phase 1 Final Design, Scarborough, ME. Landscape architectural design and construction documentation for the first segment of the Eastern Trail.

Topsham Trails, Topsham, ME. A study to review numerous alternatives for extending the Androscoggin River Bikeway in Brunswick to the Topsham village, schools, and shopping district. Awarded Maine Association of Planners Plan of the Year.

Trail Feasibility Study, Lisbon, ME. A preliminary plan for a shared-use recreational trail to connect the villages of Lisbon, Lisbon Center, and Lisbon Falls.

Cook's Corner Master Plan, Brunswick, ME. A growth plan including bicycle and pedestrian circulation for a highly congested commercial area.

Toddy Brook Golf Course, North Yarmouth, ME. Design and permitting for an 18 hole environmentally sensitive golf course, club house and 30 units of adjacent housing.

Higgins Beach Improvements Plan, Scarborough, ME. An improvement plan for a popular town beach to address slope stabilization, dune restoration, beach access, traffic circulation and new sidewalks.

Riverfront Renaissance, Skowhegan, ME. Redesign of the downtown riverfront to encourage increased pedestrian use. The plan features streetscape improvements, safer crosswalks and connections to the Kennebec River.

Pleasant Hill Recreation Park, Springbrook Recreation Park, Scarborough, ME. Design, construction documents, and construction administration for two multi-use recreational community parks.

Playground Rehabilitations, Portland, ME. Collaboration with school committees and the Parks & Recreation Department to upgrade five playgrounds throughout the city. Design through construction drawings.

Bald Mountain Gold Mine, Aroostook County, ME. Visual impact assessment of a proposed gold mining operation within LURC jurisdiction.

Mead Oxford Corp., Woodchip Processing Facility, Hanover, ME.
Falmouth Village, Falmouth, ME.
Central Maine Power Company
Maritimes and Northeast Pipeline
 Computer-generated photosimulations for visual impact assessments, community presentations and local and state permitting.

Visual Resource Assessment, Rte. 27 Carrabassett Valley, ME, MeDOT.
 Scenic assessment and site designs for improvements to one of Maine's Scenic Byways.

Los Angeles River Study, Los Angeles, CA.
 A study of aesthetic treatments for the 50-mile concrete channel lining the Los Angeles River. Illustrations of murals, parks, walkways, and gardens. Presented at the Computer Design Charrette at the 1996 ASLA Annual Meeting.

Chattahoochee River Greenway, Atlanta, GA. A Landscape Architecture Foundation-sponsored project to improve public access along a 12-mile river corridor and reclaim adjacent industrial sites for recreation and open space.

PRESENTATIONS

PRO Bike/PRO Walk 2002, St. Paul, MN.
 Conference presenter: Powerpoint presentations as effective public relations tools.

PRO Bike/PRO Walk 2004, Victoria, BC.
 Poster Presentation: Photosimulations: an effective design and communications tool for community planning.

AWARDS AND DISTINCTIONS

American Society of Landscape Architects Merit Award for Communications
 Chattahoochee River Greenway, Atlanta, GA.

American Society of Landscape Architects Merit Award for Communications
 Los Angeles River Study, Los Angeles, CA.

Maine Association of Planners Plan of the Year.
 Topsham Trails Feasibility Study, Topsham, ME.

MATTHEW A. PHILLIPS
Landscape Architect

Matt's experience has involved design, project management, construction documentation, cost estimating, and production. His project experience includes recreation, park, and trail planning, site planning for residential, commercial, and municipal properties, permitting, and computer generated photosimulations. Matt brings to TJD&A expertise in design, project administration, and contract document preparation.

Maine Licensed Landscape Architect #3221

EDUCATION

BSLA University of Massachusetts
 Amherst, Cum Laude

PROFESSIONAL EMPLOYMENT

2006-Present	TJD&A, Yarmouth, ME Landscape Architect
2002–2006	Mitchell & Associates Portland, ME Landscape Designer

SPECIAL TRAINING

- MeDOT LPA: Local Project Administration Certification

SELECTED PROJECT EXPERIENCE

The Cliffside Site, The Arboretum at Fort Williams Park, Cape Elizabeth, ME
 Project manager responsible for leading design committee meetings, development of site plans, cost estimates, construction documents, and specifications for the first of fifteen park-wide arboretum sites stressing the use of native materials.

Black Bear Way, University of Maine, Orono, ME
 Development of construction documents and specifications for a new campus trail connecting athletic/recreational facilities.

Bayside Promenade Trail, Portland, ME

Development of landscape plans, construction documents, and specifications for a mile long urban greenway through Portland's historic Bayside district. The trail utilizes an abandoned railroad right-of-way.

Residential Property Design, Yarmouth, Freeport, Falmouth, and Harpswell, ME

Design, permitting, construction documents, and project management of numerous coastal residences.

Brewster Point, Rockport, ME and Northeast Point, Islesboro, ME

Development of extensive landscape plans and construction documents for entrance and roadway plantings.

Student Recreation and Fitness Center, University of Maine, Orono, ME

Development of landscape plans, construction documents, and specifications. Design of native wetland detention basin planting plan.

Town Hill Village Plan, Bar Harbor, ME

Design charrette and development of Village Plan to form a framework for future growth to preserve open space, encourage pedestrian movement, create a more sustainable commercial core, and accommodate new housing.

Bangor Hydro Electric Company, Downeast Reliability Project, Ellsworth to Columbia, ME

Prepare computer generated photosimulations of multiple transmission corridor alignments to illustrate the visibility of the transmission line. Assist in preparation of Visual Impact Assessment (VIA).

North Road Recreation Complex Master Plan, Yarmouth, ME

Working with the Yarmouth Little League and Town to develop a Master Plan for a multi-field recreation complex, which addressed renovations, additions of a softball and multi-purpose field, parking, and drop-offs.

**Center Street Conceptual Sidewalk Plan,
Nobleboro, ME.**

A conceptual plan for a shared-use sidewalk which would connect the village center and residential areas along Old Route One.

**Central Maine Power Company, Visual
Impact Assessment, Bath / West Bath, ME**

Prepare computer generated photosimulations of new transmission corridor to illustrate the visibility of the transmission line and assist in VIA for permitting.

**Residential Subdivisions,
Yarmouth and Raymond, ME**

Project manager responsible for design, development, and permitting of numerous Open Space Subdivisions.

Black Point Inn, Scarborough, ME

Development of approval drawings and auction brochure for a 14 lot subdivision on Prout's Neck. Supplemental landscape plans for the Inn.

Auburn River Park, Auburn, ME

Design and development of construction documents for a riverfront park along the Androscoggin River.

**Penny Road Field Master Plan,
New Gloucester, ME**

Working with the New Gloucester Little League to develop a Master Plan for a multi-field baseball/softball complex, which addressed siting of four fields, parking, access roads, and drop-offs.

Rumford River Trail, Rumford, ME

Design and development of construction documents for a riverfront trail along the Androscoggin River.

Eco-Maine Trail, Westbrook, ME

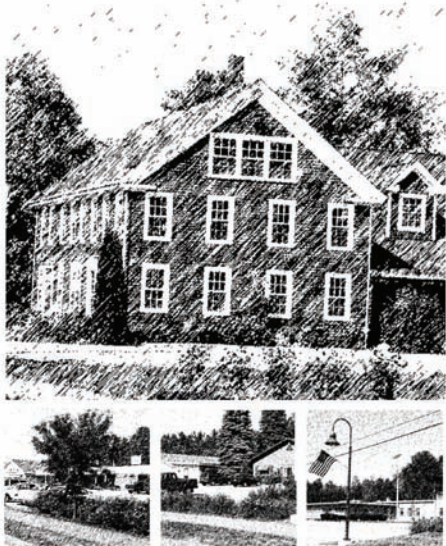
Locate optimum location for new trail and develop construction documents.



TJD&A and Spatial Alternatives were part of a team working with GrowSmart Maine and the Village Implementation Committee to develop strategies for appropriate growth in Standish Village. Photosimulations, computer modeling, and keypad voting were very effective in helping citizens understand the issues surrounding growth and the possibilities for the future.



TOWN OF RAYMOND



DESIGN GUIDELINES AND STANDARDS

The 2004 Raymond Comprehensive Plan directs the town to encourage development and enhance businesses opportunities along Route 302. The goal is to develop a denser, pedestrian-friendly, village-like atmosphere. The standards are based on a broad vision of the corridor that encompasses transportation, safety, aesthetics, and environmental protection. TJD&A worked with the Comprehensive Plan Implementation Committee to develop a document that addresses site planning, architecture, signage, lighting, and landscaping. The Guidelines and Standards were adopted by a wide margin at the 2009 town meeting.

Town Planner: Hugh Cox



Photosimulation to illustrate the planning principles behind the Raymond Design Guidelines and Standards.

RAYMOND ROUTE 302 IMPROVEMENTS
Raymond, Maine

tjd&a



TJD&A and Gorrill-Palmer designed the Route 302 walkway as part of a utility upgrade. Pedestrian lighting, extensive landscaping, and a paved path were installed throughout the length of the business district to encourage walking and other forms of non-motorized transportation. The results have been enthusiastically received by the community.





C. Michael Lewis



A long-term vision to transform the Route One strip into a new pedestrian-oriented town center. A plan and bird's eye view were prepared to promote public understanding and support for the planning concepts. Design guidelines were developed to set the standard for architecture, signage, landscaping, site planning, and lighting. Many of the properties along Route One have been (re)developed, following the guidelines.



HARRISON VILLAGE: PEDESTRIAN & TRAFFIC IMPROVEMENTS

Harrison, Maine

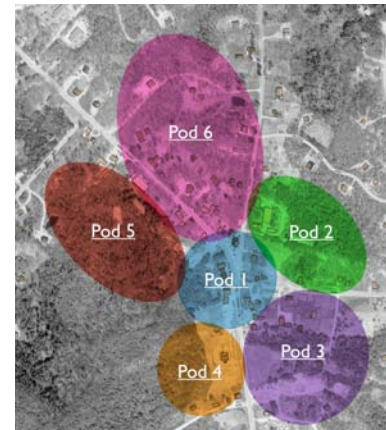
tjd&a

TJD&A worked with the Town of Harrison to develop a Master Plan for Route 117 between Crystal and Long Lake in anticipation of a MDOT roadway project. TJD&A held a design charrette to develop a community vision for Harrison Village. Based on the charrette, a Master Plan was developed to address road alignment, parking, pedestrian improvements, traffic calming, and village aesthetics. Most of the master plan elements were adopted by MDOT and installed during the roadway improvement project including: new granite curbing, concrete sidewalks and numerous additional village planting areas.



TOWN HILL MINI-PLAN
Bar Harbor, Maine

tjd&a



The Town Hill Mini-plan expands on a vision that was initially outlined in Bar Harbor's 2007 Comprehensive Plan. It provides a conceptual plan for Town Hill with recommendations to modify the Town's zoning, comprehensive plan, land use management and public investment strategies to guide development for the next four to five decades. The Mini-plan addresses a variety of issues, including greenbelts, road and trail interconnections, streetscapes, open space, community gardens, historic resources, affordable housing, bus service, economic development, and benchmarks for growth within and around the Village. Over 200 people turned out for a community design forum to provide input into the plan.

TJD&A with Elizabeth A. Della Valle, AICP

Company Description

Company History



Gorrill-Palmer Consulting Engineers, Inc. provides a talented staff of sixteen people with a diverse range of skills to meet the needs of many projects in both the public and private sectors. Founded in 1998 by Tom Gorrill and Al Palmer to provide transportation and site engineering permitting services, our expertise has grown to include municipal and institutional work of many types. On the transportation front, our firm can provide all levels of support, from the public process to forecasting, from analysis to construction plans and observation. We have completed work on projects ranging from regional transportation plans to highway

interchange reconfigurations. Our familiarity with local approvals processes in communities throughout Maine and New Hampshire is significant, and we can shepherd difficult projects through the public process, be it at a Planning Board meeting or a public charrette. Our location in Gray, Maine allows us close proximity to major Maine and New Hampshire markets.

Company Services

The services that are provided by Gorrill-Palmer Consulting Engineers, Inc. include:

- Transportation Master Planning
- Roadway Design
- Traffic Impact and Management Studies
- Charrette/Brainstorming/Planning Sessions
- Parking Studies
- Feasibility Studies
- Transportation Demand Management
- Pedestrian/Bicycle Plans and Studies
- Pavement Management Studies and Comprehensive Planning
- Neighborhood Traffic Calming
- Neighborhood Meeting Facilitation
- Corridor Studies
- Traffic Calming
- Peer Review (Municipal)
- Intersection/Roundabout Design
- Capital Improvement Planning Assistance
- Municipal Ordinance Development/Review
- Preparation of Stormwater Management and Erosion Control Reports
- Onsite Inspection Services
- Local, State and Federal Permitting
- Utility Design and Fire Flow Evaluations
- Combined Sewer Separation Design and Observation Services
- Site Development Design
- Residential and Commercial Subdivision Design
- Site Plan and Subdivision Review

Thomas L. Gorrill, P.E., PTOE

Thomas L. Gorrill, P.E., PTOE **President**

Mr. Gorrill, company President, co-founded Gorrill-Palmer Consulting Engineers, Inc. in 1998. He has over thirty years of traffic engineering and roadway design experience and is certified by The Institute of Transportation Engineers as a Professional Traffic Operations Engineer. He has extensive experience in both the public and private sector and has worked on projects in Maine, New Hampshire, Vermont, Massachusetts, Connecticut and New York. His expertise includes a diversified range of traffic and corridor studies, traffic impact analyses, and highway design.

Standish Village Visioning and Renewal – Standish, Maine

Mr. Gorrill was the project manager for the conceptual design plans for this effort, which are intended to improve public access, beautify the Village area, and spur economic development in this growing community.

Route 1 Corridor Study, Yarmouth, Maine

Mr. Gorrill managed both phases of this study, which examined the corridor from the downtown area/Main Street out to the I-295 overpass near DeLorme. A significant part of the project recommendations is the provision of bicycle lanes along Route 1 and the extension of the Beth Condon Memorial Pathway.

Park Avenue Pathway, Auburn, Maine

Mr. Gorrill is overseeing the finalization of design plans and construction documents for a ten-foot wide, multi-use path along Park Avenue, from Court Street to Park Avenue Elementary School. The concept for this path was based on a study of the Park Avenue Corridor, also completed by our office. The design had to accommodate significant ledge in the area, as well as drainage and grade constraints, and wetland impacts. Landscaping, pedestrian-scale lighting, and benches have all been incorporated into the design.

Safe Routes to School Review – Falmouth, Maine

Managed and was responsible for creation of a comprehensive facilities plan for the Town's schools. The work comprised of recommendations for specific facilities and designs, and included preliminary opinions of probable construction cost. This Locally Administered Project is now a guiding document for the Town.

Tukey's Bridge Bicycle Approaches, Portland, Maine

Mr. Gorrill oversaw an assessment of the existing facilities to serve bicycles approaching the I-295 Tukey's Bridge crossing of Portland's Back Cove inlet. This area is the confluence of the Eastern Prom Trail, Back Cove Trail, and Washington Avenue with various existing conditions limiting the convenience and safety of the approaches to the I-295 crossing.

Route 1 – Thomaston, Maine

Managed and was responsible for the design of the preliminary plans for the roadway improvements for Route 1 in Thomaston. The project extends for a length of 1.9 miles and consists of reclaiming the travelway, paving the shoulders and a closed drainage system. Mr. Gorrill was responsible for presenting the project at the public meeting, utility coordination and communication with the MaineDOT.

Tri-Community Transportation Study, Maine

Mr. Gorrill was the contract manager for this effort, which was based on the rules set forth by the Sensible Transportation Policy Act. The Study established six new development districts with a more intensive, mixed-use configuration and created a series of recommendations ranging from transit improvements to a new collector road to economic development tools to guide Biddeford, Saco and Old Orchard Beach.

Thomas L. Gorrill, P.E., PTOE

Portland Peninsula Traffic Study, Portland, Maine

Mr. Gorrill was responsible for managing the Portland Peninsula Study for PACTS. The study involved a comprehensive study of the travel patterns, capacity deficiencies, inventory and compilation of background data, preparation of traffic forecasts, analysis of existing transportation system, development and analysis of alternatives, preparation of cost estimates and benefit cost analysis, meetings and public participation.

Eastern Promenade Trails Corridor, Portland, Maine

Mr. Gorrill worked with a consultant team for planning and design of a pedestrian/bicycle/narrow gauge rail link between Portland's waterfront and the trail around Back Cove. One of the first ISTEA projects in Maine, it was a collaboration between Portland Trails, Portland Planning Department, and PACTS.

Route 1, Camden, Maine

As manager of this project, Mr. Gorrill was responsible for the design of roadway improvements to Route 1 in Camden from downtown Camden to the Camden Hills State Park. This project includes the design of 1.8 miles of roadway and associated sidewalks through Camden's Historic District. The challenge of this project was to fit the roadway into the neighborhood with as little impact to abutters, landscaping, utilities and parking supply as possible, while meeting safety design standards. Mr. Gorrill was responsible for presenting the project at the public meeting, utility coordination and the communication with the MaineDOT regarding the project.

Blanchard & Skillin Roads, Cumberland, Maine

As manager of this project, Mr. Gorrill oversaw the design of preliminary plans for roadway improvement plans for Blanchard and Skillin Roads. Mr. Gorrill presented the project at two public hearings and worked with the town and residents to provide a design that would fit into their community. The work consists of reclaiming the 11 foot travelways and paving the 4 foot shoulders as well as upgrading the surface and subsurface drainage; these improvements provided a significant improvement for the needs of bicyclists and pedestrians. The project also includes adjusting the horizontal and vertical alignment to address existing deficiencies. The project is approximately 3.7 miles in length and will be constructed in phases.

Traffic Impact Studies, Various Locations

Mr. Gorrill completed over 150 traffic studies for schools, shopping centers, offices, housing developments, and distribution centers in various locations, in Maine, New Hampshire, Vermont, and Connecticut.

Route 1 Between Martin's Point Bridge and Route 88, Falmouth, Maine

This project involved working with an advisory committee to evaluate neighborhood concerns regarding speeding, pedestrian and bicycle safety. Mr. Gorrill developed a plan for a three-lane section with several pedestrian crosswalks and adjacent bike lanes.

Education:	BSCE - University of Maine, Orono, Maine
Registration:	Registered Professional Engineer in Maine (#4614), Vermont (#5424), New Hampshire (#8708), Connecticut (#18175), New York (#72296), and Massachusetts (#39304) Certified by ITE as a Professional Traffic Operations Engineer
Affiliations:	Past President, New England Institute of Transportation Engineers Past President, Maine Chapter, Institute of Transportation Engineers Member of Board of Directors, Maine Better Transportation Association Past President, Maine Section, American Society of Civil Engineers Overseer of Baldpate District, Maine Appalachian Trail Club
Awards:	ITE New England Section 1998 Distinguished Service Award
Experience:	32 years in private practice

Randall E. Dunton, P.E., PTOE

Randall E. Dunton, P.E., PTOE Senior Engineer

Mr. Dunton, Senior Engineer, joined Gorrill-Palmer Consulting Engineers Inc. in 2007 after almost six years in the MaineDOT as the Southern Region Senior Traffic Engineer. Mr. Dunton has over fourteen years of traffic engineering, safety, and mitigation analysis experience in both the private and public sector and is certified by The Institute of Transportation Engineers as a Professional Traffic Operations Engineer. His expertise includes a diversified range of traffic and corridor studies, mitigation determination / design, traffic impact analyses, capacity / safety analysis, and signing and striping.

Standish Oak Hill Study, Standish, Maine

Mr. Dunton was the project manager recently on a design to reconfigure Oak Hill Road and how it intersects with Route 25. The project involved working with the Town to identify the different options to reconfigure the road and associated intersections to improve safety, traffic flow, pedestrian/bicycle activity, and to provide the opportunity for improved aesthetics along the corridor. The design included on-street parking, sidewalks and evaluations for alternative configurations.

Yarmouth Corridor Study, Yarmouth, Maine

Mr. Dunton is the project manager on both Phase II (just completed) and III (ongoing) of a recent corridor study for a section of Route One in the town of Yarmouth, Maine. The purpose of the study is to evaluate the existing corridor and to make recommendations to address existing issues as well as to give the corridor more of a village feel, while maintaining the mobility that Route One requires. This includes evaluating and designing improvements for both pedestrian and bicycle amenities throughout the corridor.

York Beach Study, York, Maine

Mr. Dunton is the project manager for this on-going study that is evaluating vehicular, pedestrian and bicycle accommodations in the beach area. The project includes evaluating the existing traffic patterns, vehicular and pedestrian conflicts and providing alternatives that balance the needs of the vehicles while accommodating the significant pedestrian activity in the beach area. Alternatives include revising one-way traffic patterns, sidewalk and crosswalk modifications and transit accommodations in the area as well as pedestrian channelization to improve pedestrian safety.

Public Coordination

As the MaineDOT Southern Region Senior Traffic Engineer; Mr. Dunton communicated, interacted and responded to 80 municipalities, MPOs, politicians, and the general public in addressing their traffic concerns, answering their questions, and traffic education. This included appropriate roadway and intersection designs, speed zone reviews, signage and striping issues, traffic calming, and pedestrian and bicycle issues.

Education:	BSCE - University of Maine, Orono
Registration:	Registered Professional Engineer in Maine (#8686), Certified by ITE as a Professional Traffic Operations Engineer (#611)
Affiliations:	President for Maine Chapter, Institute of Transportation Engineers
Experience:	Approximately six years in public practice, eight years in private practice

Jeremiah J. Bartlett, P.E., PTOE

Jeremiah J. Bartlett, P.E., PTOE Project Engineer

Mr. Bartlett joined Gorrill-Palmer in 1999 and brings over ten years of traffic impact analyses and design experience for major projects in the Southern Maine, New Hampshire and Boston areas. He has expertise in traffic impact studies, parking studies, and downtown studies for a variety of projects including impact design analysis within the Greater Boston area as well as Maine and New Hampshire.

Tri-Community Transportation Study, Biddeford/Saco/OOB, Maine

Mr. Bartlett was the Project Engineer for this effort. The Study established six new development districts with a more intensive, mixed-use configuration and created a series of recommendations ranging from transit improvements to a new collector road to economic development tools to guide Biddeford, Saco and Old Orchard Beach well into the twenty-first century.

Downtown Traffic and Parking Study, Auburn, Maine

Mr. Bartlett built upon the traffic network created for the Mechanics Row/Court Street traffic-modeling project to create a traffic simulation of downtown Auburn; he also evaluated the impact of proposed downtown development on local traffic patterns, including capacity and queuing analysis. In addition, Mr. Bartlett performed a detailed parking analysis with recommendations for structured parking.

Bates Mill Complex, Lewiston, Maine

Mr. Bartlett was the project manager for several permitting, transportation, and parking efforts for the redevelopment of this signature part of downtown Lewiston, from the original People's Heritage project to the current conversion of space to apartments. The projects included traffic circulation and parking recommendations for downtown, as well as determinations of roadway improvements.

Auburn Mall Master Plan, Auburn, Maine

Jeremiah was responsible for the traffic forecasting, capacity analysis, and documentation on this project. The project planned out significant improvements to the Mall area infrastructure in the near term to adequately address the need for capacity enhancements due to ongoing development in the area.

Center Street Corridor Study, Auburn, Maine

Jeremiah was the project engineer on this project, overseeing data collection, analysis, conceptual plans and phasing, as well as working with ATRC on the forecasting component of the project. A plan was proposed that included the provision of several roundabouts, conversion of a two-intersection grade-separated interchange to a single-point urban interchange, and adding bicycle lanes while not increasing the curb to curb width of this arterial, listed on the National Highway System.

Portland Peninsula Studies, Portland, Maine

Mr. Bartlett was responsible for the data collection and much of the analyses for various studies completed on the Peninsula. These studies involved a comprehensive study of the travel patterns, capacity deficiencies, inventory and compilation of background data, preparation of traffic forecasts, analysis of existing transportation systems, development and analysis of alternatives, preparation of cost estimates and benefit cost analysis, meetings and public participation. Mr. Bartlett is currently working on a bus-priority corridor transit study for Congress Street.

Education: BSCE - Magna Cum Laude, Northeastern University, Boston Massachusetts, 1998
Registration: Professional Engineer, State of Maine, PTOE, Institute of Transportation Engineers
Affiliations: Chi Epsilon Engineering Honors Society, Institute of Transportation Engineers (ITE), Auburn Comp Plan Committee, Bicycle Coalition of Maine, L/A Downtown Betterment
Experience: Thirteen years in private practice; two years of co-operative training

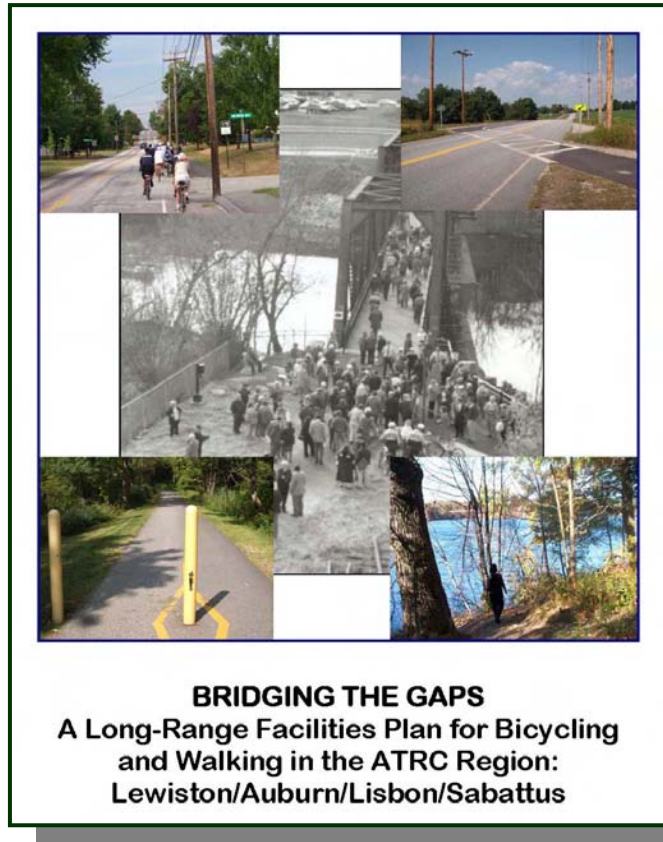
Relevant Experience

ATRC Bicycle and Pedestrian Plan Update – ATRC Region, Maine

Gorrill-Palmer Consulting Engineers was the consultant on this project, which was the five-year update of the bicycle and pedestrian component of ATRC's long-term transportation plan. This document, designed to be a free-standing publication, provided recommendations on many components of non-motorized transportation in the region.

Our office met with representatives of each ATRC municipality involved in the update (Lewiston, Auburn, Lisbon and Sabattus) to determine the long-term anticipated improvements as well as desired needs and goals for each community. In addition, our office conducted interviews with key stakeholders in the area, including a local land trust, a utility company, bicycle shops, and a downtown advocacy organization (as well as larger entities, such as the East Coast Greenway and the Bicycle Coalition of Maine) to provide a comprehensive update.

The updated document provides a significant level of information that can be used by communities, agencies, and area schools to complete long-term plans for alternative mode facilities. The document provides a safety analysis, references to additional resources for development of specific facilities, preliminary opinions of probable construction cost for bicycle lanes, shared-use paths, and sidewalks, and also provides discussion on various funding alternatives and strategies to provide for a greater array of financial options.



The document is supplemented with a series of GIS-maps that provide greater detail on bicycle facilities in the downtown area of Lewiston/Auburn, as well as throughout the remainder of these cities, plus Lisbon and Sabattus. As part of this mapping, the current route of the East Coast Greenway is provided.

Key Staff: Tom Gorrill, Jeremiah Bartlett

Reference: Ms. Jennifer Williams, P.E.
Director, ATRC
125 Manley Road
Auburn, Maine 04210
(207) 333-6600

Relevant Experience

Auburn Mall Master Plan – Auburn, Maine

Gorrill-Palmer Consulting Engineers provided traffic forecasting, comprehensive traffic analysis, and the design of final construction plans for this project. Our office was charged with taking land use forecasts for the Auburn Mall area and creating a traffic forecast model for the Turner Street and Mount Auburn Avenue areas. The forecasts were then in turn analyzed to determine the necessary improvements for this area in order to accommodate future traffic volumes.



The proximity of existing intersections along Turner Street in the vicinity of Mount Auburn Avenue along with concerns relating to access and circulation resulted in a design unique in Maine: on each side of the signalized intersection of Turner Street and Mount Auburn Avenue are two high-capacity roundabouts. These roundabouts are anticipated to result in less delay and queuing along the Turner Street corridor, and provide drivers with the ability to easily reverse direction. The entire project is ADA-accessible, and has bicycle lanes on both sides throughout its length.

This project represented a unique partnership between private and public entities, with the improvements being bonded by the City of Auburn and funded with revenue generated by a tax increment financing (TIF) district. Also unique was the schedule of implementation, with forecasting of volumes to completion of construction in a span of approximately three years.

Key Staff: Tom Gorrill, Jeremiah Bartlett, Ralph Norwood

Reference: Mr. Roland Miller, Director
Department of Economic Development
City of Auburn
60 Court Street
Auburn, Maine 04210
(207) 333-6600

Relevant Experience

Falmouth Village Center Connectivity Study – Falmouth, Maine

Gorrill-Palmer Consulting Engineers, along with Terrence J. DeWan & Associates, completed a study of connectivity plans for the Falmouth Village Center. This project was an outgrowth of the Village Center Master Plan goals and objectives, a continuance of the 1996 Bicycle, Pedestrian and Trails Master Plan for Falmouth, and came largely out of a desire to preserve Route 1 as a three-lane section.

As part of the project, turning movement counts were completed and capacity analyses performed. In addition, an extensive inventory of existing bicycle and pedestrian facilities in the Village area was compiled. This information, along with various forecasts, resulted in the recommendations for several parallel connector roads. These would provide for local access for residents and customers, and would help to minimize growth of traffic volumes along Route 1.



The project has served as a template for future development, and since its completion, new development along Route 1 has been in keeping with many of the recommendations of this plan, including parallel connectivity, access management along Route 1, and bicycle and pedestrian-friendly amenities. In addition, a review of published traffic counts since the completion of this project in 2000 indicates that traffic growth along Route 1 in this area has been minimal, thus ensuring that the three-lane section will be viable for years to come.

Key Staff:

Tom Gorrill, Jeremiah Bartlett

Reference:

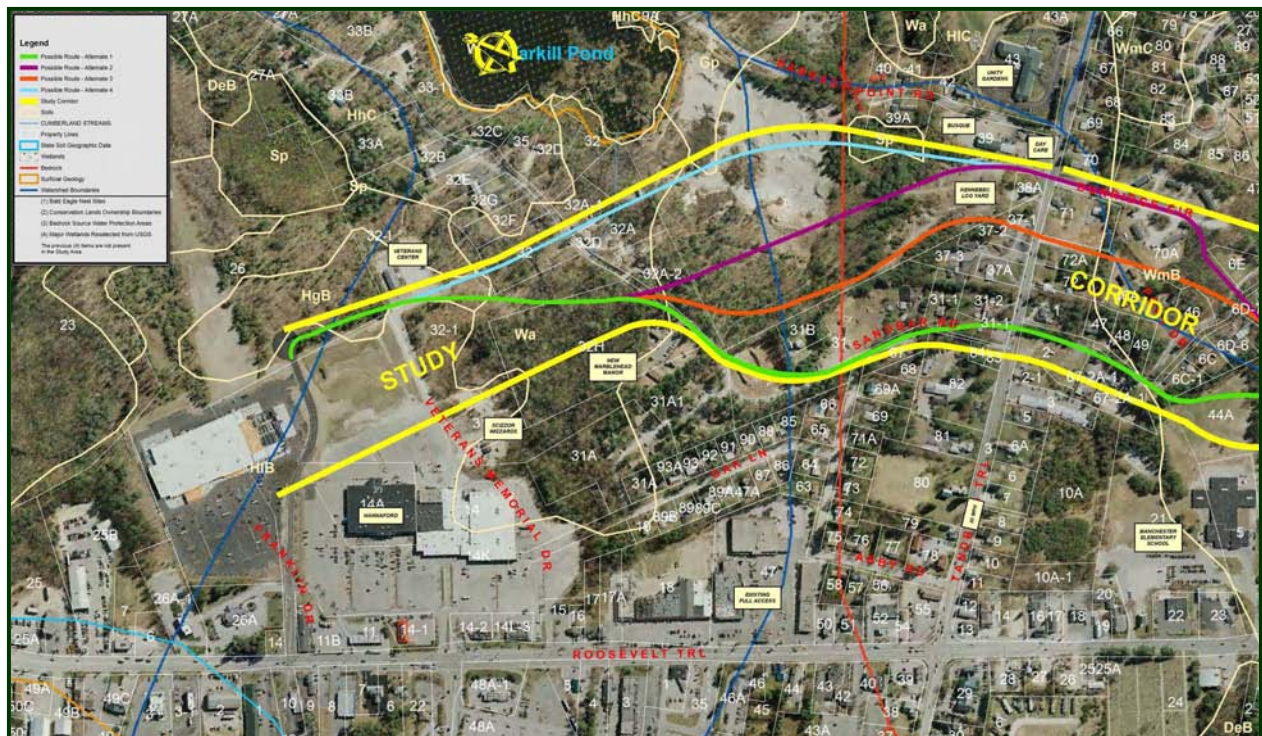
Mr. Tony Hayes, P.E.
271 Falmouth Road
Falmouth, ME 04105
(207) 781-5253

Relevant Experience

Service Road Study – Windham, Maine

Gorrill-Palmer Consulting Engineers, Inc. provided transportation consulting services on the Windham Service Road Study in North Windham, a commercial area that has grown rapidly in the past 30 years. The Town (as well as the MaineDOT) has been concerned with capacity and mobility issues along Route 302, the major travel corridor in the Lake Region area. Additional growth has been threatening to impede traffic to the point where development might no longer be feasible.

Therefore, our firm examined the potential for various alternatives to the existing roadway system, primarily consisting of different potential alignments of a possible roadway on the northeast side of Route 302. A future corridor in this area would complement another parallel corridor on the other side of Route 302, Manchester Road. The corridors were evaluated for environmental impacts based on available mapping information. The project consisted of forecasting traffic volumes with and without the possible corridors, and accounting for the origin and termination points for each possible roadway. The intersections along Route 302 were analyzed for delay and queuing to determine the possible benefits of each corridor. In addition, typical cross-sections were prepared to finalize a roadway width that was amenable to the Town.



The outcome of the project expected that a corridor could be constructed without major environmental impacts, and would benefit the Route 302 corridor, providing more development potential than without the proposed corridor.

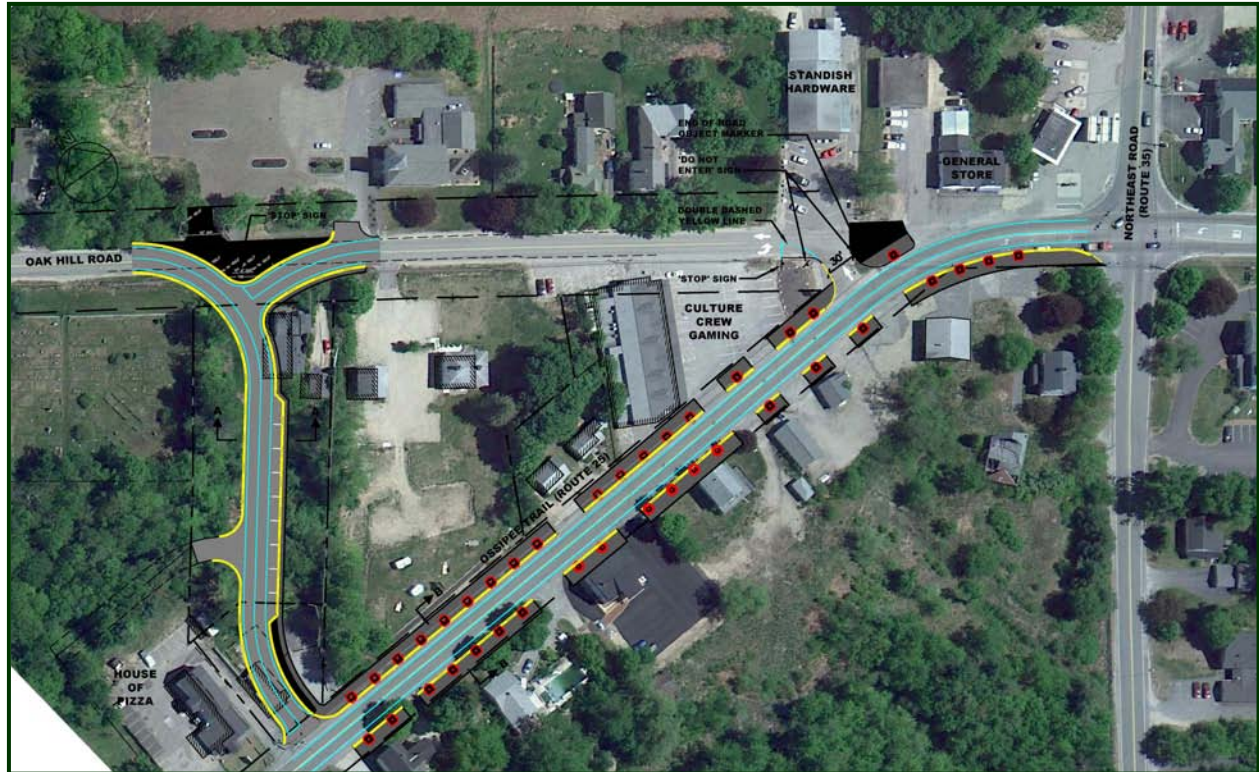
Key Staff: Randy Dunton, Tom Gorrill

Reference: Mr. Tony Plante, Town Manager
Town of Windham
8 School Road
Windham, Maine 04062
(207) 892-1936

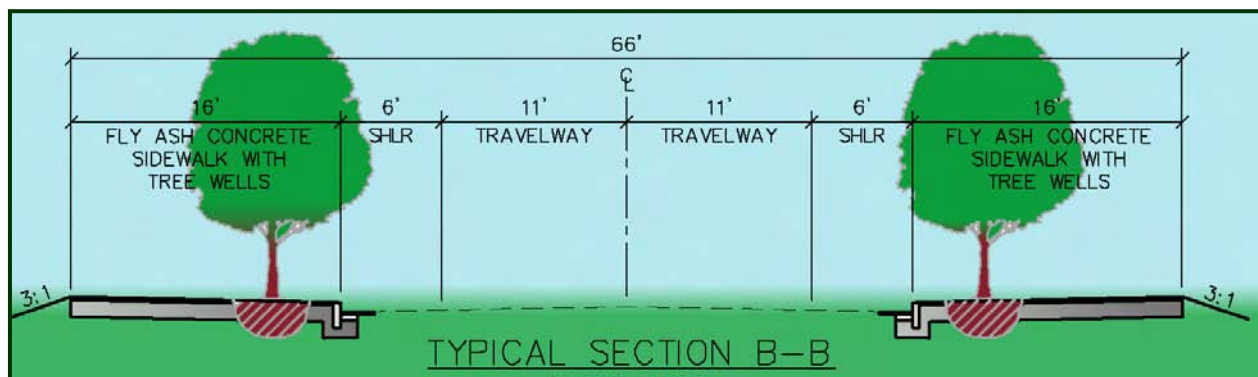
Relevant Experience

Standish Village Visioning and Renewal – Standish, Maine

The Town of Standish has diligently worked over the past several years, beginning with GrowSmart Maine, to create a model of what sort of downtown village this community could truly be. After an initial visioning effort, Gorrill-Palmer Consulting Engineers, Inc. created a series of concept plans, to be utilized toward final design and construction, to allow this vision to move ahead.



This effort included recommendations for new sidewalks, plantings, roadway cross-sections, access roads, and access management, in order to improve opportunities for residents and businesses alike.



Key Staff: Tom Gorrill, Randy Dunton, Ralph Norwood

Reference: Mr. Gordon Billington, Town Manager
175 Northeast Road
Standish, Maine 04084
(207) 642-4659

Relevant Experience

Topsham Transportation Plans – Topsham, Maine

Gorrill-Palmer Consulting Engineers provided traffic forecasting, comprehensive traffic analysis, and the provision of phased infrastructure recommendations for Route 196 and 201, areas that saw significant changes in traffic patterns and land use following the construction of the Coastal Connector. The Town desired a short to long-term plan to accommodate additional growth as well as a method to plan for changes in the community.



The plan provided a 20-year series of strategies, ranging from adjustments to roadway alignments and directions to the establishment of new connector roads, with the primary goal being to preserve capacity on the primary arterials. In addition, adjustments to the access along I-295 would be made, in order to reduce the load on the current interchange on Route 196.



A number of the recommendations from the project have moved forward, most notably the construction of Hamilton Court from Monument Place to the Topsham Fair Mall Road, which provides a parallel route to Route 196. In addition, following the completion of this project, our office provided the transportation permitting services associated with the relocation of the Town's Municipal Center to Main Street south of Monument Place.

Key Staff:

Tom Gorrill

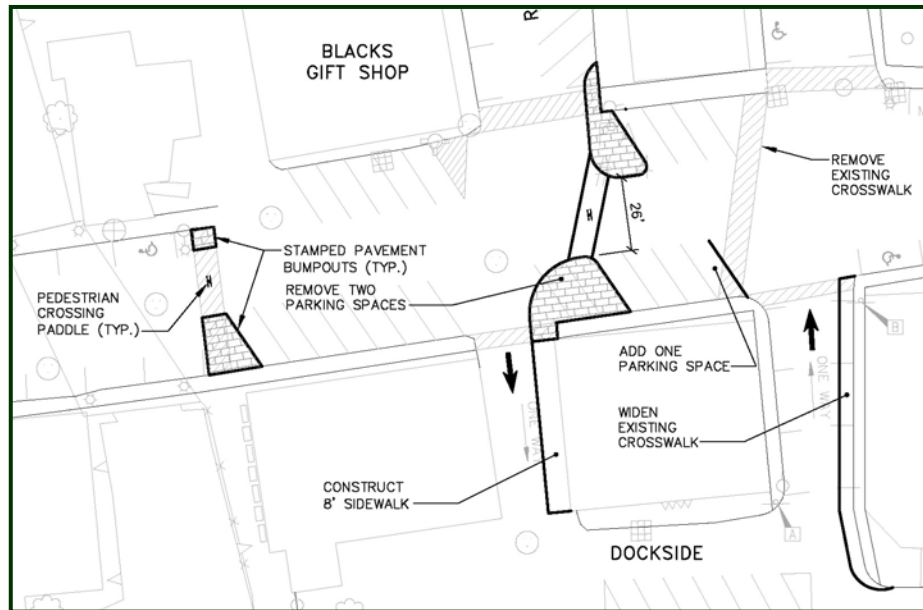
Reference:

Mr. Richard Roedner, Planning Director
Town of Topsham
22 Elm Street
Topsham, Maine 04086
(207) 725-1724

Relevant Experience

Transportation Master Plan Assessment – Wolfeboro, New Hampshire

Gorrill-Palmer Consulting Engineers, Inc. was a key member of a consulting team charged with finalizing an action plan for downtown Wolfeboro. This plan was designed to implement the various elements of the Town's Transportation Master Plan relative to parking, pedestrian circulation and safety, and vehicular circulation. Our office evaluated the Town's Zoning Ordinance with regard to parking as well as parking regulations.



The final report contained numerous recommendations, including parking management through progressive time limit restrictions, special-event satellite parking with shuttles, beyond the core employee parking, and wayfinding signage. Pedestrian improvements included optional raised crosswalks, textured bump outs, and additional crosswalks. Vehicular-oriented measures include channelization and signing. The final report was supplemented with diagrams and relevant graphics.

Key Staff: Tom Gorrill

Reference: Mr. Robert Houseman, Town Planner
Town of Wolfeboro
P.O. Box 629
Wolfeboro, NH 03894
(603) 569-5970





KATIE LIST

Community Planner

Katie List joined Planning Decisions in 2011. She has extensive experience with government and non-profit organizations, including research and analysis, grant writing, communications, and media relations. She holds a Master's Degree in Community and Regional Planning from the University of Texas at Austin, where her coursework focused on economic and social sustainability.

EDUCATION

Master of Science in Community and Regional Planning, The University of Texas at Austin, 2011

Bachelor of Arts in Journalism and Mass Communication, Iowa State University, 2004

TECHNICAL SKILLS

- ESRI ArcMap Systems 9.2, 9.3 and 10.0 (GIS)

SELECTED WORK EXPERIENCE

Austin Technology Incubator, Austin, TX (2011)

- Provided planning assistance to a multi-disciplinary team conducting a feasibility study for a biotechnology incubator facility
- Created GIS maps of potential incubator sites based on funding restrictions

Foundation Communities, Austin, TX (2009-2010, 2011)

- Researched, coordinated and narrated grant funding applications for a non-profit organization dedicated to providing high-quality affordable housing and supportive services
- Assisted with grant reporting and Low Income Housing Tax Credit applications

Louis Karno Communications, Concord, NH (2009)

- Wrote opinion columns and media materials for non-profit community organizations committed to improving local health services in New Hampshire
- Created, edited and organized website content and promotional materials for tourism clients

New Hampshire House of Representatives, Concord, NH (2008)

- Served as the sole, non-partisan press secretary for the 400-member New Hampshire House of Representatives
- Managed media coverage of House sessions and events, including statewide community forums
- Wrote press releases, speeches, and legislative proclamations for House members

PROFESSIONAL MEMBERSHIPS

American Planning Association (APA)

University of Texas at Austin APA Student Liaison



MARK EYERMAN

President

Mark Eyerman is co-owner of Planning Decisions, Inc. He specializes in community and land use planning, downtown studies, capital improvement planning and funding, and market analysis. Mark has a broad background in community planning, demographic analysis, school enrollment forecasting, market research, focus groups and consumer research.

Mark has extensive experience as the manager of complex projects. He has been a member of the faculty of the Geography Department at the University of Southern Maine, and regular speaks at a wide variety of workshops and seminars.

EDUCATION

Master of Science in Urban Affairs, University of Wisconsin at Milwaukee, 1970.

Bachelor of Science in the Building Sciences, School of Architecture, Rensselaer Polytechnic Institute, Troy, NY, 1968.

Professional Study Visit Program in City Planning, the Swedish Institute, Stockholm, Sweden, 1973.

EMPLOYMENT EXPERIENCE

President, Planning Decisions, Inc. (present): Responsible for the overall management of a planning and research firm providing services to clients in the areas of community planning, development approvals, market research, site location studies, and focus group research.

CEO, Market Decisions, Inc. (1982-1995): Responsible for the overall management of a planning and research firm providing services to clients in the areas of community planning, development approvals, market research, site location studies, consumer and customer research, attitude and image surveys and focus group research.

Planning and Research Consultant (1981-1986): Provided planning and research services to public and private clients in the areas of public policy development, long-range planning, facility siting, demographic research, development approvals and capital investment strategies. In this capacity, served as the planner for Westbrook and Gorham.

Senior Planner, Greater Portland Council of Governments (1975-1981): Responsible for the development and management of various planning programs dealing with land use and development, transportation, environmental impacts, siting of regional facilities and resource utilization.

Senior Planner, Nashua Regional Planning Commission (1973-1975): Responsible for the development and management of research and planning studies.

Community Development Director/Planner, City of Lorain, Ohio (1970-1973): Responsible for the planning of \$5 million downtown renewal program including supervision of land marketing studies, review and selection of development proposals and development financing.

MEMBERSHIPS, AWARDS, PUBLICATIONS AND ACTIVITIES

1996 Planner of the Year Award, Maine Association of Planners

1996 Outstanding Planning Professional Award, Northern New England Chapter, American Planning Association

Past President, Northern New England Chapter of the American Planning Association

Past President, Maine Association of Planners

Author, *"All Land is Not Created Equal,"* national award winning handbook on land use

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email: frankohara@roadrunner.com

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