

Creating a Community Vision for the Future of Mitchell Field

The Mitchell Field Master Plan - Summary September 13, 2007



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Architecture | Community Design | Preservation

Background Brief:

Mitchell Field is “the most priceless piece of real estate that the Town has.”¹

Deliberations over the future of Mitchell Field have been ongoing since the Town acquired the property in 2001. Past recommendations have been forthcoming from the Harpswell Conservation Commission, the Recreation Committee, the Affordable Housing Committee, and others. Although each past effort has been worthy and represents much work from interested citizens, none have taken a holistic view of the future of the overall site.

The Mitchell Field Committee (MFC) was established by the Town to oversee a Master Planning process that incorporated vigorous community input to create a comprehensive community vision for future development at this precious civic asset.² The MFC has been respectful of past planning efforts and has sought to understand past recommendations as part of their deliberations. The MFC has also sought to bring a “fresh look” to Mitchell Field and began soliciting community input in the summer of 2006 with a survey that recorded ideas from nearly 100 citizens. Work proceeded through most of 2006 and winter '07 with careful review of environmental and physical conditions of the site. The MFC and town staff worked carefully with staff from the Maine Department of Environmental Protection to understand opportunities and constraints of the property.

This background effort by the MFC formed a foundation to launch an intensive community planning effort in spring, '07. The Town selected a proposal from planning consultant *Holt & Lachman Architects + Planners* in spring, '07 to assist the MFC and town staff in this effort. During the summer of '07 the MFC and town worked with the consultant and sponsored a series of informational public meetings, interactive public forums, and an all-day community design workshop to inform, involve and incorporate public opinion in drafting the Master Plan that is presented here. [See *Overview of the Planning Process* for more information about these meetings. More complete descriptions and findings from the public process are included in various Appendix reports, attached]

The Recommendations outlined in this Report are the result of this two year process. The recommendations strive to balance a variety of interests including: public access to the waterfront and passive recreation opportunity for citizens; potential for a public boat launch and other future marine opportunity for the public; appropriately scaled and designed mixed-income housing development; and opportunity for marine related businesses. The Master Plan provides a conceptual framework and schematic site plan for integrating these uses. The Plan is not prescriptive; implementation of any segment of this plan will require further design development, policy decisions, and review by the town and public.

¹ Selectman Chatterjee during Select Board meeting of July 20, 2006, according to Town minutes

² “The mission of the Mitchell Field Committee shall be to develop a comprehensive master plan for the Mitchell Field. Specifically, the Committee shall advise and work with the town planner and professional consultants to promote and ensure maximum public participation in the creation of the master plan. The master plan shall include proposals for the former Navy housing, the pier, the water tower and any existing buildings or structures as well as all open space, fields and wooded acreage.” – as updated on 5/03/07

Principles for Development:

The following Principles for Development of Mitchell Field were informed by community participation at Forum # 2 and at the Community Design Workshop. *[See Appendixes B and F for further information]*

- Any development on the site, public or private, should leave the vast majority of the parcel in public, open space for passive recreation
- Any private development on the waterfront will be balanced by opportunity for public use and public access
- Involve citizens in every step of the decision-making process
- Promote public access to the water
- Maintain options for future generations
- Develop with sensitivity to the environment
- Balance economic development and conservation
- Mix of development should pay for itself or add to tax base
- Foster community cohesion

General Considerations to site development:

The following General Considerations were informed by community participation, especially from the Community Design Workshop. *[See Appendixes D, E, H, and I for further information]*

- Maintain a buffer between abutters and Mitchell Field
- Any development of marine businesses on the waterfront must share the deepwater access with opportunity for public use
- Protect and enhance public access to the beach area to the south of the pier
- Keep fields between the road and waterfront largely open and undeveloped – for passive and light intensity recreation use
- Promote shared uses of infrastructure (i.e., development of septic systems, parking, etc)
- Defer investments (for improvements or demolition) into the pier structure until a specific use warrants such an investment
- Reserve the perimeter road as a primarily pedestrian recreation path. Occasional vehicle use for property maintenance and emergency access would be allowed.
- Any building development, public or private, should be reviewed for architectural compatibility to the surrounding context

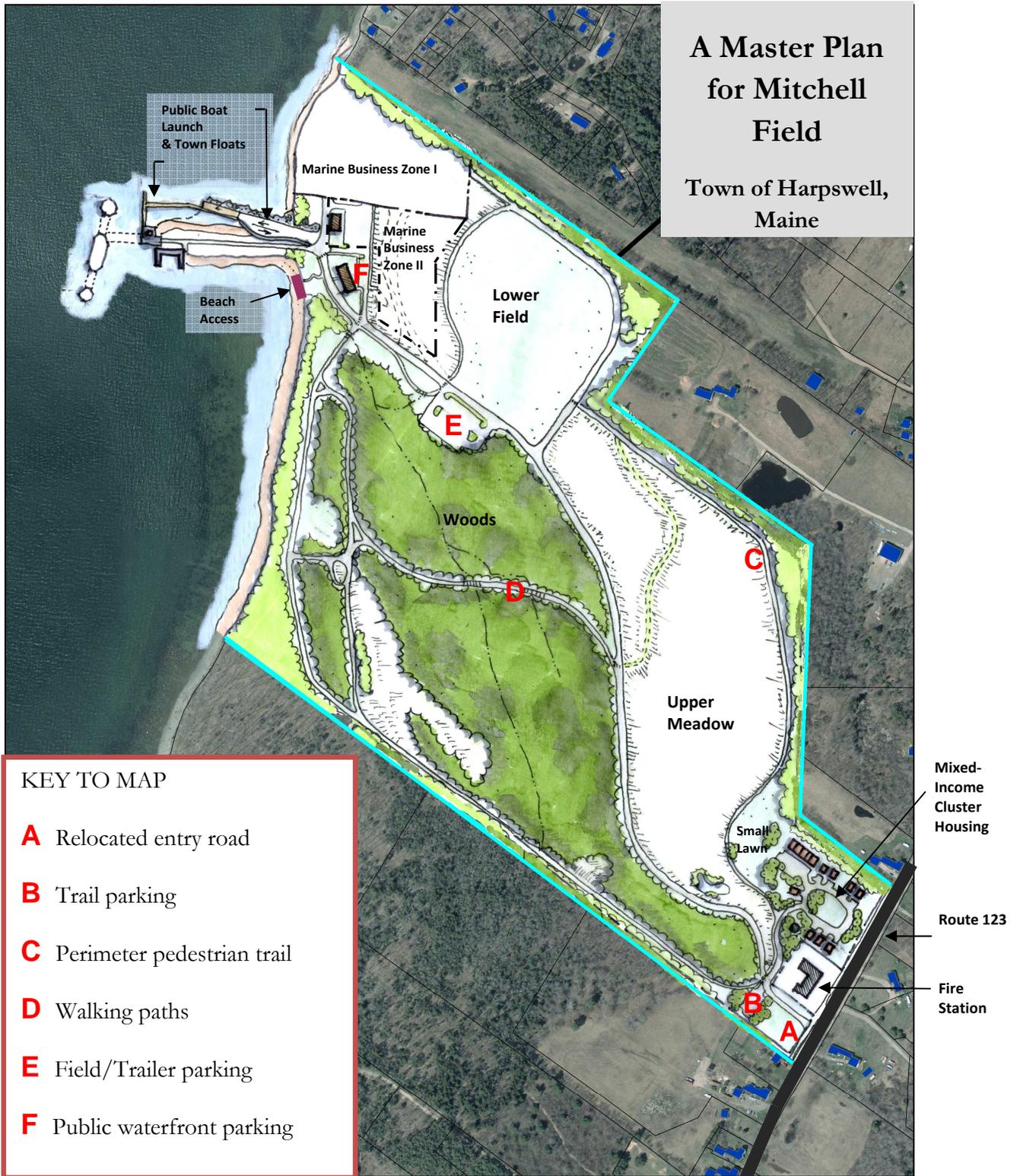
Desired Uses:

The following uses were informed by community participation, especially from the Community Design Workshop. *[See Appendixes D, E, H, & I]*

- Open space, trails, and passive recreation
- Public access to the waterfront for recreation
- Opportunity for public boat launch
- Public parking for recreation and waterfront access
- Cluster housing development for mixed-income (market and “workforce” housing³)
- Opportunity for a marine related businesses

³ 2006 median price home in Harpswell, or market-rate, was \$335,000. “Workforce” housing is generally termed affordable for the median income for a community, based on percentage of income. For Harpswell, an affordable home for a median income family (@ \$43,930 in 2006) would be priced at \$154,000.

Overview Map



Overview of Mitchell Field Master Plan:

From Map Key:

- A. Relocate Entry Road
 - Entry road is relocated to the south of the Fire Station, allowing better site lines at Route 123, and providing land area to the north of the Fire Station for housing development.
- B. Trail Parking Area
 - Paved parking area allows for public access when Mitchell Field is gated from traffic.
- C. Perimeter Trail
 - The existing perimeter road is primarily used as a non-motorized recreation trail. Where the existing perimeter road is interrupted (e.g., with development of the cluster housing), a new 12' wide perimeter recreation trail would be constructed to maintain continuity.
- D. Walking Paths
 - Informal foot paths requiring minimal maintenance.
- E. Field/Trailer Parking
 - Gravel parking in current parking area for both vehicles and boat trailer parking.
- F. Public Waterfront Parking Area
 - Public parking adjacent to existing building (# 126). The building could be developed for public use such as bathrooms, storage of maintenance equipment, and vending.
- G. Public Access to Beach
 - Pedestrian ramp provides safe access to beach area and provides a carry-in for kayakers.
- ❖ Small Lawn
 - A small lawn behind the housing development (which also serves as a common septic field) gives citizens a picnic/play area close to the head-of-trail parking. Lawn receives upgrades and regular mowing to provide public picnic/play/gathering area.
- ❖ Woods
 - Woods, approximately 40 acres, remain underdeveloped with informal walking trails.
- ❖ Upper Meadow
 - Upper Meadow is maintained in current condition. Spot grading/filling may be indicated.
- ❖ Lower Field
 - Lower Field receives minimal mowing/maintenance to provide area suitable for informal recreation. Spot grading/filling/loam/seed may be indicated. (e.g., picnics, Frisbee, etc.)
- ❖ Mixed-Income Cluster Housing
 - The Mixed-Income Cluster Housing area is approximately 4 acres. Both detached single family houses and townhouses dwellings provide a variety of housing types.
- ❖ Public Boat Launch Facility
 - Boat launch to north of causeway takes advantage of existing infrastructure for public access.
- ❖ Public Floats & Pier
 - The Pier upgrades includes minor repairs to the causeway, renovations to a portion of the pier (including restoring a utility shed), and installation of a float docking system. The main pier is gated to defer expensive repairs while keeping the pier for potential future use.
- ❖ Marine Business Zones
 - Zone I sets aside approximately 5 acres for a large marine business opportunity
 - Zone II sets aside approximately 4 acres for an additional marine business opportunity.

Roadside Development / Mixed-Income Cluster Housing:



Please Note: Site plan above is conceptual only and meant to illustrate how housing could be clustered on the site. Alternative housing arrangements are possible.⁴

1. Relocated entry Road provides better site lines to Route 123 and consolidates land for housing development.

1.1. Requires construction of 650 linear feet of new road. This expense should be the responsibility of the housing developer as part of a negotiated land-lease agreement.⁵

⁴ The master plan process explored two other alternative arrangements for cluster housing (See Appendix K).

⁵ See Probable Costs Section at the end of this report for all costs and suggestions for responsible parties.

2. Trailside parking for 20 cars.
 - 2.1. Asphalt parking near road and at starting point for the loop trail gives citizens access to Mitchell Field, even when gates.
3. The gate allows that Mitchell Field could be closed to vehicles while still giving access to the housing development.
4. New entry road is designed to bypass the pump house (building # 161) which received recent updates including new power and water connections to wells/tower. This structure may serve an eventual water distribution system.
5. The Perimeter Trail (adjacent to the Public Lawn) is a new 12' wide (minimum) hard surface recreation trail that connects to the existing perimeter road. Construction of the common septic system/public lawn behind the cluster housing development will require demolition of approximately 500 linear feet of the existing perimeter road, and conversely, construction of approximately 500 linear feet of new perimeter trail. It is recommended that the cost of both demolition and construction of this segment of the perimeter trail would be the responsibility of the housing developer.
6. The housing access road provides access to the cluster housing development. The road curves into the housing site to maintain a sense of privacy to home dwellers. An ample easement and buffer is provided to the existing water tower to allow the town to access the tower for testing/maintenance.⁶
7. The Mixed-Income Cluster Housing Development is concentrated on approximately 4 acres of land, including the approximate 1 acre easement for development of the septic field.
 - 7.1. This schematic site plan shows how a densely developed cluster housing development could provide a mix of housing types (townhouses and small, detached single family houses) to provide a range of affordability and life-style choices. House lots are small (approximately 4,000 square feet), as are building footprints. Houses face a central common/green to reinforce the sense of neighborliness and reflect a traditional New England form that blends well with the surrounding community. The relative density of the housing provides for efficient use of land, and lower site development and common infrastructure costs, helping to maintain affordability. Appropriate design guidelines ensure that development is compatible with surrounding context.

⁶ Review of existing documents by engineers at SYTDesign indicates that the water tower appears to be in serviceable condition, although this would need to be verified by extensive field testing and inspections. This testing and verification was outside the scope of the Master Plan study. It is recommended that the town pursue testing at an appropriate time as development proceeds at Mitchell Field.

Mixed-Income Cluster Housing – General Considerations

The Harpswell Comprehensive Plan recognizes and commits to meeting the challenge of affordable housing, and sets the goal of providing 5 to 10 units of affordable housing per year.⁷ The concern for affordable housing was also heard throughout the Mitchell Field planning process, and most people supported inclusion of affordable/mixed-income housing. *[See Appendixes E & G for more information]*

The cluster housing schematic for Mitchell Field provides 14 dwellings on approximately 4 acres, with 50% open/common space. Appropriate site plan standards should be developed or adopted from cluster development ordinances to guide planning and review of potential development.⁸

Policy Considerations:

It is beyond the scope of the Master Plan to set policy on a range of issues, including housing. The Town should establish policy to determine the range and terms of affordability and types of ownership that it wishes to promote with Mitchell Field. For instance, these might include that 50% of the houses are affordable for median income residents and that 50% be sold at market rate; or that the single family homes provide ownership opportunity, and the townhouses are rentals. Additionally, the Town should set policy on whether the land for housing, or any other function, should be sold outright, or leased to developers. Even if the master plan is adopted, the Town will have to establish a new process to establish policy to guide development and negotiations, and all subsequent proposed policy should be reviewed and approved by the public.

Design Considerations:

Architectural Design Guidelines should be developed to ensure that the housing development is compatible with the surrounding community. Though detailed design guidelines are beyond the scope of the Mitchell Field Master Planning process, some overview design guidelines would likely include:

- ❖ Common front yard setbacks that keep houses close to the road
- ❖ Inclusion of front porches and requirements that main entries face the common areas
- ❖ Specification of traditional forms in roof pitch, proportional dimensions of windows.
- ❖ Specification on using traditional building materials (or materials that are compatible with traditional materials)
- ❖ Covenants that control style and heights of fences, out buildings, and outside improvements to ensure development of a cohesive neighborhood

⁷ In 2006 the median income in Harpswell was \$45,930, yet the median sales price of a home was \$335,000. According to guidelines, an affordable house price for someone earning Harpswell's median income would be \$154,000. By this standard, 90% of all homes sold in Harpswell that year were unattainable by the median income earner. (Information from the Maine State Housing Authority). For further reading about housing needs in Harpswell, see Harpswell 2005 Comprehensive Plan, Part 1, pages 33-36

⁸ Holt & Lachman Architects + Planners developed a cluster zoning provision which was adopted by the City of Augusta, Maine in 2006. This ordinance, or the cluster model ordinance developed by GrowSmart of Massachusetts, provides examples of site plan standards that could be appropriate for Mitchell Field.

Design Considerations – illustrated:

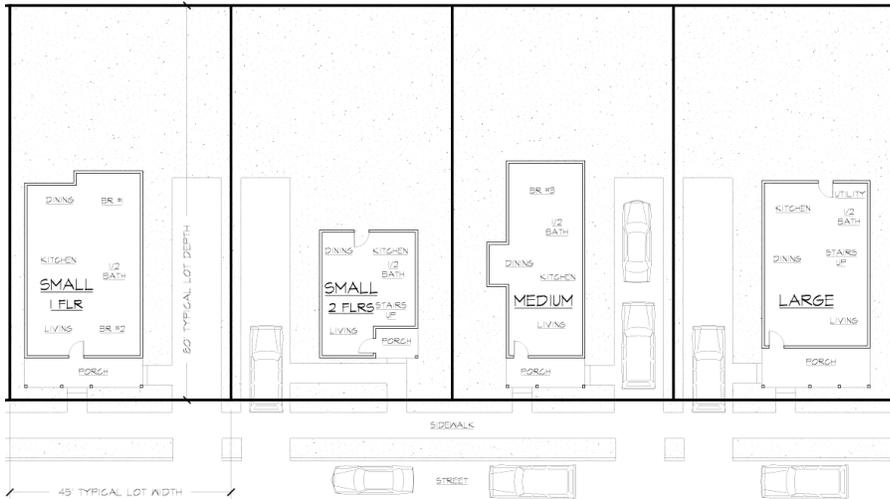
i. Central Green and Common Open Spaces



Homes surround a central common/green to provide a traditional village character to the development.



ii. Lot sizes and relationship to the street



Standardize lots sizes (45' x 80' – shown) and establish common front yard setback to ensure houses address the street and common area to emphasize the “village quality” of the development.

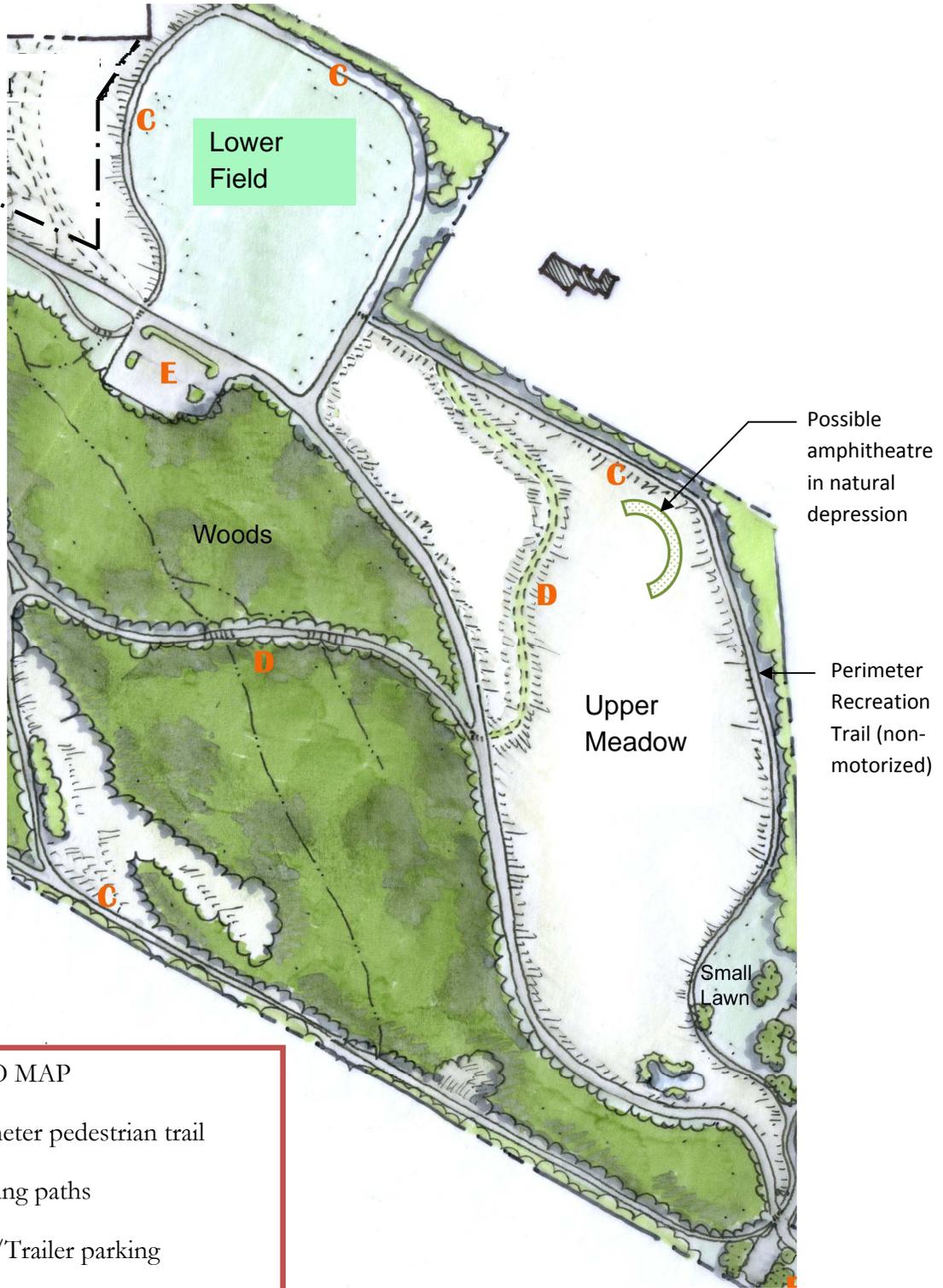
iii. Building design



Traditional New England housing forms that promote a sense of belonging and community:

- ❖ Front porches
- ❖ Pitched roofs
- ❖ Double-hung windows
- ❖ Traditional building materials

Recreation & Open Space:



Overview of Recreation and Open Space Areas:

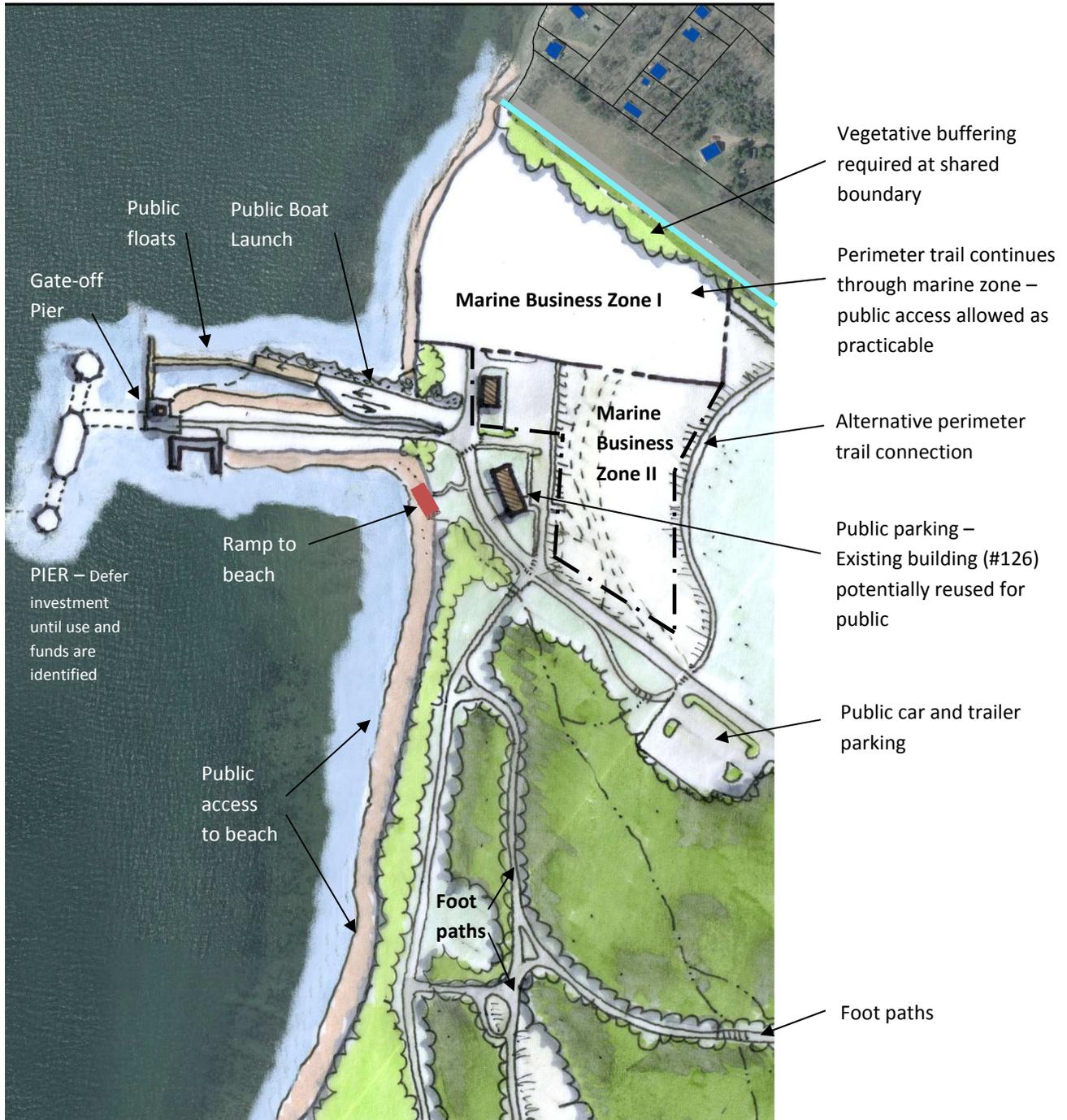
The Recreation and Open Space elements of the Mitchell Field Master Plan have been informed by public input from the Forums and the Community Design Workshop [See *Appendixes B, D, G, & I*]. In addition, these recommendations are consistent with past findings from previous planning efforts including recommendations from the Revised Long Term Plan for Fuel Depot Recreation Areas (from December, 2003)⁹, the Recreation Committee study of Mitchell Field, the May 2007 Recreation and Open Space Survey¹⁰, and the Recommendations for Fuel Depot Implementation from the Harpswell Conservation Commission.

1. **The Upper Meadow**, approximately 20 acres, is left in its current condition with minimal spot grading/filling/loaming as required. This area should be maintained as it is currently being done, with a couple of mowing per season. A natural depression in the northeast corner suggests a potential location for an amphitheatre for performances.
2. **The Woods**, approximately 40 acres, is left in its current condition. The Woods can contain simple walking trails/foot paths that connect the open space with the perimeter walking trail.
3. **The Small Lawn**, approximately 1 acre, is directly behind the cluster housing development, doubles as the community septic field which, it is assumed, will be developed by the housing developer and maintained by a homeowners' association. The town will retain rights for the public to use this lawn area for passive recreation. The Small Lawn is located near the roadside parking and head of the trail system, and provides patrons with a big view of the overall site.
4. **The Lower Field**, approximately 6 acres, is adjacent to the largest parking area and provides a location for larger public activities and festivals. This area could also accommodate an area for community gardens, picnic pavilions, and other simple outdoor amenities.
5. **The Perimeter Trail** uses the existing loop perimeter road as a non-motorized recreation trail. Where development of housing or marine businesses interrupt the loop road/trail, the developer will be responsible for building a minimum 12' wide connector bypass to maintain the continuity of the perimeter system. Benches should be placed at intervals along the perimeter trail to allow for patrons to rest and enjoy views.
6. **The Walking Paths** are simple, minimally maintained footpaths to allow for exploring the whole site.
7. **The Field/Boat Trailer Parking** is a gravel parking area that is developed in an existing turn-around location. This provides central parking for patrons to access the Great Lawn and trails, and in easy walking distance to the waterfront/beach area. There are 36 dedicated vehicular parking spots, with 14 boat trailer queuing/parking spots. The boat trailer spots can also double as vehicular parking when not being used for boats, offering approximately 50 parking spaces.
8. **Additional small recreation opportunities** such as community garden plots, flower coops, skating parks, basketball shooting hoops, seasonal skating rink, etc. were mentioned as desirable uses in community meetings. The master plan acknowledges that these small recreational opportunities could be incorporated into various areas at Mitchell Field (i.e., land next to the trailhead parking area, or peripheries of the property along the perimeter trail, etc.), but does not specify where these smaller activities should go. Future implementation plans or committees can designate areas for these uses consistent with the overall intent of the master plan.

⁹ The 2003 Revised Long Term Plan calls for trails and picnic tables on the south side of the site; and beach access, a public boat ramp, a kayak launch, and picnic tables on the waterfront. These are reflected in the Master Plan.

¹⁰ The 2007 Recreation and Open Space Survey found that improved access to the water is the highest priority recreation and open space issue, a priority for half the town taxpayers. The Survey also showed higher rankings for passive recreation and intrinsic open space than for building new facilities.

Waterfront – Overview Map



Overview of Waterfront

The Waterfront recommendations have been informed by public input from the Forums and Community Design Workshop [See *Appendixes B, D, E, F, G, H & I*]. Additionally, in May 2007, the Town was presented with a request from the Washburn & Doughty Company to lease a portion of Mitchell Field for the operation of a ship-building facility. A citizens' vote in June 2007 directed the Town to commence negotiations with

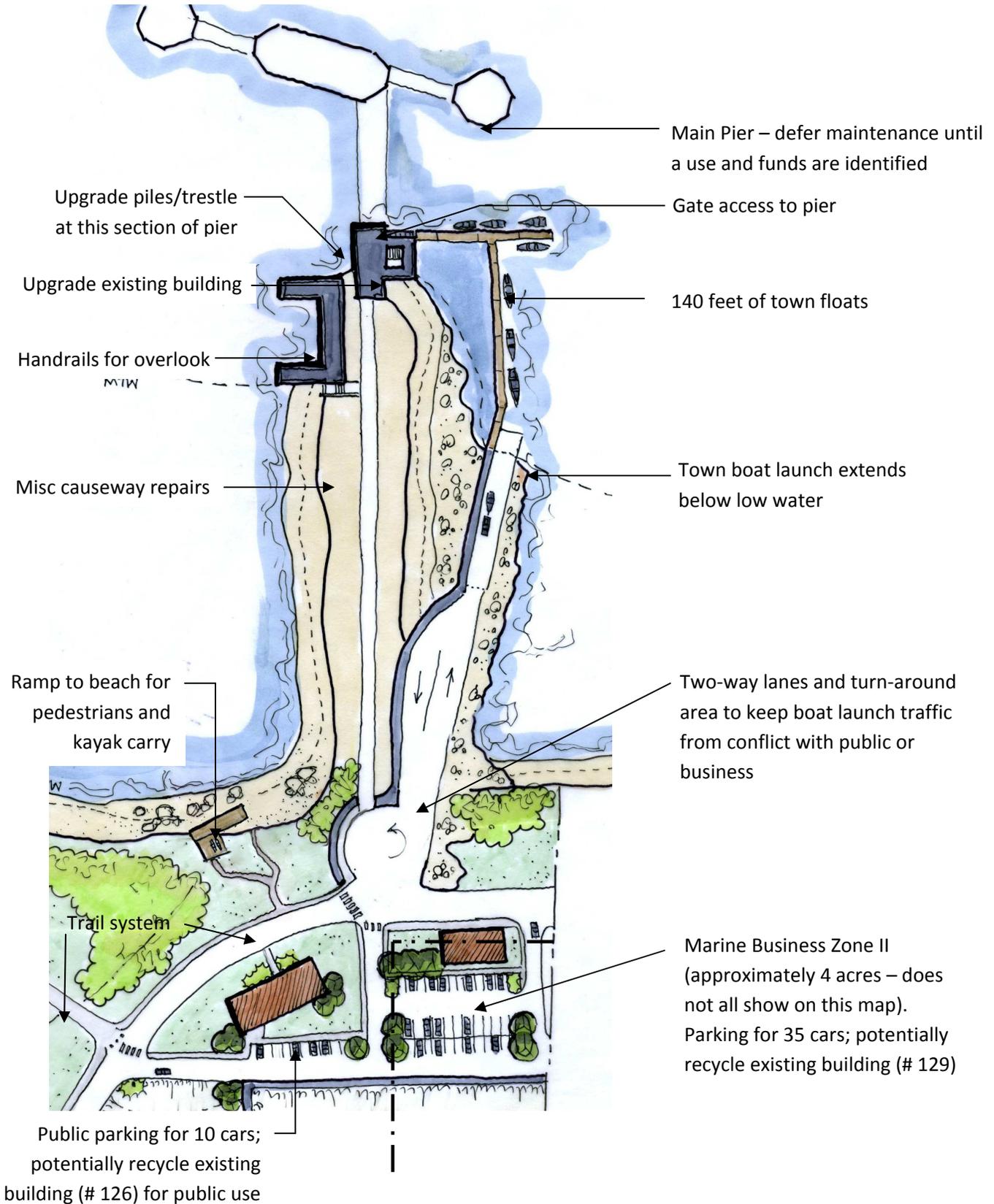
the Company about a potential lease of a portion of the Mitchell Field waterfront for a ship-building operation, and further directed that the master planning for Mitchell Field integrate a consideration for a ship-building operation into its process. Most participants in the Master Planning process were either enthusiastic about or willing to entertain a ship-building operation at Mitchell Field as long as impacts could be understood and managed, and as important, as long as other present and future opportunities could be maintained and shared on the waterfront.

The resultant master plan for the waterfront aims to balance marine business opportunities, public access to the deepwater resource, practical solutions for addressing the dilapidation of the pier, and public access to the water for recreational purposes. The overview of the waterfront plan includes:

1. **Public access/passive recreation:** The beach area to the south of the causeway/pier is for public access and passive recreation. A simple ramp system provides safe, accessible public access as well as providing carry-in launching for kayaks & canoes.
 - 1.1. Maintain perimeter pedestrian trail along the waterfront ledge to the south of the pier, and where possible, perimeter trail/easements though any future marine operation on the waterfront. Any future private development on the waterfront would need to accommodate such public access where practicable, and would be required to construct alternative perimeter trail connections.
 - 1.2. The beach south of the pier is for public access and passive recreation. Pedestrian trail connections and safe pedestrian passages from parking areas to the beach ramp are to be encouraged. A simple ramp to the beach provides safe access for pedestrians and for kayak carry-in.
 - 1.3. Small parking and kayak drop-off. This provides 10 parking spaces. The existing building at this location (# 126) could be recycled for public use (bathrooms; storage of maintenance equipment; potential vending operation).
2. **Public Boat Launch, Pier upgrades & float system:** Public access and use of the pier structure must be maintained. Shared use of the pier by private marine businesses will be negotiated and is encouraged as long as it does not unduly impede public use and access.
 - 2.1. **The Public Boat Launch** is located on the north side of the causeway, taking advantage of the existing causeway structure, the deeper water, and the relative shelter.
 - 2.2. **The Pier upgrades** include minor repairs to the causeway, renovations to a portion of the pier (including restoring a utility shed). Repairs to the main pier are deferred until a use and funding can be identified; instead, the pier is gated to prohibit access.
 - 2.3. **The floating dock system** is a seasonal system that can be expanded or arranged as needed. A ramp is included to access the docks from the pier or from the boat ramp.
3. **Marine Business Zones:** The master plan sets aside two marine business zones. This land use is envisioned to provide the majority of revenues to the town so that overall development of Mitchell Field will pay for itself or add to the tax base.
 - 3.1. **Zone I** on the map is the larger area (approximately 5 acres) which limits waterfront frontage to 550 feet. This leaves some deepwater frontage access for other uses and a public boat launch. This zone provides for a business (such as a boatbuilding operation) that requires direct water access and a larger area for buildings(s) and staging of materials.
 - 3.2. **Zone II** is a similarly sized area (approximately 4 acres) that offers multiple smaller marine business opportunities. These businesses do not require exclusive waterfront footage but will be close enough to the shorefront to use common facilities. The existing building (# 129) is possibly reused by one of these marine-related businesses. During the planning process, fishing-related, marine research, marine education, boat accessories and aquaculture were mentioned as possible businesses that could be solicited to use this area.

Waterfront Detail:

Recreational Access; Pier Structure; Public Boat Launch; Small Marine Business Zone



Waterfront Element		Description
<p><i>Marine Businesses</i> <i>(Zone II)</i> Undefined – Marina, Aquaculture, Fishing related, Marine research, Boat accessories, etc.</p>	Building	Recycle existing building: 1920 square feet Or – developer demolish and build new
	Shore frontage	None. Shared access with public launch and pier
	Acreage	4 acres +/- with parking
	Parking	35 cars – shared use with Town when possible
<p><i>Town Facilities</i></p>	Building	Recycle existing: <ul style="list-style-type: none"> • Shed on pier for harbormaster • Building on land for public restroom, classroom, storage, etc.
	Shore frontage	South of Pier (including bluffs) Frontage for Town Boat Launch to north of pier
	Boat Ramp	Boat launch to deep water to north of pier Carry-in only for kayak/canoe to south of pier
	Parking	10 cars at shorefront parking area 35 – 85: Weekend shared with business Overflow (35 cars/15 trailers) at mid-field
<p><i>Reuse of Existing Pier</i></p>	Town Pier	Improve section of pier (approximately 50 LF) to provide 6 to 8 feet @ low water
	Town Floats	Seasonal floats to parallel to shore – access from pier or from boat launch
	Future use of pier	Not yet identified – restrict access and defer investment until a use and a developer emerges to make improvements, and funding can be identified

Waterfront Detail:
Marine Business Zone II



Waterfront Element		Description
<i>Large Marine Business (Zone I)</i> Larger marine business (e.g., boatbuilding) which required waterfront access and land area for support buildings and lay-down	Building	Up to 175' x 250' w/ 175'x175' apron
	Shore frontage	550 linear feet
	Acreage	5 acres +/-
	Parking	50 cars (could be terraced from field above building) – shared use with Town when possible. The master plan encourages that this parking be kept away from the waterfront, potentially being located uphill from business buildings and within the business zone

General Considerations for Marine Business Zone I:

Approximately 5 acres are set aside for a large marine related business opportunity that requires deepwater access. The waterfront frontage is limited to no more than approximately 550 feet which will allow enough remaining deepwater frontage for the public boat launch and public access.

All site development and improvements for a facility in the Marine Business Zone should be integrated within the whole Mitchell Field Plan, and to the extent possible, the private development(s) should contribute to the goals for public access and amenities in the Mitchell Field Plan. For instance, development of septic systems, utility connections, road improvements and vehicular access to the site should allow for use of town facilities as well. Parking associated with the private development should be made available for town use when possible.

Other considerations for all private development on the waterfront:

1. Boat Launch & Pier access: Shared use of the public boat launch facility could be arranged as long as it does not impede with public use and access. Consider requiring private development contributions to construction and/or maintenance of the boat launch and pier.
2. Waterfront access: Consider requiring that private development provide public access and use of private parking on off-hours/weekend, if practical. Require that privately developed structures be screened from the public beach and to abutting neighbors.
3. Importance of conservation: The Master Plan calls for approximately 100 acres left for conservation and recreation; Private development of architecture & landscape should reflect this with a design that is compatible and disappears into the landscape, potentially bermed into the slope to reduce the building's visible massing.
4. The Master Plan include housing at top of the Field and change in the entrance road: such change should be considered and integrated into any waterfront development.
5. Sewer and utility connections: Private development will require using and/or installing utility connections (electrical service to be underground). Such utility connections and development of septic systems should be integrated with the Mitchell Field master plan. To the extent possible, the Town should have rights to take advantage of private development utility connections and septic systems for public benefit.
6. Parking & road configuration: Design for all components as an integral unit, including main road connections, coordination of deliveries to limit impact on public access and pedestrian safety.
7. Rehab of existing buildings: The master plan suggests that some buildings on the waterfront may be worth recycling for private or public purposes. If the Town should negotiate to lease a building to a private developer on a short-term basis, the Town should require that building upgrades be made and the buildings returned to the Town in good condition and ready for public use.

Additional Images & Views: Housing



View looking north on Route 123. Fire station on left; cluster housing beyond.



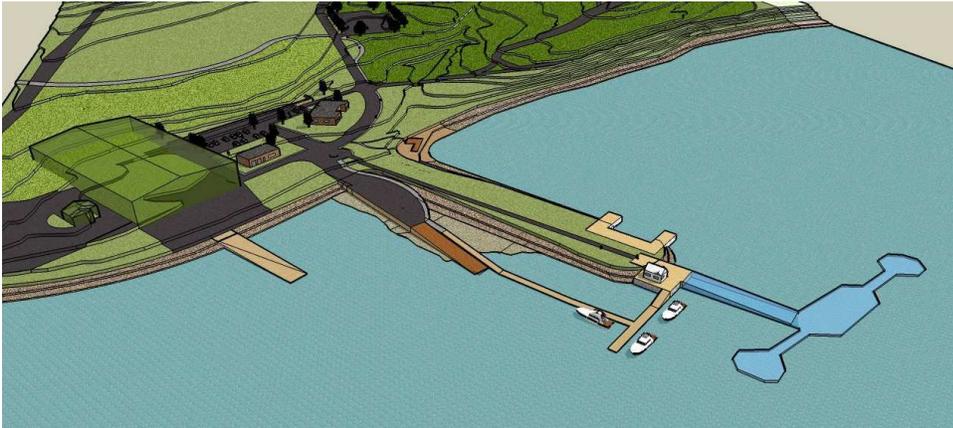
View of cluster housing development. Scale and character compatible with traditional New England farmhouses.



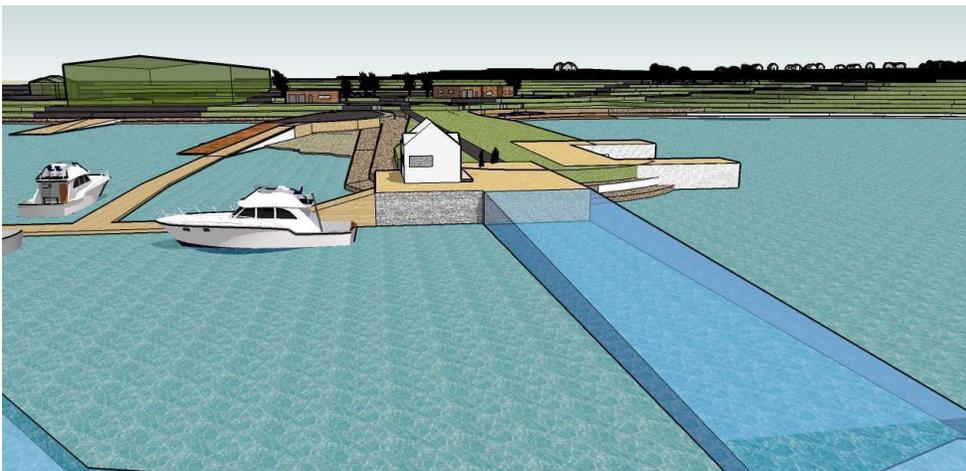
Bird's eye view of cluster housing development

NOTE: IMAGES ARE CONCEPTUAL & FOR ILLUSTRATIVE PURPOSES ONLY.

Additional Images & Views: Waterfront



Bird's eye view looking south showing pier, town floats and boat launch, and potential marine development.



View from water looking down pier.



Bird's eye view looking north at pier and Mitchell Field.

NOTE: IMAGES ARE CONCEPTUAL & FOR ILLUSTRATIVE PURPOSES ONLY.

Probable Costs

Please Note: Costs have been provided for planning purposes only. Adoption of the master plan does not commit the Town to making expenditures. Each element of the plan will require additional design and plan development, and each element will be subject to additional Town review and approval.

Probable costs have been estimated for public improvements at Mitchell Field, as well as the expected private developers' investment for on leased land. Some developer build-out will require moving, improving or reconstructing public amenities at Mitchell Field, in which case it is assumed that the burden for funding the moving/improving/reconstructing of public amenities will rest with the developer.

In the tables listed below¹¹, probable costs are outlined for build-out of private businesses, along with a proposed list of public amenities or improvements that would be assigned to the developer as part of a land-lease agreement. The spreadsheets indicate that a private developer would contribute between 6% and 9% of their business build-out investment towards public improvements at Mitchell Field. In addition, it is assumed that private developers would be responsible for developing or bringing utility connections to their site, and that the Town would have rights to benefit from those connections. For instance, the developer at Marine Business Zone I should design and build a septic system that will accommodate the needs of their business, as well as have the capacity to accommodate modest public use in the future; or, that the main road upgrade that would be required to accommodate heavy trucks/traffic would be paid for by the developer. Another example would be that the housing developer who will benefit from the consolidation of land resulting from moving the entry road and public parking will be responsible for rebuilding the entry road and parking.

Cluster Housing - Development Costs & Public Amenity Contribution		Unit	Unit Cost	DRAFT PLAN	
				QTY	Total
<i>Developer's cost to build cluster housing plan</i>	8 Single family dwellings @ 1,250 SF/each	SF	\$125	10000	\$1,250,000
	6 Townhouse dwellings @ 1,000 SF/each	SF	\$125	6000	\$750,000
	Common septic system for 14 dwellings	1	\$98,000	1	\$98,000
	Sewer force main	LF	\$55	600	\$33,000
	Parking	per 1000	\$7,900	9	\$71,100
	New roadway	LF	\$96	800	\$76,800
	Lighting	per fixture	\$2,600	4	\$10,400
	Grading, loam, seed and mulch	per 1000 SF	\$650	80	\$52,000
	trees and landscaping			allowance	\$50,000
	Water line (1" pipe)	200 LF	\$750	?	
	Underground electric service	LF	\$38	?	
	Underground electric Pad - serves 4 dwellings	per Pad	\$2,300	4	\$9,200
Private Development cost for housing					\$2,400,500
<i>Developer's contribution to public amenities at Mitchell Field</i>	Remove/reclaim roadway at current entry to	LF	\$21	750	\$15,750
	Restore vegetation in reclaimed roadway	LF	\$26	750	\$19,500
	New Trail system to complete perimeter trail	LF	\$18	500	\$9,000
	Upper public parking area	per 1000 SF	\$7,900	5	\$39,500
	Lighting @ upper parking area	per fixture	\$2,600	2	\$5,200
	New roadway at new entry to MF	LF	\$96	650	\$62,400
Developer's contribution to MF Plan					\$151,350

The upper portion of the table (left) show costs directly related to building the cluster housing development (taxable). The lower portion of the table show developer expenses that pay for public amenities at Mitchell Field for the Town's benefit.

This is a hypothetical scenario, indicating a potential negotiating position for the Town to cover costs of public improvements with private development money. This is not a mandate of the Master Plan.

¹¹ Sources for costs: SYTDesign spreadsheets designed for the Mitchell Field Master Plan, and from Baker Design. The costs are preliminary in nature and subject to further development and verification as the project gains more certainty. Costs do not include "soft costs" (i.e., engineering, testing, architecture, permitting, etc., usually budgeted at + 10%) or budget contingency (usually set at 10% - 25%). Probable costs for developer investment for private business build-out are offered as a rough guide only.

(probable costs – continued)

Waterfront Elements - Developer Costs for businesses			Unit	Unit Cost	DRAFT PLAN		
					QTY	Total	
<i>Marine Business 1 (Shipyard)</i>	Building	SF	\$80		43750	\$3,500,000	
	Apron	SF	\$5		30625	\$153,125	
	Marine Railway	LF	\$1,000		250	\$250,000	
	Parking	Per Car	\$2,000		50	\$100,000	
	Septic system (based in 65 employees @ 15 GPD per employees)		1	\$9,000		14	\$126,000
	Sewer force main	LF	\$55		300	\$16,500	
	Water lines	200 LF	\$750		?		
	Underground electric service	LF	38		?		
Private Development cost to build marine business # 1 (not including cost for utilities and septic)						\$4,003,125	
<i>Marine Business 2 (use to be determined)</i>	Building Upgrade	SF	\$50		1920	\$96,000	
	Retaining Wall at Parking Area	SF	\$20		1400	\$28,000	
	Parking	Per Car	\$2,000		35	\$70,000	
	Private Development cost to build marine business # 2 (not including cost for utilities and septic)						\$194,000
Potential Private Development (See Note 1)						\$4,197,125	

Private Developer contribution to Public Amenities @ MF			Unit	Unit Cost	DRAFT PLAN	
					QTY	Total
<i>Town Facilities</i>	Existing Bldg Upgrade (in exchange for short-term lease of building)	SF	\$50		1800	\$90,000
	Retaining Wall	SF	\$20		350	\$7,000
	Utilities (lighting, etc)	LS	\$30,000		1	\$30,000
	Public parking @ waterfront (asphalt lot)	Per Car	\$2,000		10	\$20,000
	Resurface main roadway	LF	\$45		2500	\$112,500
						\$259,500
<i>Reuse of Existing Pier Structures</i>	Misc Causeway Improvements	LS	\$10,000		1	\$10,000
	Existing Bldg Upgrade (HbrMaster)	SF	\$75		300	\$22,500
	Handrail/stairs for Overlook	LF	\$50		100	\$5,000
	Upgrade Pile Supported Trestle	SF	\$50		1800	\$90,000
	Add Gate	EA	\$1,000		1	\$1,000
	Pier Utilities	LS	\$20,000		1	\$20,000
						\$148,500
<i>Demolition of Existing Pier Structures</i>	Remove Pile Supported Trestle	SF	\$25		0	\$0
	Remove (recycle) catwalk	LS	\$10,000		0	\$0
	Remove South Dolphin	LS	\$100,000		0	\$0
	Remove Main Pier Cells	CY	\$330,000		0	\$0
	Remove North Dolphin	CY	\$100,000		0	\$0
						\$0
Waterfront developers participation in MP Plan						\$408,000

The upper portion of the table above show costs directly related to building the marine business development (taxable). The lower portion of the table show developer(s) expenses that pay for public amenities at Mitchell Field for the Town's benefit.

This is a hypothetical scenario, indicating a potential negotiating position for the Town to cover costs of public improvements with private development money. This is not a mandate of the Master Plan.

(probable costs – continued)

After assigning public improvements to the responsible developer, there are still a number of proposed public amenities and improvements that would need to be funded from other sources. These amenities/costs can be phased in as funding is identified, either through Town allocations, grants (as could be the case with the public boat launch,¹² or with contributions from private development.

Public investment @ MF not covered by developer contribution		Unit	Unit Cost	DRAFT PLAN		NOTES:
				QTY	Total	
<i>Town Waterfront Facilities</i>	Boat Ramp	SF	\$25	8250	\$206,250	<p>A. Boat Ramp cost for providing to deep water @ low tide. A much less expensive launch could be shorter for high-tide use only.</p> <p>B. Town floats could be much less expensive if built with donated labor or trade school students, as was done in Falmouth.</p>
	Kayak Carry In / Beach Access	LS	\$10,000	1	\$10,000	
					\$216,250	
<i>Reuse of Existing Pier Structure</i>	Add Town Floats	LF	\$280	140	\$39,200	
	Gangway	Ea	\$7,000	1	\$7,000	
	Boat Ramp Floats	LF	\$200	320	\$64,000	
	Pier Utilities	LS	\$20,000	1	\$20,000	
				\$130,200		
<i>Recreation & Open Space Improvements</i>	Mid-field Parking (gravel lot)	Per Car	\$1,000	50	\$50,000	
	Reclaim fields to lawns	acre	waiting	6		
					\$50,000	
					\$396,450	

Potential Revenue:

In addition to the potential participation from private developers to the Mitchell Field plan, as outlined above, the Town should expect to generate a revenue stream from private development through land-lease agreements, and taxes on building value. The above charts indicate a range of building value that could be expected from private development.

Land-lease agreements would be negotiated on a case-by-case basis, and should be informed by an assessment of the land value, impacts of proposed businesses on the public aspect of the Mitchell Field plan, while balancing the overall contribution that a business could make on further goals identified in the Town’s comprehensive plan.

It should be emphasized again: The adoption of the master plan does not obligate the Town to make any expenditure. The master plan provides a framework for envisioning how a range of development, public and private, can be physically integrated at Mitchell Field. Each component of the plan will require further study, policy choices, and decision-making by the Town and citizens.

¹² State grants are available for construction of boat launches. It should be noted that State funds would require that a boat launch at Mitchell Field become available for Maine citizens. Currently the Town policy is that Mitchell Field is for use of Town citizens and guests.

OVERVIEW OF THE PLANNING PROCESS

What we did; What we learned

Background:

Mitchell Field is a 119.3-acre coastal site with deep-water pier and dock including 2,630 feet of prime shoreline on Middle Bay. The site is accessible by road from State Highway 123. On-site there are approximately a dozen buildings of 1950's era vintage and a water storage tank with a 100,000-gallon capacity. Paved roads lead from the highway access point to the waterfront. Electrical service is available on-site. Approximately 40 acres are heavily wooded, the remainder of the property is open space.

Commissioned in 1954, the U.S. Navy Fuel Depot operated throughout the Cold War to supply fuel to the Brunswick Naval Air Station. In 1991, the Navy determined that it would be more economical to truck in fuel from Searsport and, on March 31, 1992, officially shut down the facility. The 1995 Defense Authorization Act authorized the conveyance of the property to the Town of Harpswell which renamed it the George J. Mitchell Field. Since then the property has fallen into a state of neglect without a comprehensive vision for its redevelopment.

Over the past 10 years, the citizens of Harpswell have made efforts to propose and respond to development opportunities at Mitchell Field. At a Town meeting on June 23, 1997, the Town approved conservation, recreation, marine occupations and marine research uses for the property. To date only provisions for recreation activities have taken place. There are two major reasons for this: first, the lack of a community generated, Town-approved vision for the property and second, the lack of a master plan that explicitly states what uses are desired on the property, where they should be located, and how they will interact with each other to create a harmonious and integrated site.

A valuable component of the public participation process, the Mitchell Field Committee was charged with providing input and support in preparations of public meetings; providing outreach to ensure wide community involvement in public meetings; and to monitor the process by offering the Consultant and Town feedback and advice, and to provide overall guidance to the planning effort. Over the course of the planning process, the Committee held ten meetings with the Consultant. The mission of the Mitchell Field Committee is to develop a comprehensive master plan for Mitchell Field, to include proposals for the former navy housing, the pier, the water tower and any existing buildings or structures as well as all open space, fields and wooded acreage.

The Town of Harpswell issued a Request for Proposals for Consultant Services in January of 2007. The firm of *Holt & Lachman Architects/Planners* was selected to facilitate the planning process, and was hired in March of 2007. According to the requirements of the Town's RFP, the consultant proposed a vigorous community planning effort to meet a Fall 2007 deadline for completing this planning effort.

The original goal of the master planning process was to engage the public to create a community vision for short- and long-term uses for the entire Mitchell Field parcel. In May, a ship-building company, Washburn and Doughty, contacted the town of Harpswell in the hopes of locating their

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operation on Mitchell Field. The town voted, 90% to 10%, to begin negotiations with Washburn and Doughty, and that considerations regarding the ship-building operation were to be integrated into the Master Planning Process. With the inclusion of the Washburn and Doughty proposal before the town, the planning process was timeline was intensified to deliver recommendations to the Town by late summer, 2007.

Public Participation Plan:

The Town, Mitchell Field Committee, and Consultant begin preparations in March 2007 to schedule a series of open, participatory events to engage citizens in the planning process. The key events included three evening Forums and an all-day Community Design Workshop over the course of summer 2007. A Public Review Session was also reserved for scheduling soon after the completion of Forum 3.

The Forums were designed as interactive events to bring participants together to gather community opinions and discuss issues ranging from potential reuses of the property, concerns and aspirations for potential redevelopment, and ideas on appropriate designs. Forum 2 included small group sessions, facilitated by graduate planning students from the Community Planning and Development program of the Muskie School of Public Service.



Citizens listen to expert presentations at Forum 1.

Forum # 1 was held on June 6th, 2007 at Harpswell Islands School from 6:30 – 8:30 PM. Approximately sixty (60) citizens attended this forum. The purpose of the forum was to orient the community to the planning process, and educate citizens about the existing conditions of Mitchell Field. First, engineers spoke about the site's infrastructure. Randy Tome, an engineer at Woodard and Curran, discussed the buildings. Andrew Johnston, an engineer at SYTDesign, spoke about the water tower, the roads, the water system, and the electrical system on the site. Barney Baker, from Baker Design Consultants, discussed shoreland zoning, the pier structure, and water access. Next, Naji Aklidiss, Hank Andolsek, and Jean Firth, all from the Department of Environmental Protection (DEP), spoke to the environmental conditions of the site. Citizens learned that:

- Mitchell Field is basically safe for people to recreate, and can be made safe for any proposed use
- The amount of water available from the wells can be increased for most likely proposed uses
- Depending on proposed uses, additional testing and remediation will be required
- Proposed uses will drive needed repairs and costs to infrastructure
- Roads and electrical systems are in good shape and can support most foreseeable development, buildings are at the end of their useful life
- Pier has significant structural issues. Future uses will drive required costs

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[See Appendix A for a complete report of Forum #1]

Forum # 2 was held on June 26th, 2007 from 6:30 to 8:30 p.m. at Harpswell Islands School. Approximately forty (40) citizens attended this forum. The purpose of the forum was to review the findings from Forum 1, and to begin exploring hopes and fears, and potential principles to guide redevelopment decisions. Working in small, facilitated groups, citizens brainstormed and prioritized key hopes and fears about land use and values, and brainstormed potential principles that might address those hopes or concerns. The intent of this exercise was to help participants to see the linkage between hopes and fears, and to create principles – that might relate to process, policy, or design – that could guide decision-making to secure hoped for outcomes, and avoid fear-based outcomes. The hopes for land uses that were high-priority for the group became a list of Highest and Best Land Uses, and the high-priority fears for land uses became Undesirable Land Uses. These became the Final Report for the group. At the conclusion of small group discussions, all participants reassembled in the auditorium, and the Final Reports were presented to the large group.

After transcribing and tabulating all brainstormed ideas, the following were postulated as key results from Forum # 2:

Guiding Principles for Redevelopment

- Uses should promote public access to the water
- Uses are sensitive to the environment
- Mix of development should pay for itself or add to the tax base
- Priority to uses that enhance well-being and quality of community, uses that allow and foster community cohesion
- Maintain options for future generations
- Involve citizens in every step of the decision-making process
- Balance economic development and conservation



Team 6 brainstorms ideas about land uses.

Highest and best land uses that were listed by several teams included open space and recreation, boat building that is not heavy industry, and a marine research/education facility. Undesirable land uses for many teams included uses or overdevelopment alien to the character of Harpswell, big box stores or an industrial park, and uses that require large parking lots / asphalt.

[See Appendix B for a complete report of Forum #2 findings.]

The Community Design Workshop:

The Community Design Workshop was held on Sunday, July 15th from noon to 5:00 p.m. at Harpswell Islands School. This all-day meeting was the major public event in the Mitchell Field planning process. In order to organize the complex logistics for this Workshop, citizens were asked to pre-register. Approximately 75 citizens pre-registered, and about 65 citizens attended the workshop.



Team 5 members talk about their land use diagram.

Prior to the Community Design Workshop, all of those who pre-registered for the workshop received a Briefing Book. **[See Appendix C for a copy of the Briefing Book.]** The Briefing Book provided an agenda for the workshop; background information on Mitchell Field; aerial maps of the area; case studies of various building types that were identified in Forum #2¹ as being of interest to the community (e.g., recreational amenities and open space; housing types of various densities; and a neighborhood-scaled retail/office building); and primers of community design principles.

The Mitchell Field Committee and town staff (particularly Jay Chace, Town Planner) provided invaluable logistic support and preparations for the Community Design Workshop.

A key component of “staffing” a Community Design Workshop is to provide for professional facilitation and professional design assistance for the small group sessions. The Consultant worked with students from the Muskie School of Public Service’s graduate program in community planning and development in order to provide trained facilitators for the small group sessions.

¹ At Forum #2, on June 26th, participants in small breakout groups shared their thoughts on potential principles and uses for Mitchell Field. For more background and findings from this community forum, see Appendix B



In all, 8 Muskie students received training and participated as facilitators for the Workshop. To provide for professional design assistance, the Consultant worked with the Maine Chapter of the American Institute of Architects to create a continuing education opportunity for Maine architects. This effort resulted in the participation of eight architects for the Workshop.

Team 7 discusses Principles as a facilitator records their ideas.

The Community Design Workshop brought together residents, property and business owners, and public officials to work in teams with professional designers to create maps, drawings and sketches that image a great future for Mitchell Field. The Workshop began with an optional lunch from 11 A.M. to noon, and a brief orientation session for all participants, after which all participants went to their small group team sessions for the main portion of the day (3 hour and 45 minute working session).



Each team had a private classroom for their working session, and each team had a trained facilitator from the Muskie School, and one professional architect for design assistance. In addition, three experts attended the workshop to act as consultants to teams throughout the day as needed. The experts were Barney Baker, a marine engineer from Baker Design Consultants; Tony Muench, a landscape architect who was on hand to help each team develop their site drawings, and Alan Holt, architect and planner from Holt & Lachman. The day ended with all teams reporting back to the main assembly hall to make team reports.

Once in the classroom, teams engaged in a series of exercises guided by their facilitator and resulting in a redevelopment plan. These exercises began with introductions, and facilitators reviewing the ground rules and schedule for the day. Three exercises were scheduled as well as team presentations.

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The exercises were (1) establishing working principles to guide the day’s work, (2) engaging in a fiscal impacts game, and (3) designing a site plan. Following the exercises, teams coordinated their final plan and developed a visual and oral presentation.

Exercise 1: WORKING PRINCIPLES FOR REDEVELOPMENT

The first exercise, to establish working principles to guide the day’s work, consisted of teams being presented with redevelopment principles that emerged from Forum 2. These were provided for suggestions only—teams could adopt or reject the suggested principle, edit the principles, and add additional principles of their own.

The following principles were listed by a majority of the teams at the Workshop, and can be understood as Principles for Redevelopment for the Master Planning process. For the most part, the Workshop verified the draft Principles as derived from Forum 2. The rest (underlined) were not listed explicitly by teams, but are evident in site plans.

PRINCIPLE	NUMBER OF TEAMS (PERCENTAGE)
<ul style="list-style-type: none"> ▪ <u>Any development on the site, public or private, should leave the vast majority of the parcel in public, open space</u> 	10 (100%)
<ul style="list-style-type: none"> ▪ <u>Site will have light amount of private development (10 acres or less)</u> 	7 (87.5%)
<ul style="list-style-type: none"> ▪ <u>Any private development on the waterfront will be balanced by opportunity for public use</u> 	7 (87.5%)
<ul style="list-style-type: none"> ▪ Involve citizens in every step of the decision-making process 	7 (87.5%)
<ul style="list-style-type: none"> ▪ Promote public access to the water 	7 (87.5%)
<ul style="list-style-type: none"> ▪ Maintain options for future generations 	6 (75%)
<ul style="list-style-type: none"> ▪ Sensitive to the environment 	6 (75%)
<ul style="list-style-type: none"> ▪ Balance economic development and conservation 	5 (62.5%)
<ul style="list-style-type: none"> ▪ Mix of development should pay for itself or add to tax base 	5 (62.5%)
<ul style="list-style-type: none"> ▪ Foster community cohesion 	5 (62.5%)



Team 4 presents their Principles for Redevelopment.

[See Appendix F for greater detail on this exercise and results]

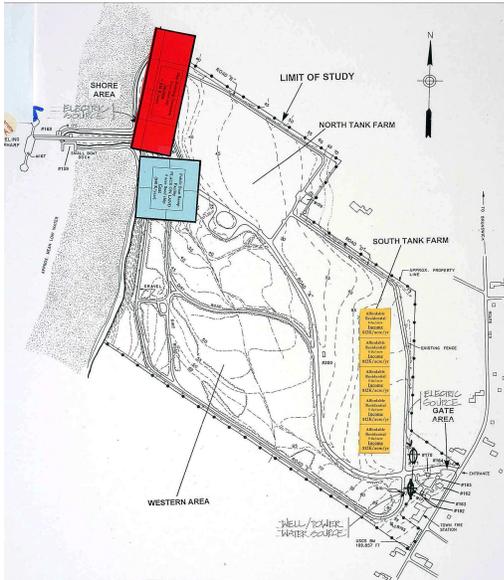
Exercise 2: FISCAL IMPACTS GAME

The next exercise created an opportunity for teams to explore potential land use scenarios. Participants were shown a list of potential site uses generated at Forum 2. The list was divided into two columns, Public Amenities and Private Development. This exercise was intended to help citizens explore how uses could physically relate to the study site and to each other, and to examine the potential economic impact of these uses (assuming public costs for community amenities, and tax revenues for private development). The exercise was designed to be interactive; that is, most teams cycled through several land use scenarios.

First, team members had a chance to add to the list of land uses if they wanted to. Some teams did, including a wind farm, a harbor center, and so on. Next, facilitators displayed the Case Study Board. Case Studies are used to establish a common language around which citizens and professionals can share in envisioning land use types and patterns. Each Case Study outlined a type, quantity and quality of development, and keyed in projected tax revenues that could be generated from such development (or in the case of public development, projected annual costs for servicing a capital debt payment and maintenance). The Case Studies had been introduced in the Briefing Book for the Workshop, and participants understood that the Case Studies were not meant to suggest that a certain type of development should occur on the site, but rather to serve as a starting point for discussion about fiscal impacts. The Case Study Board is a foam core board that shows information about and photos of the case studies.

The economic information from the Case Studies was transferred onto color-coded, “game chips” which participants could mix and match in scenarios to graphically understand relative land areas required for various scenarios, and the relative economic impact. The game chips are either fixed chips (a type of development with fixed acreage and a fixed amount of either cost or revenue) or

variable chips (team members can decide how much acreage the development covers, and the cost or revenue will change accordingly).



Team 2's game board.

Balance Sheet

Public Costs/Year (in red)			Tax Income/Year (in black)		
Acres	Land Use	\$/K/Year	Acres	Land Use	\$/K/Year
1	Community Center	40	5	Shipbuilding	36
2	Community Gardens	2	1.5	Klondike Residential	18
			1	Marine Research/Service	?
		UTILITIES COST <small>(Excludes Public Utilities Warranties & Sump-out Costs)</small>			
		168,000			
Totals		210,000	Totals		56

Balance (Deficit or Surplus) -154

An example of a team Balance Sheet. [See Appendix E for a transcription of team balance sheets]

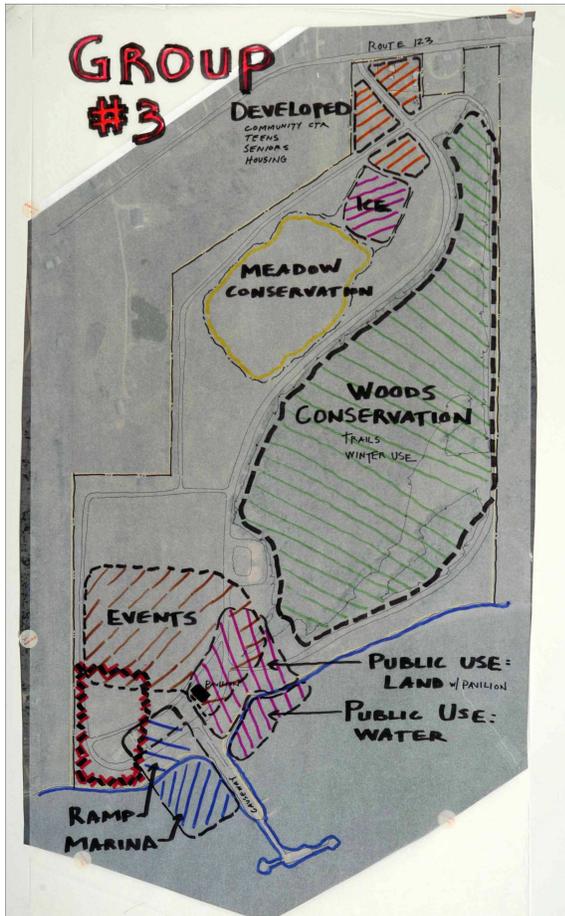
Participants placed different combinations of game chips (teams were encouraged to try out many development scenarios) over an aerial map of the site (see Team 2's game board above), and used a Balance Sheet to find out whether the mix of development would be a deficit or a surplus. Different scenarios were sketched onto trace paper, and these land use diagrams were used as a basis for the next exercise.



Exercise 3: SITE PLAN DESIGN

The final step for the Design Workshop teams involved creating illustrative concept site designs. Architects helped teams create renderings of what their developments might look like, and each team created a concept site plan for where buildings, open spaces and connections would be located, as well as the corresponding acreage needed for each use. The site plan design became the central focal point of each team's final presentation board.

The final step for teams at the Workshop involved translating their desired land use onto an illustrative site plan. Copies of all the team illustrative plans are included in **Appendix D: Display Boards**.



The three-step process that each team went through at the Community Design Workshop offered opportunities for participants to explore potential land uses from a variety of viewpoints. This multi-step process was designed to foster a thorough discussion and exploration of potential development scenarios, and explore the potential to integrate public and private development. This also offered several “cross checks” for understanding participant’s intent as included in their final team report.

There were eight teams at Community Design Workshop, but two of the eight teams produced two plans each. Therefore, a total of ten plans were produced at the Workshop.

The spreadsheets and charts in this report [Appendices G – I] outline the various land uses and the acreage assigned to those uses as identified by the participant teams during the Community Design Workshop. **Appendix G** includes a summary land use chart of all team data, as well as raw land use data collected from the display boards.

Team 3’s Site Plan includes woods and meadow conservation.

The Acreage Allocation spreadsheet in **Appendix H** includes a row for each plan; a row indicating the total number of acres per use of all the plans combined; and a row indicating the number of plans that included each use. The spreadsheet displaying private land uses also includes the average number of acres per use of the 10 plans that included private development; the average number of acres per use of all the plans; and the average number of acres per use of the plans that included each individual use. Land uses highlighted in grey on the spreadsheet (community center, marina, public boat launch, boat building facility) had a pre-specified, fixed number of acres that teams could not increase or decrease. These fixed acreage amount are based on “rules of thumb” for the amount of land that is appropriately allocated for specified uses. These “rules of thumb” are explained in detail under the Case Studies that were supplied to participants in the Briefing Book, and during the Community Design Workshop.

Besides public land uses the first spreadsheet includes a column displaying a total of acreage of public uses (community center, marina, public boat launch, beach, community garden, amphitheater, ice rink, festival/events space, pavilion, observation tower, and harbor center); and a column of conservation and low intensity uses and corresponding acreage.

The private land uses spreadsheet includes a column displaying a total of acreage of private uses (comprised of boat building facility; affordable, mixed income, and market housing; small retail/office, marine research facility; light industry; and wind farm) developed in each plan.



The chart of Acreage Totals [Appendix I] highlights development totals per team, and takes a cursory look at the amount of undeveloped land on Mitchell Field.

Team 6's site plan.

RESULTS OF LAND USE EXERCISE FROM THE COMMUNITY DESIGN WORKSHOP:

As indicated on the Acreage Allocation of Land Use sheet [Appendix H], the 10 plans produced at the Community Design Workshop showed a range of potential public and private development scenarios. Some of the key findings include:

Public Amenities:

- 8 plans (80%) showed a public boat launch
- 8 plans (80%) showed a public beach
- Half the plans (50%) showed a community garden
- Half the plans (50%) showed an amphitheatre
- The amount of public development (in terms of acreage) ranged from as little as 3 acres to a high of 24 acres
- **Average acreage devoted to public amenities: 11.5 acres**

Conservation and Low Intensity Use

- 9 plans (90%) dedicated land to conservation and low intensity use (passive recreation, trails)
- **Average acreage devoted to conservation and low intensity use: 55 acres**

Private Development

- 10 plans (100%) showed some private development
- 7 plans (70%) showed development of a boat-building facility
- 6 plans (60%) showed development of affordable housing
- **Average acreage devoted to private development: 8.6 acres**

Undeveloped

- All ten plans (100%) left some land undeveloped (no public amenities or private development indicated). The “Undeveloped” column in the table below shows acreage of undeveloped land, subtracted from 120 acres – the area of Mitchell Field. This column includes the land that was dedicated to conservation and low intensity use.
- **Average acreage of undeveloped land: 100 acres**

PRESENTATIONS

Final visual presentations were mounted on two 4 ft. x 4 ft. pieces of foam core board and were to include the team’s list of working Principles for Redevelopment, the land use diagram created during the Fiscal Impacts game and corresponding balance sheet, and the final site plan. Additional space was available for mounting vignettes or other details about the team’s plan. Next, each team chose a citizen (not a facilitator or committee member) to explain the team’s work in a presentation.



The day concluded with teams returning to the auditorium where each team gave an oral presentation reviewing the contents of their display board. Presentations were videotaped by the town to be aired on the local access station. All team report boards were photographed for digital recording.

Team 8 presents their plan.

Following the workshop, the Consultant team began an analysis of all the plans generated at the workshop. The analysis was conducted to find themes and commonalities among the plans. From these commonalities, suggested models for redevelopment could be created and presented to the public at Forum 3.

Forum 3 was held July 31, 2007 at Harpswell Islands School. Holt and Lachman Architects, in conjunction with Baker Design Consultants, presented the suggested models for redevelopment. Approximately fifty (50) people attended the meeting. The purpose of the meeting was to present the analysis and findings of the Community Design Workshop, and to present concept plans that attempted to integrate the findings from the public planning process.



In response to the findings from the Community Design Workshop [See Appendices D – J], the Consultant team prepared five concept plans (three housing options, two waterfront options) for public review. The basis for the plans included the following assumptions:

- Present options that meet the Principles for Redevelopment as developed from the public process
- Present option plans that allocate approximately 8 acres to private development
 - Note: The average team plans from the Community Design Workshop allocated 8.6 acres to private development (See Appendix H)
- Allocate about 10 acres to public development/public amenities
 - Note: The average team plans from the Community Design Workshop allocated 11.5 acres to public/civic development
 - Provide pedestrian access / recreation use of shallow water
 - Keep woods undeveloped; for passive recreation use only
 - Provide access for town boat ramp
 - Keep fields between the road and waterfront largely open and undeveloped – for passive and light intensity recreation use
- Base concept plans on careful analysis of plan designs from the Community Design Workshop
- Show proposed land uses that were supported by the public process (Forums and the Community Design Workshop)
- Buffer north boundary from neighbors
- Ship building must share deepwater access with public use
- Concentrate affordable housing along road at village scale (60% of teams at the Community Design Workshop included affordable housing in their site plan)

A vigorous, open public discussion followed a brief presentation of the Consultant's three housing options and two waterfront options. The Consultant will take the questions and comments from Forum 3 into account when preparing a Final Report. **[See Appendix K for review and presentation of all five concept plans, and public comment.]**

MITCHELL FIELD FORUM #1 RESULTS
Report from the Harpswell Public Forum, June 6, 2007

Overview of Meeting Process

On June 6, 2007, Mitchell Field Forum #1 was held at Harpswell Islands School from 6:30 – 8:30 PM. Approximately sixty (60) citizens attended the forum. It began with a welcome from the Mitchell Field Steering Committee chair, Judith Redwine, and with an overview of the planning process for Mitchell Field, presented by Alan Holt, an architect and town planner from Holt & Lachman Architects + Planners in Portland.

The introduction was followed by presentations on the existing conditions of the Mitchell Field site. First, experts Randy Tome, Andrew Johnston, and Barney Baker spoke about the site's infrastructure. Randy Tome, an engineer at Woodard and Curran, discussed the buildings. Next, Andrew Johnston, an engineer at SYTDesign, spoke about the water tower, the roads, the water system, and the electrical system on the site. Barney Baker, from Baker Design Consultants, discussed shoreland zoning, the pier structure, and water access.

Afterwards, Naji Akliadiss, Hank Andolsek, and Jean Firth, all from the Department of Environmental Protection (DEP), spoke to the environmental conditions of the site. Naji Akliadiss explained the extent of soil and groundwater contamination on the site, as well as the remediation efforts that have gone on, and the deed limitations of water usage and on-site activities. Hank Andolsek discussed current on-site environmental activities. Last, Jean Firth spoke about the Voluntary Remedial Action Program (VRAP).

Participants then had the opportunity to ask questions of these infrastructure and environmental experts. First, participants asked environmental questions, which were listed on flipchart sheets. Next, participants asked infrastructure and other questions, which were also listed on flipchart sheets. As time allowed, the panel answered almost all of the questions.

The report on the following pages contains transcribed questions and answers from this panel response session.

Environmental Q & A

Question: When permitting wells, do you take into account the effects on surrounding wells? Can the house wells be used as supply wells?

Answer: Yes, we take into account that water is drawn from surrounding areas when conducting evaluations. There is one supply well on site. Yes, the house wells could potentially be used.

Question: Is it true that an Environmental Risk Assessment will be done for the site no matter what use will be present?

Answer: Yes.

Question: What is the health risk for people walking and working on the site?

Answer: There is no health risk for people walking on the site. Before the site is approved for commercial and/or industrial uses, there will be testing and mitigation to make sure there is no health risk for working there.

Question: The fuel that was spilled: was it jet fuel? If so, what are the effects of this type of fuel?

Answer: Yes, it was jet fuel, called JP5. It is a mixture of kerosene and gasoline. It is no different from the kind of fuel oil used in households. The DEP can go back and check the previous analysis of fuel contamination on the site and make sure no dangerous chemicals remain. The site clean-up was supposed to clean at a level that would eliminate the jet fuel. The northern part of the property did have benzene contamination, but it was cleaned up.

Question: Is the beach safe for recreation?

Answer: Yes, the beach is safe. There are no problems. The DEP will go back for samples of seeps and test the quality of the water.

Question: Voluntary Remedial Action Program (VRAP) process: does it depend on use?

Answer: Re-used is based on direct contact – no account for new buildings. Pre soil-sample soil with footprint of building. The entire area, not just the “Washburn and Doughty” area, will be tested and investigated in the future. Soil vapor issues are easily mitigated with design for the buildings, similar to home testing and prevention.

Question: Is there an existing plume on the site? Where? To what extent?

Answer: The northern portion of the site, where the tank farm was located, is contaminated (groundwater). You can call that a plume if you like.

Question: How hard is it to get a Reverse Osmosis system approved?

Answer: Unsure about Reverse Osmosis system—it is not part of their purview.

Question: How would natural resources monitoring be handled?

There was not enough time to answer this question.

Infrastructure/Other Q & A

Question: What will be the cost of bringing infrastructure up to date? Will taxes go up?

Answer: The cost depends on the desired uses. As the planning process develops desired uses based on public input, probable costs and benefits will be evaluated.

Question: How can we use the north side of the site without precluding public access?

Answer: Public access is a good consideration, it again depends on what use is there. To have a facility with both deepwater access and public access is a rare and enviable opportunity.

Question: Does the town need the pier at all given that it was built for large tankers?

Answer: The citizens will have to decide if they need it and/or want it.

Question: There has been talk about two possibilities, demolition and reconstruction of the pier. But what about stabilizing it? And is the pier safe as it is now?

Answer: The applied loads on the pier are sure to be less significant than in the past, when it was used by tankers, so the pier should be stable. Safety of the pier depends on use, whether it is used recreationally, by fishermen, etc. Right now there are no railings or ladders, but if you are careful you can walk out on the pier without falling through.

Question: What would it cost to repair the pier?

Answer: The estimated costs given in the presentation were based on other local pier projects. Generally, it costs more to repair a pier than remove it. Piers are very expensive. You must know what it will be used for before you can estimate how much it will cost.

Question: What does the site need in terms of water piping/septic system? What will be the cost?

Answer: The tower could be used for water storage, and that would increase the water supply for the site. Before that can happen, the tower must be tested. There is already a water system on the site, but the pipes probably need to be replaced.

Question: How much will it cost to fix the roads?

Answer: The cost depends on the use of the site. Some considerations: the current system base is in good condition. If there are heavy trucks on the site, the base and sub base might need more repair.

Question: What will be the external impact of development in the area (ex. traffic)?

There was not enough time to answer this question.

MITCHELL FIELD FORUM #2 RESULTS
Report from the Harpswell Public Forum, June 26, 2007

Overview of Meeting Process

On June 26, 2007, Mitchell Field Forum #2 was held at Harpswell Islands School from 6:30 – 8:30 PM. Approximately forty (40) citizens attended the forum. It began with a welcome from the Mitchell Field Steering Committee chair, Judith Redwine, and with an overview of the planning process for Mitchell Field, presented by Alan Holt, an architect and town planner from Holt & Lachman Architects + Planners in Portland.

The presentation was followed by small group discussions—the participants broke into eight groups, each led by a student facilitator from the Muskie School of Public Service. The groups brainstormed their hopes and fears about land use and values, with the neutral facilitators writing their ideas on flipchart sheets. After brainstorming, citizens were each given twelve color dots in order to prioritize their key thoughts. Three dots could be placed on the flipchart list of brainstormed hopes about land uses, three on the list of fears about land uses, three on the list of hopes about values, and three on the list of fears about values. The facilitators counted the dots and circled the hopes and fears that received the most dots. Participants were asked to review the hopes and fears about values that received the most dots, and craft a list of Guiding Principles for Redevelopment. The hopes for land uses that were high-priority for the group became a list of Highest and Best Land Use, and the high-priority fears for land uses became Undesirable Land Uses. These three lists were written on fresh flipchart sheets, and became the Final Report for the group. Next, the group chose a citizen to present the Final Report to the larger assembly.

At the conclusion of small group discussions, all participants reassembled in the auditorium, and the eight Final Reports were presented to the large group.

The report on the following pages contains a Summary of Key Results, and transcribed flipchart sheets from each of the eight small groups.

SUMMARY OF KEY RESULTS

Common themes among Guiding Principles for Redevelopment

- Uses should further public access to the water whether recreational or commercial (5 groups)
- Uses are sensitive to the environment (4 groups)
- The process will end in a definite decision to use the property in a way reflecting the will of the town (3 groups)
- Priority to uses that enhance well-being and quality of community, uses that allow and foster community cohesion (2 groups)
- Maintain options for future generations (2 groups)
- Mitchell Field process will have maximum public participation (all property owners) and decision-making in redevelopment planning (2 groups)
- Balance economic development and conservation (2 groups)

Common themes among Highest and Best Land Uses

- Open Space / Recreation (walking, boating, beach uses) (6 groups)
- Boat building that is not heavy industry (4 groups)
- Marine research / education facility (3 groups)

Common themes among Undesirable Land Uses

- Uses or overdevelopment alien to character of town (3 groups)
- No big box stores or industrial park (3 groups)
- Uses that require large parking lots / asphalt (3 groups)

BIG IDEAS

This section is the transcription of the summary flipchart sheets each small group presented as their Final Report for the session.

GROUP 1 (6 group members)

GUIDING PRINCIPLES FOR REDEVELOPMENT

- Mitchell Field will have maximum public participation and decision-making in redevelopment planning
- Balance economic development and conservation
- Long term benefits to the town outweigh short-term profits
- Uses should further public access to the water whether recreational or commercial
- Uses are sensitive to the environment
- Redevelopment uses to benefit the maximum number of residents

HIGHEST AND BEST LAND USES

- Water-dependent land uses
- Recreation (walking, boating, enjoying open space, beach uses)
- Environmentally sensitive uses

UNDESIRABLE LAND USES

- Uses that require large parking / asphalt
- Casinos
- Polluting uses
- Traffic generating
- High density

GROUP 2 (5 group members)

GUIDING PRINCIPLES FOR REDEVELOPMENT

- Priority to uses that enhance well-being and quality of community, uses that allow and foster community cohesion
- Maintains options for future generations
- Preserves environment

HIGHEST AND BEST LAND USES

- Senior development / Activity Hall
- Workforce housing (near road)
- Open space / water access with trails

UNDESIRABLE LAND USES

- Heavy industry
- Destruction of natural character

GROUP 3 (6 group members)

GUIDING PRINCIPLES FOR REDEVELOPMENT

- Environmental responsibility in development – especially regarding water
- Jobs for local people
- Diverse uses for public use
- Working waterfront and job opportunities for locals and youth training

HIGHEST AND BEST LAND USE

- Boatbuilding
- Increased cash flow to town
- Community events

UNDESIRABLE LAND USES

- Uses alien to character of town
- Loss of open waterfront access to public
- Entities that don't provide income to the town

GROUP 4 (5 group members)

GUIDING PRINCIPLES FOR REDEVELOPMENT

- Redevelopment must include large component of public access to the water for boats and people
- Can include boat building that is not heavy industry
- All infrastructure costs including roads must be adequately addressed
- Any development of the property must be environmentally friendly
- There will be an outreach effort to those who could use the property – but not to allow dominance of high end condos
- Development must maintain water views for the public

HIGHEST AND BEST LAND USES

- Dedicated public access to the water for boats and people
- Boat-building – not heavy industry

UNDESIRABLE LAND USES

- Heavy industry, tall smokestacks
- Area dominated by high-end condos

GROUP 5 (6 group members)

GUIDING PRINCIPLES FOR REDEVELOPMENT

- Public access to water
- A decision will be made
- There will not be unreasonable competition with existing businesses

HIGHEST AND BEST LAND USE

- Arboretum / botanical garden
- Boat-building
- Marine research / education facility

UNDESIRABLE LAND USE

- Parking
- Big box store

GROUP 6 (5 group members)

GUIDING PRINCIPLES FOR REDEVELOPMENT

- Balance of commercial development, educational use, and open space / preservation
- Future generations will appreciate current decisions made for the field
- Inclusion of all property owners in the planning process & vote
- Preserve character of rural coastal Maine
- Recognize impact of development on neighboring residential areas
- Process produces a strong plan which is honored

HIGHEST AND BEST LAND USE

- Preserving vistas and scenic views
- Town Commons, gathering area for entire town
- Open space / recreational area (walking, conservation, fields)
- Educational marine research (youth, life learning)

UNDESIRABLE LAND USE

- Restricted public access to the shore
- Overdevelopment (loss of rural Maine character)

GROUP 7 (6 group members)

GUIDING PRINCIPLES FOR REDEVELOPMENT

- Wildlife biologist will analyze the potential of the parcel
- Wooded area will remain wooded
- The Town will not overlook the potential of limited real estate

HIGHEST AND BEST LAND USE

- Marine research lab
- Public beach with restrooms
- Open spaces for wildlife habitat

UNDESIRABLE LAND USE

- Pollution of all kinds (noise, water, light, air, traffic)
- Construction on the part of site that is best and most usable for community events
- Washburn and Doughty development will perpetuate further development
- Don't want Harpswell to become New Jersey or Portland

GROUP 8 (7 group members)

BIG IDEAS FOR REDEVELOPMENT

- The process will end in a decision to use the property in some way → reflecting the will of the town
- Development will have a positive influence on the surrounding neighborhood / community
- Ensure public access (water, festival, community activity)
- Fishing community is protected
- The plan fits the landscape, and is financially beneficial to the town
- Community center
- No big box or industrial park

RAW DATA

This section is the transcription of all the flipchart sheets from the eight small discussion groups. Nothing has been edited or condensed. The number in parentheses indicates the number of color dots each Hope and Fear received. An asterisk indicates that the Hope or Fear became part of the group's Report Card.

GROUP 1 DATA (6 group members)

LAND USE FEARS – What are your fears / concerns about potential land uses for Mitchell Field?

- *Public losing access to vast amount of coastal land (4)
- *Commercial exploitation of site (4)
- Land use as it affects groundwater (3)
- Economic viability of proposed ideas (3)
- Sewer? Pollution of water, soil, air (2)
- Losing undeveloped character of land (2)
- Auto traffic generation
- Losing rural character of space / town
- High end exclusive residential waterfront homes
- Reuse negatively impacting wildlife habitat
- Huge parking to support use
- Reuse not consistent with resource capacities

LAND USE HOPES – What are your hopes / aspirations about potential land uses for Mitchell Field?

- *Walking paths – natural habitat (4)
- *Beach recreation (4)
- Jobs generated (3)
- Public moorings / boat launch (2)
- Marine related industrial / commercial (2)
- Town dock for boat transient (1)
- Water uses - commercial fishing / recreation (1)
- Existing houses for workforce housing (1)
- Income to town
- Use of existing pier
- Fairs / festivals / park land

VALUES FEARS – What are your fears / concerns about values for the use of Mitchell Field?

None recorded.

VALUES HOPES – What are your hopes / aspirations about values for the use of Mitchell Field?

*Residents get to vote on final plans by secret ballot – maximum participation (5)

*Uses are sensitive to the environment (4)

*Redevelopment uses to benefit the maximum number of residents (3)

Utilization of waterfront is optimal (3)

Realistic economic/market-wise

GROUP 2 DATA (5 group members)

LAND USE FEARS – What are your fears / concerns about potential land uses for Mitchell Field?

- *Heavy industry (4)
- *Destruction of natural character (4)
- Chain stores (3)
- Imbalance of uses (2)
- Large houses / big lot, luxury homes (2)

LAND USE HOPES – What are your hopes / aspirations about potential land uses for Mitchell Field?

- *Senior development / Activity Hall, Workforce housing (near road) (5)
- *Open space / water access with trails (5)
- Mix of residential houses, mixed income (2)
- Recreation facilities – middle school students, Teen Center (1)
- Community gardens (1)
- Green architecture on homes (1)
- Continuing care / assisted living
- Wildlife classrooms
- Shorefront use → docks
- Small clean industry (jobs)
- Small retail

VALUES FEARS – What are your fears / concerns about values for the use of Mitchell Field?

- *Town becoming a perpetual landlord (5)
- *Uses that will erode or undermine community cohesion (4)
- Destruction of natural resources / environment (3)
- Destruction of natural beauty (2)
- Obstruction of sight lines to water (1)
- Being indecisive

VALUES HOPES – What are your hopes / aspirations about values for the use of Mitchell Field?

- *Priority to uses that enhance well-being and quality of community, uses that allow and foster community cohesion (7)
- *Maintains options for future generations (3)
- *Preserves environment (3)
- Property should generate tax revenue / residential use (1)
- Uses create sense of community, generate community pride, and belong to everyone (1)

GROUP 3 DATA (6 group members)

LAND USE FEARS – What are your fears / concerns about potential land uses for Mitchell Field?

- *Loss of open waterfront for public access (4)
- *Entities that don't provide cash flow to town (3)
- *Uses alien to composition of town (3)
- Loss of recreational and conservation uses (2)
- Overbuilt (1)
- Water-polluting entities and impacts (1)
- Industrial (1)
- Mall (1)
- Casino (1)
- Boatbuilding facility = start of industrial development (1)
- Office buildings
- High-rise
- Ferry terminal
- Loss of bird habitat
- Loss of public access / use
- Noise-producing entities (fire depot, speedway)
- Traffic-producing; increased pavement – impermeable surface
- Condos – excessive development

LAND USE HOPES – What are your hopes / aspirations about potential land uses for Mitchell Field?

- *Boatbuilding (4)
- *Increased cash flow to town (3)
- *Community events (3)
- Public wharf / waterfront access (2)
- Low-income housing (priority for Harpswell community residents) (1)
- Wildlife habitat for birds, etc (1)
- Hiking trails – outdoor recreation facilities (1)
- Community gardens / ice skating rink (1)
- Open space (1)
- Athletic fields (1)
- Beach and picnicking
- Amphitheater / stage / concert
- Anything with nautical spirit
- Dog park

VALUES FEARS – What are your fears / concerns about values for the use of Mitchell Field?

*Water pollution – negative impact on water table, water shortages, collateral water damage to surrounding area (10)

*A return to environmental degradation (8)

VALUES HOPES – What are your hopes / aspirations about values for the use of Mitchell Field?

*Jobs provided for local people (4)

*Maintain diverse uses for public use (4)

*Environmental responsibility in development (3)

Jobs on waterfront – including training and opportunities for Harpswell youth (3)

Design and use in line with community character (2)

Create open and public space in a town whose population is growing, and remaining undeveloped land is shrinking. Mitchell Field = solution (1)

Improvement and preservation of water quality (1)

Create non-industrial entrance; inviting green buffer (from Rt. 123 and from the water, consistent with surroundings)

Maintain water view from highest elevation

GROUP 4 DATA (5 group members)

LAND USE FEARS – What are your fears / concerns about potential land uses for Mitchell Field?

- *Heavy industry, tall smokestacks (7)
- *Area dominated by high-end condos (4)
- Too crowded / busy (3)
- Tall buildings (2)
- Motorized vehicle trails (1)
- Loud noises
- Shopping mall

LAND USE HOPES – What are your hopes / aspirations about potential land uses for Mitchell Field?

- *Dedicated public access to the water for boats and people (4)
- *Boat-building – not heavy industry (3)
- Community pavilion / gathering area on the waterfront and elsewhere (2)
- Commercial lobster / fishery facility (2)
- Recreation trails – 3 season (2)
- Coastal education / research facility (1)
- Affordable housing (1)
- Community wharf
- Recreation fields, tennis courts
- Non-marine light industry
- Beach
- Boat launch facility
- Community facility to accommodate town growth
- Storage space / facility for commercial fishermen
- Picnic area
- Motorized vehicle trails

VALUES FEARS – What are your fears / concerns about values for the use of Mitchell Field?

- *Community uses may not have waterfront access (5)
- *Costs of infrastructure won't be adequately addressed (4)
- *Loud noises / bright lights (3)
- Added traffic to Rt. 123 – what will happen to the road? (1)

VALUES HOPES – What are your hopes / aspirations about values for the use of Mitchell Field?

- *Environmentally friendly (5)
- *Maintain water views (4)

There will be large outreach effort to those who could make use of the property (4)

Bring positive tax or other revenue to the town (1)

Inviting to broad range of community (1)

Adequate security

GROUP 5 DATA (6 group members)

LAND USE FEARS – What are your fears / concerns about potential land uses for Mitchell Field?

Parking (2)

Big box store (2)

School (1)

Traffic

If a use to serve fishermen, it should serve whole community

LAND USE HOPES – What are your hopes / aspirations about potential land uses for Mitchell Field?

*Arboretum / botanical garden (5)

*Boat-building (3)

*Marine research / education facility (3)

Camping – tents, managed RVs (2)

Lobster / fish processing plant (1)

Marina (1)

School (1)

Community Center (1)

Ferry service connector (1)

Library

Recreation fields

VALUES FEARS – What are your fears / concerns about values for the use of Mitchell Field?

*Indecision (6)

*Unreasonable competition with what is already here (3)

Basing use on short-term use (fishing industry) (2)

Tax burden, esp. for those not using the facilities (1)

Distance from user (1)

VALUES HOPES – What are your hopes / aspirations about values for the use of Mitchell Field?

*Public access to water (2)

Remove fence (1)

Revenue neutral (1)

Minimal environmental impact (1)

Consistent with Comprehensive Plan (1)

Uses that attract all residents

GROUP 6 DATA (5 group members)

LAND USE FEARS – What are your fears / concerns about potential land uses for Mitchell Field?

- *Loss of rural coastal Maine character (6)
- *Not enough public access to shore line (4)
- *Not enough preservation, overdevelopment instead (4)
- Release / emission of toxic pollutants (2)
- Traffic patterns on Rt. 123
- Type / increased noise and light
- Commercial stuff
- Commercial fisherman use only

LAND USE HOPES – What are your hopes / aspirations about potential land uses for Mitchell Field?

- *Town Commons – gathering area for entire town (4)
- *Preserving scenic vistas (4)
- *Educational marine research for youth, tours and classes (3)
- *Open space / recreation area (walking, ball fields, dog friendly) (3)
- Aquarium (1)
- Access for seniors and handicapped people (1)
- Focusing use on things / activities that the citizens of Harpswell enjoy
- Place for refreshments / restaurant

VALUES FEARS – What are your fears / concerns about values for the use of Mitchell Field?

- *Piecemeal process of land / users (4)
- *Destruction of rural coastal Maine character (4)
- *Failure to recognize the impact of what we do on the neighboring residences (4)
- Unbalanced resource (money) distribution (1)

VALUES HOPES – What are your hopes / aspirations about values for the use of Mitchell Field?

- *Economic balance – commercial, educational, environmental (4)
- *Future generations will appreciate current decisions made for the field (4)
- *Inclusion of all property owners in the process / vote (3)
- Creative means of financing, ex. grants (2)

GROUP 7 DATA (6 group members)

LAND USE FEARS – What are your fears / concerns about potential land uses for Mitchell Field?

- *Pollution of all kinds (noise, water, light, air, traffic) (7)
- *Construction will happen on the part of site that is best and most usable for community events (3)
- *Washburn and Doughty development will perpetuate further development (2)
- *Don't want Harpswell to become New Jersey or Portland (2)
- Plant and animal life will be diminished (1)
- Overdeveloped
- Land will be lost
- Any major development will increase traffic, roads, and water

LAND USE HOPES – What are your hopes / aspirations about potential land uses for Mitchell Field?

- *Marine research lab (5)
- *Public beach with restrooms (4)
- *Open spaces for wildlife habitat (4)
- Community garden (1)
- Recreation center – all ages, all seasons (1)
- Zen garden (small piece) (1)
- Pier becomes fishing pier (1)
- Small boat ramp (1)
- Passive recreation
- Workforce housing – affordable
- Small business or artisan shop / studios
- Ice cream store

VALUES FEARS – What are your fears / concerns about values for the use of Mitchell Field?

- *Short-term tax relief will outweigh long-term benefits to open space (6)
- *Pier development will attract other industrial development (4)
- *The money and power will overcome the good common sense approach (3)
- No single use should eliminate any other use, uses should be compatible (2)
- Development will create an unsafe road for walking access

VALUES HOPES – What are your hopes / aspirations about values for the use of Mitchell Field?

- *Wildlife biologist will analyze the potential of the parcel (6)
- *Wooded area will remain wooded (3)
- *The Town doesn't overlook the potential of limited real estate (3)

GROUP 8 DATA (7 group members)

LAND USE FEARS – What are your fears / concerns about potential land uses for Mitchell Field?

- *Nothing (7)
- *Industrial park (6)
- *Walmart, big box stores (6)
- Casino (1)
- Condos
- Landfills

LAND USE HOPES – What are your hopes / aspirations about potential land uses for Mitchell Field?

- Access – Beach, water access, boat ramp, no fence, welcoming entrance, festival space (5)
- Community center – children, art, music, pool, etc (3)
- Conservation (2)
- Open space (2)
- Recreation (1)
- Marine uses (1)
- Concert space / outdoor entertainment venue (1)
- Affordable housing (1)
- Small wind farm (1)
- Community gardens
- Ecological learning center – learning for children and adults
- Winter recreation
- Affordable retirement housing

VALUES FEARS – What are your fears / concerns about values for the use of Mitchell Field?

- *Process gets too complicated, nothing happens (5)
- Loss of public access (4)
- Negative impact on surrounding neighborhoods (4)
- Selectman will shut down or not accept ideas (2)
- Property ruined in rush for development (2)
- View of water is obstructed
- Not representative of community

VALUES HOPES – What are your hopes / aspirations about values for the use of Mitchell Field?

*Fishing community protected (5)

Nothing is put there that prohibits public access (3)

Fits landscape (3)

Financially beneficial to town (3)

Welcoming and safe (2)

Quiet noise level (2)

Motivated by community as a whole (1)

Broad based plan

Pleases many people

- Please review this booklet and bring it with you to the Workshop -



BRIEFING BOOK

Creating a Community Vision for the future of Mitchell Field

Harpswell, Maine

Community Design Workshop

Sunday, July 15th – 2007

Harpswell Islands School

The Workshop is sponsored by:

The Town of Harpswell

Mitchell Field Steering Committee:

*Judith Redwine, Tony Barrett,
Melinda Small, Kim Johnson, Don
Miskill, Sally Carignan, David
Wessel, Jim Hays, David Hackett*

Mitchell Field Community Design Workshop
Harpwell Islands School

BRIEFING BOOK TABLE OF CONTENTS

1. Workshop Process
2. Workshop Agenda
3. Overview of site and site history
4. Aerial Map
5. Environmental FAQs
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9. Washburn & Doughty Proposal
10. Smart Growth principles for consideration

Mitchell Field Community Design Workshop

Harpswell Islands School

PROCESS

THANK YOU for your participation in the Mitchell Field Community Design Workshop. To make the most of this exciting and important event, please review the material in this Briefing Book ahead of time and bring the booklet with you for reference during the Workshop.

Participation in the Community Design Workshop is free and open to all interested parties. The people who attend will represent a wide spectrum of ideas, opinions, interests, skills, and expertise. Your enthusiasm and wisdom will form the basis for creating a strong graphic vision that expresses the community's vision for the future of Mitchell Field.

Design Teams

Participants will be assigned to a Design Team. Upon your arrival on Sunday you will receive further resources and your team assignment. Each team will have a cross-representation of residents, business and property owners, public officials, design professionals and other interested citizens. Each team member will contribute in their own way using whatever skills, talents and knowledge they have to creatively collaborate on a vision. Each team will include a:

Facilitator who has been oriented and trained in the process. Our Facilitators are graduate planning students from the Muskie School for Public Service's Community Planning and Development program.

Design Professional (architect or landscape architect). The Maine Chapter of the American Institute of Architects is providing continuing education credits for their membership. The design professional is encouraged to draw sketches, maps, diagrams, and designs. The presence of a design professional is not meant to substitute for your full participation. Rather, their presence is a resource, so please solicit their skills to help translate your ideas into final form.

Presenter to be selected by the team members, who will present your team's conclusions to the larger group at the conclusion of the Workshop.

YOU! Please come ready to brainstorm and develop designs for the potential reuse of Mitchell Field!

Team Resources

1. Each team member will receive a copy of this Briefing Book. Other resource handouts will be available during the day of the Workshop.
2. Each team will have base maps, graphic materials, and other materials to explore and present their findings.
3. Resource Rovers: experts will be available for input during the Workshop.

Mitchell Field Community Design Workshop
Agenda
July 15, 2007. 12 – 5 PM

11:00 – 12:00 (Optional) Lunch & Participant Registration (1 hour)

12:00 – 12:15 Registration and Check-in (15 minutes)

12:15 – 12:45 Orientation session (30 minutes)

12:45 – 4:15 Team sessions (3 hours, 30 minutes)

4:15 – 5:00 Final presentations (45 minutes)

Mitchell Field Fact Sheet

Existing Property Description

- ◆ Total - 119.3 acres
- ◆ Shoreline - 2,630 feet (Zoned Shoreland Residential)
- ◆ 350' of road frontage along Rt. 123
- ◆ Underground electric and communications conduits
- ◆ 16 Buildings (including 400' pier & elevated water tank)
- ◆ Approximately 2 miles of paved road
- ◆ Approximately .75 miles of dirt road

Site History

- ◆ 1952 - Defense Department acquires property
- ◆ 1992 - Fuel Depot officially ceases operation
- ◆ 2001 - Property transfers to Town ownership(118.5 acres)
- ◆ 2004 - Housing area to Town ownership (.82 acres)

Current Allowed Uses

- ◆ Open - 8 AM to sunset
- ◆ The wooded area is for conservation and non-intrusive uses, including but not limited to walking, picnicking and skiing (~50 acres).
- ◆ The open field area and roads are for recreational purposes (~70 acres).
- ◆ Available for other public or private use (e.g. Harpswell Festival) - policy administered by Selectmen

What is the Future of Mitchell Field?

- ◆ YOU DECIDE!!
- ◆ A Public Participation Planning Process is underway and the success of the process is PUBLIC INVOLVEMENT. Become engaged and join us to share your ideas or just come to share in the food and experience.

Forum 1 (Information, Education and Discussion)

June 6, 6:30-8:30 PM, Harpswell Islands School.

Forum 2 (Hopes and Aspirations)

June 26, 6:30-8:30 PM, Harpswell Islands School.

Community Design Workshop (pre-registration requested, not required)

July 15, 12* - 5:30 PM, Harpswell Islands School.

*Lunch to be served from 11am to noon.

Forum 3 (Follow-up Review of Workshop)

July 31, 6:30-8:30 PM, Harpswell Islands School.

- ◆ The Comprehensive Master Plan will be based SOLELY on the public input.
- ◆ Holt and Lachman, a Community Design and Planning firm, will facilitate the community discussion.
- ◆ This process is funded through federal grant monies, an anonymous donation and Town resources.

Planning for the future use of Mitchell Field is a big event.

You will want to be there.

For more information or to pre-register visit harpswell.maine.gov or call 833-5771



Mitchell Field Community Design Workshop
Harpwell Islands School

ENVIRONMENTAL Q&A

Q1. I heard that the old fuel depot is environmentally dangerous for children to visit, is it?

A. Mitchell Field is perfectly safe for everyone to visit, walk on, roll in the grass and to eat a bean supper.

Q2. What caused the environmental contamination at Mitchell Field?

A. Petroleum fuels. Almost all commercial and military fuel terminals today have petroleum contaminated soils and groundwater. When and if these properties are redeveloped for other use, this soil contamination is examined, tested and remediated for the appropriate reuse of the property.

Q3. The property deed allows only 450 gallons per day to be pumped from Mitchell Field. Why?

A. This very low limit has been suggested by some as indicative of the limited capabilities of the land to support business or residential activity. Not true. It appears that Maine Department of Environmental Protection (DEP) set this low limit based on the town's stated use for the property – recreational and light commercial. Maine DEP is currently working to significantly increase the water withdrawal rates of the new water supply well and change this deed restriction.

Q4. When will Maine DEP relax some of the deed restrictions on use to allow broader use of the property?

A. Maine DEP is working with the town to ensure that all reasonable uses for Mitchell Field will be permitted. They see no obstacles to any of the ideas being discussed in the Master Plan process.

Q5. How can it be safe? I heard that schools, retirement housing and residences can't be built at Mitchell Field.

A. Maine Department of Health & Human Services requires adequate and safe drinking water for residential, school and hospital use. Safe drinking water has been the environmental concern at Mitchell Field, not any substance that a person might come into contact with normal use.

Q6. The property deed does not allow residential use without the prior written consent of Maine DEP. Why?

A. The environmental risk analysis for the fuel depot was only conducted under a "trespass" and "light commercial" scenario. A "residential" scenario was not examined because it was not requested by the town or the Navy. Based on the current condition of the property and similar brownfield sites (i.e. Loring), Maine DEP believes that residential uses on Mitchell Field may be feasible. Prior to

such an allowance the Maine DEP would require an environmental risk analysis to be conducted for the residential scenario use. An environmental risk analysis will be required for any future uses of the site that fall outside of the “trespass” and “light commercial” scenario already studied.

Q7. I heard that the town is prohibited from digging any holes at Mitchell Field. Is this true? Why?

A. A reasonable amount of excavation will be allowed with Maine DEP oversight. The Maine DEP’s primary concern is exposure to contaminated groundwater. Maine DEP wants to be able to test any removed soil and so requires permission to be granted in advance. Maine DEP expects no problem with soil excavation related to future development of the site.

The groundwater contamination is localized to the areas where the original spills occurred, about 10-20% of the property. There has been little migration since the source-contaminated soil has been removed. However, these areas are not marked on the property and to be safe, Maine DEP has imposed the digging restriction for the entire property. If a location is underlain by contaminated groundwater, this groundwater lies 10 feet or more below the surface, so one would have to dig down quite a ways to even encounter contaminated water.

Maine DEP uses the ‘ingestion’ threshold level for safe drinking water not the ‘dermal’ exposure limit which is much higher. A person’s exposure to benzene is far greater when one spills gas on a hand while filling a lawnmower engine than digging down and touching contaminated groundwater at Mitchell Field.

Q8. Where did the fuel spills occur?

A. In and around the tank farms, the main gate area and the drum storage area. After the facility closed, a soil testing survey indicated that approximately 10-20% of the property had petroleum-contaminated soil.

Q9. How did the spills happen?

A. Valve failures, corrosion, heavy snow loads on the tanks and operator errors. The visible and obvious spills were attended by the Navy’s standard operating procedures as they occurred. All the recorded spills involved relatively small volumes.

However, since water tends to accumulate at the bottom of tanks and the low spots in pipelines, insidious corrosion would result in unseen tank bottom leaks. Only when tanks recorded product losses greater than normal evaporation, were they taken out of service and inspected. Today, tanks are built with fiberglass bottoms and double walls. We suspect that this insidious and gradual corrosion caused the greatest number of spills in both quantity and volume.

Q10. How much fuel was spilled over the years?

A. No one knows – less than a tanker spill but more than the 7 reported spills.

Q11. Were spills cleaned up?

A. Yes, the primary concern was with petroleum going into the bay; to prevent obvious and visible effects on bird & marine life, fishing and recreation. Surface and visible spills were addressed as they occurred. However, throwing used motor oil into the woods was a commonly accepted practice back in the old days, so spills that were absorbed into the ground were less of a concern during operations (it was difficult to clean up under a tank). It is this soil contamination that was the main problem when the facility closed and is the cause of residual groundwater contamination today.

Q12. What about the old dump at the Fuel Depot? I heard that there was nasty stuff thrown in there?

A. During site remediation, the 3-acre landfill was examined by digging 22 test pits and trenches. 75% of the material was soil, rocks, stumps and organic debris. Much of the rest of the material was construction & demolition debris. There was some small quantities of incinerator ash and what was thought to be tank bottom sludge. The ash and sludge was tested and found to be inert and stable. The landfill was closed and capped in accordance with Maine DEP procedures in 1997.

Q13. I thought that the Navy cleaned up all the contamination before releasing the property to the town?

A. Yes, the soil contamination was cleaned up to Maine DEP standards. Petroleum spills are frequent occurrences (when a car flips in an accident or when one's oil heating tank leaks) and there are several accepted remediation methods. At Mitchell Field the entire property surface was tested for residual petroleum contamination. The contaminated soil was remediated utilizing a variety of generally accepted practices including reuse of petroleum-saturated material in cold-mix asphalt (reused for paving some of the on-site roads), removal of contaminated soils from the site, and thermal treatment of soils to treat and redeposit soils in the evacuated areas. Some petroleum migrated into the bedrock where small amounts contaminate the groundwater today.

Of all the industrial environmental contamination that can occur in Maine, petroleum is relatively benign and easy to fix. There is also natural attenuation – which means that overtime nature does the clean-up job. Microbes in the sub-surface groundwater consume the petroleum. That is why the contaminated groundwater, once the overlying contaminated soil source has been removed, has slowly been improving.

Q14. Wasn't an abutter's well contaminated with Benzeneⁱ?

ⁱ The EPA has set the Maximum Contaminant Level (MCL) for benzene at 5 parts per billion (ppb) because, given present technology and resources, this is the lowest level to which water systems can reasonably be required to remove this contaminant should it occur in drinking water. City air can often average 5 ppb. Gasoline typically contains up to 1% benzene – 10,000,000 ppb. Auto exhaust can vary between 30,000 to 50,000 ppb benzene. Cigarettes produce benzene at concentrations of 350,000 ppb. When you breath gasoline vapors while filling up your car or second-hand cigarette smoke, one's exposure to benzene is far in excess of the levels found in Mitchell Field groundwater.

A. Yes, a neighbor adjacent to the fuel depot had a contaminated well. The navy spilled fuel near the gate and contaminated soils slowly released into the sub-surface groundwater. Once the Navy removed the contaminated soil source, the nearby water wells cleaned up. The groundwater lower down on Mitchell Field under the tank farm site is still contaminated and is subject to an ongoing monitoring program by Maine DEP.

Q15. My Uncle remembers seeing stacks of rusting drums near the dump?

A. When the facility closed, the drums had all been removed from two storage locations. We assume that these drums contained lubricants and other petroleum-related materials for use at the depot. There was some soil contamination that was determined to be minor and not requiring active remediation. Monitoring wells were installed and continue to be checked currently.

Q16. What about hazardous chemicals?

A. The facility used hazardous chemicals but not in industrial quantities (pesticides, solvents and other household chemicals for the ongoing operation). The electrical transformers contained PCBs. All these materials were removed by the Navy when the facility closed. The landfill was tested for residual pesticide and PCBs and no traces were found.

Q17. How about the lead contaminated soils?

A. As with old buildings that were painted with lead-based paint, lead has been tested in the soil around the buildings and the houses. Lead abatement was undertaken and lead containing materials removed. Lead around the two Navy houses has recently been tested and the town is pursuing clean-up with the Navy.

Q18. What about asbestos?

A. There were asbestos containing materials (ACM) used in the buildings – mainly floor tiles, mastic and roofing materials. The ACM was removed or the entire building removed and disposed of in accordance with Maine DEP procedures. We think that the Generator and pipeline pump house still have asbestos shielding and pipe wrap. These materials are stable but will need to be handled if and when that building is used for another use.

Mitchell Field Community Design Workshop

Harpowell Islands School

SUMMARY OF FORUM 1

On June 6, 2007, Mitchell Field Forum #1 was held at Harpswell Island School from 6:30 – 8:30 PM. Approximately sixty (60) citizens attended the forum.

The forum began with presentations on the existing conditions of the Mitchell Field site. First, experts Randy Tome, Andrew Johnston, and Barney Baker spoke about the site's infrastructure. Randy Tome, an engineer at Woodard and Curran, discussed the buildings. Andrew Johnston, an engineer at SYTDesign, spoke about the water tower, the roads, the water system, and the electrical system on the site. Barney Baker, from Baker Design Consultants, discussed shoreland zoning, the pier structure, and water access.

Afterwards, Naji Akliadiss, Hank Andolsek, and Jean Firth, all from the Department of Environmental Protection (DEP), spoke to the environmental conditions of the site. Naji Akliadiss explained the extent of soil and groundwater contamination on the site, as well as the remediation efforts that have gone on, and the deed limitations of water usage and on-site activities. Hank Andolsek discussed current on-site environmental activities. Jean Firth spoke about the Voluntary Remedial Action Program.

Participants then had the opportunity to ask questions of these infrastructure and environmental experts. A summary of the main ideas from the forum follows.

Environmental Conditions:

- Mitchell Field is basically safe for people to recreate, and can be made safe for any proposed use
- The amount of water available from the wells can be increased for most any proposed use
- Depending on proposed uses, additional testing and remediation will be done
- The DEP is very cooperative and eager to continue working with the town to realize the full potential of Mitchell Field

Infrastructure Conditions:

- Proposed uses will drive necessary repairs and costs for infrastructure
- Road system is generally well built and forms good basis for future development and use
- Electrical system is relatively new and has capacity for many uses
- The buildings are at the end of their useful life
- The water tower requires additional testing to verify its condition. It appears in good shape, but is 50+ years old.
- The pier has significant structural issues. Future use will determine required repairs and costs

Mitchell Field Community Design Workshop

Harpowell Islands School

SUMMARY OF FORUM 2

On June 26, 2007, Mitchell Field Forum #2 was held at Harpswell Islands School from 6:30 – 8:30 PM. Approximately forty (40) citizens attended the forum.

Participants broke into eight small groups, each led by a student facilitator from the Muskie School of Public Service. The groups brainstormed their hopes and fears about land use and values, with the facilitators writing their ideas on flipchart sheets. After brainstorming, citizens were given twelve color dots in order to prioritize their thoughts. Groups crafted a list of Guiding Principles for Redevelopment based on the hopes and fears about values that received the most dots. The high-priority hopes for land uses became a list of Highest and Best Land Use, and the high-priority fears for land uses became Undesirable Land Uses. These three lists were the Final Report for the group. All participants reassembled in the auditorium, and the eight Final Reports were presented to the large group. A summary of key results from the forum follows.

Common themes among Guiding Principles for Redevelopment

- Uses should further public access to the water whether recreational or commercial (5 groups)
- Uses are sensitive to the environment (4 groups)
- The process will end in a definite decision to use the property in a way reflecting the will of the town (3 groups)
- Priority to uses that enhance well-being and quality of community, uses that allow and foster community cohesion (2 groups)
- Maintain options for future generations (2 groups)
- Mitchell Field process will have maximum public participation (all property owners) and decision-making in redevelopment planning (2 groups)
- Balance economic development and conservation (2 groups)

Common themes among Highest and Best Land Uses

- Open Space / Recreation (walking, boating, beach uses) (6 groups)
- Boat building that is not heavy industry (4 groups)
- Marine research / education facility (3 groups)
- Community events (2 groups)

Common themes among Undesirable Land Uses

- Uses or overdevelopment alien to character of town (3 groups)
- No big box stores or industrial park (2 groups)
- Uses that require large parking lots / asphalt (2 groups)
- Polluting uses (2 groups)
- Heavy industry (2 groups)
- Loss of open waterfront access to public (2 groups)

Mitchell Field Community Design Workshop

Harpswell Islands School

POTENTIAL USES AND TEMPLATES

This section contains a series of potential uses which may offer insight into exploring potential redevelopment options for Mitchell Field. The potential uses are based on highest and best land uses decided upon by community members at Forum #2 (June 26) and in other community input opportunities conducted last year by the committee. The templates are basic guidelines for approaching specific development uses or building types. These can be useful in helping us envision potential, explore possibilities, and test our experiments.

It should be understood that these case studies are not meant to be suggestions on architectural style, or endorsements for what's appropriate for Mitchell Field. The underlying development pattern that is presented in a case study is what's important to consider: How much land area does a development pattern or building type use? What is the potential to adapt the development pattern to the hopes and aspirations of Harpswell? How might we borrow and piece together the best ideas from a variety of sources to craft something that is unique to Harpswell? What might be the right balance of uses, densities, building types, and open space for Mitchell Field?

Some of the studies present examples that are assumed to be community built; that is, these are developments that, most likely, the town of Harpswell would pay for and own - things like community centers, municipal pools, parks and green spaces, recreation facilities, trails, and the like. Other case studies look at developments that, most likely, would be created by the private sector. These are developments that would likely put property and value on the tax roles. By and large, towns pay for community amenities with property taxes. Possibly, some of these case studies might offer lessons on how to balance public amenities and compact private development to enhance both the public and private realm.

The potential uses are presented in the following order:

- Community Center (case study of Kittery, ME)
- Recreation – High Intensity (templates for parks, track & field, playlots & playgrounds)
- Recreation – Low Intensity (templates for trails, and natural preserves)
- Commercial (template for neighborhood-scaled retail and offices)
- Housing – [mixed-use office with housing]
- Housing – [workforce housing] (case study from Ferry Landing, Saco)
- Housing – [market-rate townhouses with affordable senior apartments]
- Housing – [mixed-income housing] (case study from Wyndcrest, MA)
- Housing – [pocket neighborhood] (Danielson Grove)
- Housing – [pocket neighborhood] (Greenwood Ave Cottages)
- Housing – Matsusaka Townhouses
- Housing – Cony Village
- Information – Waterfront Rehabilitation Uses and Considerations
- Marine Research and Educational Facility
- Arboretum and Botanical Garden
- Wind Farm

Note: Line item costs of all features listed will be developed for use at the Community Design Workshop event. Other templates will also be available at the event (e.g. community garden, boat ramp).

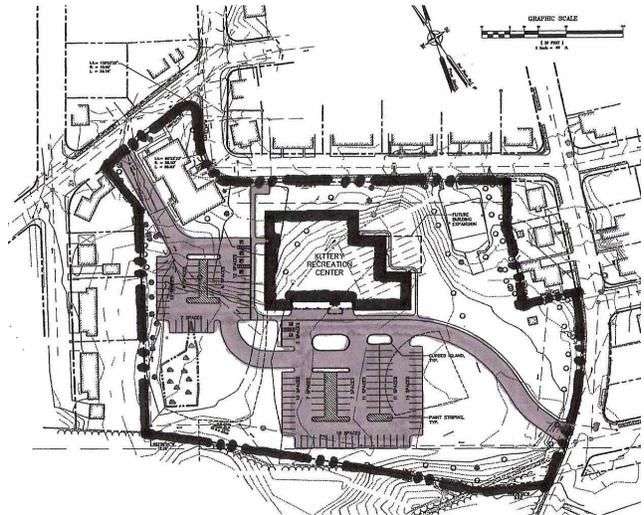
COMMUNITY CENTER MODEL

Kittery Community Center, Kittery, Maine

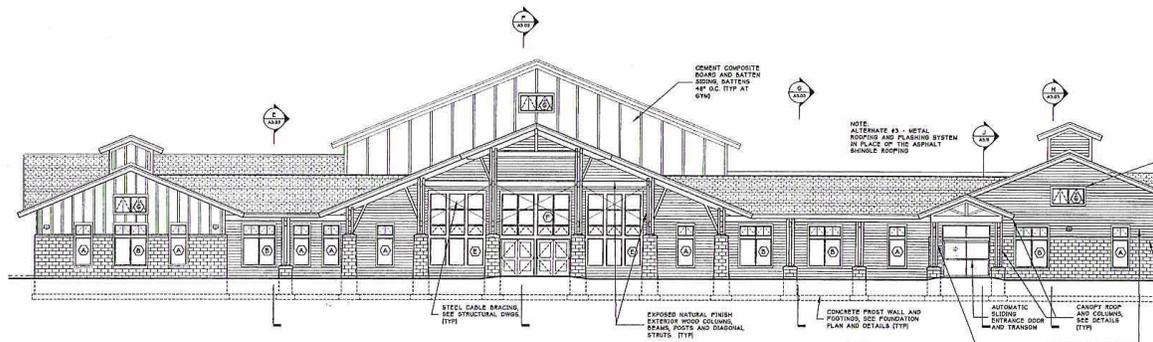
The Town of Kittery has completed extensive planning for a community center. According to the town's programming consultant¹, the model created by Kittery is appropriately scaled and programmed for a Maine community of approximately 7,500 population (note: Harpswell population is 4,267 according to 2000 census).

The program includes: gymnasium; exercise room; aerobics; large flex space; 2 multi-purpose meeting rooms; community room; senior room; kitchen; office with conference; bathrooms, support and mechanical space. The community center is sited with the building facing the street & community; parking is placed to the side and rear.

Site area	4 acres
Building area	22,000 sq ft
Cost (projected)	\$4.0 million
Cots per sq ft	\$180/sq ft
Annual operations	\$150,000/yr



Drawings by JSA Architects
Portsmouth, NH



¹ Dana Anderson, Parks & Leisure Services, Inc; and Director of the Director of the South Portland Department of Parks & Recreation. Mr. Anderson oversaw the construction of a 42,000 SF addition to the South Portland Community Center, and spearheaded the strategic plan for a community center for Waldoboro, ME

HIGH INTENSITY RECREATION

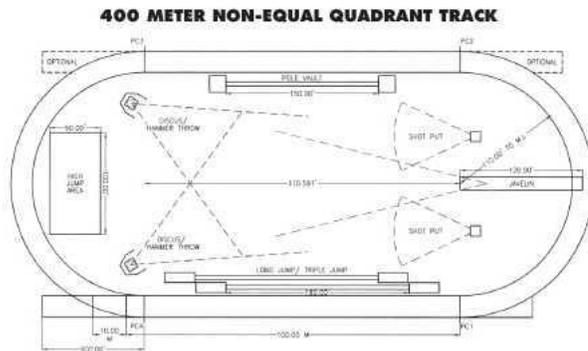
High-Intensity Recreation includes landscaped parks and village greens with amenities, track & fields, and playgrounds.

1. Formal Parks



Formal parks, not including playing fields, can range from “pocket parks” (under an acres), to village parks and town greens (1-4 acres), to community parks (6 acres or more). They are landscaped and typically include hardscape, lighting, pedestrian amenities, and special features (gazebos, fountains, public art, etc). They can cost from \$50K/acre to \$250K/acre or more to develop, depending on the level of design detail, materials, special features, and site conditions.

2. Track & Field



It would cost approximately \$750,000 to construct a new track with bleachers, locker/rest room/equipment facilities. An upgraded facility could be rented out and used regionally. A track & field facility requires about 5 acres of land (parking not included).

3. Playlots & Playgrounds



Playlots, designed for pre-school children, are generally enclosed for safety, but are integral parts of neighborhood design. They typically range from 1,000 SF to a quarter-acre (which will serve 50 children). Playgrounds are for older children and adults, and include playground equipment, open turf areas, shaded areas, field games (e.g., softball), court games (e.g., basketball), and pedestrian amenities. A small playground of 3 acres serves 250 families; typical community playgrounds are 8 acres and up.

LOW-INTENSITY RECREATION

Low-Intensity Recreation includes trails, natural preserves, and passive open space.

1. Trails



Trails can be as simple as a path through a meadow, or paved for multiple recreational use. Pedestrian and bicycle trails between schools and neighborhoods (existing and new) are highly encouraged.

Mitchell Field is currently used for passive recreation. Even without new infrastructure, there is an expense to maintain use as passive recreation which can including:

- Lawn & grounds maintenance
- Garbage removal
- Public safety patrols

Minimal investment in new infrastructure can increase use of passive recreation.

Such investment might include:

- Development of signage
- Development of trails
- Installation of public facilities (bathrooms, water fountains, simple shelters, benches, etc)

Line item costs of such features will be developed for use at the Community Design Workshop event.



Mitchell Field Community Design Workshop
Harpwell Islands School

Neighborhood scaled retail/office complex



Retail-ground floor (sq ft.)	6,000
Office- upper level (sq. ft)	6,000
Land area required (acres)	1 acres

*Parking lot behind
building w/ on-street
parking*

This model could be a mixed-use project as well. The upper level could provide 6-10 apartments with shared parking.

Mitchell Field Community Design Workshop

Harpswell Islands School

HOUSING MODELS



Danielson Grove Cottages – single family houses

This 'pocket neighborhood' offers a mix of 1, 2, & 3 bedroom homes. Each home is on a private lot, sensitively arranged around stunning garden courtyards. Designed with community in mind, our 'better rather than bigger' homes are BuiltGreen/Energy Star Certified. The whole development is on 41,800 square feet (.95 acre).



NOT TO SCALE (SEE TEMPLATE)

Mitchell Field Community Design Workshop
Harpswell Islands School

HOUSING MODELS



Greenwood Avenue Cottages – single family houses

Eight small houses of this 'pocket neighborhood' enclose a shared community green. Each dwelling has its own private yard, surrounded by a low fence and garden gate. Garages and parking are clustered off to the side — a design feature that has residents walking through the commons as a way of fostering a strong sense of community. The cottages range in size from 768 to 998 square feet. The whole development is on 74,200 square feet (1.7 acre).



NOT TO SCALE (SEE TEMPLATE)

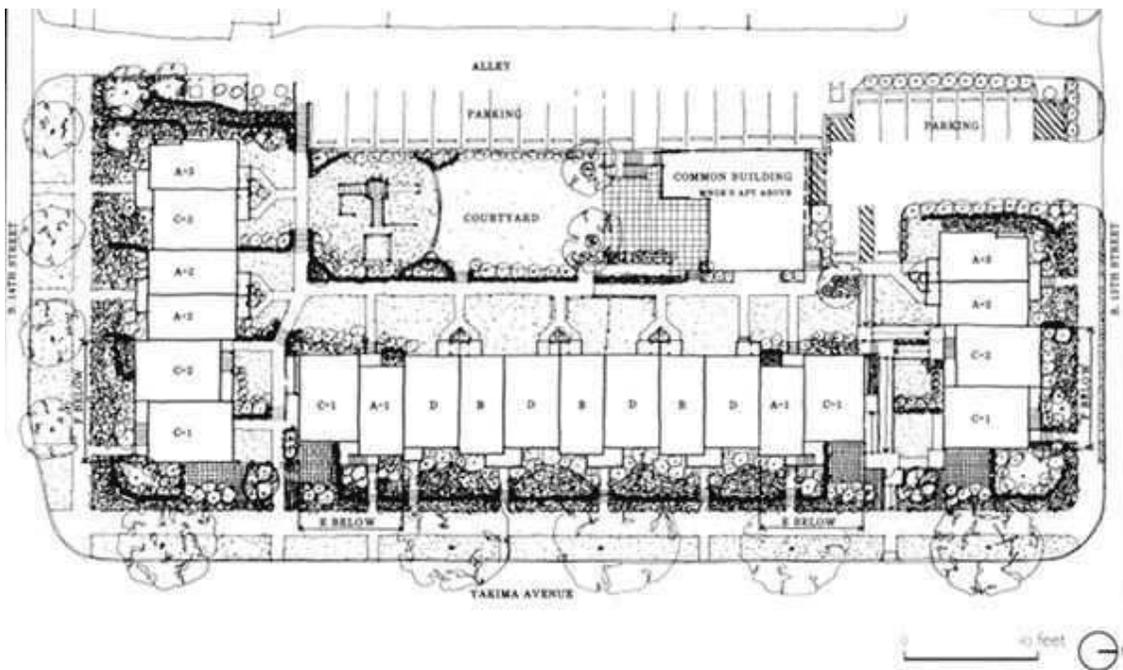
Mitchell Field Community Design Workshop
Harpswell Islands School

HOUSING MODELS



Matsusaka Townhomes – attached single family

26 Townhouse homes share common parking, entry courtyard/playground, and a community space with laundry. The whole development is on 39,000 square feet (.89 acre).



NOT TO SCALE (SEE TEMPLATE)

Mitchell Field Community Design Workshop
 Harpswell Islands School

HOUSING MODELS

Mixed-use office with housing



NOT TO SCALE (SEE TEMPLATE)

Total (less pond)	16 acres
Open space (commons)	1.0 acres
Right of way & roads	not known
Residential area	10 acres
Commercial area	4 acres
Dwelling units	82
Mixed-income, senior living, affordable apartments	41
Commercial property (building space)	30,000 sq ft

This model mixes commercial/office space with single and attached housing. This project includes “high end” market rate housing.

Mitchell Field Community Design Workshop
Harpswell Islands School

HOUSING MODELS

FERRY LANDING – Saco, Maine

Right of way & roads area	1.4 acres
Residential parcels area (total)	8.8 acres
Number of units	28
Housing types	Single family



NOT TO SCALE (SEE TEMPLATE)



Ferry Landing is a 28-unit subdivision mainly targeting the retirement population. A homeowner's association takes care of all exterior maintenance. This project includes “high end” market rate housing.

Mitchell Field Community Design Workshop
 Harpswell Islands School

HOUSING MODELS

WYNDCREST - Massachusetts



NOT TO SCALE
 (SEE TEMPLATE)



Total area	6 acres
Open space (association)	.5 acres
Right of way & roads area	1 acres
Residential parcels area (total)	4.5 acres
Number of units	26
Housing types	single, duplex, townhouse

The six acre site included includes 26 homes (13 single-family, 5 cottages, and 8 townhouses) and two neighborhood greens. Wyndcrest has been widely recognized for its successful integration of affordable housing with market-rate housing.

Mitchell Field Community Design Workshop

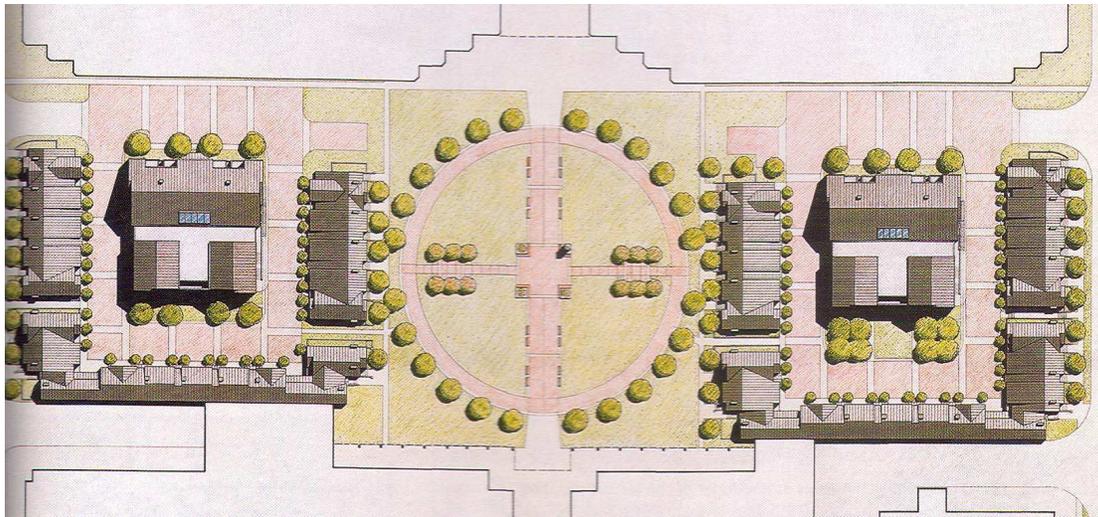
Harpswell Islands School

HOUSING MODELS

Market rate townhouses with affordable Senior Apartments

The focus of this project – and the key to making the housing density work – is the acre-and-a-half “common green” in the center of the project. The public green is framed by the townhouse facades. The development includes market-rate townhouses that extend around the block, forming a U-shape pattern. A subsidized senior housing apartment tucks into the niche. Garages are in the back of townhouse units, and are accessed through paved parking courts internal to the block.

Total area	5.2 acres
Common Green (public space)	1.5 acres
Residential development area (total)	3.7 acres
Number of units	102
Housing types	Townhouses & Senior Apartment



NOT TO SCALE (SEE TEMPLATE)



Mitchell Field Community Design Workshop
Harswell Islands School

HOUSING MODELS

CONY VILLAGE – Augusta, Maine



NOT TO SCALE
(SEE TEMPLATE)

This project clusters 42 dwellings (a mix of single family; two-family; and townhouse units) on 6 acres of land with a common green in the center. The cluster development sits in a 26 acre parcel with remaining land held in reserve. The small dwellings (approximately 1,200 SF each) on small lots (average size: 3,000 SF) keeps the project affordable. The developer is an affordable non-profit developer targeting “workforce housing.” The development, designed by Holt & Lachman, broke ground spring, 2007.



Waterfront Rehabilitation Uses and Considerations

USERS Possible Facility Users	Commercial Fisherman	
	Recreational Boaters Marina, Moorings, Trailerable	
	Moorings Dinghy Landing and Dinghy Storage	
	Town of Harpswell Harbormaster Fire and Rescue services.	
	Casco Bay Lines Ferry	
	Educational Institutions/Foundations MMA, UNE, USM, St Joseph's College Bigelow Labs, Darling Marine Center, Woods Hole, Gulf of Maine Research Institute, Gulf of Maine Aquarium, Maine Aquaculture Innovation Center, the Lobster Conservancy, Maine Department of Marine Resources, Marine Advanced Technology Education Regional High Schools	Waterfront/vessel access for Research Partnerships in aquaculture, fisheries, Ocean sciences, etc in the Portland Area
	Stewards of the Environment Friends of Casco Bay, Casco Bay Estuary Project, The Lobster Conservancy, Clean Casco Bay, the Island Institute, Marine Animal Lifeline	Waterfront/vessel access for enforcement and monitoring activities in the Portland Area
	Business Based Users Washburn and Doughty Other Marine Services	
	Non-Boaters Pier Fishing Viewing Area	
MARINA Geometry Considerations	Width/Length of access Floats	8 to 10 feet/ 20 feet module
	Width/length of Finger Pier	4 to 6 feet/20 feet
	Size of Berth	For two (2) boats 35-ft x 24-ft
	Fairway clearance	40-50 feet
	Floating Breakwater	20-ft wide
	Gangway	4-ft x 40-ft

Waterfront Rehabilitation Uses and Considerations

PIER Design Geometry	Width of Pier	Existing Pier Width- See Plan Pedestrian Access- 6-ft (min) Vehicle Access--20-ft (min)
	Length of Pier	Distance to 5 ft at MLW Distance to 10 ft at MLW Distance to 15ft at MLW
	Vehicle Access	Turn-around, Parking or Backing? Parking, loading/unloading?
BOATRAMP	Gradient-12 to 15 %	
	Distance to Low water	
	Shared Use options Washburn and Doughty Fisherman Gear Transfer	
	Associated Parking Trailer Parking Template	
	Floats 6-ft wide	
Grant/Funding Opportunities	BGS Maine Bureau of General Services	Requires facility to be open to the Public Jobs generated? Region Demographics
	SHIP (Small Harbor Improvement)	
	State Bond Issue	
	CDBG (Community Development Block Grant)	
	Me DIFW or Dept of Conservation	
	Marine Infrastructure and Technology Fund	Educational/Research opportunities from Pier www.mainetechnology.org/bond-funds.asp
	Maine National Guard	
	Vocational Schools	Float Construction
Planning/ Design Documentation	Existing Pier Plans	Available at Design Workshop
	Aerial Photo	
	Topographic/Bathymetric Survey	
	FEMA Map & Study	
	Templates -Boat, Marina, Parking	

Mitchell Field Community Design Workshop

Harpswell Islands School

MARINE RESEARCH AND EDUCATION FACILITY MODEL

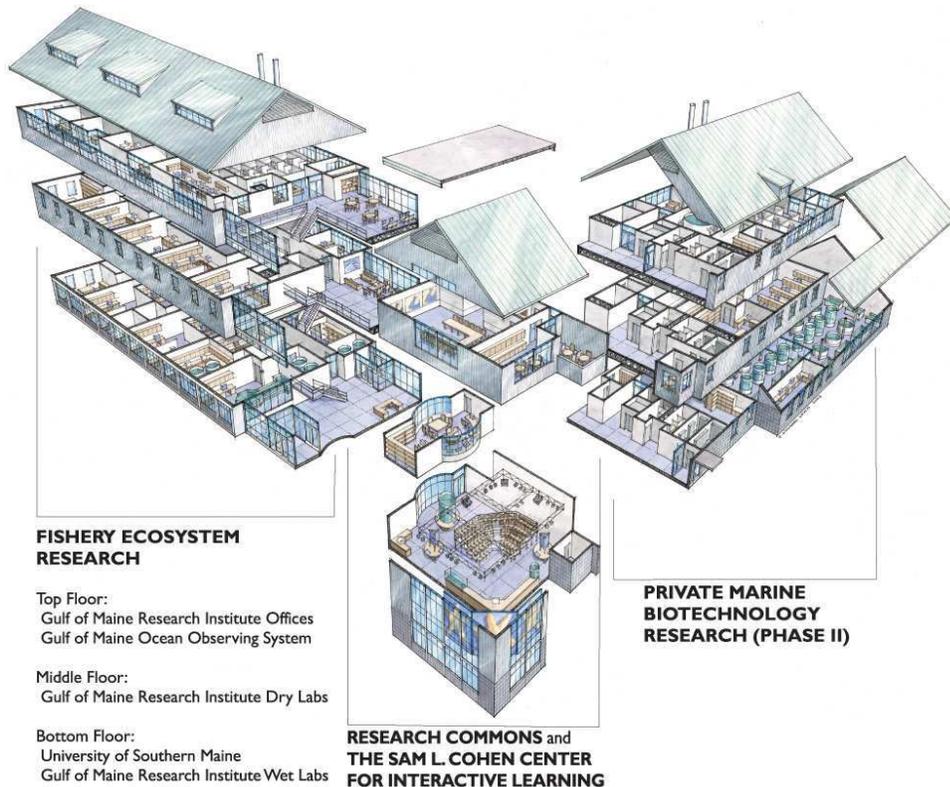
Gulf of Maine Research Institute



The 44,000 sq. ft. Phase I Lab includes a Fishery Ecosystem Research Wing (wet labs and analytical labs, office suites, shared conference rooms) and The Center for Interactive Learning (live and digital exhibits tailored to serve Maine middle school students and teachers). The Phase II expansion will add 25,000 sq. ft. devoted to marine biotechnology.

This new genre of hybrid marine research facility will:

- Bring scientists and fishermen together from around the region to collaborate on high-priority fishery ecosystem research;
- Provide an effective vehicle for marine researchers to share their work in a meaningful way with Maine students, teachers, and families; and
- Serve as an economic engine for Portland, creating high quality research jobs and a magnet for the growth of additional marine research.



FISHERY ECOSYSTEM RESEARCH

Top Floor:
Gulf of Maine Research Institute Offices
Gulf of Maine Ocean Observing System

Middle Floor:
Gulf of Maine Research Institute Dry Labs

Bottom Floor:
University of Southern Maine
Gulf of Maine Research Institute Wet Labs

**RESEARCH COMMONS and
THE SAM L. COHEN CENTER
FOR INTERACTIVE LEARNING**

**PRIVATE MARINE
BIOTECHNOLOGY
RESEARCH (PHASE II)**

This facility, on a 5.5 acre waterfront site (formerly the U.S. Naval Reserve Pier and U.S. Coast Guard Pier), will foster partnerships among the region's leading research institutions, education institutions, the fishing community, private industry, and other stakeholders.

NOT TO SCALE
(SEE TEMPLATE)

Source:
http://www.gma.org/about_GMRI/

Mitchell Field Community Design Workshop Harpwell Islands School

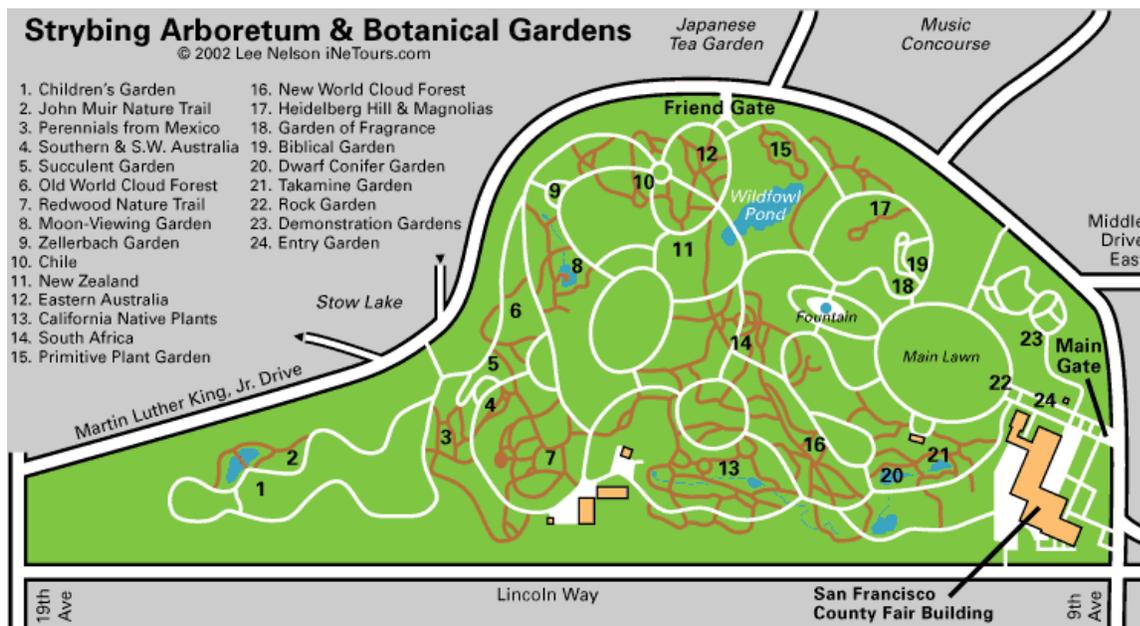
ARBORETUM MODEL

Strybing Arboretum & Botanical Gardens

"Strybing Arboretum and Botanical Gardens is a living museum for the enjoyment and exploration of the natural world" is the way Strybing's mission statement begins. Strybing Arboretum and Botanical Gardens is a public garden serving San Francisco residents and visitors with its diverse collection of plants from around the world, educational programs and conservation of rare and unique plants.

Fifty-five acres of Golden Gate Park in San Francisco is dedicated to Strybing Arboretum & Botanical Gardens with over 7,000 different species of plants from around the world.

Strybing Arboretum & Botanical Gardens is open to the public, admission free, 365 days a year. Strybing is owned and operated by the San Francisco Recreation and Park Department in cooperation with the non-profit, member-supported Strybing Arboretum Society.



NOT TO SCALE (SEE TEMPLATE)

Source: http://www.inetours.com/Pages/SFNbrhds/GGP_Strybing.html

Mitchell Field Community Design Workshop
Harpswell Islands School

WIND FARM MODEL

Atlantic County, New Jersey

The 7.5-megawatt Jersey-Atlantic Wind Farm is the first coastal wind farm in the United States. This wind farm consists of five (5) turbines, which are 397 feet tall. They are spaced about 500 feet apart over a 22-acre site that is the premises of a Wastewater Treatment Plant.

The turbines produce approximately 19 million kilowatt-hours of emission-free electricity – enough energy to power over 2,500 homes. The electricity will be used by both the Wastewater Treatment Plant on site and delivered to the regional electric grid.

This case study demonstrates how a wind farm can be integrated with other types of development on a site.



NOT TO SCALE (SEE TEMPLATE)

Source: http://www.newwindenergy.com/windfarm_jaw/index.html

Mitchell Field Community Design Workshop

Harpswell Islands School

WASHBURN & DOUGHTY PROPOSAL

The Town voted in June to direct the Select Board to enter into negotiations with Washburn & Doughty Ship Builders to lease up to 5 acres of Mitchell Field for a ship building operation. The town vote also instructed that the ongoing negotiations be integrated into the master planning process for Mitchell Field.

The Community Design Workshop is an opportunity for citizens to examine the initial proposal presented by Washburn & Doughty, and to explore how a ship building operation could fit into an overall development vision for the community property. Citizens are free to explore how a proposed boat building facility might be arranged differently from the initial proposal to make for expanded opportunity on the waterfront, or even to explore alternatives to boatbuilding operations if they wish.

The site plan below, provided by Washburn & Doughty, show their initial notion of how a ship building facility could fit on Mitchell Field.



Detail enlargement showing area for proposed W & D.

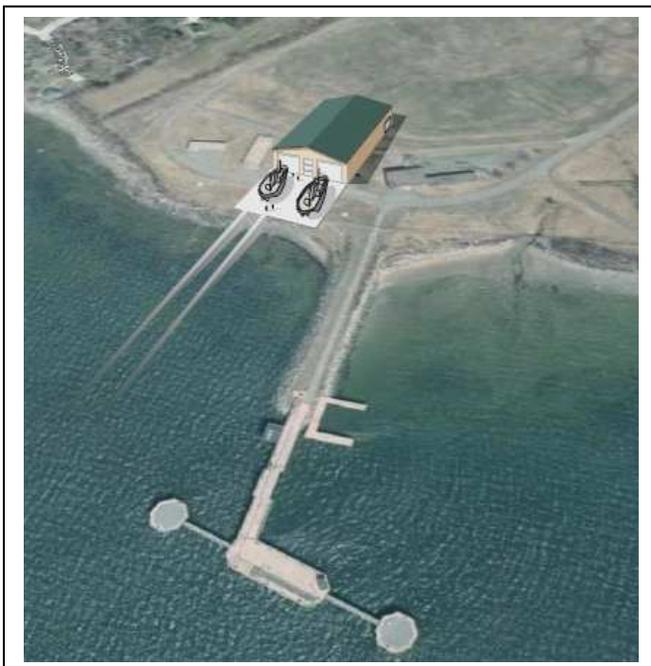
Mitchell Field Community Design Workshop
Harpwell Islands School

WASHBURN & DOUGHTY PROPOSAL



The current W & D facility in East Boothbay is situated in the village, abutting a boatbuilder on the waterfront to the west, and a residential neighborhood. The land site is slightly less than two acres, and is building itself, mostly over the water, has about a one acre footprint. The site and building is on a narrow corridor that uses approximately 250 linear feet of harbor front.

The parking lot for the approximately 60 employees is made available for town use when not being used by Washburn & Doughty.



The image to the left, provided by Washburn & Doughty, is an illustration showing the approximate location they envision for their boat building facility. Based on their existing facility in East Boothbay, the building might be 175' wide, 250' long, and up to 50' high to accommodate building of tugs.

Mitchell Field Community Design Workshop
Harpswell Islands School

PRINCIPLES OF SMART GROWTH

The Environmental Protection Agency (EPA) 10 guidelines for smart growth are:

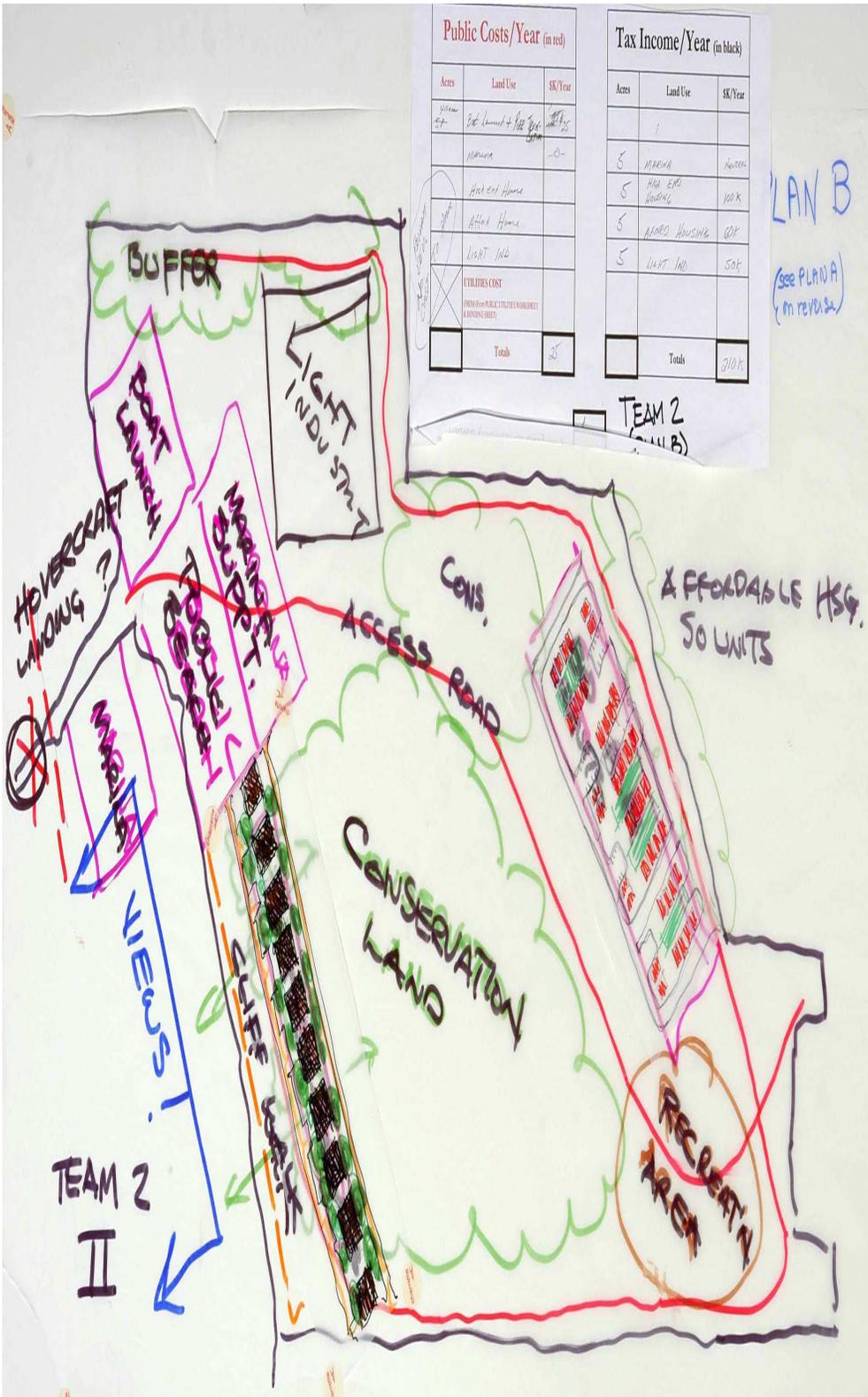
1. Mix land uses
2. Take advantage of compact building design
3. Create housing opportunities and choices for a range of household types, family size and incomes
4. Create walkable neighborhoods
5. Foster distinctive, attractive communities with a strong sense of place
6. Preserve open space, farmland, natural beauty, and critical environmental areas
7. Reinvest in and strengthen existing communities & achieve more balanced regional development
8. Provide a variety of transportation choices
9. Make development decisions predictable, fair and cost-effective
10. Encourage citizen and stakeholder participation in development decisions

[The following pages show the most illustrative plan illustration produced by each of the Teams during the Community Planning Workshop.]

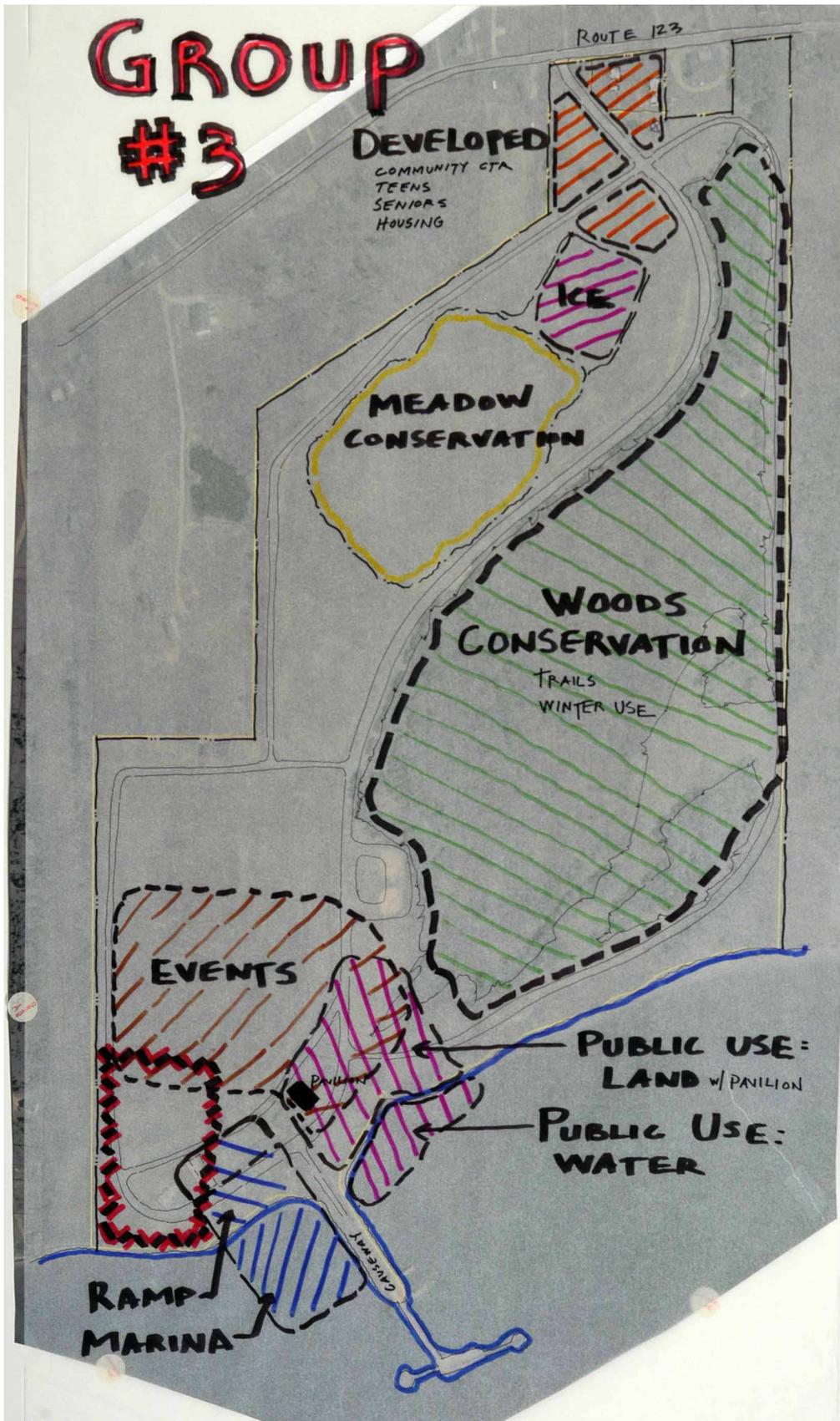


Team 1





Team 2 b



ump
ark
unity garden

housing
Boat-building
MARINA

NGS
VISION
KATING
PARK
THEATRE

POLLUTION FREE 8

ALLOW FOR COMMUNITY INTERACTION 8

INVOLVE CITIZEN EVERY STEP 8

CONSIDER SALE PROPERTY TO PUBLIC LAND TRUST 5 YES 3 NO

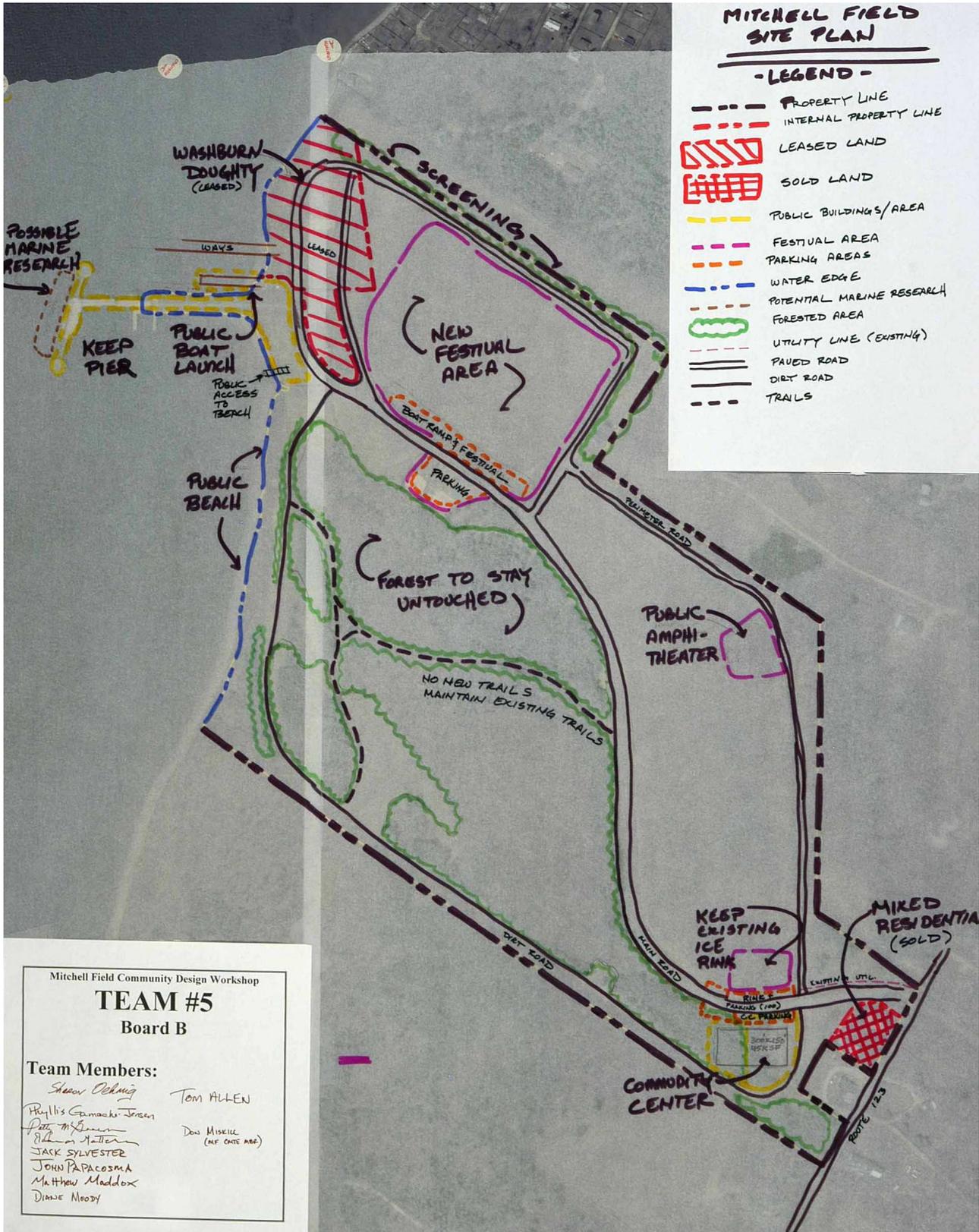
AMPHI-THEATRE
RINK
Green Space
Parking lot

PLAN B

AMPHI-THEATRE
RINK
GARDEN
Public Boat Laundry
Ramp

PLAN A

Mitchell Field Community Design Wo
TEAM #4 / Board A
Team Members: LIZ, WALTER, N DAVE, RICK, JI, DUNG.



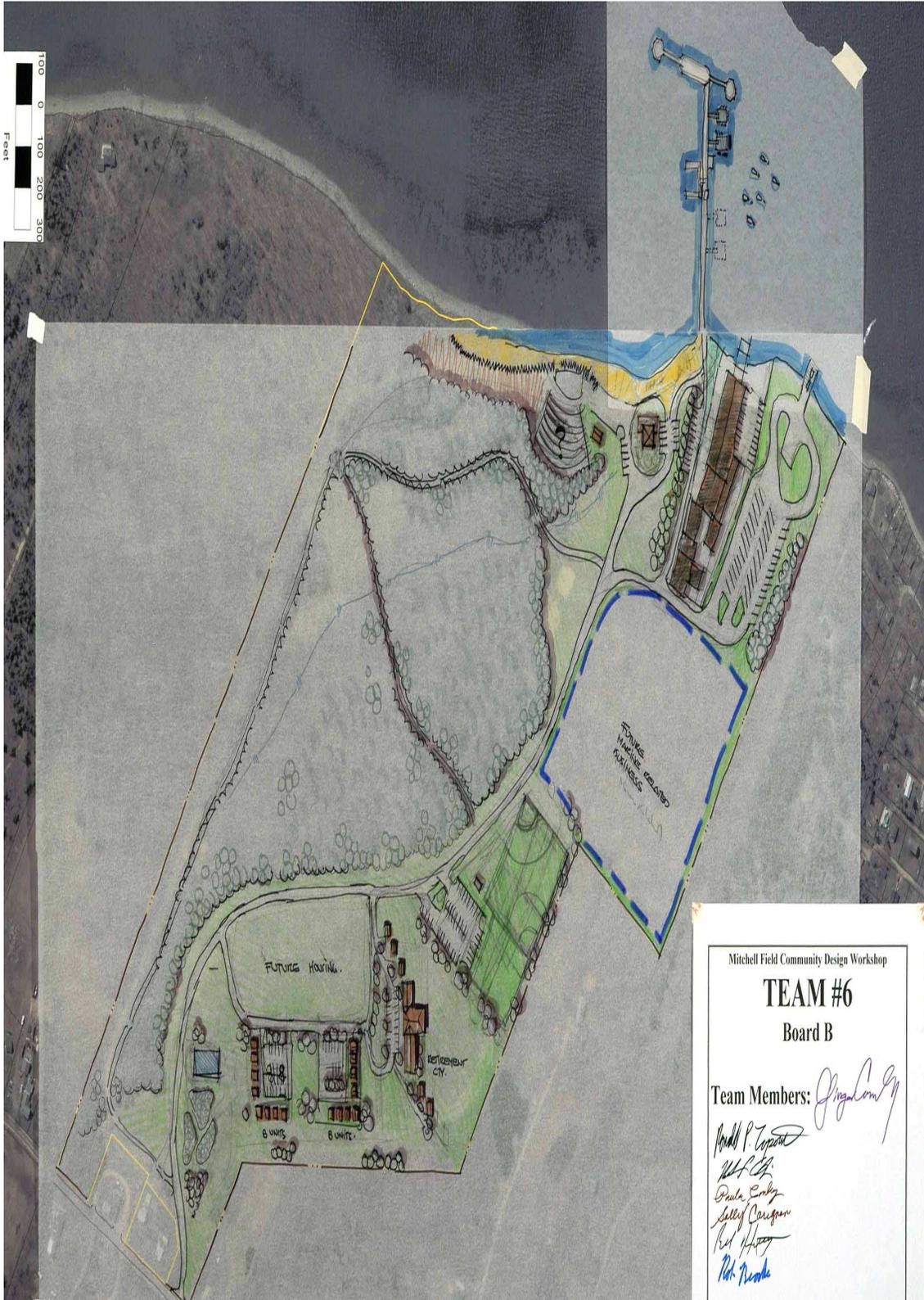
Mitchell Field Community Design Workshop

TEAM #5
Board B

Team Members:

Shawn Ocking	TOM ALLEN
Phyllis Camacho-Jensen	Dan Miskell (not onsite)
Pete M. Green	
John Hatten	
JACK SYLVESTER	
JOHN PAPACOSMA	
Matthew Maddox	
Dianne Moody	

Team 5



Mitchell Field Community Design Workshop

TEAM #6

Board B

Team Members: *[Signature]*

- [Signature]*
- [Signature]*
- [Signature]*
- [Signature]*
- [Signature]*
- [Signature]*

Team 6

RAW DATA: Team Balance Sheets

Team 1

Public Costs / Year			Tax Income / Year		
Acres	Land Use	\$K/Year	Acres	Land Use	\$K/Year
1	Community Center	40	5	Shipbuilding	36
2	Community gardens	2	1.5	Affordable housing	18
			1	Marine research	?
	Utilities Cost	168			
3	Totals	210	7.5	Totals	56

Balance (Deficit or Surplus): \$154 K

Team 2 Plan A

Public Costs / Year			Tax Income / Year		
Acres	Land Use	\$K/Year	Acres	Land Use	\$K/Year
4	Public access (boat launch and beach)	60	5	Boat building business	40
Remaining	Woods, gardens, trails, open space, low impact recreation	0	5	50 units affordable housing	60
	Utilities Cost				
110	Totals	60	10	Totals	100

Balance (Deficit or Surplus): \$40 K

Team 2 Plan B

Public Costs / Year			Tax Income / Year		
Acres	Land Use	\$K/Year	Acres	Land Use	\$K/Year
4	Boat launch and pier truncation	25	5	Marina	Neutral
			5	Market housing	100
			5	Affordable housing	60
			5	Light industrial	50
	Utilities Cost				
4	Totals	25	20	Totals	210

Balance (Deficit or Surplus): \$185 K

Team 3

Public Costs / Year			Tax Income / Year		
Acres	Land Use	\$K/Year	Acres	Land Use	\$K/Year
4	Marina	?	5	Boat building facility	36
4	Boat ramp	40			
3	Public development (Comm. Ctr, etc)	40			
	Utilities Cost				
11	Totals	80		Totals	36*

*Note: Team could not agree on having a boat building facility, so the income of \$36,000/year is not guaranteed.

Balance (Deficit or Surplus): \$44 K (see note above)

Team 4 Plan A

Public Costs / Year			Tax Income / Year		
Acres	Land Use	\$K/Year	Acres	Land Use	\$K/Year
1	Community garden	1	5	Ship building	36
1	Ice rink	2	2	Affordable housing	24
1	Amphitheatre	1	3	Retail office	60
4	Marine facilities	15			
	Utilities Cost				
7	Totals	19	10	Totals	120

Balance (Deficit or Surplus): \$101 K

Team 4 Plan B

Public Costs / Year			Tax Income / Year		
Acres	Land Use	\$K/Year	Acres	Land Use	\$K/Year
.5	Community garden	.5	.1	Small wind farm	25
1	Amphitheatre	2			
4	Public boat launch	24			
1	Beach	1			
.5	Pavilion	2.4			
	Utilities Cost	30			
7	Totals	59.9	.1	Totals	25

Balance (Deficit or Surplus): \$34.9

Team 5

Public Costs / Year			Tax Income / Year		
Acres	Land Use	\$K/Year	Acres	Land Use	\$K/Year
1	Community center	40	5	Ship building facility	36
4	Public boat ramp	40	1	Mixed-income housing	40
	Utilities Cost	11			
5	Totals	91	6	Totals	76

Balance (Deficit or Surplus): \$12 K

Team 6

Public Costs / Year			Tax Income / Year		
Acres	Land Use	\$K/Year	Acres	Land Use	\$K/Year
4	Public boat ramp	40	5	Ship building	36
5	Community fields	20	6	Affordable housing	72
1	Harbor center	40	4	Mixed-income housing	160
1	Amphitheater	5			
	Utilities Cost	47			
11	Totals	152	15	Totals	268

Balance (Deficit or Surplus): \$116 K

Team 7

Public Costs / Year			Tax Income / Year		
Acres	Land Use	\$K/Year	Acres	Land Use	\$K/Year
24	Conservation / low impact recreation	24	5	Boat building	36
8	Public boat ramp and marina	0 (covered by fees to use land)			
	Utilities Cost				
32	Totals	24	5	Totals	36

Balance (Deficit or Surplus): \$12 K

Team 8

Public Costs / Year			Tax Income / Year		
Acres	Land Use	\$K/Year	Acres	Land Use	\$K/Year
4	Boat ramp	40	2	Retail	40
1	Garden	1	2	Affordable housing	24
1	Community center	40	4	Multi / mixed income	160
4	Marina	?			
	Utilities Cost	All utilities paid for by private dev.			
10	Totals	81	8	Totals	224

Balance (Deficit or Surplus): \$143 K

SUMMARY OF *WORKING PRINCIPLES* EXERCISE

METHODOLOGY: During the group sessions at the Community Design Workshop, participants engaged in an exercise concerning working principles for redevelopment in which each group was to compile a list of key principles to guide the day's work.

Participants were provided with the following list of potential principles that came out of Forum 2, and were first asked to determine which of the suggested principles they wished to keep or eliminate.

- **Involve citizens in every step of the decision-making process**
- **Balance economic development and conservation**
- **Promote public access to the water**
- **Maintain options for future generations**
- **Mix of development should pay for itself or add to tax base**
- **Sensitive to the environment**
- **Foster community cohesion**

Participants were then asked to brainstorm any additional principles they wished to add. The list of principles was considered a working document and, after the initial exercise, was left open to review and modification throughout the day. The list was posted in a visible place as a reference for the group throughout the day.

At the end of the day groups were asked to finalize their list of working principles and then post their *Principles for Redevelopment* on their display board.

MASTER PLANNING PRINCIPLES FOR REDEVELOPMENT IDENTIFIED AT THE COMMUNITY DESIGN WORKSHOP

The following principles were listed by a majority of the teams at the Community Design Workshop, and can be understood as Principles for Redevelopment for the Master Planning process. Most of them are from the list of potential principles that came out of Forum 2. The rest (underlined) were not listed explicitly by teams, but are evident in site plans.

PRINCIPLE	NUMBER OF TEAMS (PERCENTAGE)
<ul style="list-style-type: none"> ▪ <u>Any development on the site, public or private, should leave the vast majority of the parcel in public, open space</u> 	10 (100%)
<ul style="list-style-type: none"> ▪ <u>Site will have light amount of private development (10 acres or less)</u> 	7 (87.5%)
<ul style="list-style-type: none"> ▪ <u>Any private development on the waterfront will be balanced by opportunity for public use</u> 	7 (87.5%)
<ul style="list-style-type: none"> ▪ Involve citizens in every step of the decision-making process 	7 (87.5%)
<ul style="list-style-type: none"> ▪ Promote public access to the water 	7 (87.5%) ¹
<ul style="list-style-type: none"> ▪ Maintain options for future generations 	6 (75%) ²
<ul style="list-style-type: none"> ▪ Sensitive to the environment 	6 (75%)
<ul style="list-style-type: none"> ▪ Balance economic development and conservation 	5 (62.5%)
<ul style="list-style-type: none"> ▪ Mix of development should pay for itself or add to tax base 	5 (62.5%) ³
<ul style="list-style-type: none"> ▪ Foster community cohesion 	5 (62.5%)

¹ Team 4 listed this principle, and added the words “and shoreline” (see Appendix)

² Team 3 listed this principle, and added the words “do not limit options” (see Appendix)

³ Team 4 listed this principle, but noted a split vote (see Appendix)

The following principles were not listed by a majority of teams, and were not part of the list of principles generated at Forum 2. They are grouped by theme, and are italicized.

PRINCIPLE	NUMBER OF TEAMS
COMMUNITY	
▪ <i>Stronger sense of community (in use of MF), place for community events</i>	2
▪ <i>Reflect community values</i>	1
▪ <i>Allow for community interaction</i>	1
▪ <i>Uses for all ages</i>	1
▪ <i>Community Center / some housing near road</i>	1
▪ <i>As much consensus as possible</i>	1
PRESERVATION	
▪ <i>Preserve views / woods</i>	2
▪ <i>Land conservation</i>	2
▪ <i>Preserve scenic character</i>	1
▪ <i>Pollution free</i>	1
▪ <i>“Minimal development”</i>	1
PUBLIC LAND TRUST	
▪ <i>Consider sale of property to public land trust⁴</i>	2
PUBLIC ACCESS	
▪ <i>Keep public boat access and beach access</i>	1
▪ <i>All private development must offer concessions in the form of public amenities to the town, e.g. Marina and public boat ramp, e.g. Private housing development and Community Center</i>	1
PRIVATE DEVELOPMENT / FUNDING	
▪ <i>Revenue neutrality important, but not deciding factor</i>	1
▪ <i>It may be the case that Washburn and Doughty will provide enough economic income for the town (no housing needed on this site)⁵</i>	1

⁴ Team 8 listed this, and added that some of land trust property should be public access

⁵ Team 7 listed this, but it is not a principle

<ul style="list-style-type: none"> ▪ <i>Community Center should be located at center of town— Mountain Rd., but private development should fund (at least in part) the construction of it</i> 	1
<ul style="list-style-type: none"> ▪ <i>Private marina will constitute commercial waterfront activity</i> 	1
OTHER	
<ul style="list-style-type: none"> ▪ <i>Incorporate Recreation Survey results into Design Principles</i> 	1
<ul style="list-style-type: none"> ▪ <i>Protect abutters from industrial area</i> 	1
<ul style="list-style-type: none"> ▪ <i>Wind: Feasibility and Cost⁶</i> 	1

⁶ Team 1 listed this, but it is not a principle

RAW DATA: The attached pages include the lists of principles drafted by each group. The lists were drawn from those posted to display boards, or collected by facilitators at the end of the day. The raw data has been listed by each group. Principles, or elaborations on principles, developed by groups in addition to the potential principles initially provided to groups are highlighted in italics. Principles that were rejected by the group are marked with a strike-through line.

Team #1 – Principles for Redevelopment

POLICY
▪ Involve citizens in every step of the decision-making process
▪ Balance economic development and conservation
▪ Promote public access to the water
▪ Maintain options for future generations
▪ Mix of development should pay for itself or add to tax base
▪ Sensitive to the environment
▪ Foster community cohesion
▪ <i>Revenue neutrality important, but not deciding factor</i>
▪ <i>Wind: Feasibility and Cost</i>
▪ <i>Reflect community values</i>

Team #2 – Principles for Redevelopment

POLICY
▪ Involve citizens in every step of the decision-making process
▪ Balance economic development and conservation
▪ Promote public access to the water
▪ Maintain options for future generations
▪ Mix of development should pay for itself or add to tax base
▪ Sensitive to the environment
▪ Foster community cohesion

Team #3 – Principles for Redevelopment

POLICY
▪ Involve citizens in every step of the decision-making process
▪ Balance economic development and conservation
▪ Promote public access to the water
▪ Maintain options for future generations (<i>do not limit options</i>)
▪ Mix of development should pay for itself or add to tax base
▪ Sensitive to <i>natural</i> environment – <i>be mindful of aquifers, wildlife habitat, etc.</i>
▪ Foster community cohesion
▪ <i>As much consensus as possible</i>
▪ <i>Stronger sense of community (in use of MF), place for community events</i>
▪ <i>Land conservation</i>
▪ <i>Uses for all ages</i>

Team #4 – Principles for Redevelopment⁷

POLICY
▪ Involve citizens in every step of the decision-making process (8 yes)
▪ Balance economic development and conservation
▪ Promote public access to the water <i>and shoreline</i> (8 yes)
▪ Maintain options for future generations
▪ Mix of development should pay for itself or add to tax base (4 yes, 4 no)
▪ Sensitive to the environment
▪ Foster community cohesion
▪ <i>Pollution free</i> (8 yes)
▪ <i>Preserve scenic character</i> (7 yes, 1 no)
▪ <i>Consider sale of property to public land trust</i> (5 yes, 3 no)
▪ <i>Allow for community interaction</i> (8 yes)

⁷ Team 4 chose to report how many group members voted for each principle

Team #5 – Principles for Redevelopment

POLICY
▪ Involve citizens in every step of the decision-making process
▪ Balance economic development and conservation
▪ Promote public access to the water
▪ Maintain options for future generations
▪ Mix of development should pay for itself or add to tax base
▪ Sensitive to the environment
▪ Foster community cohesion
▪ <i>“Minimal development”</i>
▪ <i>Preserve views / woods</i>
▪ <i>Community Center / some housing near road</i>
▪ <i>Public use / ship building should share waterfront (other marine related use?)</i>
▪ <i>Wind power?</i>
▪ <i>Maintain space for festival (but can it move?)</i>

Team #6 – Principles for Redevelopment

POLICY
▪ Involve citizens in every step of the decision-making process
▪ Balance economic development and conservation
▪ Promote public access to the water
▪ Maintain options for future generations
▪ Mix of development should pay for itself or add to tax base
▪ Sensitive to the environment
▪ Foster community cohesion

Team #7 – Principles for Redevelopment

POLICY
▪ Involve citizens in every step of the decision-making process
▪ Balance economic development and conservation
▪ Promote public access to the water
▪ Maintain options for future generations
▪ Mix of development should pay for itself or add to tax base
▪ Sensitive to the environment
▪ Foster community cohesion
▪ <i>Keep public boat access and beach access</i>
▪ <i>Protect abutters from industrial area</i>
▪ <i>Gathering space for community (festival)</i>
▪ <i>Conservation and low impact trails</i>
▪ <i>Keep public views to water</i>
▪ <i>It may be the case that Washburn and Doughty will provide enough economic income for the town (no housing needed on this site)</i>

Team #8 – Principles for Redevelopment

POLICY
▪ Involve citizens in every step of the decision-making process
▪ Balance economic development and conservation
▪ Promote public access to the water
▪ Maintain options for future generations
▪ Mix of development should pay for itself or add to tax base
▪ Sensitive to the environment
▪ Foster community cohesion
▪ <i>Harpwell needs to explore turning property over to land trust- some of land trust property used for public amenities / access (Majority rule)</i>

▪ <i>All private development must offer concessions in the form of public amenities to the town, e.g. Marina and public boat ramp, e.g. Private housing development and Community Center</i>
▪ <i>Community Center should be located at center of town—Mountain Rd., but private development should fund (at least in part) the construction of it</i>
▪ <i>Incorporate Recreation Survey results into Design Principles</i>
▪ <i>Private marina will constitute commercial waterfront activity</i>

<i>Private Development</i>	Team 1	Team 2 Plan A ¹	Team 2 Plan B ²	Team 3	Team 4 Plan A ³	Team 4 Plan B ⁴	Team 5	Team 6	Team 7	Team 8	TOTAL OF 10 PLANS
BOAT-BUILDING OPERATION (W & D)	✓	✓		✓ ⁵	✓		✓	✓	✓		7 (70%)
AFFORDABLE HOUSING	✓	✓	✓		✓			✓		✓	6 (60%)
MIXED INCOME HOUSING							✓	✓		✓	3 (30%)
SMALL RETAIL / OFFICE					✓					✓	2 (20%)
MARKET HOUSING			✓							✓	2 (20%)
MARINE RESEARCH FACILITY	✓										1 (10%)
LIGHT INDUSTRY			✓								1 (10%)
WIND FARM						✓					1 (10%)

¹ Team 2's Plan A is a majority plan

² Team 2's Plan B is a minority plan

³ Team 4's Plan A is a minority plan

⁴ Team 4's Plan B is a majority plan

⁵ Some members of the team supported a boat building operation, while others did not

<i>Public Amenities</i>	Team 1	Team 2 Plan A ⁶	Team 2 Plan B	Team 3	Team 4 Plan A	Team 4 Plan B ⁷	Team 5	Team 6	Team 7	Team 8	TOTAL OF 10 PLANS
UNDEVELOPED (POTENTIAL FUTURE DEV.)	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	10 (100%)
CONSERVATION AND LOW INTENSITY USE ⁸	✓	✓	✓	✓		✓	✓	✓	✓	✓	9 (90%)
PUBLIC BOAT LAUNCH		✓	✓	✓		✓	✓	✓	✓	✓	8 (80%)
BEACH	✓	✓	✓	✓		✓	✓	✓	✓		8 (80%)
COMMUNITY GARDEN	✓	✓			✓	✓				✓	5 (50%)
AMPHITHEATER	✓				✓	✓	✓	✓			5 (50%)
ICE RINK				✓	✓	✓	✓				4 (40%)
MARINA			✓	✓					✓	✓	4 (40%)
COMMUNITY CENTER	✓			✓			✓			✓	4 (40%)
FESTIVAL / EVENTS SPACE				✓			✓		✓		3 (30%)
PAVILION				✓		✓					2 (20%)
OBSERVATION TOWER						✓					1 (10%)
HARBOR CENTER								✓			1 (10%)

⁶ Plan A is the team's majority plan

⁷ Plan B is the team's majority plan

⁸ Low Intensity Use includes trails, natural preserves, and passive open space

RAW DATA: Team Land Use with Acreage

Note: Low-Intensity Use includes trails, natural preserves, and passive open space, and when teams have listed, for example, “open space for recreation”, this has been categorized as Low-Intensity Use for the purpose of analysis and comparison between teams. Acreage is in parentheses.

TEAM 1

Private Development

Affordable housing (1.5)

Shipbuilding (5)

Marine research facility (1)

Community Amenities

Community center (1)

Open space (recreation) (21)

Conservation – (25)

Community garden (2)

Beach (1)

Amphitheatre (1)

TEAM 2 Plan A

Private Development

Affordable housing – 50 units (5)

Boat building operation (5)

Community Amenities

Public boat ramp (4)

Community garden (1)

Woods conservation, trails, low-impact recreation (70)

Beach (1)

TEAM 2 Plan B

Private Development

Affordable housing (5)
Market housing (5)
Light industry (5)

Community Amenities

Marina (5)
Boat launch and pier truncation (4)
Conservation (40)
Beach (5)

TEAM 3

Private Development

Possible boatbuilding facility or some other private development (5)

Community Amenities

Developed – Community Center, Teens, Seniors, Housing (3)
Marina (4)
Public boat ramp (4)
Woods conservation with trails (50)
Meadow conservation (10)
Events (12)
Public use land (6 total including pavilion) with pavilion (.5)
Beach - public use water (1)
Ice rink (1.5)

TEAM 4 Plan A

Private Development

Affordable housing (2)
Small retail/office (3)
Ship-building (5)

Community Amenities

Community garden (1)
Amphitheatre (1)

Ice rink (1)
Marine facility

TEAM 4 Plan B

Private Development

Wind farm (.1)

Community Amenities

Public boat launch (4)
Community garden (.5)
Beach (1)
Pavilion (.5)
Observation tower (.1)
Green space (60)
Amphitheatre (1)
Ice rink (.5)

TEAM 5

Private Development

Mixed-income residential (1)
Boat building facility (5)
Possible marine research

Community Amenities

Community center (1)
Public boat launch (4)
Woods conservation (50)
Beach (1)
Ice rink (1)
Amphitheatre (1)
Festival area (12)

TEAM 6

Private Development

Mixed-income residential (Retirement community) (4)
Affordable residential (Retirement community) (6)
Ship building (5)

Community Amenities

Public boat ramp (4)
Woods conservation (50)
Beach (1)
Harbor Center (1)
Community fields (5)
Amphitheater (1)

TEAM 7

Private Development

Boat building (5)

Community Amenities

Marina (4)
Public boat ramp (4)
Open space / Conservation / Trails (50)
Beach (1)
Festival space (9)

TEAM 8

Private Development

Mixed-income housing (2)
Market rate housing (4)
Small retail/office (2)

Community Amenities

Community center (1)
Marina (4)
Public boat ramp (4)
Conservation (62)
Community garden (1)

APPENDIX H: ACREAGE ALLOCATION OF LAND USES

PUBLIC AMENITY

Team	Fixed Acreage											OTHER	
	Comm.Ctr.	Marina	Public Boat Launch	Beach	Comm. Garden	Amphitheater	Ice Rink	Festival/Events	Pavilion	Observation Tower	Harbor Ctr.	TOTAL	Conservation/Low Intensity
1	1			1	2	1						5	46
2A			4	5	1							10	70
2B		5	4	1								10	40
3	1	4	4	1			1.5	12	0.5			24	60
4A					1	1	1					3	
4B			4	1	0.5	1	0.5		0.5	0.1		7.6	60
5	1		4	1		1	1	12				20	50
6			4	1		1					1	7	55
7		4	4	1				9				18	50
8	1	4	4		1							10	62
TOTAL ACRES	4	17	32	12	5.5	5	4	33	1	0.1	1	114.6	493
No. of Teams	4	4	8	8	5	5	4	3	2	1	1		9
Avg. Acres/ Teams Played	1.0	4.3	4.0	1.5	1.1	1.0	1.0	11.0	0.5	0.1	1.0	11.5	55.0

PRIVATE DEVELOPMENT

Team	Fixed Acreage									TOTAL
	Boat Building	Affordable Housing	Mixed Income Housing	Small Retail / Office	Market Housing	Marine Research Fac.	Light Industry	Wind Farm		
1	5	1.5				1				7.5
2A	5	5								10
2B		5			5		5			15
3	5									5
4A	5	2		3						10
4B								0.1		0.1
5	5		1							6
6	5	6	4							15
7	5									5
8		2	4	2	4					12
TOTAL ACRES	35	21.5	9	5	9	1	5	0.1		85.6
No. of Teams	7	6	3	2	2	1	1	1		
Avg. Acres / 10 plans	3.5	2.2	0.9	0.5	0.9	0.1	0.5	0.0		8.6
Avg. Acres/Teams Played	5	3.58	3.0	2.5	4.5	1	5	0.1		

Total Acreage for Public Amenities and Private Development

Team	Total Public	Total Private	Total Development	Undeveloped (from 120 acres)
1	5	7.5	12.5	107.5
2A	10	10	20	100
2B	5	15	20	100
3	20	5	25	95
4A	3	10	13	107
4B	7.6	0.1	7.7	112.3
5	20	6	26	94
6	7	15	22	98
7	14	5	19	101
8	6	12	18	102
TOTAL ACRES	97.6	85.6	183.2	1016.8
AVG ACRES	9.76	8.56	18.3	101.6

Note: For teams that included a marina in their plan, 4 acres were subtracted from the Total Public Amenities (the 4 acres are located in the water)

Community Design Workshop Team Information

Team 1:

FACILITATOR: Ryan Neale

ARCHITECT: Phil Doughty

COMMITTEE: Judith Redwine

COMMUNITY MEMBERS:

- | | |
|------------------|---------------------|
| 1. Jeanie Rubio | 5. Linda Strickland |
| 2. Leon Ogrodnik | 6. Clive Tillotson |
| 3. Hilde Bird | 7. Jackie Tondreau |
| 4. Elsa Martz | 8. Hank Schwartz |

Team 2:

FACILITATOR: Andy Despres

ARCHITECT: Bill Bisson

COMMITTEE: Melinda Small, Dave Hackett

COMMUNITY MEMBERS:

- | | |
|------------------|----------------|
| 1. Joanne Rogers | 5. Len Freeman |
| 2. Jeanne Brooks | 6. Karin Blake |
| 3. Burr Taylor | |
| 4. Matt Rich | |

Note: Team 2 decided to create a second redevelopment scheme (Plan B) as a backup plan in the event that the Washburn and Doughty deal falls through. Team members were able to support either plan, neither plan, or both plans. All five team members supported **Plan A** (majority), and two members supported both **Plan A** and Plan B (minority plan).

Team 3:

FACILITATOR: Erin Tito

ARCHITECT: Jason Donahue

COMMITTEE: Kim Johnson

COMMUNITY MEMBERS:

- | | |
|--------------------|------------------|
| 1. Dee Miskill | 5. Kay Ogrodnik |
| 2. Thea Potter | 6. Lorna Kaufman |
| 3. Lennie Mullaney | |
| 4. Patti Tillotson | |

Team 4:

FACILITATOR: Ryan Guptill

ARCHITECT: Paul Kane

COMMITTEE: Jim Hays

COMMUNITY MEMBERS:

1. Doug Johnson
2. Rock Potter
3. Liz Bouve
4. Dean Chipman
5. Walter Norton
6. Nick Cygan

Note: Team 4 chose to create a second redevelopment scheme because some members of the group were in support of a greater degree of private development on the site (reflected by Plan A), and some members were in support of a greater degree of public development on the site (**Plan B**). Plan A was supported by two members of the group (minority), while **Plan B** was supported by the majority of the group.

Team 5:

FACILITATOR: Kevin Bunker

LANDSCAPE ARCHITECT: Mercer Bonney

COMMITTEE: Don Miskill

COMMUNITY MEMBERS:

1. Tom Allen
2. Patty McGovern
3. John Papacosma
4. Phyllis Gamache-Jensen
5. Sharon Oehmig
6. Diane Moody
7. E Mattern
8. Matt Maddox

Team 6:

FACILITATOR: Myranda McGowan

ARCHITECT: Mac Collins

COMMITTEE: Sally Carigan

COMMUNITY MEMBERS:

1. Paula Conley
2. Robin Brooks
3. Marguerite Kelley
4. Ginger Connolly
5. Rob LaPointe
6. Richard Helinger

Team 7:

FACILITATOR: Jessica Wagner

ARCHITECT: Craig Bolint

COMMUNITY MEMBERS:

1. Ken Cichon
2. Amy Haible
3. Lee Overall
4. Keith Brown
5. Chris Deval
6. Jim Henderson

Team 8:

FACILITATOR: Gray Harris-Shamel

ARCHITECT: Richard Abrahams

COMMUNITY MEMBERS:

- | | |
|----------------------|-------------------|
| 1. Ray Ruton | 5. Hannah Dring |
| 2. Sue Rich | 6. Gordon Kaufman |
| 3. Connie Tassenerie | |
| 4. Rob Roark | |

Flipchart Transcription¹

Design Principles

Buffer zone on north boundary

7 agree to not have Washburn and Doughty (or any big industrial shipbuilder)

1 abstained

Shipyard

Configuration?

Festival?

Neighbors?

Public access to water?

Trust – buy property / lease to town?

Need to explore:

- Land trusts
- Divestiture of land – Harpswell loses ownership
- Or
- Land trust incorporates some public/community entities

Housing

- Use two houses or new on same site
- Septic/water may restrict density based on sq. ft. requirements
- Wind mills for power
- Mixed income

Community Center

- Already have other sites (Grange, Kellogg church, scout hall)
- Need something big enough to hold large number of people
- Model on farm building that was removed
- Weddings / let out for functions

¹ Note: Only Team 8 included flipchart notes in the collected material from the Workshop

MITCHELL FIELD FORUM #3 RESULTS
Report from the Harpswell Public Forum, July 31, 2007

Overview of Meeting Process

On July 31, 2007, Mitchell Field Forum #3 was held at Harpswell Islands School from 6:30 – 8:30 PM. Approximately fifty (50) citizens attended the forum. It began with a welcome from a Mitchell Field Steering Committee member, Melinda Small. Alan Holt, an architect and town planner from Holt & Lachman Architects + Planners in Portland, presented three housing options for the roadside area of the site. Barney Baker, from Baker Design Consultants, presented two waterfront schemes for the site.

Housing Options:

The housing options were predicated from findings from the Community Design Workshop (see appendix G & H in particular) which indicated general support for affordable and small scale housing options, particular in clustered development near the road. These strategies (small, clustered houses, near the road) can be designed to address the communities desire to provide more affordable housing options (also expressed in the Town's Comprehensive Plan commitment to provide 5-10 dwellings of affordable housing per year), and while being conservative in the amount of land required from Mitchell Field. Clustered housing can be a lighter impact on the environment and costs by limiting the amount of required infrastructure, and if designed properly, can reflect a traditional New England settlement pattern that is compatible with Harpswell.

The options shown on the following pages are meant to be conceptual ideas on how a limited amount of land could be devoted for housing (in each case, between 2-3 acres), and be arranged to create a sense of community for its residents as well as express a sense of inclusion into the wider Harpswell community.

It should also be noted that the design concepts presented do no address a range of policy issues that are associated with, but distinct from, the site designs. For instance, it is up to the Town to establish what terms of affordability mean (often established according to a percentage of what the means family income for a community can afford in terms of rent or mortgage payments). The median sale price for a single-family home in Harpswell rose from \$167,000 in 1995, to an estimated \$495,000 in 2004, and currently the town is near the top median home price in the State. In contrast, the median home income in Harpswell was \$46,000 in 2004. Roughly speaking, a home costing \$160,000 could be termed "affordable" under some definitions, and a home of \$250,000, or even \$300,000, would be below market. It is up to the Town to make a policy decision on what terms or limits to establish for affordable units, mix of below market units, or perhaps even market rate units. All of the design ideas presented could be modified to accommodate a mix of affordability, according to the town's wishes.

It should also be noted that the ownership options are a policy decision that do not necessarily affect the design ideas presented. For instance, these homes could be home-ownership opportunities, rentals, or a mix. There are options as well as to how the Town

would address property ownership. The Town could maintain ownership of the land beneath the homes, and provide long-term leases for home owners (would presumably pay lease payments for land value instead of taxes, though would likely pay taxes for the building evaluation). Conversely, the Town could sell the land for housing development, with covenants for affordability or with any other requirements determined by the Town, and place both the land and houses onto the tax rolls.

Also note that in all options the access road to Mitchell Field has been moved to the south of the Fire House. This allows for efficient development of the housing location, and provides safer site lines for traffic. In all of the housing options, it would be possible to provide access to the housing development from the Mitchell road, limiting the number of road cuts from Route 123.

Housing Option A



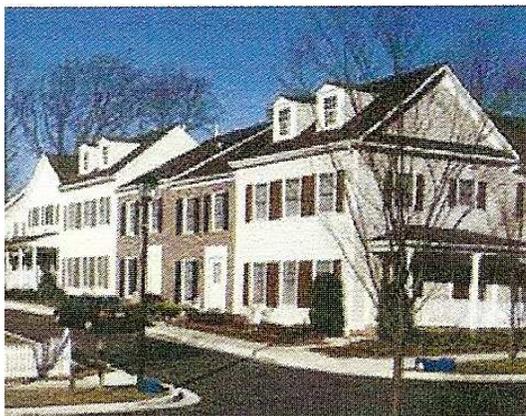
Small single-family houses on small lots face a central common green. The perimeter road is an ally, putting vehicles behind the units. Extra and visitor parking is tucked at the rear of the development. Landscape buffering shields the development from Mitchell Field.

Housing Option B



A loop road defines a central green, like a town common, which also creates a prominent public feature for surrounding community. Single-family homes face the green, and a rowhouse of 6 dwellings is at the back of the property. This mix of housing types provide further options on affordability, unit sizes, and ownership models.

Housing Option C



This model places two multi-family dwelling in the development. Each building could accommodate 6 dwellings, and could be designed to be in scale with the traditional “big house, back house, little house, barn” arrangement. Units could be ownership (condominium)

Waterfront Element		Option 1	Option 2
<i>Marine Business 1</i> Shipyard comprises a building and apron of similar size to the East Boothbay operation of Washburn & Doughty	Building	175-ft x 250-ft 175-ft x 175-ft Apron	175-ft x 250-ft 175-ft x 175-ft Apron
	Property Line Buffer	175 LF (building) , 60 LF (road)	175 LF (building), 60 LF (road)
	Shore frontage	550 LF	550 LF
	Acreage	4.5 Acres	4.5 Acres
	Parking	50 Cars (on adjacent waterfront parcel)	50 Cars (terraced from field above building)
<i>Marine Business 2</i> Undefined- Marina, Aquaculture. Etc	Building	Not provided	1920-SF (Recycle Existing)
	Shore frontage		125-ft adjacent to Pier
	Acreage		~ .75 Acres with parking
	Parking		35 Cars
<i>Town Facilities</i>	Buildings	Recycle existing: Harbormaster Office on Pier Restrooms, Classroom, Storage, Etc. options	
	Shore frontage	South of Pier (including Bluffs)	South of Pier (including Bluffs)
	Boat Ramp	Kayaks & Canoe carry in only	Boatramp to deepwater
	Parking	10-Beach access on shore 50-Weekend Share w/Businesses Overflow (35 Cars/15 Trailers)	9-Beach access on shore 50-Weekend Share w/Businesses 50- Overflow
<i>Reuse of Existing Pier</i>	Town Pier	Existing pier improved to provide 6 to 8-ft at Low water	
	Town Floats	Seasonal floats parallel to shore	
	Future Use	Not yet identified- restrict access until developer steps forward.	

Waterfront Option 1



Waterfront Option 2



A vigorous, open public discussion followed the presentation of the Consultant's three housing options and two waterfront options. The Consultant will take the questions and comments from Forum 3 into account when preparing a Final Report. Questions and comments from the audience are included in this report.

Waterfront Questions

Question: How much does each waterfront scheme cost?

Answer: These are very rough estimates: Waterfront Scheme #1 costs about \$650,000. Waterfront Scheme #2 costs about \$350,000.

Question: Could the boat ramp be placed on the other side, more northerly (where a small boat-building operation is currently in the scheme)? Or on the beach? What would be the cost?

Answer: Placing the boat ramp as it is shown in the waterfront scheme saves construction costs and makes sense because of the direction of prevailing winds. The boat ramp would not be a good fit for the beach area because the ideal grade is 15%, and the beach is only 5%.

Question: Can either waterfront scheme have a kayak carry-down?

Answer: Yes, definitely.

Question: Would these schemes create competition for existing fishermen?

Answer: They shouldn't; the schemes are more about public access, which surveys have said is desirable.

Question: How much noise pollution from ship-building facility?

Answer: You would have to consult Washburn and Doughty.

Question: Is the beach people-friendly? How much water on beach at high tide?

Answer: It will be a rocky Maine beach, not a nice sandy beach, but people can walk on it, and picnic nearby. There is not very much water at high tide.

Question: Heavy use of Rt. 123 by Washburn and Doughty?

Answer: [A participant mentions that] Washburn and Doughty said there would be big deliveries once a week, and smaller deliveries throughout the week.

Question: Is it possible for Washburn and Doughty to take up less than 5 acres? Do they need so much waterfront?

Answer: You would have to consult Washburn and Doughty.

Question: Have any estimates of revenue generation been worked up?

Answer: No, not yet.

Question: How deep is the water on the south side of the pier? Could ship-building go there?

Answer: Water is not as deep on the south side of the pier.

Upfield / Affordable Housing Questions

Question: How was tax revenue from 14 houses estimated for the community design workshop?

Answer: The estimated tax revenue is based on mil rates and estimated values for the area.

Question: Cost of tuition for students in new housing?

Answer: Unknown.

Question: How can we plan for 14 units of housing when aquifer details are unknown?

Answer: The DEP will work closely with the Town to make sure environmental regulations are followed.

Question: Didn't the DEP say almost any amount of water could be pumped from the wells?

Answer: Yes, and they are very willing to work with Harpswell to make sure desired uses will happen on the site.

Question: Possibility of connecting new housing to Mitchell Field? By road or trail?

Answer: Yes, very possible.

Question: Could residential development be for rental instead of home ownership? How long will housing stay affordable? Would land be sold to private developer or owned by town?

Answer: These are policy issues that will be decided by Town of Harpswell. The Town could decide to have rental properties, and many different options for leasing, etc.

Question: Where did the number 14 come from?

Answer: It is an average of housing units from the community design workshop, and fits with the average number of acres most teams gave to affordable housing.

Question: Could an amphitheater be located upfield?

Answer: Yes.

Comments

- Allow for expansion of fire station
- Plans should be presented with and without Washburn and Doughty
- No benefit of boat ramp for rest of community
- Fields not currently suitable for passive recreation, need improvements (mowing and other maintenance) and reconfiguration
- It is very exciting to see tangible plans being made for Mitchell Field – thanks to everyone who helped with the process

PRESENTATION OF MITCHELL FIELD DRAFT MASTER PLAN
Report from the Harpswell Public Forum, August 21, 2007

Overview of Meeting

On August 21, 2007, the Mitchell Field Draft Master Plan was presented to citizens of the Town of Harpswell at West Harpswell School from 6:30 – 8:30 PM. Approximately fifty (50) citizens attended the forum. It began with an introduction from Mitchell Field Steering Committee chair, Judith Redwine. Alan Holt, an architect and town planner from Holt & Lachman Architects + Planners in Portland, showed a Powerpoint presentation of the draft Master Plan for Mitchell Field, which included a helicopter fly-through of the potential site plan.

The Mitchell Field Draft Master Plan includes a relocated entry road, parking near Rt. 123 for a recreational trail, a perimeter trail, mown paths, a trail system, parking for vehicles and boat trailers, a public beach area with a kayak carry-in, mown and maintained lawns, undeveloped woods for passive recreation, cluster mixed-income housing located near Rt. 123, a public boat launch facility, pier upgrades, and a marine industrial zone.

After the presentation, attendees at this forum were encouraged to ask questions about the draft master plan, and share comments and concerns. Consultant Alan Holt, marine engineer Barney Baker, Town Planner Jay Chace, and members of the Mitchell Field Committee were on hand to answer questions. All questions, comments, and responses were transcribed and are as follows:

Questions and Comments

Question: How would we continue to accommodate the Harpswell Festival, Bean Suppers, etc (in terms of parking, etc)?

Answer: Plan still retains open meadow, lawn areas.

Questions: Location of lawn vs. meadow? Did we account for state standards with common septic site vs. cluster housing proposed?

Answer: The location of lawn and meadow areas is not set in stone, this is just a conceptual proposal. Mitchell Field will be studied, and if it makes more sense to mow other areas, that will be done. The state standards will be considered for the final design.

Comment: Glad to see affordable housing!

Comment: I am concerned about mowing the fields with all the birds that nest there.

Response: The mowing schedule will take this into account.

Comment: I thought there was a water use restriction for the site.

Response: The Maine DEP is eliminating the restriction.

Question: What about the current two houses on the site?

Answer: They need a great deal of work. This plan would remove them to allow room for more houses in the plan design.

Question: Would there be a paved pedestrian path along the existing main road?

Answer: This was not specifically addressed in the master plan, as people who participated in the forums and community design workshop were more concerned with the perimeter roads being vehicle free.

Question: Will there be benches along the paths?

Answer: This has been addressed before and included in Recreation Dept. projects.

Comment: Congrats to the Mitchell Field Committee on the whole process, including the helicopter ride.

Question: Does parking lot B have connectivity to the trails?

Answer: There is room to connect the path.

Comment: The buffer for Washburn & Doughty isn't apparent in the plan.

Response: This is included in site plan standards.

Question: Trucks on main road? Washburn and Doughty briefs said 20 ton trucks once a week and somewhat smaller trucks on a more frequent basis.

Answer: Road is well-built to handle trucks.

Comment: The boat launch turnaround looks small.

Response: Need to look more closely – town boat ramp.

Comment: Boat launch will draw boaters from other places.

Comment: Take down the outer pier.

Comment: Residential area, industrial area means whole site open to the public.

Response: Could gate below housing access.

Question: What impact does changing the road south of the fire station have on fire station response?

Answer: We do not know at this point, but there will be a traffic study during the site plan review.

Question: What is the difference between a mowed lawn path and a lawn?

Answer: A lawn is mowed regularly and takes up a much larger space.

Question: Would it be possible to move the two houses currently on site instead of destroying them?

Answer: Developer burden to build new houses, move or destroy.

Question: Was the idea of a bandstand or performance area lost in the shuffle?

Answer: This was reflected in some of the plans from the community design workshop, so it is definitely a possibility for the site.

Question: What size boats can the boat launch handle? It should be able to take larger boats.

Answer: Yes, it could. Not at mean low tide, but at most periods it could accommodate larger boats.

Comment: Plan should build community. CPIC planning meetings, high number of permits over next few years, mostly on the Neck. Marine Industry doesn't support that goal.

Response: Washburn and Doughty will be a separate town vote. This is a master plan for the whole site.

Comment: Congrats to Committee for all their efforts. Amazing piece of property.

Question: Is Mitchell Field going to be part of "Village" designation?

Answer: It is currently zoned as Village, CPIC is looking at criteria again, so it is possible that it could change.

Question: Design calling for 4 acres of boat-building operation, but W & D requested 5 acres, didn't they?

Answer: We were not able to discuss our plans with W & D, and so could not ask them about their needs, but did research similar facilities to determine an estimated size.

Question: Are there walking areas with safe access/usage and areas to sit and rest?

Answer: The perimeter road will still be available for walking.

Question: Is tractor trailer traffic compatible with rural community usage?

Answer: Washburn and Doughty negotiations are inclusive of Mitchell Field planning process.

Question: Restricting use? Consider non-resident taxpayers.

Answer: Included in current MF policy.

Comment: Impressive presentation.

Question: Concrete pad with steel structure gone?

Answer: It is part of the Marine Industrial area of the site.

Comment: Affordable housing is necessary to encourage families with children to live in town.

Question: How big is industrial building?

Answer: Footprint is approximately 1 acre. It will be approx. 25 feet above ground.

Question: Will public boat launch facility include commercial fishing usage? Will it be integrated with beach use?

Answer: The boat launch can be used by lobstermen as well as recreational use.

Development is to the north, beach is to the south.

Question: If wind turbines are a possibility on the site, where would they go?

Answer: Monitoring is necessary to decide if it is possible and more than likely it would not be a problem on site.