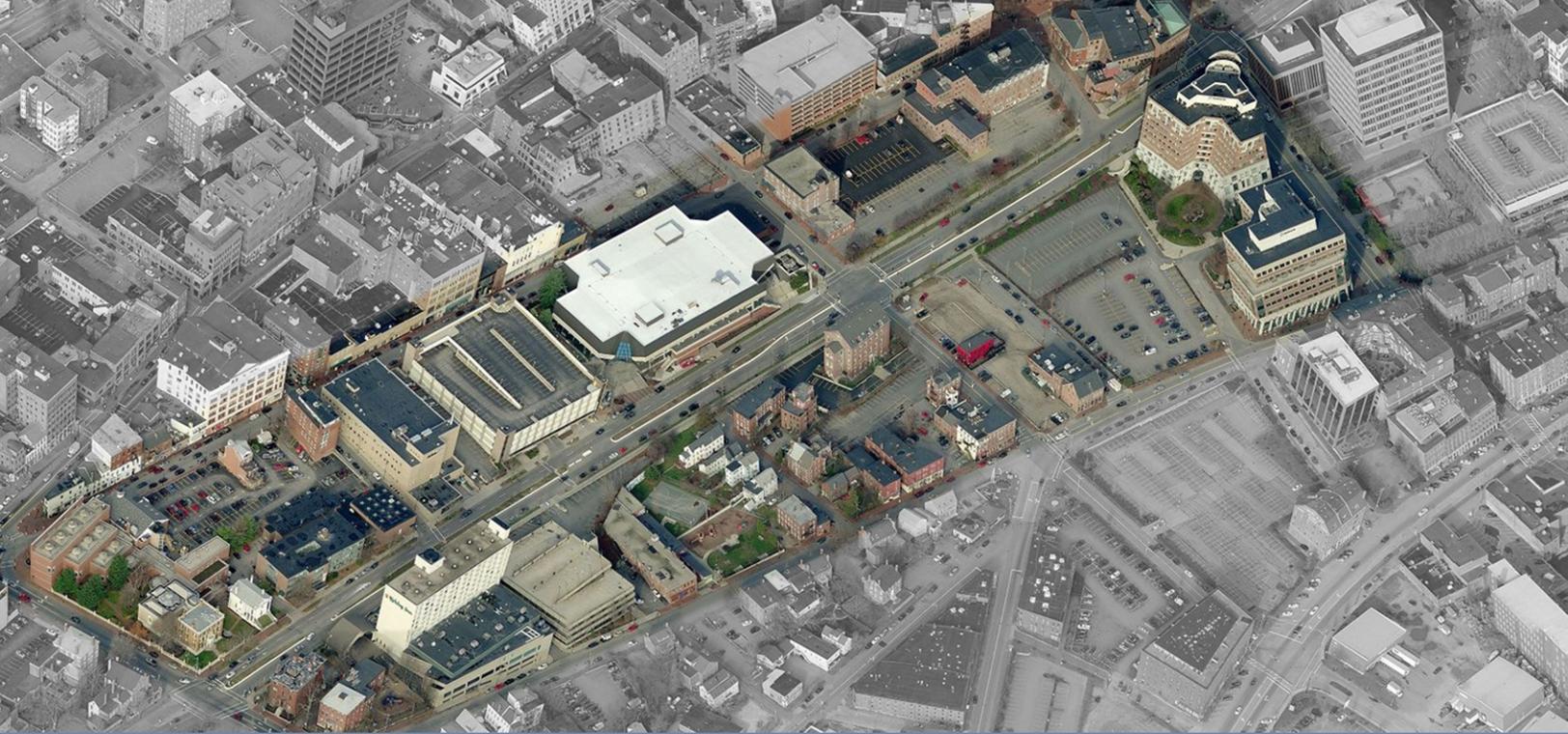


Proposal for

Spring Street - Free Street Area Streetscape Plan



Terrence J. DeWan & Associates
Ransom Environmental Consultants, Inc.
Portland Trails

June 18, 2012

June 18, 2012

Richard Knowland, Senior Planner
Department of Planning and Urban Development
389 Congress Street, 4th Floor
Portland, Maine 04101

RE: PROPOSAL
Spring Street – Free Street Area Streetscape Plan

Dear Rick,

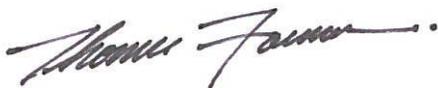
On behalf of Terrence J. DeWan & Associates, Landscape Architects, Ransom Environmental Consultants, Inc., and Portland Trails, we are very pleased to submit this proposal to assist the City with the planning, design, and visioning for streetscape improvements in the Spring Street–Free Street Area. This assignment calls for a very creative, coordinated approach in order to meet the available budget and projected timeline. We offer an experienced team with the knowledge, skills and background to meet the project goals.

Streetscape improvements will play an integral part of the redevelopment of the Cumberland County Civic Center. This represents a tremendous opportunity to integrate the new design into the fabric of the City, improve bicycle and pedestrian connectivity, and provide a catalyst to encourage additional development and redevelopment.

Working with the Planning and Urban Development Department and drawing on our years of experience in designing for the pedestrian and creating memorable spaces, we will prepare a plan that will help to bring life, vitality, aesthetic quality, safety, and pedestrian comfort to the area.

We welcome the chance to discuss our approach and ideas with the City.

Sincerely,



Tom Farmer, Associate
Maine Licensed Landscape Architect

PROJECT TEAM & QUALIFICATIONS

THE PROJECT TEAM

Terrence J. DeWan & Associates (TJD&A) and Ransom Environmental Consultants (REC) will be collaborating to provide the City with a highly experienced and creative team for design, construction documents, and specifications for the Spring Street - Free Street Area Streetscape Plan.

Firm	Responsibilities
Terrence J. DeWan & Associates Landscape Architects / Planners 121 West Main Street Yarmouth, ME 04096 Phone: 207.846.0757	Lead contact, coordination with City Staff, design development, lighting and amenities recommendations, review of Civic Center site plan, cost estimating, and public presentations.
Ransom Consultants, Inc. 400 Commercial Street Suite 404 Portland, ME 04101	Civil engineering, coordination with DPS, assistance with design development, evaluation of pedestrian crossings and bicycle facilities, cost estimating, and site detailing.
Portland Trails 305 Commercial Street Portland, ME 04101	Evaluation of pedestrian and bicycle connections and facilities.

TERRENCE J. DEWAN & ASSOCIATES

Terrence J. DeWan & Associates (TJD&A) is a professional landscape architecture and planning firm in Yarmouth, Maine. The staff of ten is composed of professionals with backgrounds in landscape architecture, planning, planting design, downtown improvement plans, streetscape, graphic design and interpretation. Six members of the firm are licensed landscape architects.



TJD&A has extensive experience with streetscape projects, sidewalk and pathway planning, municipal parks, and similar facilities that demand careful attention to user needs, pedestrian scale and movement, maintenance, and a host of other factors. Representative projects include:

- Eastern Promenade Master Plan / Schematic Detailing, Portland
- Bayside Master Plan, Portland
- Bayside Trail, Portland
- Boothby Square Renovation, Portland
- Portland West Commercial Street Pathway
- Maine Street Improvements, Brunswick
- Capitol Green, Augusta
- Bonney Park, Auburn

The firm has been honored with awards from the American Society of Landscape Architects, Maine Association of Planners, the Northern New England Chapter of the American Planning Association, and the Boston Society of Landscape Architects for our work in community planning and design.

Terry DeWan FASLA, principal, will be responsible for general oversight and will provide his 35+ years of experience in numerous downtown and pedestrian improvement plans for Maine towns including Portland, South Portland, Gorham, Brunswick, Skowhegan, and Yarmouth. He is a member of the Portland Public Arts Committee, where he has been active in promoting public art throughout the City. He recently became a Fellow of the American Society of Landscape Architects, a first for the state of Maine.

Tom Farmer, RLA, will serve as lead landscape architect and project manager. With over twenty years of professional experience, Tom will bring to the project his expertise in bicycle and pedestrian related projects (design through implementation), project administration, computer aided photosimulations, community presentations, and cost estimating. Tom is on the Board of Directors and the Trails Committee of Portland Trails, and served on the Steering Committee for Active Transportation Campaign sponsored by the Rails to Trails Conservancy. Tom was the lead landscape architect on the following streetscape, sidewalk and pathway projects:

The Bayside Trail, Portland. An urban greenway in the heart of Portland's Bayside District that features green design principles, LED lighting, rain gardens, use of recycled materials and native plantings.

West Commercial Street Sidewalk Plan, Portland. The plans for West Commercial Street will feature a variety of pedestrian experiences including a 10' wide sidewalk, a meandering park-like pathway, and the use of an historic train tunnel.

North Boyd Street, Portland. Design, community presentations, and construction documents for the development of a pedestrian and bicycle friendly pathway connecting the Bayside Terrace neighborhood and Fox Street athletic fields to the Bayside Trail.

Beth Condon Memorial Pathway. Design and Construction Documentation for a segment of the Pathway, which will eventually extend north to the Freeport YMCA.

Streetscape Plan for Little Falls Village, Gorham and South Windham. Streetscape improvements in the historic Little Falls Village in Gorham and South Windham are being planned to make the village more attractive, more pedestrian friendly, and act as a catalyst for private investment. The plan for this 0.8 mile corridor includes pedestrian lighting, benches, street trees, crosswalks, and signage.

Standish Village Improvement Plan. Photosimulations for GrowSmart Maine and the Standish Village Implementation Committee to illustrate a more pedestrian-oriented vision for the future.



Standish Village – Existing conditions



Standish Village – Vision for the future

Matthew Phillips, landscape architect, is an efficient, detail-oriented professional who will assist with streetscape design, preparation of photosimulations, and technical support for the project. Matt will bring to the project his expertise in project administration, site planning, landscape design, and cost estimating. His recent activities include design development for Portland’s Bayside Trail, South Windham – Gorham Little Falls Streetscape Plan, and Black Bear Way at the University of Maine, Orono.

RANSOM CONSULTANTS INC.

Ransom is a professional civil engineering firm in Portland that provides specialized civil engineering services to municipalities, metropolitan planning organizations, land trusts, utilities, and government agencies. Their local presence and extensive municipal experience allows the firm to provide excellent client service on small projects, while their regional depth and diversity provide the experience and expertise for the most complicated projects from concept through construction.

Ransom's Portland office offers areas of specialty technical services that include:

- Multi-Use Trail and Sidewalk Design
- Environmental Permitting
- MDOT Locally Administered Project Design and Administration
- Highway and Urban Street Design
- Storm Water Management and Design
- Public Participation Facilitation
- Utility and Sewer System Design
- Utility Coordination
- Geotechnical Engineering
- Walkway, Playscape, and Recreation Amenity Design
- Environmental Engineering

Ransom has a strong background and extensive experience in a wide range of public infrastructure, transportation, geotechnical, and environmental projects with diverse and challenging engineering components. They will assist TJD&A on tasks related to bicycle and pedestrian design, cost estimation, plan preparation and enhanced project scoping.

Stephen J. Bradstreet, PE, Senior Civil Engineer, will bring his considerable knowledge of municipal infrastructure design to the Team. Steve has more than 29 years of experience related to municipal, commercial, and private development projects. He has served as project manager and design engineer for all aspects of highway design, including road, sidewalk, multi-use trail, utility layout, grading and drainage, stormwater management, erosion control, and local and state permitting. In addition to design, he has served as project manager and technical lead on hydraulic evaluations for large and small stormwater drainage systems. He is LPA-certified and is a Past President of the Maine Chapter APWA.

John I. Mahoney, PE, LEED AP, Civil Engineer, will identify streetscape and traffic circulation improvements that have the potential to revitalize the Spring Street – Free Street area and improve mobility for all users. John will review right-of-way information in order to propose transportation options for pedestrians and cyclists while maintaining and improving large vehicle access, emergency response time, and safety for all modes. Particular attention will be paid to gaps or perceived gaps in the bicycle and pedestrian transportation infrastructure. John will develop conceptual cost estimates for the preferred alternative(s).

John has provided engineering analysis, design, and project administration services for the Bayside Trail, the Libbytown Connection, and the North Boyd Street pedestrian and bicycle projects in Portland; the York Beach Village and the Long Beach/Ocean Avenue streetscape improvements projects in York; the High Street Sidewalk Reconstruction in South Portland; Skillin Road and Blanchard Road reconstruction projects in Cumberland; Jordan Road, Mere Point Road, and Maine Street reconstruction projects in Brunswick; and the West Elm Street and East Main Street reconstruction projects in Yarmouth. He is LPA-certified.

PORTLAND TRAILS

Portland Trails will help evaluate the bicycle and pedestrian connections in the study area. Portland Trails is a non-profit urban land trust dedicated to building a network of multi-use trails in the Greater Portland area. Portland Trails' mission is to:

- Create and maintain a 50-mile network of trails in Greater Portland.
- Engage the participation of neighborhoods, schools, and the business community in trail use and land stewardship.
- Make Greater Portland a model for people-powered recreation and transportation.

Jaime Parker has worked on numerous projects relating to improving the pedestrian experience in the City of Portland, including the *Connecting Libbytown* report, which is currently being implemented. Jaime was the primary staff for Portland Trails on the Libbytown study, and was instrumental in working with stakeholders including City staff, neighbors, and other interested parties. He conducted research and interviews in the field, analyzed pedestrian circulation barriers and opportunities, and authored much of the final report.

Portland Trails will bring community connections, placemaking expertise, and creative thinking as we seek to improve network connectivity and enhance the pedestrian experience. Jaime's role will be primarily to engage with community partners, and offer insight and ideas related to proposed solutions. Portland Trails will also be able to use their outreach and social networking platforms to solicit ideas and feedback from the community.

PROJECT UNDERSTANDING AND APPROACH

It is ironic that the U. S. Department of Transportation recognized the redevelopment of Spring Street in 1976 with a third place award in its ninth Annual Awards program, in recognition of an "Outstanding Example of Highway-Oriented Public or Private Enterprise Which Preserves the Environment."¹ Today, most urban planners recognize Spring Street as an unfortunate product of an urban-renewal / urban-removal mentality that split the City, divided neighborhoods, and left an unfortunate mark that is just now being addressed.

With the redevelopment of the Cumberland County Civic Center comes an opportunity to take a fresh look at the surrounding blocks and start to envision how the public streetscape should look and function in the future.

There are multiple stated goals for the Streetscape Planning project that all revolve around the concept of a context sensitive solution:

- Recognize the opportunity to leverage the Civic Center modernization plan as a catalyst to start the implementation of the plan.
- Enhance economic development in the study area through short and long term planning.
- Assure that the redeveloped Civic Center is a welcome addition to its neighborhood.
- Improve bicycle and pedestrian access within and through the study area.
- Improve physical and visual connectivity between the study area and the surrounding districts.

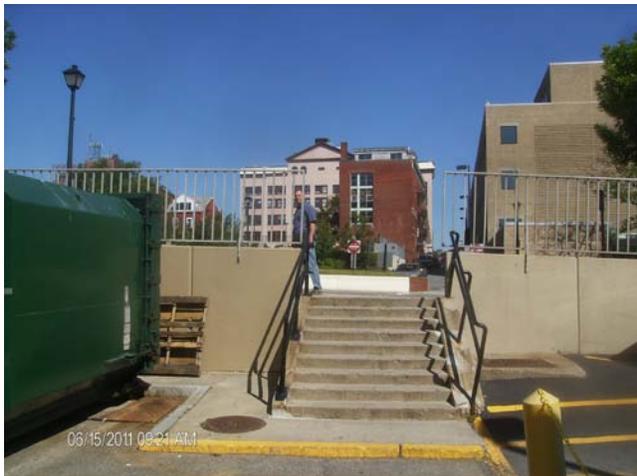
¹ www.sasaki.com/about-us/Awards/1975/1979/

- Encourage the development or redevelopment of underutilized properties.
- Continue to move large volumes of vehicles (including tractor trailers to and from the Civic Center) safely and efficiently.

Our team walked the project area to gain a better understanding of the obstacles and opportunities. Photographs, notes, and potential recommendations were recorded. We have reviewed the Pedestrian Access Assessment diagram for the area around the Civic Center (Spring/Free Streets) that Bruce Hyman, Bicycle & Pedestrian Program Coordinator, prepared for a Portland Crosswalk Committee Meeting. That diagram, included in the Appendix, makes recommendations for pedestrian improvements. We noticed on this diagram the recommendation to relocate the Spring Street crosswalk just west of the City's parking garage to an area near the Civic Center's main entrance/exit. During our site walk we approached the parking attendant at the Spring Street Garage to ask about pedestrian and vehicular conflicts. She also noted the problem with the crosswalk location. The conflict with the current sidewalk location is that when an event is over at the Civic Center, hordes of people walk west up the sidewalk and across the exit ramp of the garage, holding up the hundreds of cars trying to leave the garage. If the crosswalk were relocated to the Civic Center's main entrance/exit it would not only help the exiting vehicles from the garage but also disperse people to the other side of Spring Street more quickly, freeing up the Civic Center sidewalk congestion.



The Spring Street Arterial disrupted the historic street grid and limited pedestrian mobility between Pleasant Street and Free Street. Although the South Street right-of-way appears to connect to Spring Street, there is no access between South Street and Spring Street because South Street ends at a vertical wall (see photo). There is a pedestrian connection along Oak Street between the Holiday Inn and associated parking garage, however this connection is unattractive and not ADA compliant. The planning process should investigate options for making a pedestrian connection at South Street and upgrading the existing connection at Oak Street, understanding that grade differences will pose challenges in both cases.



Existing Pedestrian Connection along the Oak Street Right-of-Way



Another possibility for a pedestrian connection is the space between the Civic Center and adjacent parking garage. This space has potential for a pocket park as well. The grade difference between Free Street and Spring Street, existing utilities and lobby space in this area and the need for security at the Civic Center will all pose challenges. Close coordination with the Civic Center team would be required.

Lack of connection between South Street and Spring Street

Although there are substantial benefits of having a large arena on the Portland Peninsula, careful design is required to integrate the necessarily massive structure into the surrounding urban fabric. Unless there is an event at the Civic Center, the areas where the center fronts on Free, Center and Spring Streets are essentially “dead.” Pedestrians are dwarfed by the surrounding infrastructure and thus pedestrian activity is deterred. One option to improve the interface between the Civic Center and surrounding streets would be to install restaurant and retail space at grade along the sidewalks. Based on our observations there appears to be a lot of underutilized space at grade along these streets. Restaurant/retail space could potentially be installed under the upper level civic center seating or along Center Street in what appears to be utility areas. Significant utility adjustments would likely be necessary and the City would need to work closely with the Civic Center team.

Our Team will be guided by the following considerations in developing the Streetscape Plan.

Several Blocks / Many Parts. The Spring Street–Free Street Area is a microcosm of the City, and as such should be examined and planned for as a series of interconnected pieces. There are major streets and boulevards (i.e., Spring, High, and Pleasant Streets), smaller cross-streets (i.e., Oak, Center, and Cross Streets), even smaller residential streets (i.e., South Street and Cotton Street). There are places that are models of pedestrian scale and solid civic design (e.g., Portland Museum of Art campus, the eastern end of Pleasant Street), and others that are cold and auto-oriented (e.g., the Spring Street parking garage, the back side of the Holiday Inn). There are also tremendous development/redevelopment opportunities that need to be recognized (e.g., the former YWCA property on Spring Street owned by PMA, the extensive parking lots east of Center Street between Spring and Fore Streets).

To be effective, the streetscape treatment should reflect and reinforce the many positive elements that abound in the study area, while helping to direct a vision for abutting properties that are vacant, underutilized, or are being redeveloped. Just as one size in the wardrobe will not fit all actors, the streetscape should have many options/styles/sizes to properly outfit this diverse cast of urban characters.

Spring Street in general, and the Civic Center in particular, may offer the greatest opportunity to rethink the balance between vehicles and pedestrians/cyclists. Working with City staff we will provide input into some core issues surrounding Spring Street:

- Should Spring Street continue to be a four-lane highway?
- Is a center median necessary?
- If so, how can it be better integrated into the streetscape without being a barrier?
- If not, what are the implications of the additional land that could be reclaimed?
- How can adjacent properties, and the pedestrians, service vehicles, and others who depend upon Spring Street, be better served by its redesign?
- What can be done realistically in the short term to improve the functionality, safety, and appearance of Spring Street?
- Are there opportunities for expanded public spaces (e.g., adjacent to the Civic Center) that can be realized through a redesign of the street?
- How can the street and its streetscape be designed to facilitate north-south pedestrian movement and link both sides of the street?

Greening the Street. The landscape plan will be an integral layer on the overall streetscape plan. Trees can be effective in providing shade, defining spaces, separating land uses, and giving individual character to special places. New advances in engineering design offer many ways to collect and treat stormwater. When used properly, trees can be an effective tool to add vitality and scale to the urban environment. The proper selection / spacing / and use of trees should be based on a thorough understanding of site conditions and future land use plans:

- What is the overall effect that the City wants to achieve within each block?
- How much land is available within the public ROW that can be used for plantings?
- Are there utilities (above and below ground) that may interfere with plantings?
- Is the City looking for a lot of variety?
- What are the best species to plant for urban conditions?
- What setbacks are anticipated?
- Will there be room for spreading trees as abutting properties are developed?
- Who will be responsible for maintenance?
- Are there opportunities (and maintenance commitments) for small-scale plantings (e.g., perennial beds, planters)?
- What is the City's commitment to green infrastructure?

We observed that several of the old London Plane Trees are in poor condition while the Oaks were doing relatively well. Recommendations for new plantings will emphasize native, non-invasive species with minimal maintenance requirements. Plantings will be selected for urban conditions: attractive year-round, easy to establish, no thorns and nothing fragile, salt, drought, and disease tolerant. We may also want to consider some limited mass plantings of hardy perennials and grasses to provide color and seasonal interest.

Landscape / ArtScape. The streetscape plan represents a great opportunity to express Portland’s commitment to the creative economy. Not only is the study area a key part of Portland’s Arts District, is it also home to the Portland Museum of Art, the Civic Center, the Children’s Museum, studios, artists’ residences, and many other attractions. Public art – in its various forms – can be used effectively to give the area a unique personality and demonstrate support for a vision that recognizes the significance of the arts in the City. Art can take many forms – e.g., sculpture, paving patterns, lighting, creative street furnishings, wall murals... the list is limited only by the imagination. Part of our exploration with the Public Advisory Committee, we will review images from a number of contemporary cities (e.g., Portland OR, Chicago, Philadelphia) to examine how art works (both public and private) have been integrated into new streetscape programs.

Life Cycle Considerations. Some of the key background resources (e.g., Portland Downtown and Traffic and Streetscape Study) evaluated options for streetscape details and made recommendations based upon initial cost and long-term maintenance. It will be important to revisit these earlier studies in light of the experience that the City (and other communities) has had with these products as well as recent advances in technology and materials. Durability, sustainability, and ease of maintenance should be important considerations in the selection of all materials used in the streetscape plan.



Lighting. Lighting could play a critical role in the modernization of the Civic Center and surrounding area. Our evaluation will consider the reuse of some of the existing infrastructure such as concrete bases, conduit and potentially light poles. The planning process should investigate options for the City to own the lights with separate metering for long term savings.

Drainage. Installing curb extensions or adjusting curb lines has the potential to improve mobility; however, these changes often require adjustments to the existing drainage system. We will consider these required drainage adjustments when estimating construction costs.

Safety. One of the major underpinnings of the Streetscape Plan is safety... for walkers, cyclists, motorists, and others who will populate the study area throughout the day. This consideration will focus on crosswalk locations and design, tree/shrub selection and specification, materials for walkways, lighting, and other elements that need careful, experienced consideration.



SCOPE OF WORK

We understand that the City will be responsible for the following tasks:

1. **Public Process:** Identify desired outcomes through a targeted public process including multiple stakeholders.
2. **Pedestrian Activities District:** Examine and re-adjust where necessary the boundaries of the PAD and/or PAD Encouragement Area to support desired outcomes.

Our team proposes the following tasks:

TASK 1. INVENTORY AND ANALYSIS

Kickoff Meeting. The start of the project will include a kickoff meeting at our office with key City staff to:

- Review available improvement plans, details and reports for the Civic Center.
- Review and gather basemaps, aerial photographs, and other available graphic data.
- Review annotated background resources, as discussed above.
- Determine lines of communication / Project Management.
- Review Goals and Deliverables.
- Review makeup of Public Advisory Committee (PAC).

Background Review. The first task will be to gain a working familiarity with the applicable portions of the City's published resources. We will look to City staff to provide us with copies of the pertinent studies, annotated to highlight those areas applicable to this study area.

- City of Portland Technical Manual...Includes standards for sidewalks and street lights.
- City of Portland Land Use Code...B-3 zone
- Downtown Vision: A Celebration of Urban Living and A Plan For the City For The Future of Portland - Maine's Center For Commerce and Culture (1991)
- Portland Downtown Traffic & Streetscape Study (1999)
- Liberate Spring Street: A Portland Society of Architects Design Event (Sept 2011)
- Portland Way Finding Study
- Draft Bikeway Network Map (April 2012)
- Pedestrian Access Assessment diagram for the Civic Center area (Spring/Free Streets), produced by Bruce Hyman, Bicycle & Pedestrian Program Coordinator.

Base Map. We anticipate that the City will supply electronic base map(s) of the study area suitable for data collection, display, and preliminary layout. Data should include color aerials, topography, parcel data, property lines, right-of-way widths, zoning, existing structures, and utilities.

Field Investigations. TJD&A and Ransom will inventory existing streetscape conditions, topography, drainage patterns, vegetation, abutting land uses, site features, lighting, and other features. A member of the Planning and/or Public Works staff should accompany us on our initial site walk to give us a first-hand perspective of the history of the City's involvement and the long-range intent of land use in the area. The purpose of this investigation will be to understand the study area as a series of interconnected communities and to get a sense of opportunities for streetscape improvements.

We will familiarize ourselves with the project area both during daytime and at night in order to better understand the obstacles and opportunities and how they are interrelated. Digital photographs will be taken of existing conditions to supplement our base map and for use in presentations.

TASK 2. FIRST PAC MEETING

Once we have a good understanding of the study area, TJD&A will facilitate the first of three meetings with the PAC. This initial meeting will be an opportunity to energize the group and establish a common purpose toward a shared vision. An agenda for the meeting might include the following:

- Introduction of members, affiliation, interest in participation.
- Overview of existing data on study area. Review site analysis diagram.
- Slide show / walk-through of study area to examine existing conditions, opportunities, constraints, and recent improvements.
- Start to discuss conceptual framework for streetscape improvements in general: overview of study area, block by block in specific.
- Initiate discussion on Spring Street alternatives.
- Initiate discussion on Civic Center: Schedule, site planning / architectural issues that would affect surrounding streets and neighborhoods.
- Other issues of stakeholder concern that have not been covered.

TASK 3. STREETScape EVALUATION – DRAFT PLAN

The streetscape evaluation will include an assessment of existing features and recommendations for landscape and hardscape elements. These may include vehicular and pedestrian paving, sidewalk and crosswalk improvements, street furnishings, pocket parks and gathering nodes, lighting, planters, bollards, railings, and signage. Other considerations will include unsightly or unpleasant views, e.g. a visual separation between parking lots and the sidewalk and plantings in roadway medians. Recommended improvements will include sustainable elements such as: porous pavement, locally manufactured amenities, recycled materials, infiltration zones/raingardens/bioswales, LED lighting, and native plants.

We will evaluate various alternatives for the removal and replacement of the median in Spring Street. Our evaluation and recommendations will focus on an integrated design of the street, with an emphasis on materials, plantings, and form as a way to calm traffic and bring back a quality to the street that creates public and private spaces that are not only safe to use, but attractive to look at and environmentally thoughtful.

The team will identify crosswalk locations, based on existing and proposed traffic patterns, origins and destinations (including future development) in and around the Spring - Free Street neighborhoods, as well as the wants and needs expressed by the community. Areas with gaps in existing infrastructure/barriers to connectivity, areas with a history of motor vehicle and bicycle/pedestrian conflicts and areas perceived by the stakeholders to be dangerous or inaccessible will be prioritized for new crossings or upgrades of existing crossings.

Of particular focus will be the options the City has regarding any new lighting. We will prepare a memo outlining the various CMP options and City owned options, similar to how we approached lighting along the Bayside Trail. The options would include the advantages, disadvantages and general costs for each lighting possibility. The cost comparisons would include up-front costs, monthly costs (e.g., CMP lease), maintenance costs, and long term payback costs, e.g., if the City decides to purchase their own poles and fixtures or use LED light fixtures.

We will coordinate with the Staff to gather input, refine the number of options, and eventually select the amenities to be used for the Spring – Free Street area. We have performed this process on several past projects, including the Bayside Trail and the end result is broad stakeholder acceptance, making for a successful end product.

This task will also include a review of the existing streetscape standards and provide recommendations to address any identified gaps that may be appropriate for the study area. We will issue a memorandum describing existing conditions, to include narrative, maps, illustrative graphics and cross-sections, photosimulations, data, charts and other visual means of communicating the streetscape elements. Catalog cut sheets and specifications will be developed along with a matrix describing short and long range recommendations.

TASK 4: SECOND PAC MEETING

Once a Draft Streetscape Plan has been established, the Team will meet with City Staff and the Public Advisory Committee to present the plan and recommendations. This meeting will set the framework for the public meeting and the preparation of the final plan. We would like to come out of this meeting with an agreement on the overall recommendations, short and long term improvements, and amenities selection.

TASK 5: PUBLIC MEETING



A public meeting will be held to introduce the streetscape project, present the draft recommendations, and invite comment to discuss how the Plan advances the City's goals for development within this area. TJD&A will present an illustrated overview of the process, general recommendations for the study area, and more specific concepts for Spring Street and the Civic Center. City staff will introduce the project and answer questions relevant to the City's involvement and future actions.

TASK 6: FINAL MEETING

Following the public meeting we will meet with City Staff, and the PAC to discuss the comments heard in preparation for the final streetscape plan.

TASK 7: FINAL STREETScape PLAN

The final streetscape plan will incorporate suggestions from the City, the PAC, and comments from the Public meeting relative to the streetscape plan. We are envisioning the final product to be an 11" x 17" color booklet with illustrative plan views and cross-sections, supplemented with images depicting recommended amenities and photosimulations of proposed improvements. Detailed enlargements will be provided where sufficient information is needed and keyed to the plan. We may find, once the draft plan is prepared, that a pull-out 24" x 36" plan may be more appropriate to show the overall general recommendations.

PROJECT BUDGET

We understand the City has a maximum of \$7,500 assigned for all tasks, deliverables, and reimbursable expenses for this project. TJD&A, Ransom, and Portland Trails can fulfill our proposed scope of services, as outlined, for this amount. Please refer to the attached Professional Fee Schedule.

Spring Street – Free Street Area Streetscape Plan
Professional Fee Schedule
Terrence J. DeWan & Associates and Ransom Environmental Consultants, Inc.
 June 18, 2012

TASK	Principal			TJD&A Associate LA			TJD&A LA			Ransom Environmental			Portland Trails			Total Fee:
	Hours	Rate	Subtotal	Hours	Rate	Subtotal	Hours	Rate	Subtotal	SR, Engineer		SR, Foreman		Subtotal		
										Hours	Rate	Hours	Rate		Hours	
TASK 1	1	\$43,27		5	\$32,82	4	\$25,75	0	\$50,96	2	\$28,85	0	\$14,62	0	\$0,00	\$368,07
TASK 2	1	\$43,27		4	\$32,82	4	\$25,75	0	\$50,96	4	\$28,85	1	\$14,62	1	\$14,62	\$407,57
TASK 3																
TASK 4	1	\$43,27		7	\$32,82	6	\$25,75	2	\$50,96	5	\$28,85	7	\$14,62	7	\$14,62	\$776,02
TASK 5	0	\$43,27		3	\$32,82	0	\$25,75	0	\$50,96	3	\$28,85	0	\$14,62	0	\$0,00	\$185,01
TASK 6	0	\$43,27		3	\$32,82	0	\$25,75	0	\$50,96	3	\$28,85	0	\$14,62	0	\$0,00	\$185,01
TASK 7	0	\$43,27		2	\$32,82	1	\$25,75	0	\$50,96	2	\$28,85	0	\$14,62	0	\$0,00	\$149,09
	1	\$43,27		4	\$32,82	4	\$25,75	0	\$50,96	3	\$28,85	3	\$14,62	3	\$14,62	\$407,96
	3	\$129,81		24	\$787,68	15	\$386,25	2	\$101,92	19	\$548,15	8	\$160,82	8	\$160,82	\$2,070,77

TJD&A Overhead (168%) \$2,656.57
 TJD&A Profit (10%) \$423.79
 TJD&A Direct Expenses (travel, food, prints, etc.) \$73.93
 TJD&A subtotal \$4,735.57

REC Overhead (180%) \$1,325.92
 REC Profit (10%) \$206.25
 REC Direct Expenses (travel, food, prints, etc.) \$56.40
 REC subtotal \$2,325.19

PT Overhead (168%) \$270.18
 PT Profit (0%) \$0.00
 PT Direct Expense (travel, food, prints, etc.) \$8.24
 PT subtotal \$439.24

TOTAL COST \$7,500.00



TJD&A was the lead designer for the Bayside Trail, an urban greenway that connects businesses and neighborhoods in Portland's Bayside District. The trail runs on an abandoned railroad ROW from the terminus of the Eastern Promenade Trail southwest to Elm Street. Eventually the Trail will connect to Deering Oaks. The project is a public-private partnership between MaineDOT, the City of Portland, the Trust for Public Land, and Portland Trails.



Boothby Square is one of the most significant open spaces in Portland's Old Port Exchange. TJD&A developed a restoration plan and construction documents to accommodate the 21st century needs of the surrounding shops, hotels, and offices. Traditional materials reflect the Square's historic place as a center of commerce.

STATE HOUSE COMMON
Augusta, Maine

tjd&a

TJD&A transformed an under-utilized lawn area between the State House and the State Museum into an urban plaza featuring a rich palette of plantings, a sculptural water feature, shade trees, and textured paving. The space was planned as a focal point for official ceremonies, a sunny place for lunchtime activities, and a gathering point for school groups.



"The State House Common stands as a testament to Maine craftsmanship and work ethic. I am impressed with the work that you and your design team undertook, as well as your commitment to quality and timeliness in completing the project."

Governor John E. Baldacci



LITTLE FALLS VILLAGE STREETScape IMPROVEMENTS
South Windham and Gorham, Maine

tjd&a



Existing conditions



Photosimulation



Existing conditions



Photosimulation

Streetscape improvements in the historic Little Falls Village in Gorham and South Windham are being planned to make the village more attractive, more pedestrian friendly, and act as a catalyst for private investment. The plan for this 0.8 mile corridor includes pedestrian lighting, benches, street trees, crosswalks, and signage. This project is funded through a Community Development Block Grant and scheduled for construction in Fall 2012.

Bayside Trail Portland, Maine

Services Provided:

- Stakeholder Coordination
- Cost Estimating
- Budget Management
- Project Meetings
- Requests for Proposals
- Design Management
- Construction Phasing and Management



Ransom Consulting, Inc. (Ransom) was contracted with the Trust for Public Land (TPL), a national, nonprofit land conservation organization, to provide project administration services for the design development and construction of a 1.2-mile trail through the Bayside Neighborhood in Portland. The total cost of this project, including land acquisition, was approximately \$5 million.

This trail will eventually connect the Eastern Promenade Trail to Portland's Deering Oaks Park and is intended to serve as catalyst for the redevelopment of the Bayside Neighborhood. The trail will form the "spine" of green space through the city, providing a pedestrian and bicycle path as well as access to pocket parks and gardens along its route. Greenway connections along the trail will provide access to residential neighborhoods, other nearby trails, and local businesses, as well as safe routes to nearby public schools.

Ransom provided cost estimating, budget management, review of alternative designs, construction administration and observation, design team coordination, requests for proposals, and requests for services, as well as coordinating project meetings.

Ransom worked with TPL and the City of Portland to encourage abutters and developers to take advantage of the trail infrastructure. Ransom met with abutters, drafted letters, and acted as an advocate for the trail by marketing it as part of the fabric of the community and an economic asset.

Note that this project was done by the Ransom Team under the name OAK ENGINEERS.

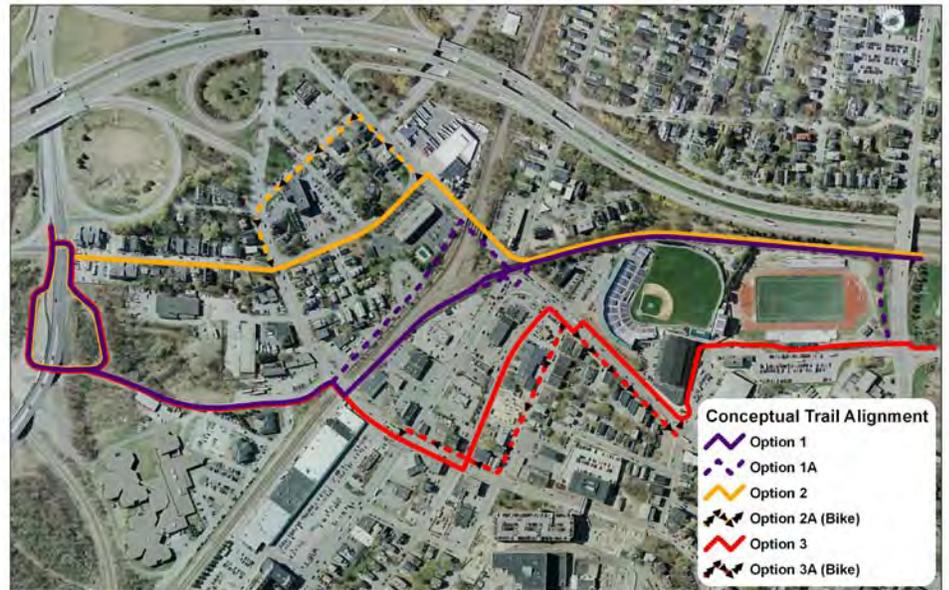
David Queeley
Formerly of the Trust for Public Land
Director of the Parks for People Program
New Contact:
Vice President for Outdoor Engagement
Appalachian Mountain Club
5 Joy Street
Boston, MA 02108
Phone: 617 391-6575
Phone: 617 894-4748 (cell)
DQueeley@outdoors.org

Status: Phase I Construction Completed

Connecting Libbytown Study Portland, Maine

Services Provided:

- Feasibility Analysis
- Transportation Needs Assessment
- Property Ownership and Right-of-Way Research
- Implementing Input from Various Stakeholders
- Conceptual Design
- Cost Estimating



Ransom Consulting, Inc. (Ransom) partnered with Portland Trails, a non-profit land trust, to develop a feasibility report and concept design for a bicycle and pedestrian trail connecting the Portland Transportation Center through the Libbytown Neighborhood along the Portland Peninsula to Deering Oaks (a municipal park). Ransom gathered input from residents and property owners, City of Portland staff, the Portland Area Comprehensive Transportation Committee (PACTS), and the Maine Department of Transportation to determine the best route for this connection.

Ransom conceptually designed an on-street trail route between these two popular destinations. Design plans included reconfiguring travel lanes and reducing curb radii to facilitate bicycle and pedestrian use, conversion of a one-way street to two-way traffic, creating bike lanes while preserving on-street parking, implementing shared roadway lanes in areas without adequate width for bike lanes, and developing traffic-calming measures such as curb extensions.

Ransom also developed an inventory of opportunities and challenges for connecting Libbytown. Ransom provided recommendations for future development of an off-road, multi-use trail between the Transportation Center and Deering Oaks. This future multi-use trail would utilize and unused rail corridor and be compatible with future rail use.

Note that this project was done by the Ransom Team under the name OAK ENGINEERS.

Nan Cumming
Formerly: Executive Director of
Portland Trails
New Contact Info:
nancumming@maine.rr.com

Carl Eppich
Transportation Planner
PACTS
68 Marginal Way
Portland, ME 04101
207-774-9891 (phone)
ceppich@gpcog.org

Status: Study Complete,
Recommendations Being
Implemented

North Boyd St. Trail Portland, Maine

Services Provided:

- Feasibility Study
- Stakeholder Outreach
- Conceptual Design
- Final Design
- Cost Estimating



Ransom Consulting Inc., (Ransom) partnered with Portland Trails, a non profit land trust, to provide the City of Portland with the conceptual and final design of a multi-use trail connecting the Bayside Trail to Cumberland Avenue. The trail alignment includes both on-road and off-road segments. The on-road portion of the trail passes through an industrial area with multiple driveways.

Ransom worked collaboratively with stakeholders to design an on-road segment that used landscaping, wooden guardrails, and salvaged granite to provide trail users with a safe and pleasant environment while maintaining truck-turning movements. Additionally, Ransom met on site with owners and tenants of industrial properties to determine their needs and vision for the trail.

Ransom's design utilized landscaped swales to address runoff treatment and redirected stormwater from a combined sewer to a separated storm drain system. Ransom successfully presented the conceptual design to the Portland Housing Authority in order to obtain required easements through their property for the off-road segment of the trail.

Note that this project was done by the Ransom Team under the name OAK ENGINEERS.

Nan Cumming
Formerly: Executive Director of
Portland Trails
New Contact Info:
nancumming@maine.rr.com

Molly Casto AICP, LEED AP
Formerly: Senior Planner for the
City of Portland
New Contact Info:
mollypcasto@gmail.com.
(207) 272-0802

Status: Design Completed

York Beach Streetscape York, Maine

Services Provided:

- Conceptual & Final Design
- Streetscape Design
- Multi-use Trail Design
- Utility Coordination
- Stakeholder Coordination
- Sidewalk Design
- Storm Drain System Design
- Public Presentation
- Cost Estimating
- Construction Administration

Dean Lessard, P.E.
Public Works Director
Town of York
186 York Street
York, Maine 03909
dlessard@yorkmaine.org
207-363-1011

Status: Design Completed, Under
Construction



Ransom Consulting, Inc. (Ransom) staff were retained by the Town of York to design a new stormdrain system for the York Beach Area. Ransom pointed out that the extensive road and sidewalk reconstruction required to install the new drainage system provided the Town with an opportunity to upgrade the streetscape and improve mobility for all users.

Ransom worked with the Town to design curb extensions, widen sidewalks and to improve pedestrian mobility while maintaining truck turning movements, emergency vehicle access and positive drainage. Custom grading was required to provide ADA access to local businesses. Careful allocation of the available right-of-way allowed for the addition of on-street parking and the addition of two crosswalks. All changes to road geometry were closely coordinated with emergency responders. Ransom coordinated with lighting manufacturer to provide photometric layout and design for lighting infrastructure.

Salvaged granite curb was used to minimize costs. Material excavated to install drainage piping was used to construct an embankment for a new multi-use trail.

Ransom coordinated with local property and business owners to leverage \$100,000 of private funding for streetscape improvements. Ransom designed improvements on private property for local businesses using the same materials and styles to blend seamlessly with the public streetscape.

Note that the design portion of this project was done by the Ransom Team under the name OAK ENGINEERS.

TERRENCE J. DEWAN, FASLA
Principal, Landscape Architect

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

Maine Licensed Landscape Architect #6

EDUCATION

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

PROFESSIONAL EMPLOYMENT

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

PROFESSIONAL AFFILIATIONS

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

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

SELECTED PROJECT EXPERIENCE

LANDSCAPE ARCHITECTURE & PLANNING

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

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

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

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

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

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

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

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

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

South End Urban Design Plan. Bath, ME.

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

Town Hill Village Plan, Bar Harbor, ME.

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

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

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

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

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

A Revitalization Plan for Maine Street, Brunswick, ME.

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

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

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

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

SELECTED PUBLICATIONS

Scenic Assessment Handbook, Maine State Planning Office. 2008.

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

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

The Greening of Falmouth. Falmouth Conservation Commission. 2006.

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

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

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

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

SELECTED PRESENTATIONS

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

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

Scenic Inventory Training, Maine State Planning Office, 2009.

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

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

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

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

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

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

THOMAS FARMER
Associate, Landscape Architect

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

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

EDUCATION

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

SPECIAL TRAINING

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

PROFESSIONAL EMPLOYMENT

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

PROFESSIONAL AFFILIATIONS

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

SELECTED PROJECT EXPERIENCE

Bayside Trail, Portland, ME.

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

University of Maine Rec Center, Orono, ME.

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

Beth Condon Memorial Pathway Extension Feasibility Study and Phase 1 Construction, Yarmouth, ME.

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

Comprehensive Plan Update, Falmouth, ME.

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

West Falmouth Crossing, Falmouth, ME.

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

Eastern Trail Feasibility Study, MeDOT.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

PRESENTATIONS

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

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

AWARDS AND DISTINCTIONS

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

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

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

MATTHEW A. PHILLIPS
Landscape Architect

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

Maine Licensed Landscape Architect #3221

EDUCATION

BSLA University of Massachusetts
 Amherst, Cum Laude

PROFESSIONAL EMPLOYMENT

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

SPECIAL TRAINING

- MeDOT LPA: Local Project Administration Certification

SELECTED PROJECT EXPERIENCE

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

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

Bayside Promenade Trail, Portland, ME

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

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

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

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

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

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

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

Town Hill Village Plan, Bar Harbor, ME

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

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

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

North Road Recreation Complex Master Plan, Yarmouth, ME

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

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

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

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

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

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

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

Black Point Inn, Scarborough, ME

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

Auburn River Park, Auburn, ME

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

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

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

Rumford River Trail, Rumford, ME

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

Eco-Maine Trail, Westbrook, ME

Locate optimum location for new trail and develop construction documents.

STEPHEN J. BRADSTREET, P.E.
Senior Project Manager

EDUCATION

B.S., Civil Engineering
University of Maine

Specialized Training:

- ▶ Various stormwater hydrology and hydraulics, erosion and sedimentation control, stormwater quality, and project management seminars
- ▶ MDOT Local Project Administration (LPA) Certified
- ▶ Low-Impact Development (LID) Trained

PROFESSIONAL REGISTRATIONS

- ▶ Professional Engineer: Maine, New Hampshire, Vermont

GENERAL BACKGROUND

As principal engineer and office manager for Ransom Consulting, Stephen Bradstreet is responsible for providing project management and design on municipal and private development projects as well as providing quality control and assurance on all projects within the office. As project manager, Steve is the primary client contact, coordinates project work load and oversees budgets and schedules. As office manager, Steve is responsible for providing direction to junior staff, coordinating all manpower needs, business development and general staff supervision.

Steve has over 28 years experience related to municipal, commercial and private development projects. He has served as project manager and design engineer for all aspects of site design

including layout, grading and drainage, stormwater management, erosion control, and local and state permitting. In addition to design, he has served as construction administrator on many site projects. Steve's background also includes hydrology and hydraulics experience that is involved with bridge scour analyses.

EXPERIENCE

- ▶ **City of Bath, Bath Multimodal Transportation Center, Bath, Maine.** Project manager and design engineer for the planning and design preparation of Bath's new Multimodal Transportation Center. The center consists of the conversion of the old railroad station into an Amtrak station with provisions made for long distance bus transportation and local trolley service. The new facilities will also provide parking for a ferry service on the Kennebec River that will be within walking distance. The design is being coordinated with the Brunswick-Bath bike path design and with Maine DOT's track and drainage renovation project.
- ▶ **Trust for Public Lands, Bayside Trail, Portland, Maine.** Project manager for the administration of the design and construction contracts for a \$1.2 million trail project through Portland's historic Back Cove area. Project coordination required meetings with agencies including Trust for Public Lands, Portland Trails, City of Portland, MDOT, neighborhood groups, and business owners.
- ▶ **Atlantic National Trust, AAA Professional Building, Portland, Maine.** Project engineer responsible for the site development for a 50,000-square-foot professional building located in a revitalization area of downtown Portland. Provided utility design,

grading and drainage, and site design with streetscape upgrades.

- ▶ **City of Bath, Street Improvement Program, Bath, Maine.** Project manager and design engineer for a 9-year street improvement program. Program involved evaluation of existing street conditions, recommendation for infrastructure upgrades (including storm drain, sanitary sewer, and potable water), design of improvements, and construction administration.
- ▶ **City of South Portland, General Engineering Services, South Portland, Maine.** Review engineer responsible for coordinating and review of development projects submitted to the City for approval. Responsibilities included attendance at pre-application meeting, review of submittals and attendance at pre-construction meetings. Coordinated MCGP site inspection and observation of sediment and erosion control practices.
- ▶ **Town of Gorham, Gorham Street Projects, Gorham, Maine.** Project manager and design engineer for four road reconstruction projects. Provided design in GIS at a substantial cost savings to the client. Provided part-time construction observation and administration services.
- ▶ **Town of York, General Engineering Services, York, Maine.** Program manager, design engineer, and review engineer for the Town's GES program. Provided review of development projects submitted to the Town for approval. Design engineer for infrastructure improvement projects involving storm drain and roadway upgrades.
- ▶ **Town of Yarmouth, General Engineering Services, Yarmouth, Maine.** Program manager and design engineer responsible for coordinating and providing the design on Town infrastructure projects. This involved environmental permitting for slope stabilization, drainage way improvements,

sewer, road reconstruction designs, and storm drain and water system upgrades or extensions.

- ▶ **Town of York, FEMA Funding Assistance, York, Maine.** Program manager responsible for assisting the Town in obtaining \$1.16 million in funding for stormwater improvements in the Short Sands area of York Beach. Responsibilities included hydrology and hydraulics analysis, funding application preparation, field reconnaissance, and meeting with FEMA and MEMA to address permitting requirements.
- ▶ **Town of Old Orchard Beach, Mill Brook Road and Dam Replacement in Old Orchard Beach, Maine.** Project manager and design engineer responsible for hydraulic design of bridge structure, and road replacement. Responsible for coordination with the Town, MEMA, FEMA and Maine DOT with hydrology and dam design. Provided part-time site observation and general construction administration.
- ▶ **City of Bath, Commercial Street Storm Drain Outfall, Bath, Maine.** Project engineer and construction administrator on a \$1.2 million sewer/storm drain separation project. Responsible for technical review of the design plans, and specifications. Served as the construction administrator and coordinated work with the Maine DOT's Bath-Woolwich Bridge project.
- ▶ **Town of Brunswick, Maine Street Storm drain, Brunswick, Maine.** Project manager and design engineer for a \$1.5 million, 5,000-foot storm drain upgrade project. Provided conceptual design analysis for Town funding approval. Proceeded with final design and construction plans for major trunk-line upgrades (5,000 LF) and side collectors (2,200 LF). Prepared environmental permits for stormwater discharge into an "impaired stream".

- **Town of Cumberland, Philip, Bea, Grove, and Karol Streets, Cumberland, Maine.**
Project manager and design engineer for four road reconstruction projects. Provided part time construction observation and administration services.

EDUCATION

B.S., Civil/Environmental Engineering
University of Massachusetts

SPECIALIZED TRAINING

- ▶ Maine Department of Transportation (MDOT) Local Project Administration (LPA) Certified
- ▶ Low-Impact Development (LID) Trained
- ▶ 40-hour OSHA Hazardous Waste Health and Safety Course
- ▶ Credited Geographic Information Systems (GIS) training and applications

PROFESSIONAL REGISTRATIONS

- ▶ Professional Engineer, Maine
- ▶ LEED Accredited Professional

GENERAL BACKGROUND

As project engineer for Ransom Consulting, John Mahoney has worked on road and sidewalk designs, as well as land-use evaluations, permit applications, sewer separation, and stormwater modeling. John uses HydroCAD, AutoCAD, Carlson, and GIS software combined with engineering knowledge to create innovative designs that meet our clients' needs.

Prior to joining Ransom, John worked on a wide array of civil and environmental engineering projects. John has experience in modeling, design, and construction observation. He has

additional training in groundwater and watershed hydrology modeling.

Prior to working for as a consulting engineer, John gained ten years of diverse experience in the construction trades working as a carpenter and owning his own business as a general contractor.

EXPERIENCE

- ▶ **Connecting Libbytown, Portland, Maine**
Partnered with Portland Trails to develop a report and conceptual design for a bicycle and pedestrian connection from the Portland Transportation Center through the Libbytown Neighborhood on the Portland Peninsula to Deering Oaks (a municipal park). Worked with local residents and property owners, City of Portland Staff, the Portland Area Comprehensive Transportation Committee (PACTS) and the Maine Department of Transportation to conceptually design an on street trail connection between these two popular destinations. Responsibilities included redesigning travel lanes and reducing curb radii to facilitate bicycle and pedestrian travel; creating bike lanes while preserving on street parking; developing traffic calming measures; and cost estimating. In addition to the on street trail, Oak provided recommendations for the future development of an off road rail/multi-use trail collocation between these two destinations.
- ▶ **York Beach Streetscape Design, York, Maine.** Identified an opportunity to upgrade the streetscape and transportation infrastructure in York Beach in conjunction with a drainage improvement project. Worked with the Town to design curb extensions, widen sidewalks and to improve pedestrian mobility while maintaining truck

turning movements, emergency vehicle access and positive drainage. Careful allocation of the available right-of-way allowed for the addition of on-street parking. Coordinated with local property and business owners to leverage \$100,000 of private funding for streetscape improvements.

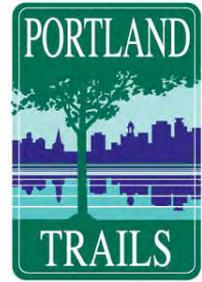
- ▶ **North Boyd Street Trail, Portland, Maine** Partnered with Portland Trails, a non profit land trust, to provide the City of Portland with conceptual and final design of a multi-use trail which will connect the Bayside Trail to Cumberland Ave. The trail alignment includes on-road and off-road sections. The on road portion of the trail passes through an industrial area with multiple driveways. Landscaping, wooden guardrail and salvaged granite will be used to provide trail users with a safe and pleasant environment while maintaining truck turning movements. Met onsite with owners and tenants of industrial properties to determine their needs. Used landscape swales to address drainage and redirected stormwater from a combined sewer to a separated storm drain system. Presented the conceptual design to the Portland Housing Authority in order to obtain a trail easement through their property.
- ▶ **Bayside Trail, Portland, Maine** Provided the Trust for Public Land and the City of Portland with project administration services relating to the design development of a 1.2-mile trail along an existing railroad corridor through the Bayside Neighborhood in Portland. Oak's responsibilities include assisting in negotiations with abutters and potential developers, advocating for midblock permeability and neighborhood connectivity, coordinating the design team and reviewing conceptual designs as well as construction administration and construction observation.
- ▶ **Maine Street Storm Drain, Brunswick, Maine.** Conceptually designed three options

and presented these to the Town. Met with the Maine DEP onsite and authored a successful permit application to change the location and size of the existing stormdrain system's outfall pipe. Integrated water quality filters and rain gardens into the stormdrain system to treat stormwater runoff and serve as landscape elements. Coordinated with stakeholders from the effected utilities in order to minimize impacts on existing infrastructure while using the large diameter pipes necessary to mitigate historical road flooding.

- ▶ **Jordan Avenue Reconstruction Design, Brunswick, Maine.** Performed technical design for the reconstruction of 4,500 linear feet of urban roadway. Performed hydrology analysis and drainage design of a replacement storm drain system. Performed grading design, and developed project quantities and project opinion of probable cost.
- ▶ **Skillin Road Reconstruction Design, Cumberland, Maine.** Performed technical design of components for the reconstruction of 4,800 linear feet of rural State Aid road. Performed hydrology analysis and drainage design of storm drain system. In addition John developed project quantities and an opinion of probable cost.
- ▶ **York Stormwater Management Plan, York, Maine.** Performed a hydrologic analysis of portions of a 7,400-acre watershed for the Town of York. Provided watershed delineation, hydrologic data assimilation, and HydroCAD model development.
- ▶ **Street Opening Inspection, South Portland, Maine.** Managed the City's street opening permit program. Based on input from City Staff, developed electronic inspection forms for street excavations, temporary pavement repairs, and final pavement repairs. Inspected pavement

repairs and worked with excavating contractors/utilities to address outstanding issues. Facilitated meetings between City Staff and utilities so that utility upgrades were preformed before streets are repaved.

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- Objective:** To work towards strengthening communities through construction of trails and pedestrian infrastructure, and to engage in planning for balanced transportation networks.
- Achievements:** Design and construction of numerous trail systems, school ground greening projects, community garden installations, and community parks in greater Portland
- Served on numerous transportation and planning committees for Portland Trails, and as a citizen
- Former President of Munjoy Hill Neighborhood Organization
- Chair, City of Portland Parks Commission
- Board of Trustees, Cultivating Community
- Work History:**
- | | |
|--|-----------------|
| Trails Manager,
Portland Trails
Portland, ME | 2004 to present |
| Owner, builder, designer
Jaime Parker Contracting
Portland, ME | 2001 to 2004 |
| Owner, Builder
Moosetop Solar Collective
Albany TWP, ME | 1998 to present |
- Education:**
- | | |
|---|------|
| BS Natural Resource Studies
University of Massachusetts
Amherst, MA | 1995 |
| Masters Certificate
Community Planning and Development
University of Southern Maine | 2010 |
- References:** Available upon request

