

STEVENS COMMONS

A Mixed-Use Planned Development



An Application to the City of Hallowell
for a
MASTER PLAN
for the
STEVENS SCHOOL

Submitted under Chapter 9 – Land Use Control, Division F, Stevens School Planned Development District (SSPDD), Sections 9-386 through 9-392 of the Revised Code of Ordinances, City of Hallowell, as Revised July 2015

Submitted by
Mastway Development LLC

A
MASTER PLAN
for
STEVENS SCHOOL
to be renamed

STEVENS COMMONS

September, 2016





72 Burtons Lane Winthrop, ME 04364
207-441-1538

September 10, 2016

Danielle Obery, Chair
Planning Board
Hallowell City Hall
1 Winthrop Street
Hallowell, ME 04347

Re: A Master Plan for Stevens School

Dear Chairwoman Obery:

It is with pleasure that we submit this application to you for the Board's consideration. We are proud of our Conceptual Master Plan proposal and trust you will find that it is complete and responds to Hallowell's Code of Ordinances requirements.

We appreciate the City's efforts to work with us to revitalize this long dormant, historic property.

Please contact us if you have questions or concerns. We stand ready to help.

Sincerely,

Matt Morrill
President, Mastway Development, LLC

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PART 1. MASTER PLAN SUMMARY

A. The Vision

Over time Stevens Commons will become a model mixed-use development known for its quality environment, historic buildings, landscaped campus, and superior services. The mix of offices and commercial space will be complimented by permanently conserved, open space and a range of residential offerings, including senior housing, apartments, duplexes, and small lot, clustered subdivisions.

In addition to its on-site features Stevens Commons will contribute to the Hallowell community with the tax revenue it generates and with generous public open space and attractive trails that link it to adjacent open space, the elementary school, and connecting streets and sidewalks.

Stevens Commons is a landmark development that will enhance the quality of the life of residents, tenants, and the public. Not only will a historic piece of Hallowell's past be revitalized and reenergized, but the new residential offerings will add to quality housing choices in this unique community.

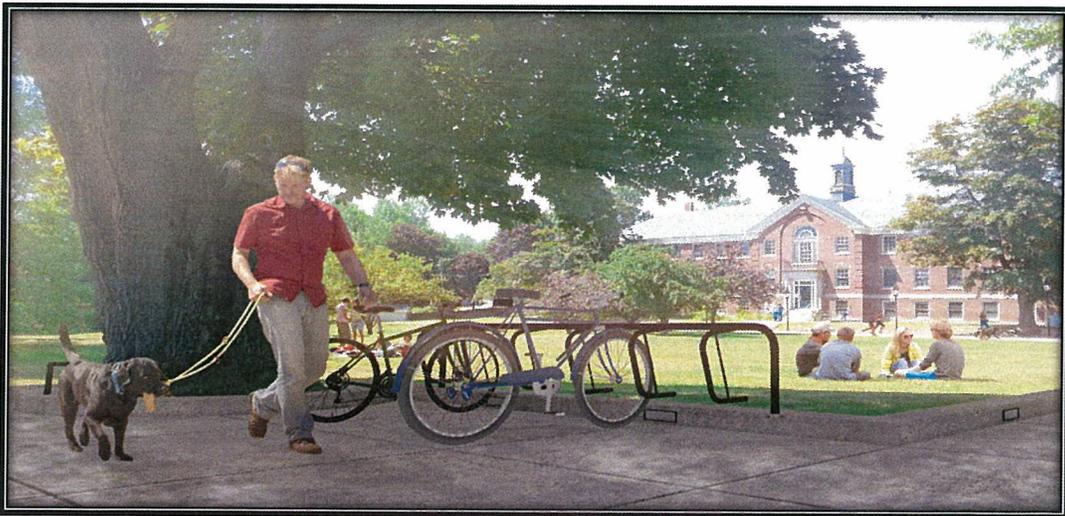


An artist's impression of the revitalized Stevens Commons as seen from Winthrop Street. The restored buildings face a landscaped public common and are served by the improved Beech Street and Coos Lane.

B. Project Goals

All development and conservation initiatives at Stevens Commons will be guided by the following overarching goals. They are drawn from Hallowell's Comprehensive Plan, the City's Stevens School Planned Development District guidelines, and the developer's vision for this unique, historically significant property.

- Provide a mix of appropriate and compatible land uses, including residential, business, commercial, and recreational uses.
- Retain the historic character of the properties landmark buildings and grounds.
- Ensure that all development creates a quality environment and exhibits a common set of design elements.
- Provide the infrastructure needed to support development and generate tax revenue over the long term.
- Permanently conserve those areas of the site with exceptional natural qualities and public value.
- Connect to the surrounding properties, streets, and neighborhoods, where appropriate, with sidewalks, trails, and/or vehicular connections.
- Link the site (and the existing Stevens field) to the adjacent Howard Hill forested park and to Winthrop Street; assure public access.
- Buffer adjacent properties where there may be negative visual impacts.
- Design and engineer the development so as to handle stormwater on-site and avoid off-site impacts.
- Cluster new residential subdivisions so there is easy access to open space and trails.
- Phase development by working with partners and responding to market opportunities.
- Collaborate with the City of Hallowell to meet City goals and provide essential infrastructure.
- Comply with the City's Comprehensive Plan and Master Plan application requirements.



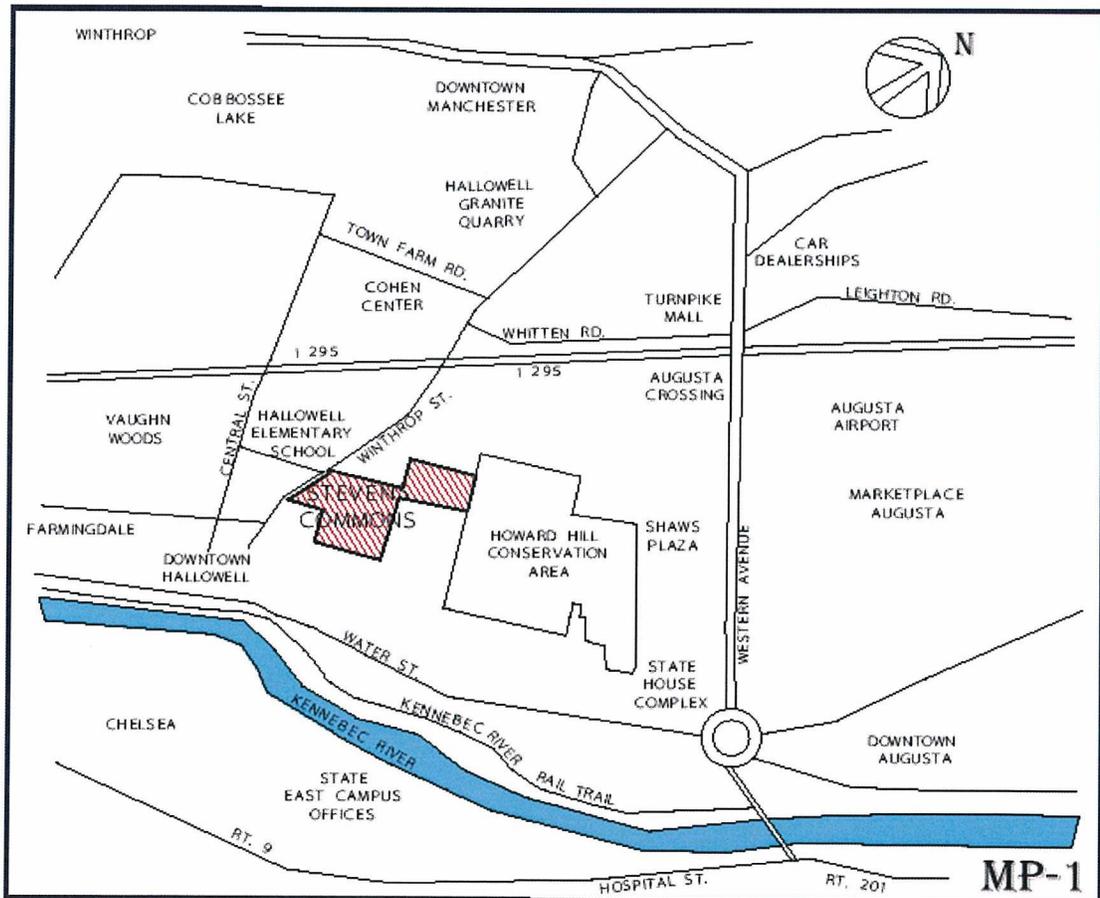
An artist's impression of the revitalized Stevens Commons as seen from the middle of the Campus/Beech Street

C. Project Location

Located two minutes from downtown Hallowell on Winthrop Street, at the top of the hill, Stevens School is within the City’s official “urban” area. The site is served by City sewer and water services and, in places, enjoys scenic views over the Kennebec River valley.

The Stevens Commons site has distinct locational advantages within the region that enhance its development prospects (See Map, MP-1). These values include:

- good, easy access to Interstate 295 and Augusta’s airport;
- an excellent school system;
- immediate proximity to the Legislature and State Capital;
- proximity to Augusta’s new 164-acre Howard Hill park;
- well-managed City government and an involved citizenry;
- a dynamic, historic downtown on the Kennebec just minutes away;
- the Kennebec River Rail Trail;
- and shopping centers on Western Avenue and the Whitten Road.



Stevens Commons central location in the immediate region will be advantageous to its residents, tenants, and the Hallowell community.

D. Plan Description

The redevelopment of the Stevens School Campus is one of utmost importance to the City of Hallowell. The campus, currently flanked by varying types of housing, municipal and educational facilities, as well as conservation land, will be put to new uses which should enhance and benefit the surrounding neighborhoods and the City as a whole.

Imagine a variety of housing options from affordable rental units to single and multi-family homes to luxury condominiums all situated in and amongst professional office space and commercial and service businesses. All of this will be interconnected with a network of streets, sidewalks, and hiking trails that provide safe travel for pedestrians, as well as public access to the newly acquired Howard Hill Conservation area and the elementary school.

Stevens Commons Master Plan can best be understood by looking at its component parts. The overall plan comprises five distinct and inter-related areas (see map, MP-2), linked by roads, sidewalks, trails, and utilities and supported by open space.

Each of the five areas (A through E) has its own attributes, based on careful site analyses; each supports specific land uses, as described below. All share a road system and open space. The accompanying “Land Use” map shows the five development areas; the table below summarizes the land-use program for each.

Area Description	Land Uses
Area A Historic Stevens Campus (next to Winthrop Street)	Offices, apartments, commercial, and institutional
Area B The Extended Campus (north of Area A)	Senior housing
Area C Phase 1 Residential (north of Area B)	Clustered single-family homes and duplexes
Area D Phase 2 Residential (west of Stevens field)	Clustered single-family homes
Area E Phase 3 Residential (west of Pleasant Street)	Clustered single-family homes

Providing access to and serving these five areas is an upgraded street system and utilities for sewer, water, gas, electricity, and fiber optics.

The road and utilities serving Areas A, B, and C are to be built with City bond funds. The remaining roads, in Areas D and E, will be built by the developer and dedicated to the City. (See Map, MP-3)

Supporting the aforementioned development is some 20 acres of open space land (See Map, MP-2). The nature of the open space is dictated, in large part, by the sites historic and natural features. The table below describes the open space components.

Open Space Feature and Location	Comment
1. Historic Quad or Common (Area A)	– 0.65 acres of common, restored and landscaped
2. Oak Grove Park (Area B)	– 0.70 acres of common with magnificent oak trees
3. Stevens Pond (next to Areas C & D)	– A small pond with buffer; a natural area
4. Stevens Field and Woods (next to Area D & pond)	– A large hayed field surrounded by woods with access to Howard Hill (±11 acres)
5. Wooded Slope (between Areas A, B & C and Area E on Pleasant St.)	– Extensive (±12 acres) woods covering very steep slopes

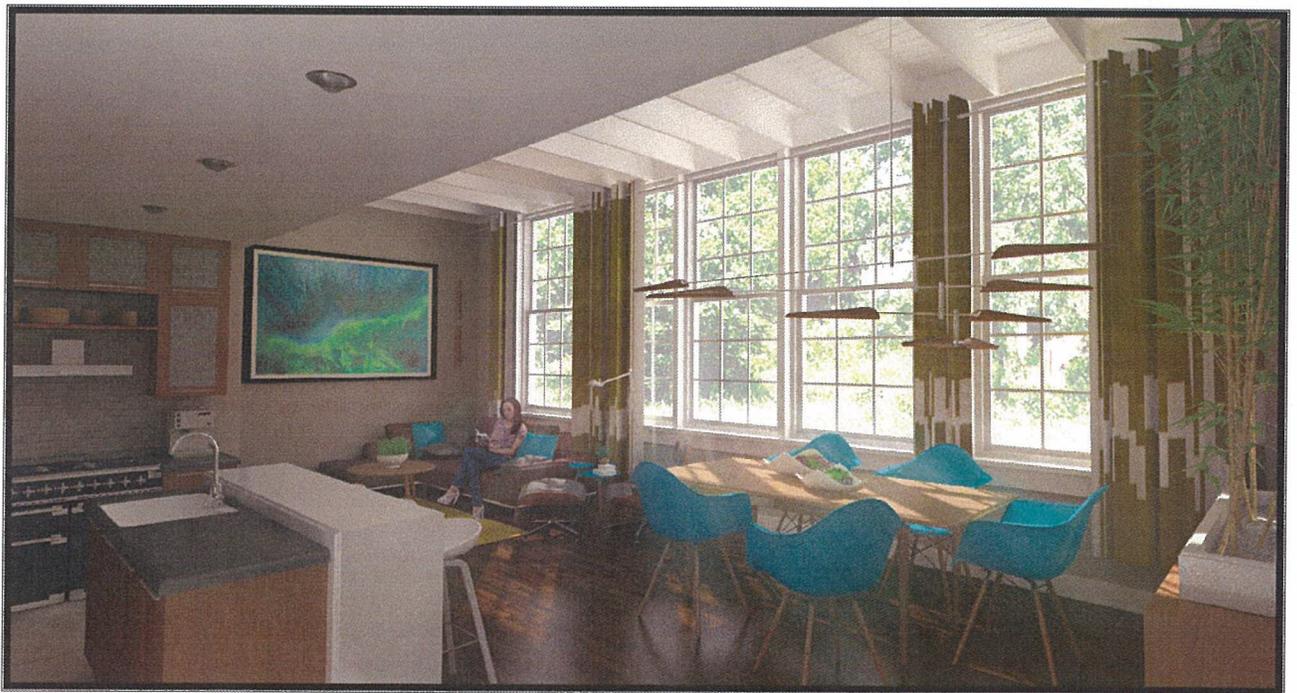
Coursing through the open space and providing links to adjacent areas, are some 4400 linear feet of hiking/walking trails. These trails are tied into the Commons sidewalks and link up with Winthrop Street, Pleasant and Page Streets, the elementary school, and Howard Hill’s trail system (See Map, MP-4, Sidewalks, Trails and Open Space).



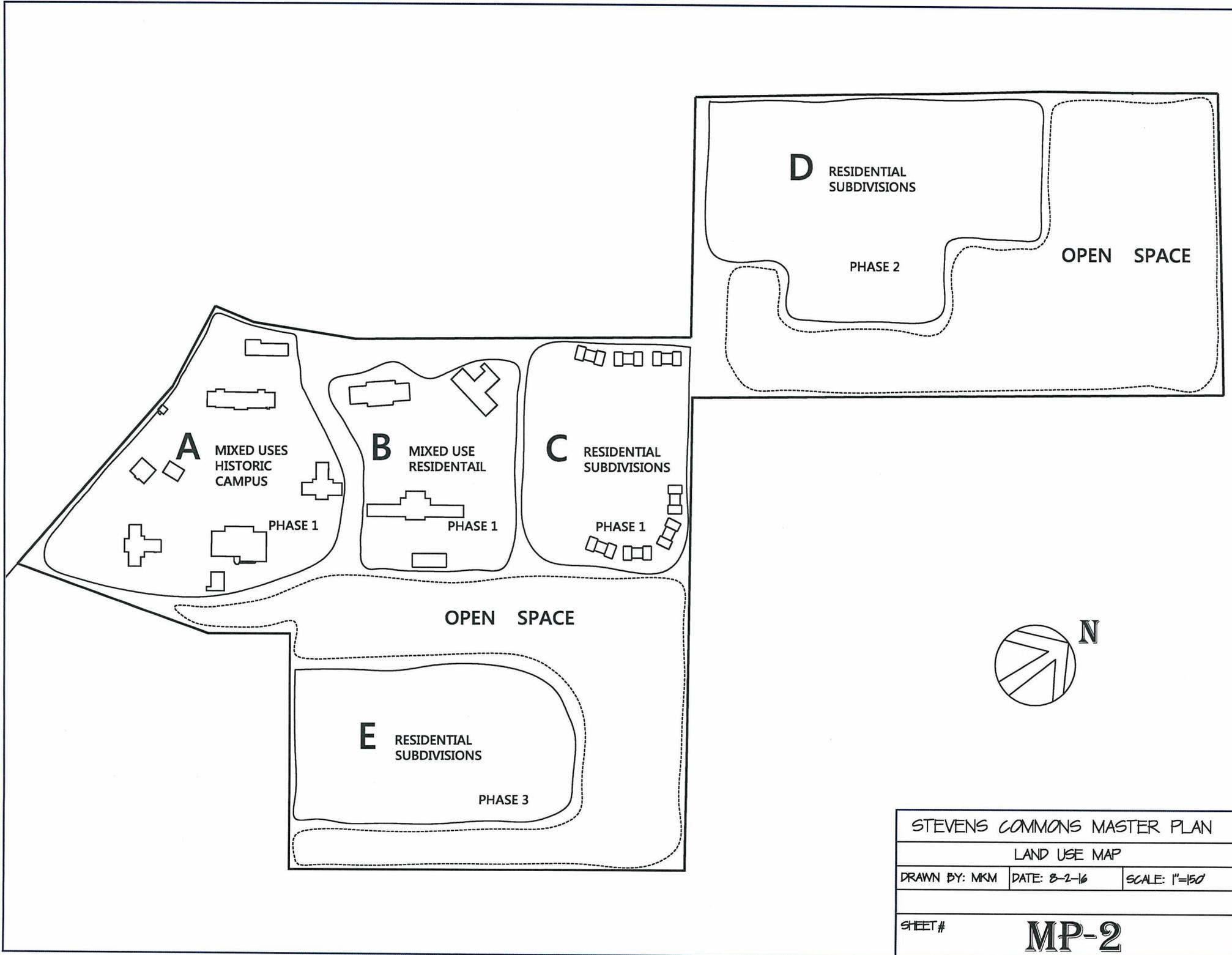
Multi-Age Village Connections



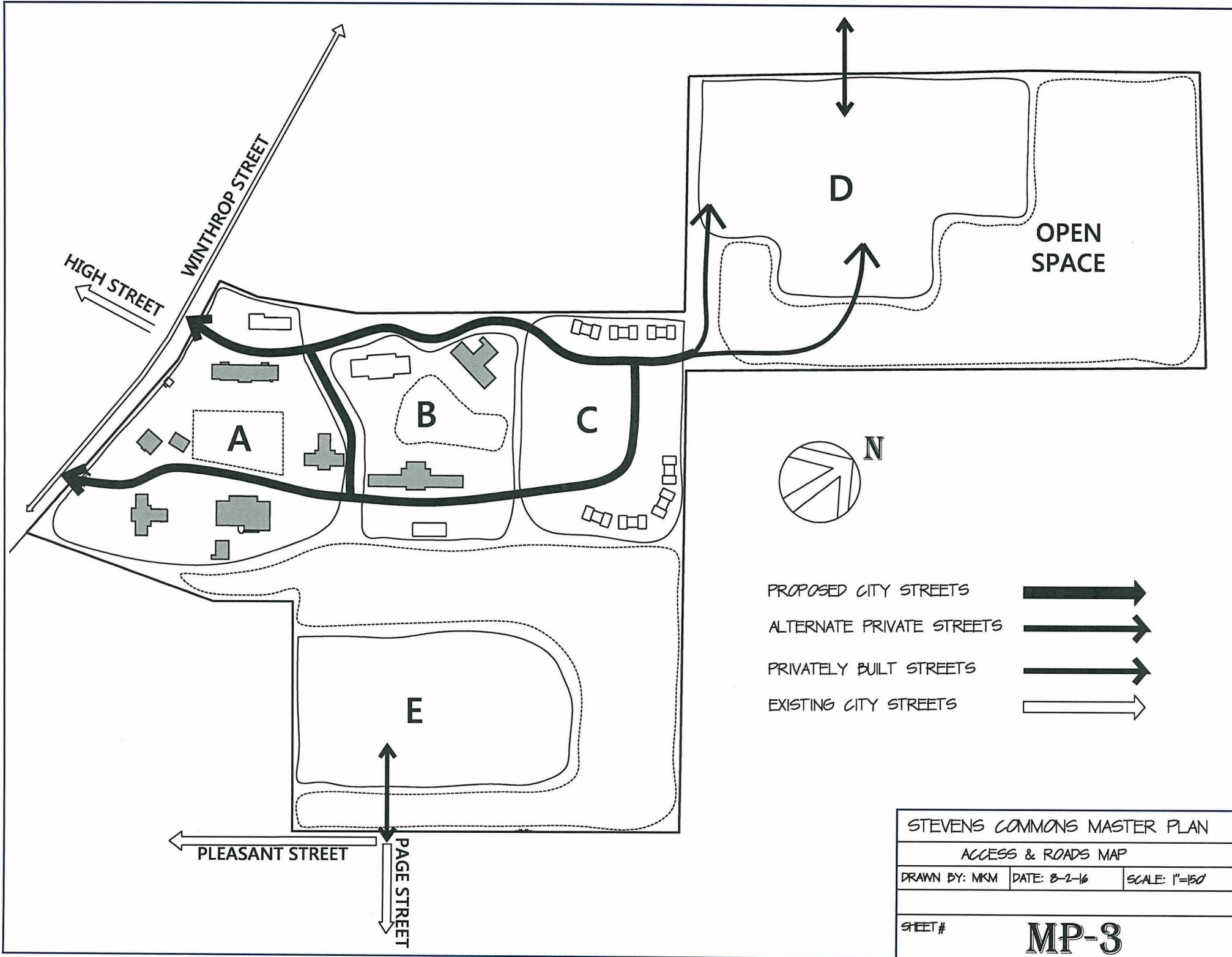
Onsite Amenities and Services



New Housing Options in Historic Buildings



STEVENS COMMONS MASTER PLAN		
LAND USE MAP		
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MP-2		



DIRECT LINK BETWEEN THE
ELEMENTARY SCHOOL & THE
WOWARD HILL TRAILS VIA
STEVENS COMMONS

TRAIL SERVES AS SAFE
SCHOOL ACCESS ROUTE
FROM STEVENS COMMONS
SUBDIVISIONS

SITE SIDEWALKS ALL
TIE INTO TRAIL SYSTEM
& WINTHROP STREET

RESIDENTIAL SUBDIVISION

OPEN
SPACE

STEVENS COMMONS
SIDEWALKS TIE INTO
WINTHROP STREET &
TO ELEMENTARY
SCHOOL

COMMON

COMMON

RESIDENTIAL
SUBDIVISION

DIRECT LINK-UP WITH
HOWARD HILL TRAIL
SYSTEM & 164 ACRE
CONSERVED AREA



SIDEWALKS 

TRAILS 

LINKS 

OPEN SPACE 

POSSIBLE
TRAIL-HEAD
WITH PARKING 

BICYCLE & SIDEWALK
ROUTES EXTEND TO
DOWNTOWN HALLOWELL
& RAIL TRAIL

OPEN SPACE

RESIDENTIAL
SUBDIVISION

TRAIL LINKS TO
PAGE & PLEASANT
STREETS

STEVENS COMMONS MASTER PLAN

SIDEWALKS, TRAILS & OPEN SPACE MAP

DRAWN BY: MKM | DATE: 8-2-16 | SCALE: 1"=150'

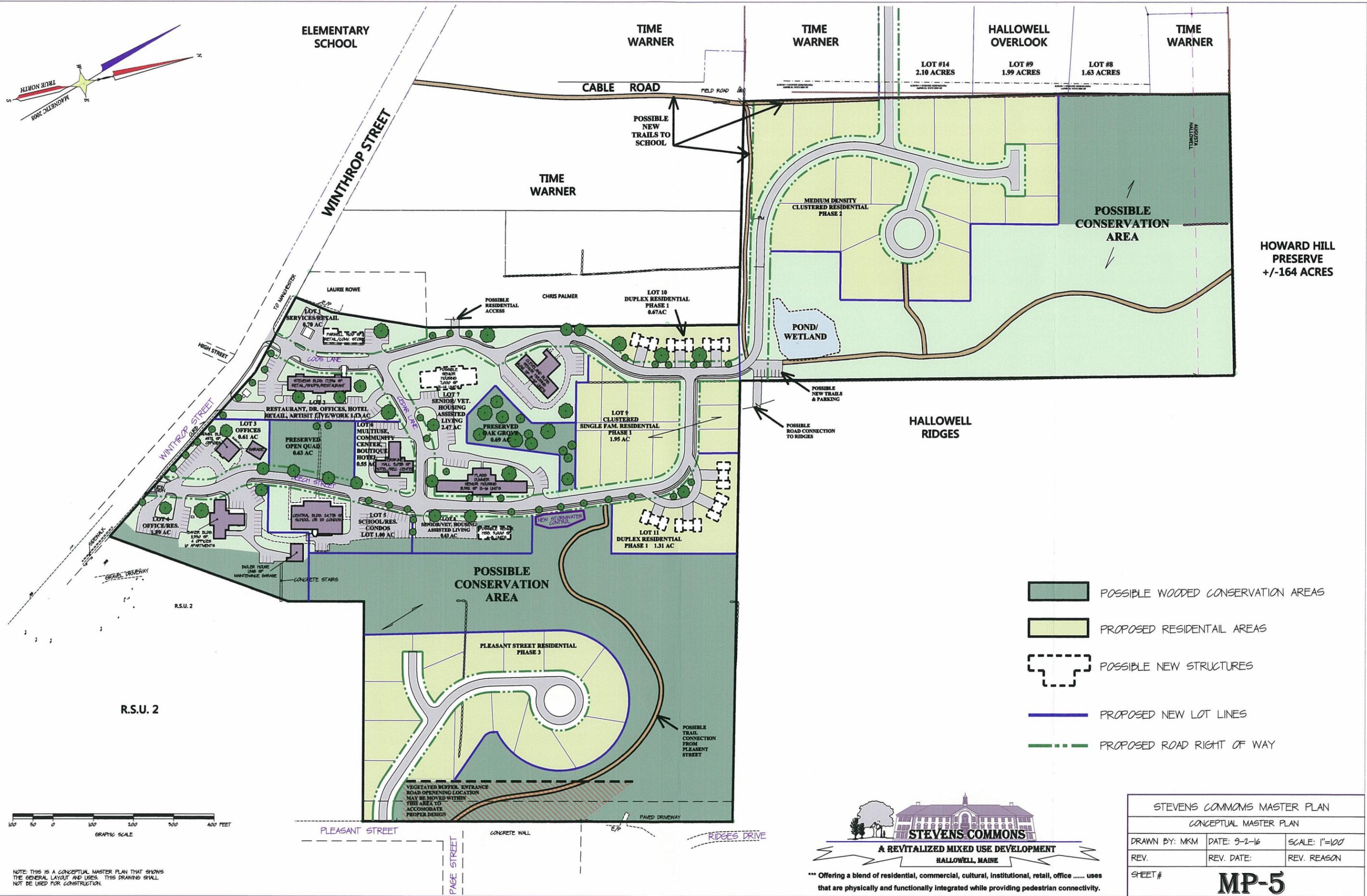
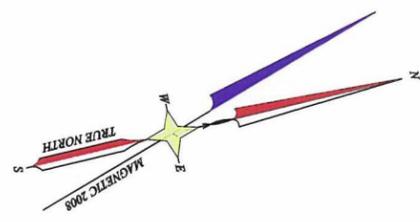
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MP-4

E. Master Plan Map

This is the conceptual Master Plan (See Map, MP-5) that is described in greater detail in Part 2. This Plan, along with an accompanying narrative, exhibits, and specific Development Standards, when approved by the Hallowell Planning Board and the City Council, comprise the document against which all future development proposals for Stevens Commons will be evaluated.

Although conceptual in nature the Master Plan documents provide a “road map” or “blueprint” the Planning Board can use to make sure subsequent development remains faithful to the Master Plan concepts.



- POSSIBLE WOODED CONSERVATION AREAS
- PROPOSED RESIDENTIAL AREAS
- POSSIBLE NEW STRUCTURES
- PROPOSED NEW LOT LINES
- PROPOSED ROAD RIGHT OF WAY

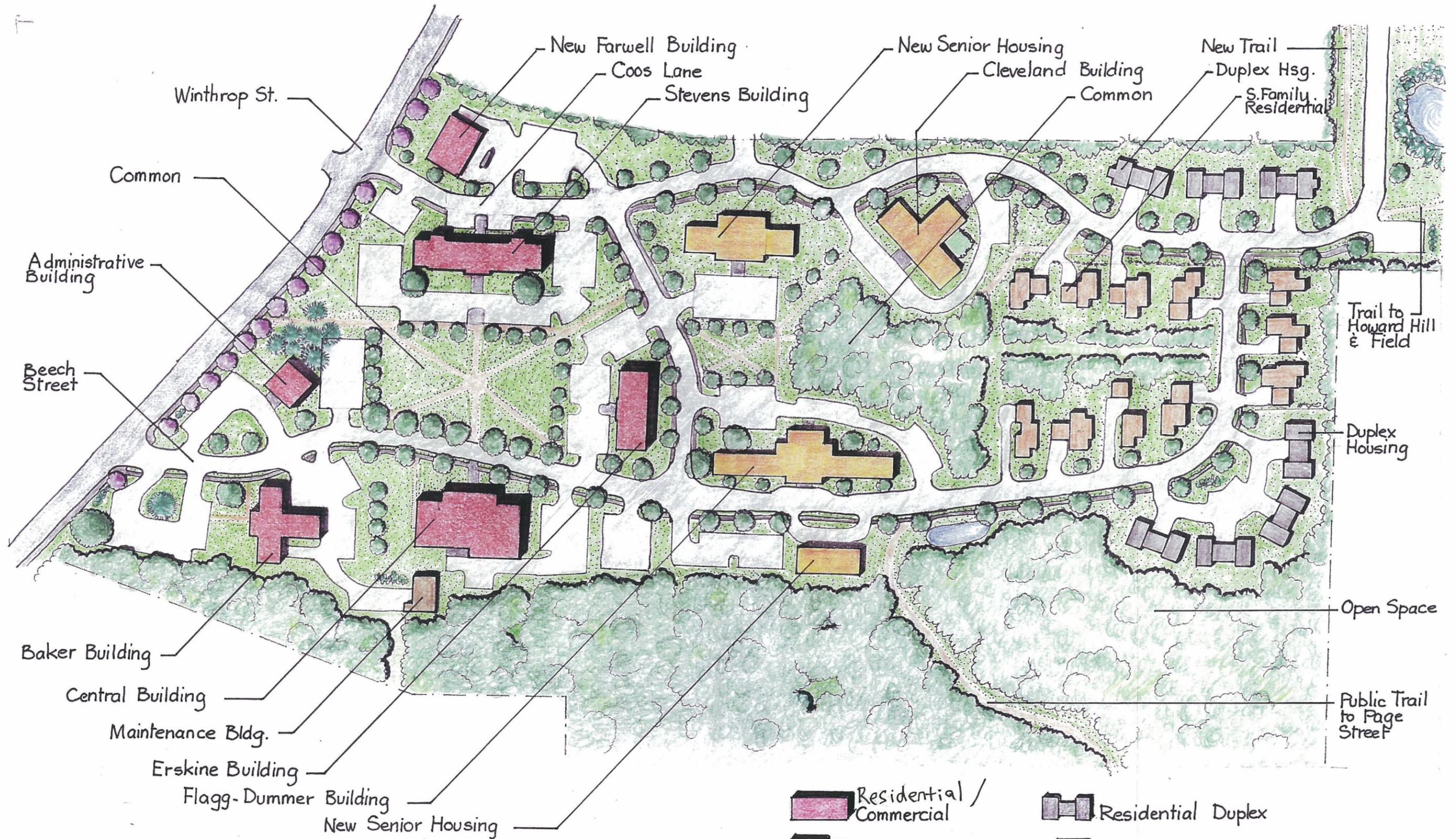


NOTE: THIS IS A CONCEPTUAL MASTER PLAN THAT SHOWS THE GENERAL LAYOUT AND USES. THIS DRAWING SHALL NOT BE USED FOR CONSTRUCTION.



*** Offering a blend of residential, commercial, cultural, institutional, retail, office uses that are physically and functionally integrated while providing pedestrian connectivity.

STEVENS COMMONS MASTER PLAN		
CONCEPTUAL MASTER PLAN		
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Illustrative Site Plan

MP-6

PART 2. MASTER PLAN DESCRIPTION

A. Introduction

Part 2 of this Master Plan application responds directly to the submission requirements spelled out in the City's Code of Ordinances.

The purpose of the "Stevens School Planned Development District," as described in the Code, is:

"To provide for the reuse and redevelopment of the former Stevens School into a well-planned development with a common set of design elements in which the use, redevelopment, or development is focused in the areas of the campus that are already developed in a manner that is compatible with the surrounding neighborhood, accommodates a mix of uses, maintains the character of the Maine Industrial School for Girls National Register Historic District, minimizes development in areas with significant natural resources, provides appropriate infrastructure, addresses environmental issues and stormwater management, and minimizes undesirable impacts on adjacent properties and the surrounding neighborhood."

Section 9-392 describes the Master Plan phase of a "Planned Mixed-Use Development" in this way:

"The Master Plan Phase involves the preparation, review, and approval of a conceptual master plan for the overall Planned Mixed-Use Development and the development standards that will apply to individual buildings, subdivisions, or phases of the development. Approval of the Master Plan and development standards must occur before any application is submitted for site plan review or subdivision approval."

B. Application Requirements

The Code stipulates that the Master Plan shall be for the entire site, as has been done here. It also requires that the Plan include five elements:

- Development narrative.
- Site inventory and analysis.
- Conceptual land use plan.
- Conceptual infrastructure plan.
- Development and dimensional standards.

This document addresses all of these elements, in detail, with narrative, maps, diagrams, and tables. Part 3 contains additional information.

C. Consistency with Hallowell’s Comprehensive Plan

The Master Plan meets the Comprehensive Plan’s goals for the Stevens School site.

First and foremost the Master Plan follows Hallowell’s overarching goal, specifically: “Create a Master Plan that achieves appropriate housing, business, and public uses; good jobs; open space and trails; minimal traffic impacts; environmental quality; neighborhood quality-of-life; and property tax revenues.”¹

Beyond that, the Master Plan responses affirmatively to the 14 goals listed in the Comprehensive Plan, as shown below:

Comprehensive Plan Goal Summary	Master Plan Response
1. Resolve environmental issues	Determined/to be done upon building re-develop
2. Resolve any stormwater problems	to be done
3. Protect valued natural resources	achieved (see Plan)
4. Retain as much existing open space as possible	achieved (see Plan)
5. Offer opportunities for trails	achieved (see Plan)
6. Focus new development in existing built-out areas	achieved (see Plan)
7. Provide a range of housing types and designs compatible with adjacent neighborhoods	achieved
8. Avoid retail businesses that take away business from downtown	see D.d. table
9. Preserve the historic character and respect that setting	to be done
10. Allow for city and school facilities on site	already achieved
11. Ensure traffic generated can be accommodated on Winthrop Street	see traffic analysis
12. Provide streets and sidewalks that connect to Winthrop Street.	to be done
13. Do not connect any roads to Augusta	done
14. Connect all development to public water and sewer	to be done

¹ 2010 Hallowell Comprehensive Plan Update, page IV.

D. Site Inventory

a. Site Description

The existing site is best described in the two accompanying maps – the “Site Survey” (MP-7) and the “Existing Site Plan” (MP-8) – as well as the other maps (referenced below) in the Site Analysis (Section E). Together they show, along with the narrative:

- a) the project name, north arrow, date, and scale;
- b) site boundaries;
- c) existing easements;
- d) topography (See Map, MP-8);
- e) key natural features;
- f) soils (See Map, MP- 10);
- g) vegetative cover (See Maps, MP-11 & MP-12);
- h) watershed boundaries (See Map, MP-13);
- i) existing buildings, streets, stone walls, driveways;
- j) building locations;
- k) existing utilities (See Map, MP-20);
- l) natural environmental constraints (See Map, MP-14) .

b. Site Survey Map (see Map 7) This map shows the entire 54-acre property.

c. Site History

Area A represents the historically important site of Stevens School, also known as “Maine Industrial School for Girls” or the “State School for Girls in Hallowell.”

Given that this campus is a designated National Register of Historic Places site it is worth documenting its essential features. (A detailed description of the history of each building is provided in Part 3.)

The historic site includes 5 buildings: Baker, Central, Stevens, Erskine, and the Administration building. (The Farwell house to the west is not included.) The Administration Building is a wood frame, clapboard structure in the Colonial Revival style. The four others are brick and granite and draw on Colonial Revival and Classical Revival styles. The positioning of the long Stevens building helps create the large common onto which the Erskine and Central buildings face.

The Maine Industrial School for Girls was founded in 1874 by the State as a place where “wayward” girls could be housed and given a moral, social, and academic education. Over the years the schools mission changed from education to a reform institution. It closed in the early 1920s.

d. Existing Buildings Inventory

<i>Existing Building Inventory</i> ² (see Map 8)				
Name	Footprint (sf)	Total Floor Area (sf)	Potential Uses	Condition/Comments
1. Farwell	±2,400	3,100	commercial, store, services	poor; 1½ floors; clapboard; older house
2. Stevens	4,700	17,936	multi-use, office, residential, community, retail, hotel	historic; brick; 3 floors
3. Administration	1,600	4,572	offices	fair; current rental; wood frame; historic; 2 1/2 floors
4. Baker	4,650	11,330	professional offices; residential	good; 2 1/2 story brick; historic
5. Central	9,200	24,778	residential, educational, offices	fair; 3 story brick; historic
6. Erskine Hall	4,150	9,098	Community Center, Fire Station, Hotel	poor condition; historic
7. Flagg-Dummer	8,352	8,352	residential; congregate or senior housing	fair; single story; brick
8. Cleveland	6,061	6,061	residential; congregate or senior housing	good; single story; brick
9. Hayden	6,282	6,282	residential; congregate or senior housing/demo	Fair-poor; single story; brick

e. Existing Site Plan (see Map 8)

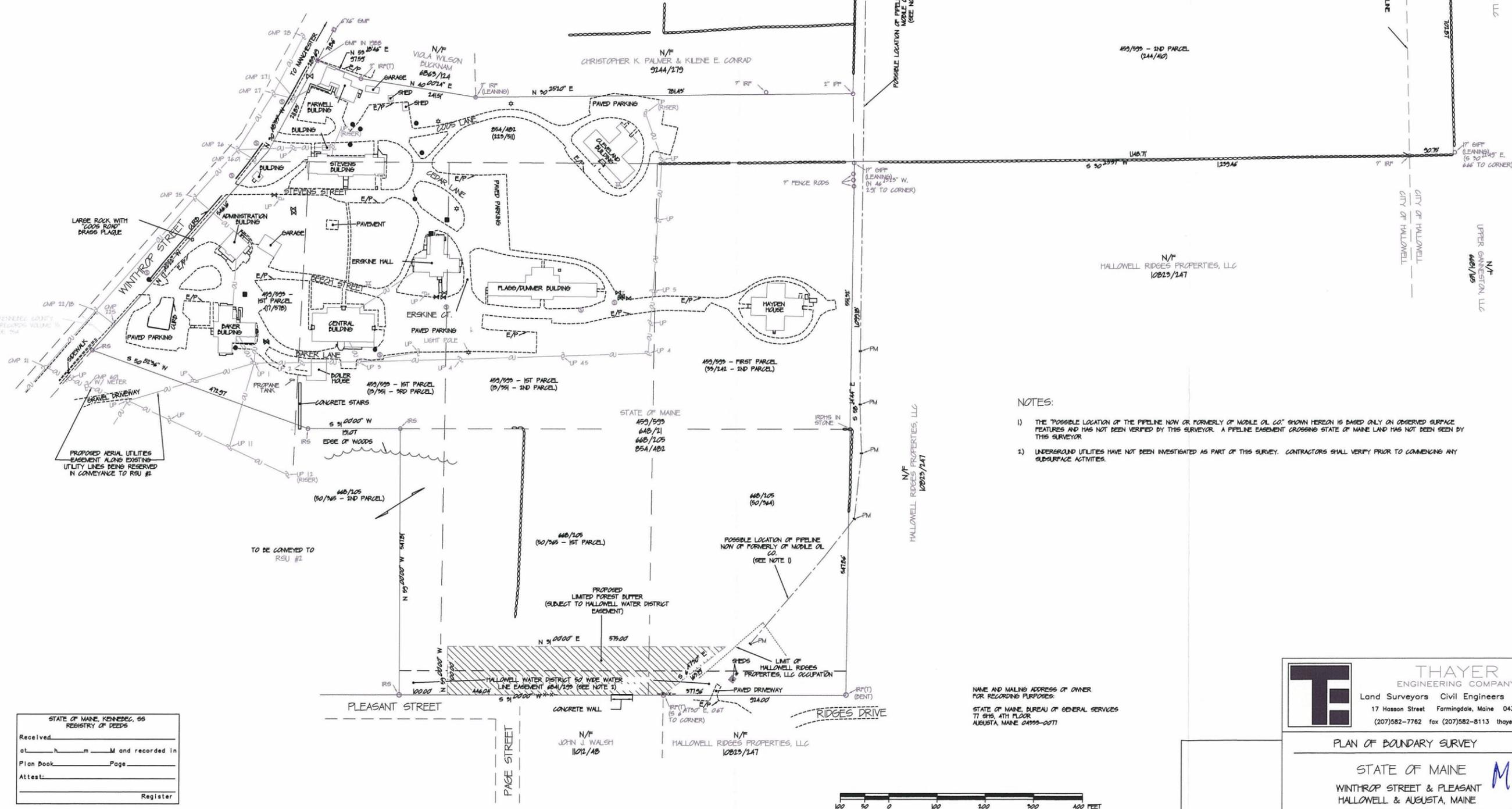
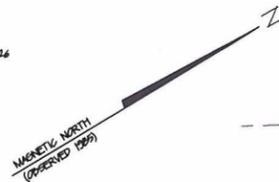
This map focuses on the core campus (Areas A, B & C) where all existing buildings and utilities are located.

² Primary Structures – does not include minor sheds, garages, pump house, etc.; Boiler House will become maintenance garage.

LEGEND

RS	2-INCH IRON ROD SET CAPPED THAYER ENGINEERING COMPANY
IRHS	2-INCH IRON ROD IN DRILL HOLE SET CAPPED THAYER ENGINEERING COMPANY
IRP(T)	IRON ROD FOUND CAPPED THAYER ENGINEERING COMPANY
IRP(C)	IRON ROD FOUND CAPPED T.S. COFFIN PLS 125"
IRP(L)	IRON ROD FOUND CAPPED PLS 180"
RF	IRON ROD FOUND
GMF	GRANITE MONUMENT FOUND
FP	IRON PIPE FOUND
DHF	DRILL HOLE FOUND
N/F	NOW OR FORMERLY OF
450/500	BOOK 450 PAGE 500 KENNEBEC COUNTY REGISTRY OF DEEDS (FOR REFERENCE ONLY)
R/W	RIGHT-OF-WAY
±	MORE OR LESS

—	COMMON OWNERSHIP
CMP 10	CENTRAL MAINE POWER COMPANY UTILITY POLE NUMBER 10
UP 5	UTILITY POLE NUMBER 5
—U—	OVERHEAD UTILITIES
—S—	SEWER MAINLINE
—C—	CATCH BASIN
PM	PIPELINE MARKER FOUND
E/P	EDGE OF PAVEMENT
BIT.	BITUMINOUS
-X-X-	WIRE FENCE REMAINS
—	STONE WALL
⊗	WATER VALVE (SEE NOTE 3)
⊕	HYDRANT (SEE NOTE 3)
⊙	LIGHT POLE



NOTES:

- 1) THE POSSIBLE LOCATION OF THE PIPELINE NOW OR FORMERLY OF MOBILE OIL CO. SHOWN HEREON IS BASED ONLY ON OBSERVED SURFACE FEATURES AND HAS NOT BEEN VERIFIED BY THIS SURVEYOR. A PIPELINE EASEMENT CROSSING STATE OF MAINE LAND HAS NOT BEEN SEEN BY THIS SURVEYOR.
- 2) UNDERGROUND UTILITIES HAVE NOT BEEN INVESTIGATED AS PART OF THIS SURVEY. CONTRACTORS SHALL VERIFY PRIOR TO COMMENCING ANY SUBSURFACE ACTIVITIES.

NAME AND MAILING ADDRESS OF OWNER FOR RECORDING PURPOSES:
 STATE OF MAINE BUREAU OF GENERAL SERVICES
 71 515, 4TH FLOOR
 AUGUSTA, MAINE 04333-0071

STATE OF MAINE, KENNEBEC, 66
 REGISTRY OF DEEDS

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 at _____ m _____ and recorded in
 Plan Book _____ Page _____
 Attest: _____
 Register

THAYER
 ENGINEERING COMPANY
 Land Surveyors Civil Engineers Planners
 17 Hosson Street Farmingdale, Maine 04344-1613
 (207)582-7762 fax (207)582-8113 thayereng.com

PLAN OF BOUNDARY SURVEY

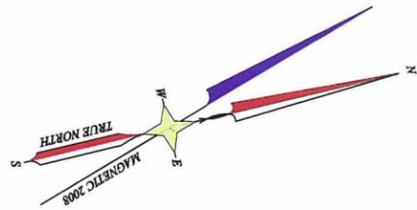
STATE OF MAINE
 WINTROP STREET & PLEASANT
 HALLOWELL & AUGUSTA, MAINE

MP-7

Date: JULY 24, 2015	Drawn by: NM	Chkd. by: EDT
Scale: 1" = 100'	Drawing # 1	Proj. # 0101A9



PRELIMINARY WITHOUT ORIGINAL SIGNATURE AND SEAL



STEVENS COMMONS MASTER PLAN		
EXISTING SITE PLAN		
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E. Site Analysis

a. Site Characteristics

Adjacent Roads and Land Uses

The “Opportunities and Constraints” map (See Map, MP-14) and the “Adjacent Roads & Land Uses” map (See Map, MP-9) address this subject with map annotations and narrative.

Suffice to say, the surrounding neighborhoods, land uses, and roads are compatible with Stevens Commons Master Plan. Especially noteworthy is the connections between the primary new road system and adjacent subdivisions and Winthrop Street, by way of the Overlook neighborhood.

Stevens Commons is within Hallowell’s designated “Urban Area.” The site is surrounded by a mix of land uses all of which (with the exception of the elementary school and the RSU2 property) are also to be incorporated in the proposed development.

The principal uses, both on-and off-site, are:

- neighborhood residential;
- open space; and
- planned commercial.

The “Adjacent Roads & Land Uses” map (See Map, MP-9) illustrates the extent to which the site is surrounded by compatible residential neighborhoods. In other words, the proposed new uses will fit comfortably into Hallowell’s special character and will complement adjacent uses. It is anticipated that Stevens Commons will, however, offer a greater mix of residential uses.

The same map shows the extent of open space adjacent to and within Stevens Commons. The most significant open space that adjoins the site is the 164-acre Howard Hill forested conservation area; it is to be owned by the City of Augusta and kept as open space in perpetuity. Existing hiking trails on Howard Hill are to be improved and expanded to connect to Stevens Commons, Ganneston Drive, and Sewall Street near the State house. Other nearby open space is on the RSU2 property, Vaughan Field, and the elementary school.

Permanent open space on Stevens Commons extends the Howard Hill conserved land south, into woods and field.

Map MP-9 shows additional on-site conserved land around the pond, at two central “commons” and around the eastern subdivision (Pleasant Street, Area E). Commercial and some residential (and/or institutional) uses are planned for within Stevens Commons core historic district.

Site Topography

The accompanying "Site Survey" and "Existing Site Plan" maps (MP-7 & MP-8) show that slope conditions vary throughout the property. The historic campus is relatively flat; the Stevens Field area has adequate, developable slopes, as does the wooded area north of the campus where a subdivision is proposed. To the east of the campus, however, is an excessively steep slope that divides the property. It is inappropriate for development. Yet between it and Pleasant Street the slope is less severe and can be developed.

Soils

The National Cooperative Soil Survey map for Stevens School and its immediate surrounds is shown on the following page (See Map, MP-10).

The entire core campus (Areas A, B & C) is a Hollis fine sandy loam; most of the slopes are in the 3 to 15% range although the east, wooded, part of the site has steeper slopes.

The northern part of the property, the woods, and the large field is roughly equal parts Paxton-Charlton, Woodbridge, Ridgebury, and Hollis; all are fine sandy loams with slopes in the 3 to 15% range that drain well.

Area E is predominantly a Suffield silt loam; slopes here range from 8 to 25%.

All of these soils are well drained and present no foreseeable problems. They support a hayfield, a healthy mature hardwood forest, and extensive mowed lawns on the campus itself.

Tree Inventory and Site Vegetation

The "Tree Inventory" map (See Map, MP-11) shows all large, plus 2 foot diameter-at-breast-height (dbh) trees within the built-up area of the site. Clusters of large trees (groves of pine and oak) that include plus 2 foot dbh trees are also shown on the map.

Large (plus 2 foot dbh) trees in the existing wooded areas (almost half the site) have not been recorded as individual trees. However, the "Tree Inventory" map and the color aerial photograph of the entire property (See Maps MP-11 & MP-12) show these extensive wooded areas and vegetation, including the large hay field adjacent to Howard Hill.

The mapped, individual trees are primarily hardwoods (ash, oak, and maple). A few are dying or are diseased and will be removed. The Winthrop Street property line is edged with a buffer planting of healthy crimson maples; they will be retained.

The few large single conifers (fir and pine) are not good specimens and may be removed for road construction purposes or for safety reasons.

The line of mature, large ash trees on Beech Street, along the east side of the common, are a feature and will set the theme for new tree planting around the common.

Preliminary analysis, based on information on file at the State's Natural Areas Program, indicates that there are no known rare or threatened plant species on site (see Part 3).

The overall, existing, site vegetation can best be seen on Map MP-12: Aerial Photograph of Site.

Site Watersheds

The Stevens School property falls into two small watersheds. They both originate at the top of Howard Hill to the north. One drains to the west, the other to the east. The dividing line is essentially Hallowell's ridge roughly defined by High Street, Coos Lane, and the easterly edge of Stevens field (See Map, MP-13).

The easterly watershed is devoid of water courses; sheet flow characterizes this land and the contours run roughly north/south parallel to the Kennebec River. The north/south band of woods east of the campus provides an effective filter to runoff.

The westerly watershed includes the Stevens field and adjacent wooded areas. The small pond at the base of the field drains south and west to ultimately join Vaughan Stream and then enter the Kennebec River.

Given Stevens School location near the top of the Hallowell ridge, little run-off is generated. No erosion problems are foreseen.

Traffic Analysis

Two traffic analyses were undertaken to assess traffic impacts in Phase 1A and at build-out of the entire property.

The Phase 1A traffic study looked at "trip generation" (i.e., the number of vehicles entering and leaving the site onto Winthrop Street), accident reports, and safety (i.e., safe sight distances for vehicles, principally when exiting the site). These analyses are based on full occupancy and use of Area A, the historic campus. A copy of both analyses is in Part 3.

The analysis shows the number of trips generated at this phase (i.e., with 5 buildings fully in use) does not trigger the need for a Traffic Movement Permit from MaineDOT. The peak hour trips do not exceed the 100-trip threshold.

The safety analysis for Phase 1A is based on an assessment of intersections and accidents near the site. Given that there are no high crash locations in the vicinity no additional review of safety is necessary.

The “Sight Distance Review” indicates that the Beech Street intersection with Winthrop Street presents no sight distance issues. Coos Lane, as presently configured, requires some adjustment to conform with MaineDOT standards. It will be moved uphill, west, to meet the standard.

The Stevens Street entry is to remain as an access to the parking associated with the Stevens building and will not be a principal street.

The second traffic analysis, that looked at the traffic impacts for the entire site when eventually built-out, took a conservative approach. In other words, it assumed higher trip generation by some of the possible future commercial uses while taking all proposed residential trip generation into account. Under these circumstances the peak hour trips exceed 200. Hence, a full Traffic Study will be required once Phase 1 of the project is completed.

b. Site Opportunities and Constraints

“...highlight the opportunities and constraints of the site in a bubble diagram or annotated format.” (SSPDD Ordinance Language)

The “Opportunities and Constraints” map (See Map, MP-14) identifies areas, buildings, roads, and natural features on the existing Stevens School site and indicates how each can inform and help shape the Master Plan. Often a “constraint” turns out to be an “opportunity” when interpreted creatively. Given the extent to which the site already has extensive (and historically significant) development there are many opportunities to turn “lemons” into lemonade.

The four existing conditions that “inform” the Master Plan to the greatest extent are:

- the historic campus;
- outstanding natural features;
- wooded areas with moderate slope conditions; and
- adjacent land uses and infrastructure.

The Historic Campus

Historic elements that offer opportunities include:

Element	Opportunity
National Historic Register status	Revitalize the campus; honor the history
Buildings in good condition	Restore and re-use
A fine central common	Retain and embellish
An intact infrastructure	Utilize and improve to modern standards
A mature landscape	Retain all healthy large trees
Good access to Winthrop Street	Use, but improve safety

Outstanding Natural Features

These features add to the natural/environmental quality of the site. Under the Master Plan, these features are made part of the open space plan. They include:

Element	Opportunity
Excessively steep slopes between the campus and Pleasant Street	Keep as wooded, accessible, open space
The oak grove	Create as part of a park-like common
The pond and immediate surrounds	Protect as natural area and part of open space system
The large, open, hay field	Conserve for open space and extension of the Howard Hill conservation area

Wooded Areas with Moderate Slopes

There are three such areas on the property; two are adjacent to existing neighborhoods and one adjoins the campus and existing buildings.

Element	Opportunity
Area C, north of the oak grove	Topography is suitable for residential subdivision lots
Area D, east of the Overlook project and west of the field	Topography is suitable for residential subdivision lots
Area E, below steep slopes, west of Pleasant Street, north of RSU2	Topography is suitable for residential subdivision lots

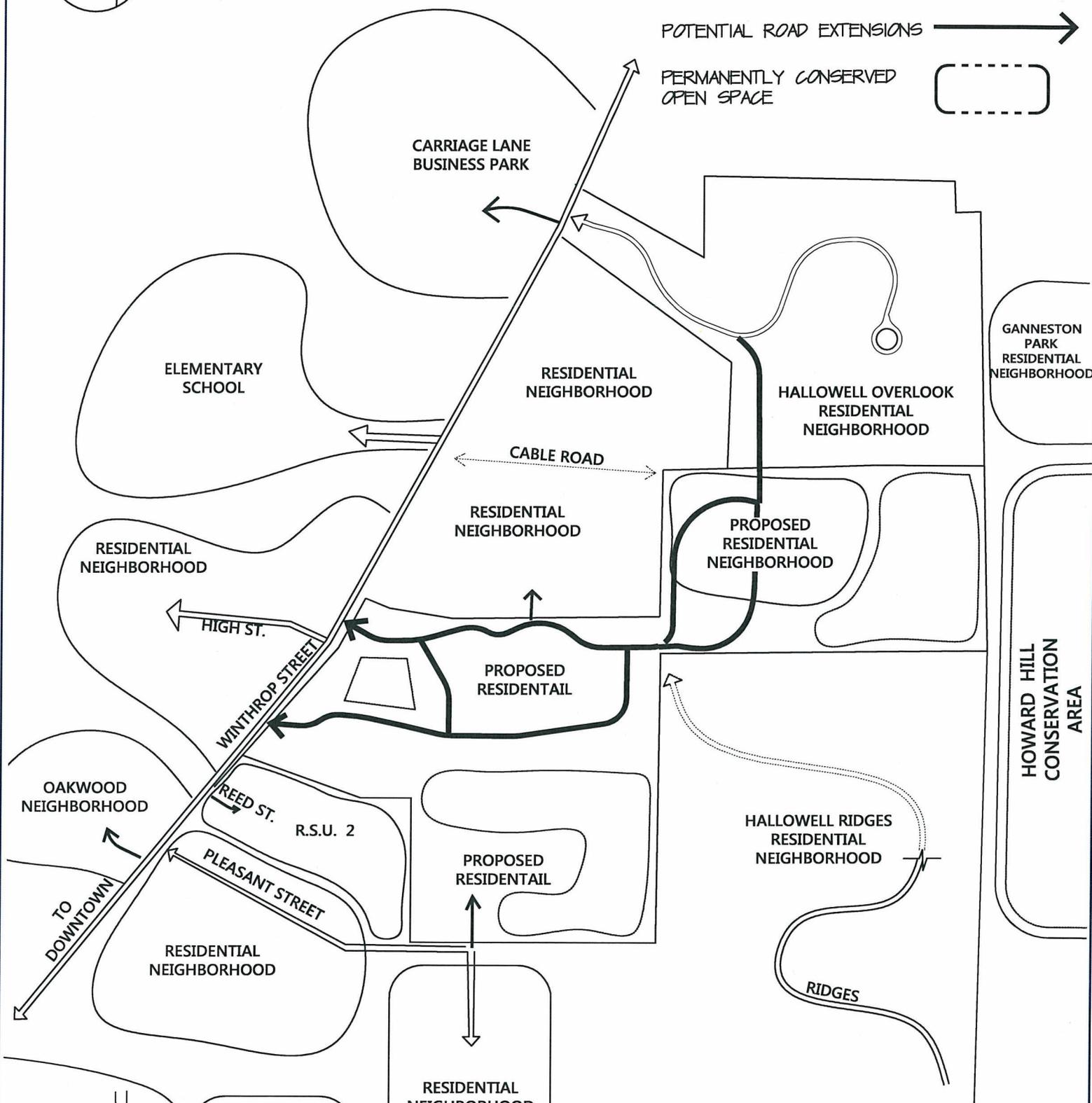
Adjacent Land Uses and Infrastructure

The “Locational Assets” map (See Map, MP-1) together with the narrative under Part 2-E-a “Site Characteristics” describe the land uses adjacent to the Stevens site. These uses, and the street system that serves them, can also be seen on the aerial photograph (See Map, MP-12).

c. Site Opportunities and Constraints Map (see Map 14)

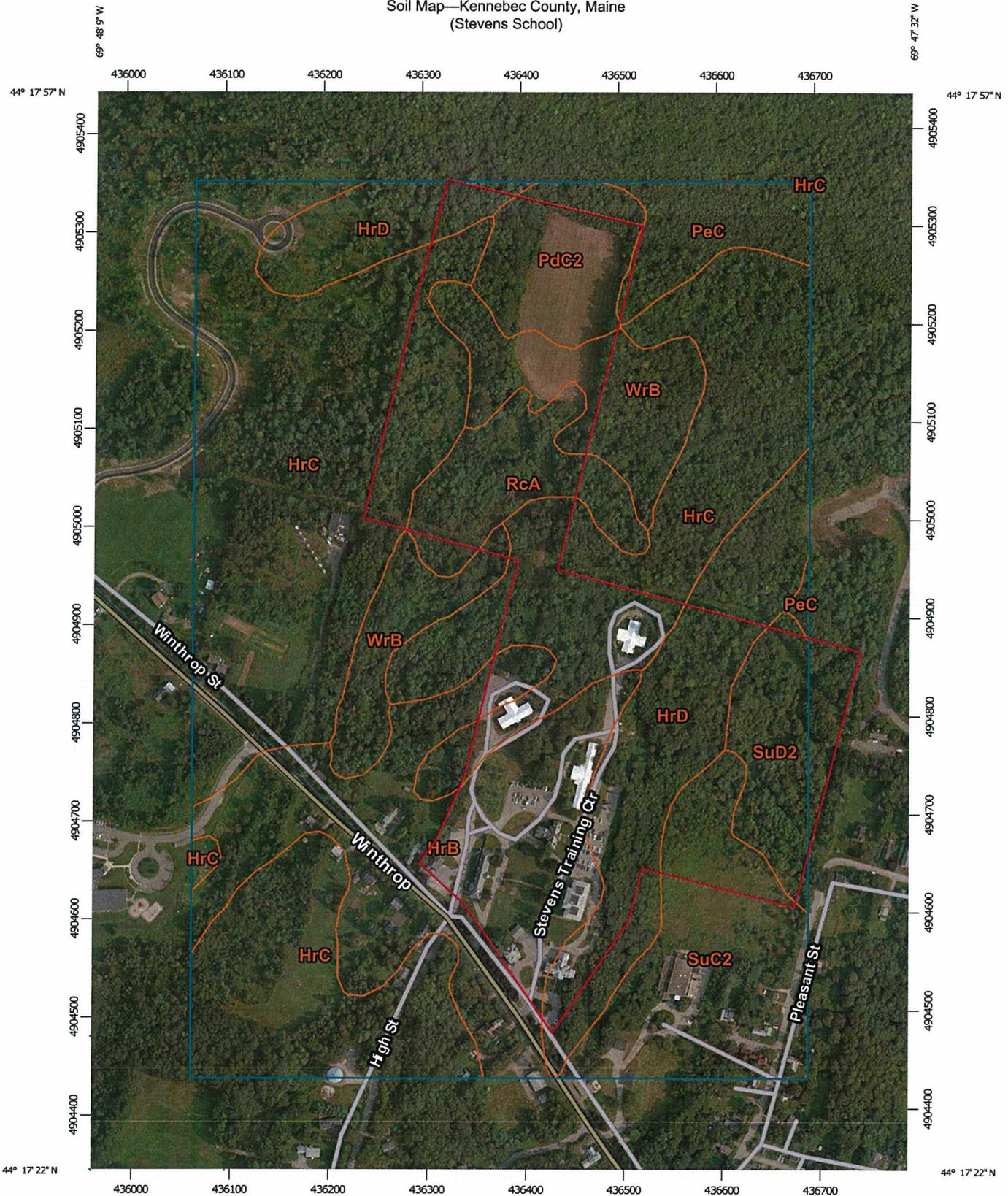


- EXISTING PUBLIC ROADS
- PROPOSED PUBLIC ROADS
- PRIVATE ROADS
- POTENTIAL ROAD EXTENSIONS
- PERMANENTLY CONSERVED OPEN SPACE

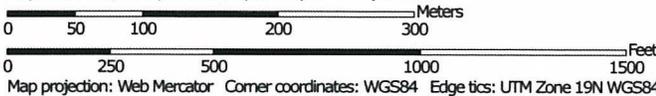


STEVENS COMMONS MASTER PLAN		
ADJACENT ROADS & LAND USES		
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SHEET #		MP-9

Soil Map—Kennebec County, Maine
(Stevens School)

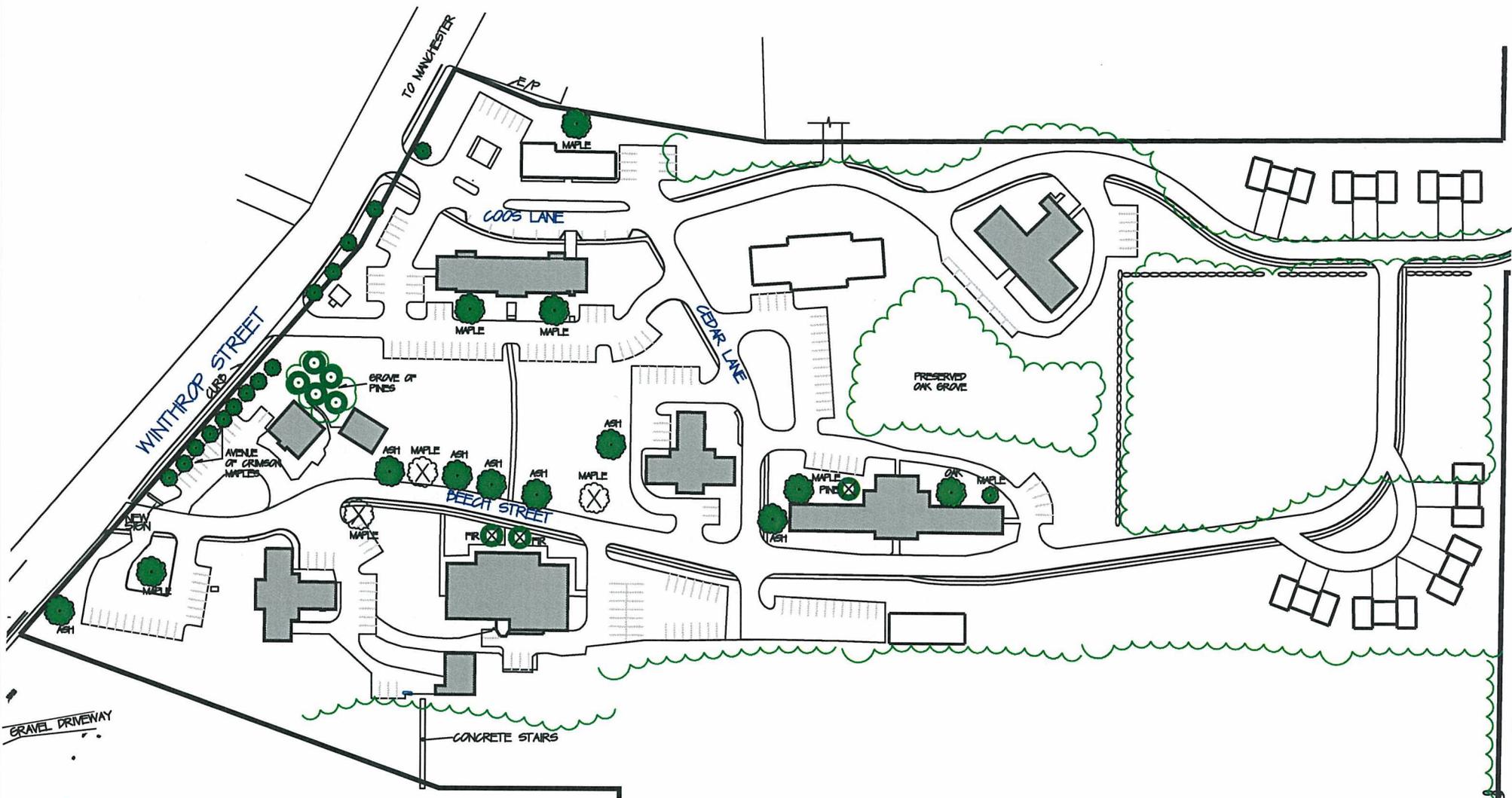


Map Scale: 1:5,350 if printed on A portrait (8.5" x 11") sheet.



Map Unit Legend
Kennebec County, Maine (KCM)
Map Unit Symbol Map Unit Name Acres in ARI Percent of ARI

HrD	Holla fine sandy loam, 9 to 0 percent slopes	25.4	33%
HrC	Holla fine sandy loam, 0 to 9 percent slopes	40.5	49%
HrB	Holla fine sandy loam, 0 to 25 percent slopes	1.7	2%
PdC2	Parkston-Chardon fine sandy loam, 0 to 0 percent slopes	0.5	1%
PeC	Parkston-Chardon very stony fine sandy loam, 0 to 0 percent slopes	4.4	6%
SuB	Ridgely fine sandy loam, 0 to 0 percent slopes, eroded	0.5	1%
SuC2	SuB fine sandy loam, 0 to 0 percent slopes, eroded	4.5	6%
WrB	Woodbridge fine sandy loam, 0 to 0 percent slopes	1.7	2%
Totals for Area of Interest		76.8	100%



GRAVEL DRIVEWAY

CONCRETE STAIRS

-  +2 FT. DIAMETER HARDWOOD
-  +2 FT. DIAMETER SOFTWOOD
-  +2 FT. DIAMETER TREE IN POOR CONDITION
-  SMALLER HARDWOOD TREE



STEVENS COMMONS MASTER PLAN		
TREE INVENTORY & SITE VEGETATION		
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SHEET # **MP-11**



STEVENS COMMONS MASTER PLAN

AERIAL SITE PHOTO

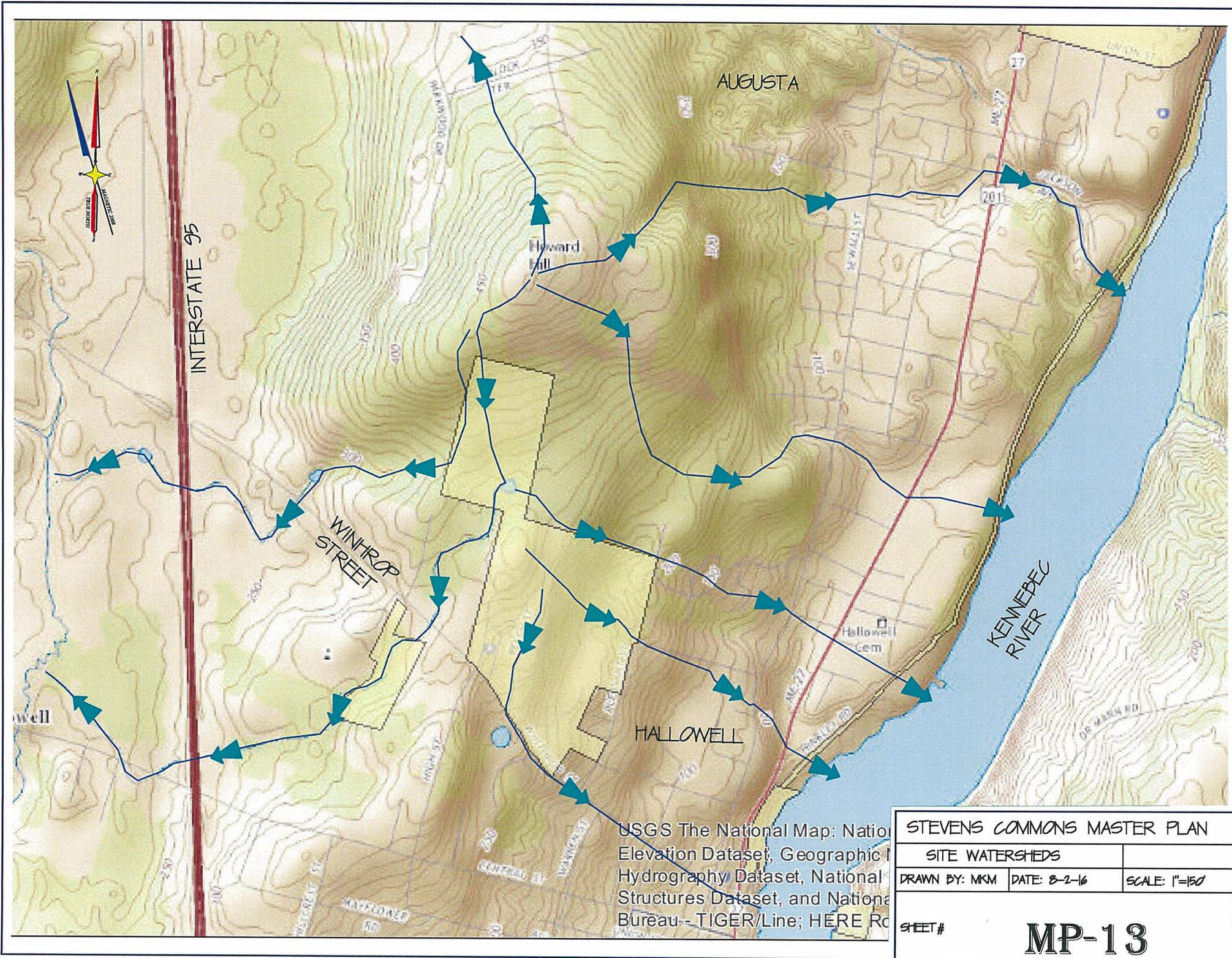
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DATE: 8-2-16

SCALE: N.T.S.

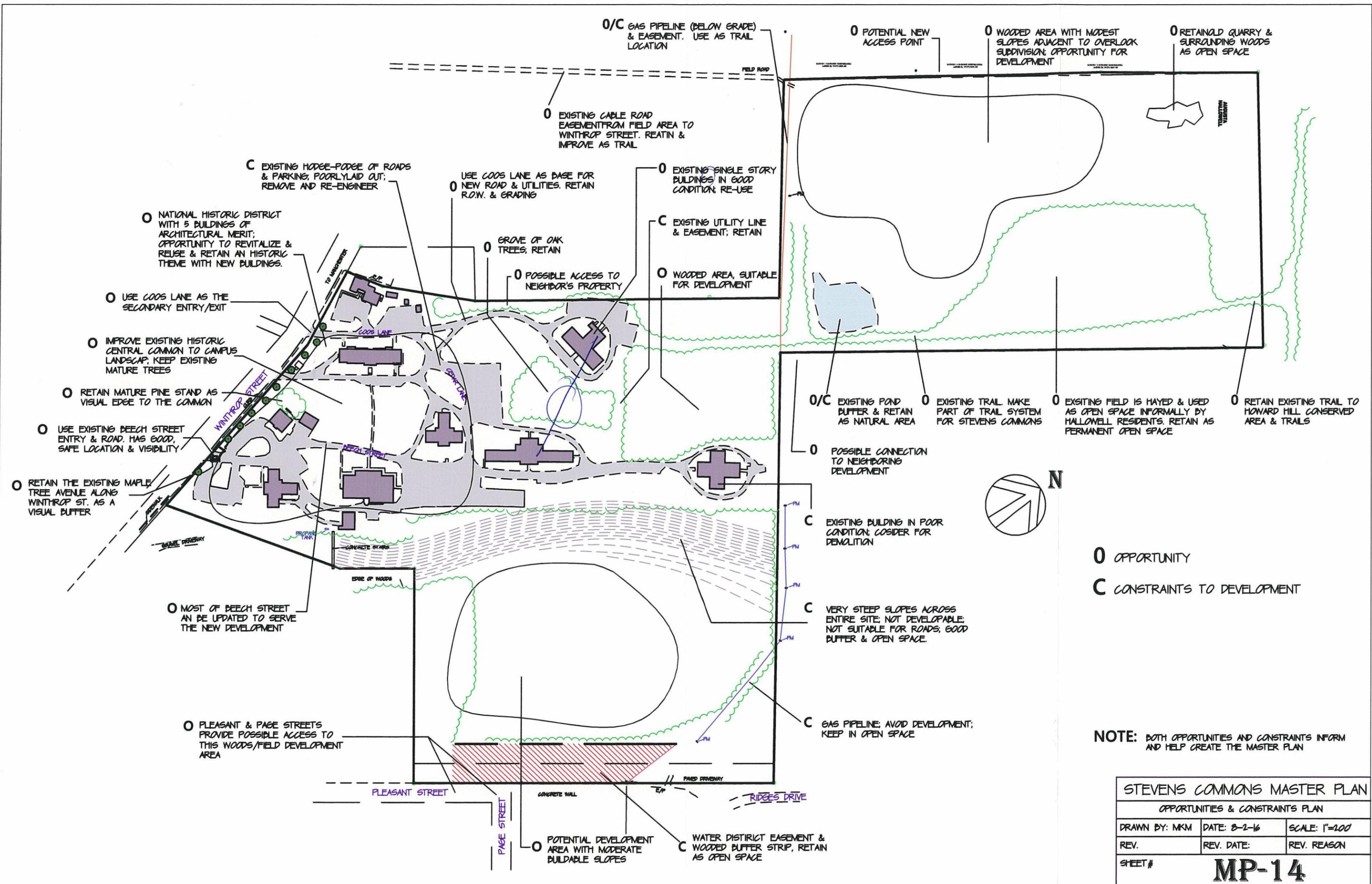
SHEET #

MP-12



USGS The National Map: National Elevation Dataset, Geographic Names Dataset, Hydrography Dataset, National Structures Dataset, and National Wetlands Dataset; HERE Road

STEVENS COMMONS MASTER PLAN		
SITE WATERSHEDS		
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SHEET #		MP-13



O/C GAS PIPELINE (BELOW GRADE) & EASEMENT. USE AS TRAIL LOCATION

O POTENTIAL NEW ACCESS POINT

O WOODED AREA WITH MODEST SLOPES ADJACENT TO OVERLOOK SUBDIVISION; OPPORTUNITY FOR DEVELOPMENT

O RETAINED QUARRY & SURROUNDING WOODS AS OPEN SPACE

O EXISTING CABLE ROAD EASEMENT FROM FIELD AREA TO WINTHROP STREET. RETAIN & IMPROVE AS TRAIL

C EXISTING HODGE-PODEE OF ROADS & PARKING; POORLY Laid OUT; REMOVE AND RE-ENGINEER

O USE COOS LANE AS BASE FOR NEW ROAD & UTILITIES. RETAIN R.O.W. & GRADING

O EXISTING SINGLE STORY BUILDINGS IN GOOD CONDITION; RE-USE

O NATIONAL HISTORIC DISTRICT WITH 5 BUILDINGS OF ARCHITECTURAL MERIT; OPPORTUNITY TO REVITALIZE & REUSE & RETAIN AN HISTORIC THEME WITH NEW BUILDINGS.

O GROVE OF OAK TREES, RETAIN

C EXISTING UTILITY LINE & EASEMENT; RETAIN

O USE COOS LANE AS THE SECONDARY ENTRY/EXIT

O POSSIBLE ACCESS TO NEIGHBOR'S PROPERTY

O WOODED AREA, SUITABLE FOR DEVELOPMENT

O IMPROVE EXISTING HISTORIC CENTRAL COMMON TO CAMPUS LANDSCAP; KEEP EXISTING MATURE TREES

O RETAIN MATURE PINE STAND AS VISUAL EDGE TO THE COMMON

O USE EXISTING BEECH STREET ENTRY & ROAD. HAS GOOD, SAFE LOCATION & VISIBILITY

O RETAIN THE EXISTING MAPLE TREE AVENUE ALONG WINTHROP ST. AS A VISUAL BUFFER

O/C EXISTING POND BUFFER & RETAIN AS NATURAL AREA

O EXISTING TRAIL MAKE PART OF TRAIL SYSTEM FOR STEVENS COMMONS

O EXISTING FIELD IS HAYED & USED AS OPEN SPACE INFORMALLY BY HALLOWELL RESIDENTS. RETAIN AS PERMANENT OPEN SPACE

O RETAIN EXISTING TRAIL TO HOWARD HILL CONSERVED AREA & TRAILS

O POSSIBLE CONNECTION TO NEIGHBORING DEVELOPMENT

C EXISTING BUILDING IN POOR CONDITION; CONSIDER FOR DEMOLITION

O MOST OF BEECH STREET AN BE UPDATED TO SERVE THE NEW DEVELOPMENT

C VERY STEEP SLOPES ACROSS ENTIRE SITE; NOT DEVELOPABLE; NOT SUITABLE FOR ROADS; GOOD BUFFER & OPEN SPACE

O PLEASANT & PAGE STREETS PROVIDE POSSIBLE ACCESS TO THIS WOODS/FIELD DEVELOPMENT AREA

C GAS PIPELINE; AVOID DEVELOPMENT; KEEP IN OPEN SPACE

O OPPORTUNITY

C CONSTRAINTS TO DEVELOPMENT

NOTE: BOTH OPPORTUNITIES AND CONSTRAINTS INFORM AND HELP CREATE THE MASTER PLAN

STEVENS COMMONS MASTER PLAN

OPPORTUNITIES & CONSTRAINTS PLAN

DRAWN BY: MKM DATE: 8-2-16 SCALE: 1"=100'

REV. REV. DATE: REV. REASON

SHEET # **MP-14**

O POTENTIAL DEVELOPMENT AREA WITH MODERATE BUILDABLE SLOPES

C WATER DISTRICT EASEMENT & WOODED BUFFER STRIP, RETAIN AS OPEN SPACE

PLEASANT STREET

PAGE STREET

CONCRETE WALL

FINED DRIVEWAY

RIDGE DRIVE

EDGE OF WOODS

CONCRETE SEWER

BRICK TANK

SPARK LANE

COOS LANE

TO WINDHROP

WINTHROP STREET

BEACH STREET

SPARK LANE

FIELD ROAD

TRAILWAY

CONCRETE SEWER

BRICK TANK

CONCRETE SEWER

F. Conceptual Master Plan

a. Master Plan Description

The new development will offer many new residential options as well as office, restaurant, retail, and other compatible uses.

First off, in the historic campus (Area A), will be the immediate reuse and renovation in the Baker Building (See Map, MP-15). This will consist of 3 to 5 office units on the first story and affordable residential apartments on the second and third stories. Between 6 and 9 one- and two-bedroom apartments are planned. The Baker building is one of the most recently occupied buildings and has seen some modern upgrades; however, due to the buildings age and defunct systems, substantial investment is needed to bring it back on line. Two office tenants have already been secured.

The next building to be revitalized and reused will be the Central Building. This building contains ±25,000 square feet of useable space and, although it is in need of some upgrades, it remains in the best condition of all of the buildings on campus. With soaring ceilings and large windows that peer down over the common and the Kennebec River this building has a very appealing layout. Current options, with two separate developers, include market rate condos and/or affordable housing units for the 55-plus age group. This building can house between 15 and 20 one- and two-bedrooms units.

The Administration Building will continue to remain as office use for now, since the State of Maine is currently leasing that building.

The Stevens Building is one of the “hubs” of the campus. This building could house some light retail, a restaurant, laundromat, and other amenities to serve the people in the community. Additional uses are being explored.

Due to its poor condition, the Erskine Building will need extensive renovation, as it could accommodate a variety of uses, including use by the community. If it were demolished, the footprint in that area that could house a new building. Such a structure would be designed to complement the historic character of the existing buildings and will have a mass and height similar to what it replaces.

The Farwell Building is a stand-alone structure on the campus at the intersection of Winthrop Street and Coos Lane, and is of no architectural significance to the campus. It is not within the designated historic district. The building is in very poor condition and is suited for demolition. However, the location of this structure will play an important role of providing an area for a “service” type building. This lot may house a small convenience store or pharmacy or small gas station. Any of these uses would be a beneficial amenity to those in the community; there are no gas stations or pharmacies located in Hallowell. Further, there may be space on this parcel for a municipal use, if needed by the City.

Just north of the historic area on campus (in Area B) are two 1960s vintage single-story buildings that will be very well suited for both senior and or congregate living for those living with disabilities. A third such building in Area C may be demolished because of its condition and distance from the aforementioned buildings. There is a need for these types of accommodations in this area. Although Granite Hill Estates is just up the road and offers very attractive senior living facilities it is unaffordable to most in the area because of the broad range of assisted care living and the costs associated with these services. Therefore, senior independent living with care and “light assisted living” is being planned. Each building may have an on campus resident assistant to check in on the tenants or take them to appointment. These buildings are also equipped with ground level handicap access. Each building could house between 6 and 9 units. The Conceptual Master Plan shows there is room for at least 2 more such structures in that vicinity.

Behind the existing single story buildings (in Area B), atop a small knoll, is Area C where Phase 1 single family and duplex residential (Clustered Open Space Development) is proposed. This would provide 10 to 11 new single family residential house lots and up to 14 new duplex residential units. Hallowell’s Clustered Development standards, as part of an open space subdivision, would apply. This would allow for tighter density and leave more space for conservation land. This type of residential development requires public sewer and water infrastructure to work. The successful single family residential subdivision (Hallowell Overlook) on abutting property, developed by the Stevens Commons owner, shows there is a significant market for this medium density, single family and duplex home development.

The Phase 2 single family residential area would be in Area D. It would also be clustered open space development that would be linked through to the Hallowell Overlook neighborhood. By creating this neighborhood connectivity one of the existing lots in the Overlook neighborhood will be eliminated or altered to accommodate this future road connection. However, there would be a huge gain to the residents of both neighborhoods. Overlook residents would gain better access to the Howard Hill trails and connectivity to services provided at Stevens Commons.

At the same time the road connection will provide an alternative route to Winthrop Street. The new Phase 1 (Area C) and Phase 2 (Area D) residential neighborhoods will focus on providing small efficient houses, on smaller lots, that are more affordable housing options to that of the Overlook neighborhood. The design of homes here will have a New England architectural theme. Both of these areas will be linked to a large conservation area that provides public access trails to Howard Hill and safe walking access to the nearby elementary school.

Phase 3 of the residential area is located near the intersection of Page and Pleasant Streets (Area E). Although the layout of this area is very conceptual at this point the intent is to provide single family residential lots that complement the scale and design of houses located on Page and Pleasant Streets. A large portion of this area will be preserved as natural wooded buffer and may be used to control stormwater. Because there is a very steep slope that divides this area from the rest of the campus no interconnecting road or infrastructure network, directly tied in to the campus, is planned.

b. Development Areas and Land Uses

Stevens Commons Master Plan comprises five distinct but inter-related development areas – labeled A through E on map MP-2 and individual parcels shown on map MP-15. Within these areas, and surrounding some, is generous open space comprising two public commons, woods, and a large field.

The table below describes proposed land uses within each of the development areas. The areas themselves are distinct because of their location, existing building features, topography, and the need to phase development over time.

Development Area Descriptions
<p>Area A This is the core of the old Stevens School and its historic buildings; it is adjacent to Winthrop Street; and the buildings surround common open space. All new development here will respect the historic architecture. Proposed uses may include: offices, residential condominiums, institutional/education, recreation, maintenance groups, hotel, retail, restaurant, services, and open space/common.</p>
<p>Area B North of Area A are two existing, modern single-story buildings, a parking area, and a fine stand of oak trees. Proposed uses may include: congregate living, senior housing, assisted living housing, and open space/common.</p>
<p>Area C North of Area B is a wooded area with modest slopes and a smaller existing single-story building in poor condition. The Plan extends the existing Beech Street north and west to serve the following proposed uses: clustered medium density single-family homes, duplexes, and townhouses.</p>
<p>Area D This area lies to the north and west of the old campus. It is primarily a wooded area, adjacent to the Hallowell Overlook subdivision, next to an existing pond and large field. Proposed use is: clustered medium density single-family homes in a residential subdivision.</p>
<p>Area E This area is separated from areas A through D by very steep slopes and a broad band of woods. Access is from Pleasant and Page Streets. An easement and old pipeline may place some restrictions on development. The proposed use is: clustered medium density single-family homes in a residential subdivision.</p>

c. Access and Road System

“The Plan should include the proposed primary road network within the development including access into and out of the site...” (SSPDD Ordinance Language)

Fortunately, the existing Stevens campus has good access to Winthrop Street and a road system that serves all the existing buildings. The Stevens Commons Master Plan improves

and extends this system while eliminating unnecessary and poorly laid out sections of existing road (See Map, MP-16).

Upon build-out of four of the development areas (i.e., A, B, C & D on Map, MP-16) the project will be connected to Winthrop Street in three primary locations – at Beech and Coos Lane, at the campus, and by way of Overlook Drive, north of Coos Lane, also off Winthrop Street. The latter connection will occur in Phase 2 (See Map, MP-16). Stevens Street will remain open, but just for access to Stevens School parking.

Area E is not connected to the core campus area (because of very steep slope conditions) but has access where Page and Pleasant Streets meet.

The Commons internal road system is designed to efficiently provide vehicular access to all buildings and parking areas. The system design within the core area (development areas A, B & C) meshes with the existing roads (and utilities). New construction, to extend the existing road footprint, is planned for Area C to serve residential subdivisions there and beyond.

Under this Master Plan these roads and the essential underground utilities will be built to City standards with City bond funds.

The subdivision roads in Areas D and E will be designed in Phase 2 and 3. The Master Plan simply shows where access to these areas is planned. At present the final route for the road from the core campus to Area D is yet to be decided. Two alternative routes are shown on map MP-16.

All privately built roads will be constructed to City standards and will become dedicated City streets upon completion.

d. Sidewalks, Trails, and Open Space

“The Plan must also address an interconnected open space network and pedestrian and bicycle facilities and movement within the development and for connections to adjacent residential neighborhoods.” (SSPDD Ordinance Language)

The Master Plan trails and sidewalks together establish an interconnected system that allows pedestrian access to all development areas and open space areas. In addition they tie into the City streets and sidewalks, to the south and east of the project area, and, on the north, to existing trails in the Howard Hill conservation parcel.

Bicycle travel routes are on the proposed roads; there are no known designated bicycle routes on the adjacent City streets and it is anticipated that off-road biking on Howard Hill will not be permitted. Biking will be encouraged on the trails that link to the elementary school along Cable Road.

The “Sidewalks, Trails, and Open Space” map (See Map, MP-17) shows the overall pedestrian system. The trails are primarily located in the open space areas (the woods and field) and link to the elementary school, Howard Hill, and the Pleasant/Page Street area.

The sidewalks follow the principal roads (Beech Street, Coos Lane, and the interconnecting, east/west, road) and are one side only. No sidewalks are planned for Areas D and E.

The Master Plan has about 22 acres of dedicated open space (out of 54 acres) comprising woodland, a large mowed field, a small pond, and two commons – a formal one in Area A and a park-like one central to Area B. As mentioned, these interconnect by way of sidewalks and trails.

e. Lighting and Landscaping

Street lighting will be decorative lights that acknowledge the historic character of Stevens Commons. They are planned to be +/-10 feet tall and located alongside the sidewalks at 100 foot to 150-foot intervals; electric service will be buried.

The overall landscape plan is best shown on the “Illustrative Site Plan” (See Map, MP-21). Although conceptual in nature there are four essential components that together establish a consistent design approach.

- First, all substantial healthy, existing, stand-alone trees will be retained. Diseased or dangerous trees will be or have been removed.
- Second, an “avenue” theme along the principal roads is proposed. These will feature trees of one species, for consistency.
- Third, to emphasize, embellish and provide enclosure, planting at the “common” areas will be similar to that shown in the “Illustrative Site Plan” drawing.
- Fourth, two existing groves of trees are to be retained. One is a small grove of about 10 pines west of the Administration building; the other is a grove of magnificent oaks (all well over 24” dbh) in the Area B open space area.

As Map 7 indicates, the existing buffer of trees along Winthrop Street will remain as will all trees in wooded boundary areas. The wooded areas west of Area E (and east of Beech Street) and woods within the conserved areas are to remain.

Finally, as indicated in the drawing, a grassed verge between the curb and adjacent sidewalk is proposed. This narrow space allows for street tree planting and street light standards; it also provides aesthetic and safety benefits.

f. Site Utilities

The existing road network and on-site utilities are in fair to poor condition. The Hallowell Water District reports that the current water mains are very old and are in poor condition; the system was built incorrectly from the beginning and has seen a series of “band aid” fixes. In addition the pipes to the existing hydrants do not provide adequate water for fire

suppression to meet NFPA standards. CCTV sewer pipe inspection has found that some of the sewer system is in good working order with newer upgrades; however, some of the system will need to be replaced or upsized.

The primary electrical service that feeds the campus is not up to CMP standards and will need to be rebuilt to meet these standards in order to individualize the buildings and continue reuse of some of the buildings.

Gas service, from Summit gas, is to be provided. Fiber-optic cable exists on the campus and will continue to be utilized to provide high powered internet speeds that will be very desirable to larger tech based companies.

Some of the existing paved roads need to be widened and resurfaced; new sidewalks to provide safe pedestrian travel are planned. New decorative street lights to illuminate the travel ways will add to the aesthetics and charm of the entire campus. All of the proposed utility services are shown on Map MP-18.

g. Master Plan Development Parcels

Development Parcels³ (See Map, MP- 15)

Lot #	Acres (approx)	Parking (estimate)	Uses	Ownership³
1 Farwell	0.70	12	service/retail/gas station	owner or other
2 Stevens	1.13	55	multi-use	others
3 Administration	0.61	13	offices/administration	owner
4 Baker	1.89	35	offices	owner
5 Central	1.0	32	residential/educational	other
6 Erskine	0.55	18	multi-use	other (or owner)
7 Area B	2.47	42	senior housing	other (or owner)
8 Area B	0.63	13	senior housing	other (or owner)
9 Area C	1.95		single-family housing	owner
10 Area C	0.67		duplex housing	owner or others
11 Area C	1.31		duplex housing	owner or others

³ Will depend on marketing and sales.

h. A Public/Private Partnership

One of the major development challenges on-site (and in the Kennebec County market area) is the build-out costs relative to the sale/rental prices that the local market can support. Given the overall scale of the project and the enormous private costs associated with building renovation, the project's success hinges on the City of Hallowell's willingness to participate in funding. This involves private and public risk. But, with risks come rewards. The rewards include: reusing a magnificent underutilized property; revitalizing six or seven vacant buildings; contributing to smart population growth; and adding to tax base growth (which has been non-existent for the past 100 years, being exempt in State ownership).

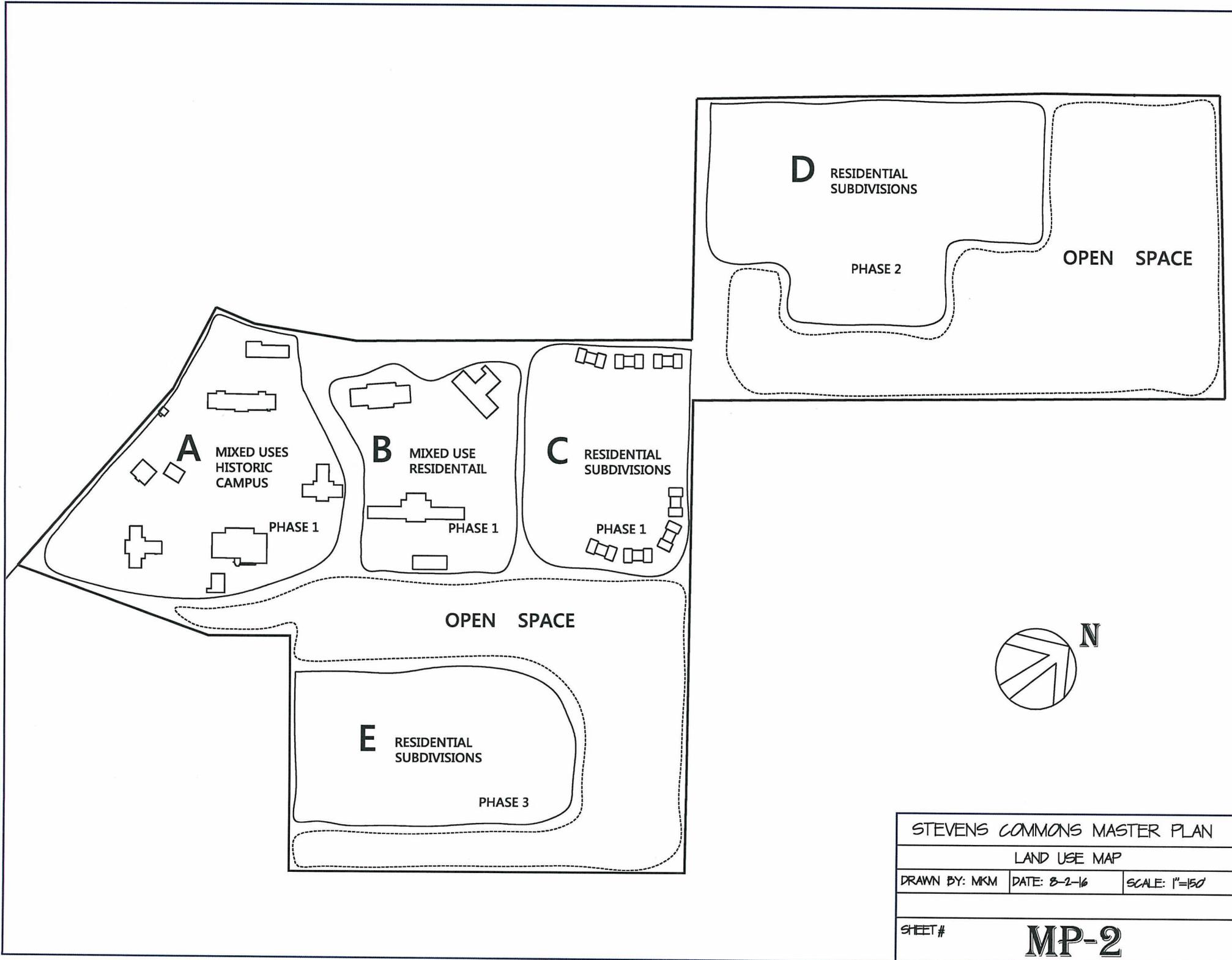
i. Development Phasing, Marketing, and Financing

Under the Master Plan the overall campus will be divided into separate lots that serve different uses, while preserving the classic campus and quad that make this property so attractive. Each lot will have associated parking areas and will be served by upgraded public utilities and roads/sidewalks that interconnect with surrounding neighborhoods and conservation land. This is the best approach to the whole property redevelopment because it allows for specialists, in certain development realms, to take on smaller pieces of the project and will hopefully lead to a quicker overall redevelopment – as opposed to one team trying to do it all. One group may focus on assisted senior housing while another developer may focus on office space or artist live/work spaces and another may focus on affordable single family or duplex residential housing. Providing this mix of uses will also attract a variety of age groups and help develop a true sense of community, from young to old.

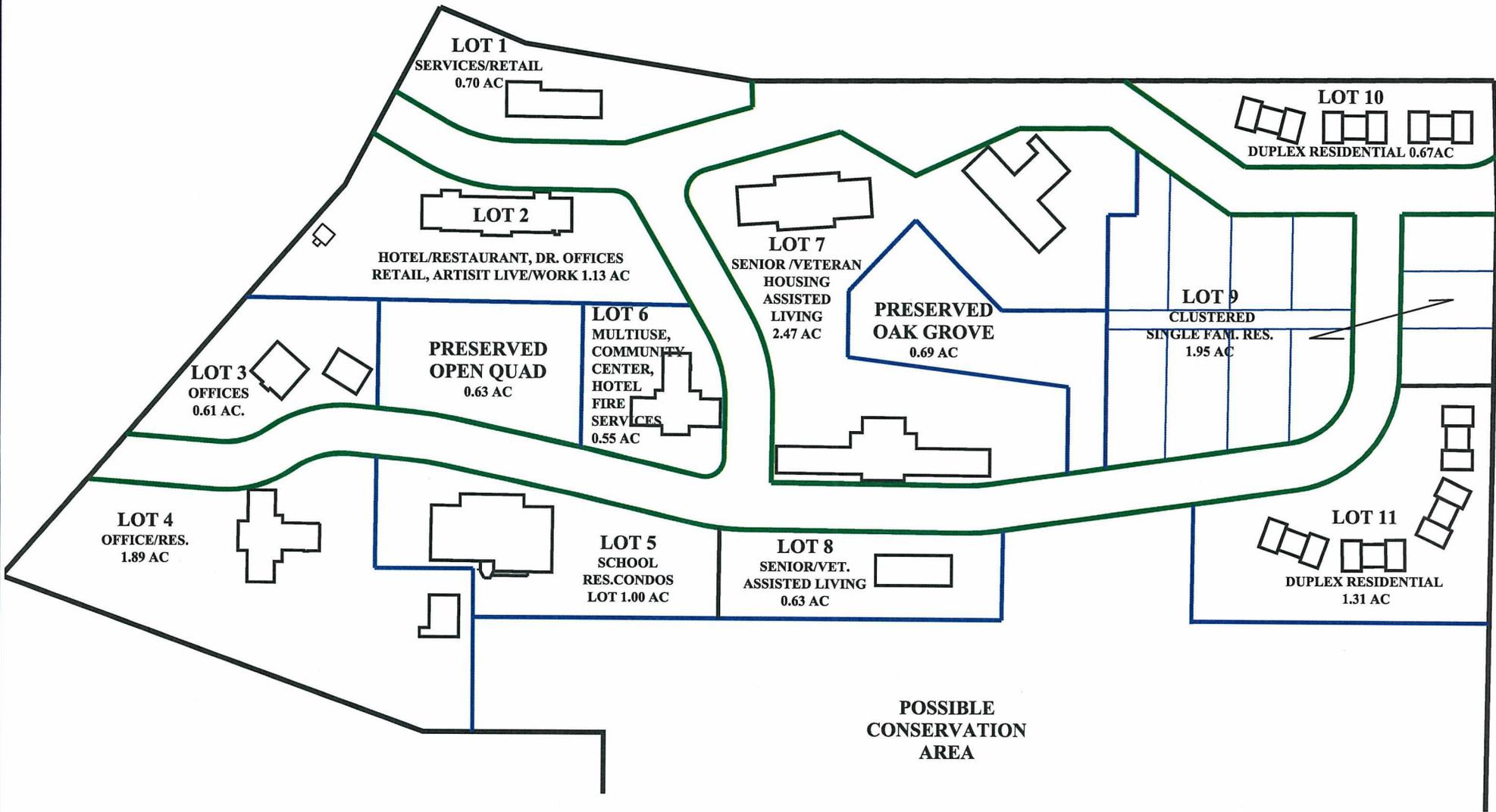
A variety of financing tools will be utilized to make different parts of the development feasible. These include: Brownfield Funds for lead paint and asbestos abatement purposes; low income tax credits; and federal and state historic tax credits to make the numbers work for the building renovations. It is fortunate that five of the buildings on campus have already been placed on the National Historic Register; this makes them eligible for federal and state historic tax credits and the designation represents a competitive advantage.

j. Conceptual Master Plan Maps

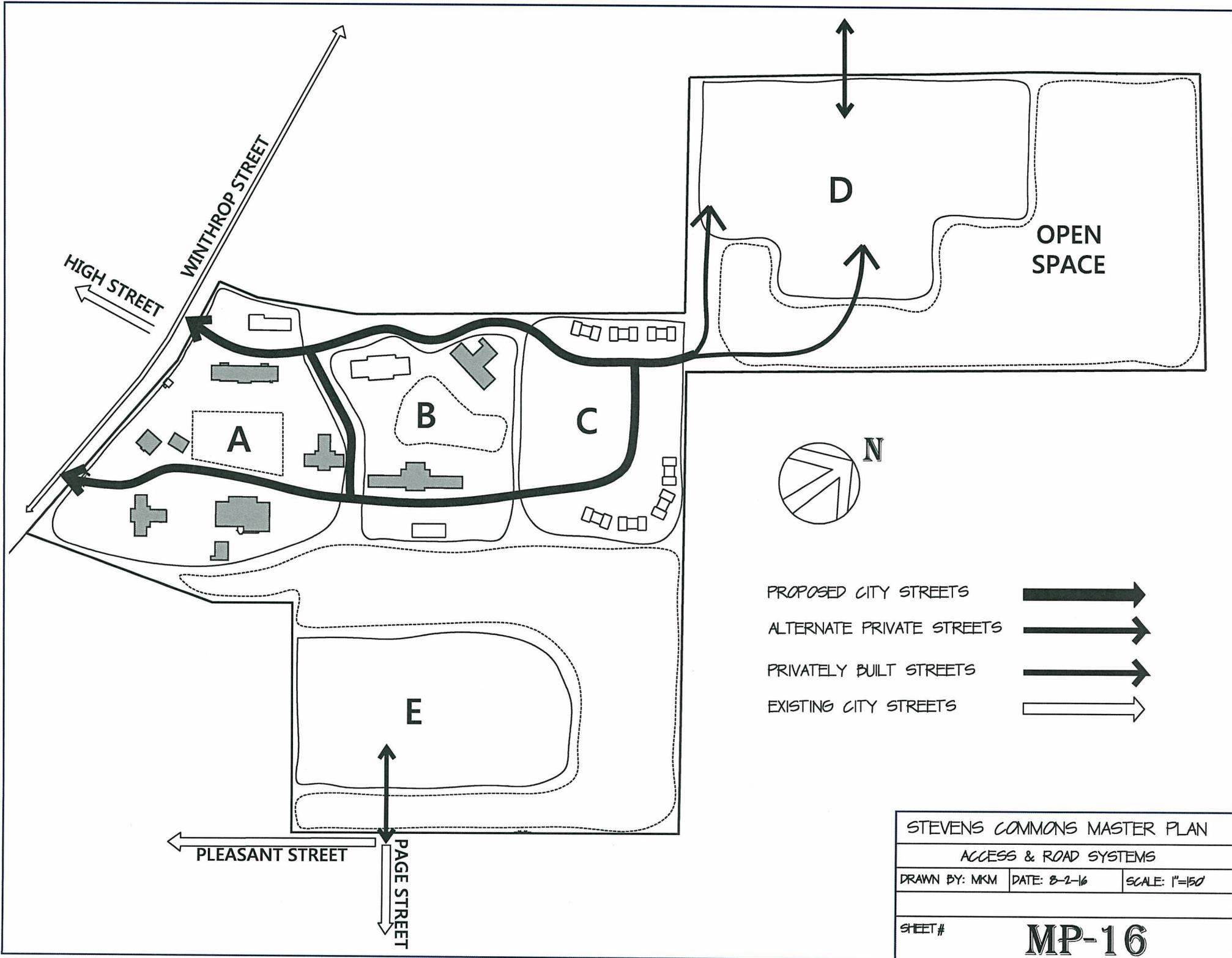
Maps 19 and 20 combine the information provided in the aforementioned maps and narrative. For ease of understanding, two maps are shown. The first covers the entire 54-acre site; the second covers the core campus area.



STEVENS COMMONS MASTER PLAN		
LAND USE MAP		
DRAWN BY: MKM	DATE: 8-2-16	SCALE: 1"=150'
SHEET #		MP-2



STEVENS COMMONS MASTER PLAN		
DEVELOPMENT AREAS & LAND USES		
DRAWN BY: MKM	DATE: 8-2-16	SCALE: 1"=50'
SHEET #		MP-15



- PROPOSED CITY STREETS
- ALTERNATE PRIVATE STREETS
- PRIVATELY BUILT STREETS
- EXISTING CITY STREETS

STEVENS COMMONS MASTER PLAN		
ACCESS & ROAD SYSTEMS		
DRAWN BY: MKM	DATE: 8-2-16	SCALE: 1"=150'
SHEET #		MP-16

DIRECT LINK BETWEEN THE
ELEMENTARY SCHOOL & THE
WONARD HILL TRAILS VIA
STEVENS COMMONS

TRAIL SERVES AS SAFE
SCHOOL ACCESS ROUTE
FROM STEVENS COMMONS
SUBDIVISIONS

SITE SIDEWALKS ALL
TIE INTO TRAIL SYSTEM
& WINTHROP STREET

RESIDENTIAL SUBDIVISION

OPEN
SPACE

STEVENS COMMONS
SIDEWALKS TIE INTO
WINTHROP STREET &
TO ELEMENTARY
SCHOOL

COMMON

COMMON

RESIDENTIAL
SUBDIVISION

DIRECT LINK-UP WITH
HOWARD HILL TRAIL
SYSTEM & 164 ACRE
CONSERVED AREA



SIDEWALKS 

TRAILS 

LINKS 

OPEN SPACE 

POSSIBLE
TRAIL-HEAD
WITH PARKING 

OPEN SPACE

BICYCLE & SIDEWALK
ROUTES EXTEND TO
DOWNTOWN HALLOWELL
& RAIL TRAIL

RESIDENTIAL
SUBDIVISION

TRAIL LINKS TO
PAGE & PLEASANT
STREETS

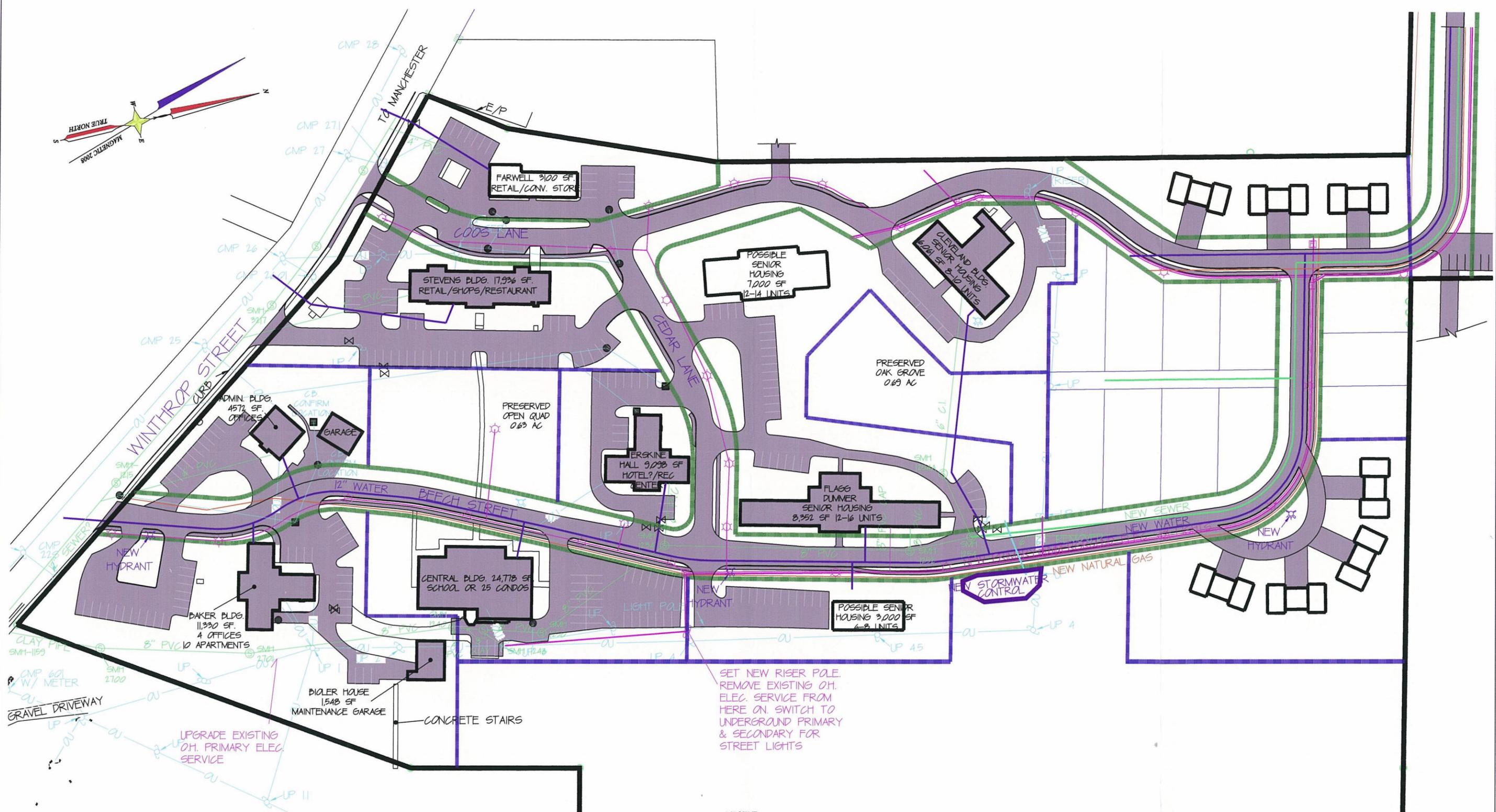
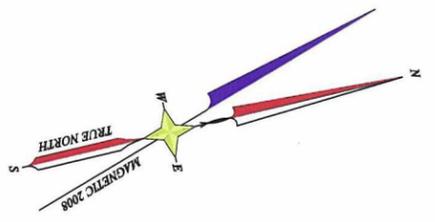
STEVENS COMMONS MASTER PLAN

SIDEWALKS, TRAILS & OPEN SPACE MAP

DRAWN BY: MKM | DATE: 8-2-16 | SCALE: 1"=150'

SHEET #

MP-17

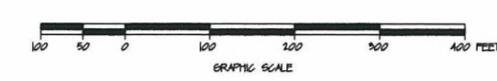


GRAVEL DRIVEWAY
 8" PVC
 12" WATER
 NEW HYDRANT
 UPGRD EXISTING OH. PRIMARY ELEC. SERVICE

SET NEW RISER POLE. REMOVE EXISTING OH. ELEC. SERVICE FROM HERE ON. SWITCH TO UNDERGROUND PRIMARY & SECONDARY FOR STREET LIGHTS

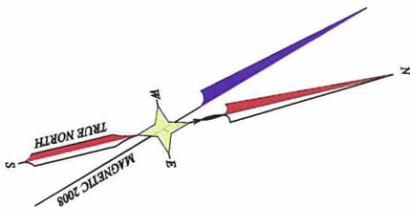
LEGEND

⊗	HYDRANT	CMP 10	CENTRAL MAINE POWER COMPANY UTILITY POLE NUMBER 16
*	LIGHT POLE	LP 9	UTILITY POLE NUMBER 9
—	PROPOSED UNDERGROUND ELECTRICAL	OU	OVERHEAD UTILITIES
- - -	EXISTING WATER SERVICE	⊙	SEWER MANHOLE
- - -	EXISTING SEWER SERVICE	⊙	CATCH BASIN
—	PROPOSED WATER SERVICE	PM	PIPELINE MARKER POUND
—	PROPOSED SEWER SERVICE	E/P	EDGE OF PAVEMENT
—	STORMWATER DRAINAGE	BIT.	BITUMINOUS
—	PROPOSED UNDERGROUND ELECTRICAL	-X-X-	WIRE FENCE REMAINS
⊙	PROPOSED STREET LIGHT	⊘	STONE WALL
—	PROPOSED NATURAL GAS	⊗	WATER VALVE (SEE NOTE 1)



NOTE: THIS IS A CONCEPTUAL INFRASTRUCTURE PLAN THAT SHOWS THE GENERAL UTILITIES LAYOUT. UTILITIES SHALL BE BUILT IN ACCORDANCE WITH INDIVIDUAL UTILITY SPECIFICATIONS AND DESIGNS.

CONCEPTUAL INFRASTRUCTURE PLAN		
DRAWN BY: MKM	DATE: 8-2-16	SCALE: 1"=50'
REV.	REV. DATE:	REV. REASON
SHEET #		MP-18



ELEMENTARY SCHOOL

TIME WARNER

TIME WARNER

HALLOWELL OVERLOOK

TIME WARNER

LOT #14
2.10 ACRES

LOT #9
1.99 ACRES

LOT #8
1.63 ACRES

CABLE ROAD

WINTHROP STREET

TIME WARNER

MEDIUM DENSITY CLUSTERED RESIDENTIAL PHASE 2

POSSIBLE CONSERVATION AREA

HOWARD HILL PRESERVE +/-164 ACRES

LOT 10 DUPLEX RESIDENTIAL PHASE 1 0.67 AC

POND/WETLAND

LAURIE ROWE

POSSIBLE RESIDENTIAL ACCESS

CHRIS PALMER

HIGH STREET

LOT 3 OFFICES 0.61 AC

PRESERVED OPEN QUAD 0.63 AC

LOT 6 MULTIFUSE COMMUNITY CENTER BOUTIQUE HOTEL 0.55 AC

LOT 7 SENIOR/VET. HOUSING ASSISTED LIVING 2.47 AC

PRESERVED PAK GROVE 0.69 AC

LOT 9 CLUSTERED SINGLE FAM. RESIDENTIAL PHASE 1 1.95 AC

HALLOWELL RIDGES

WINTHROP STREET

LOT 4 OFFICE/RES. 1.89 AC

LOT 5 SCHOOL/RES. CONDOS 1.00 AC

LOT 6 SENIOR/VET. HOUSING ASSISTED LIVING 0.67 AC

LOT 11 DUPLEX RESIDENTIAL PHASE 1 1.31 AC

POSSIBLE CONSERVATION AREA

- POSSIBLE WOODED CONSERVATION AREAS
- PROPOSED RESIDENTIAL AREAS
- POSSIBLE NEW STRUCTURES
- PROPOSED NEW LOT LINES
- PROPOSED ROAD RIGHT OF WAY

R.S.U. 2

PLEASANT STREET RESIDENTIAL PHASE 3

POSSIBLE TRAIL CONNECTION FROM PLEASANT STREET

VEGETATED BUFFER, ENTRANCE ROAD OPENING LOCATION MAY BE MOVED WITHIN THIS AREA TO ACCOMMODATE PROPER DESIGN



PLEASANT STREET

CONCRETE WALL

E/P

RIDGES DRIVE

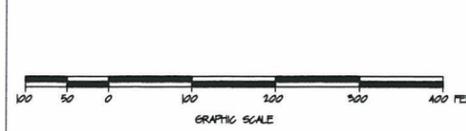
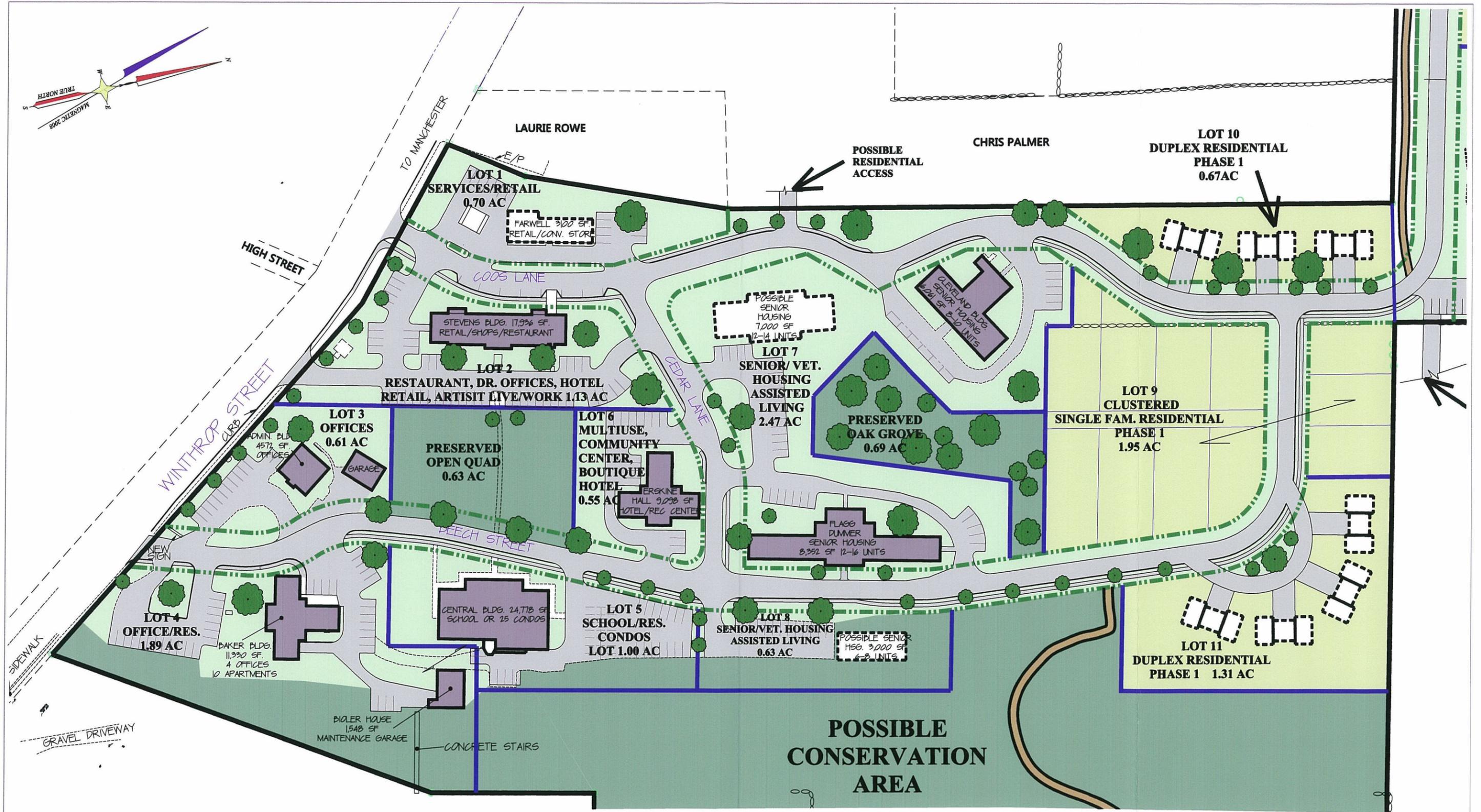
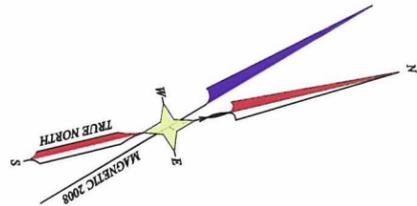
PAGE STREET

NOTE: THIS IS A CONCEPTUAL MASTER PLAN THAT SHOWS THE GENERAL LAYOUT AND USES. THIS DRAWING SHALL NOT BE USED FOR CONSTRUCTION.



*** Offering a blend of residential, commercial, cultural, institutional, retail, office uses that are physically and functionally integrated while providing pedestrian connectivity.

STEVENS COMMONS MASTER PLAN		
CONCEPTUAL MASTER PLAN		
DRAWN BY: MKM	DATE: 9-2-16	SCALE: 1"=100'
REV.	REV. DATE:	REV. REASON
SHEET #		MP-19



- POSSIBLE WOODED CONSERVATION AREAS
- PROPOSED RESIDENTIAL AREAS
- POSSIBLE NEW STRUCTURES
- PROPOSED NEW LOT LINES
- PROPOSED ROAD RIGHT OF WAY

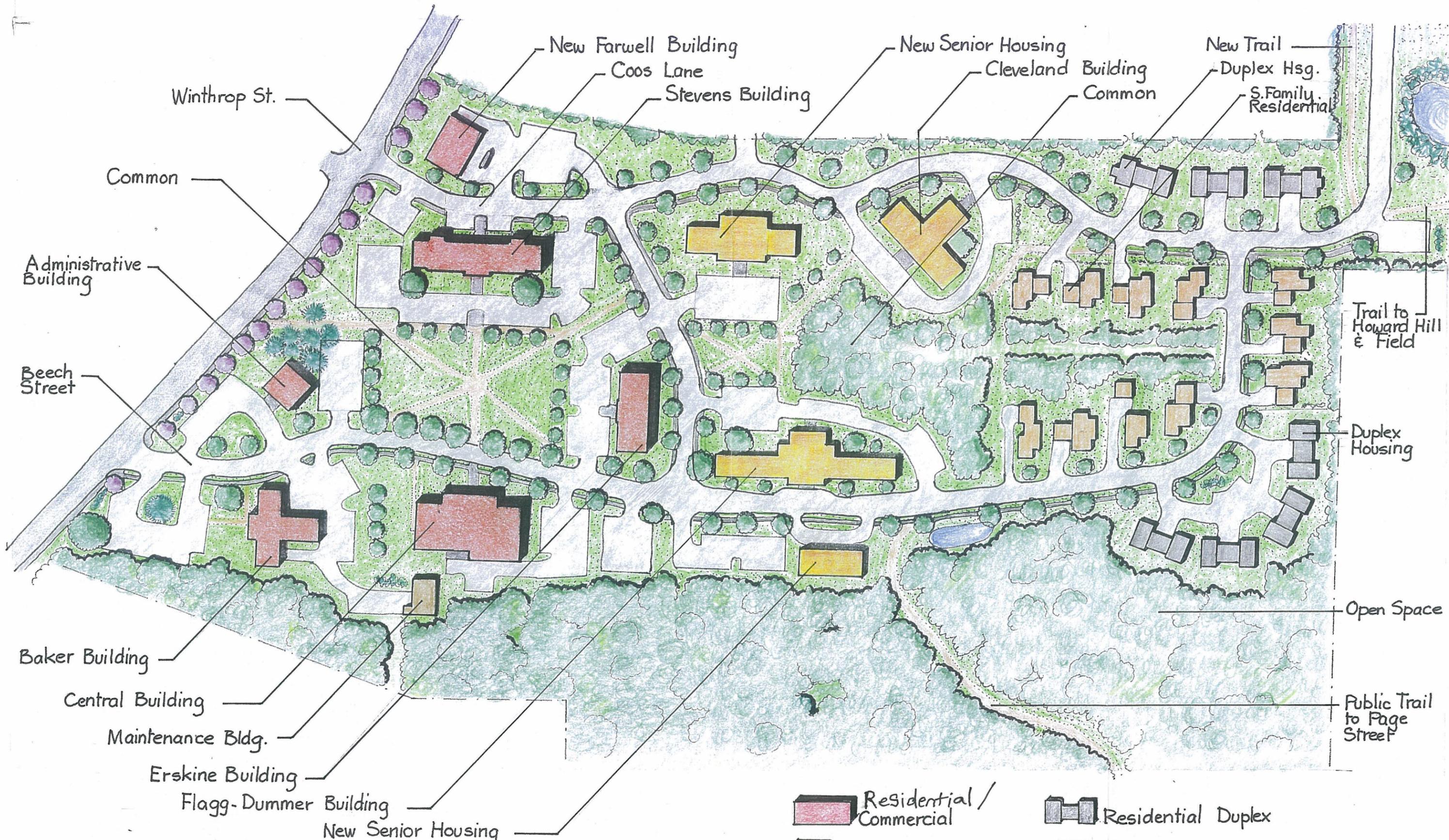
NOTE: THIS IS A CONCEPTUAL MASTER PLAN THAT SHOWS THE GENERAL LAYOUT AND USES. THIS DRAWING SHALL NOT BE USED FOR CONSTRUCTION.



STEVENS COMMONS
 A REVITALIZED MIXED USE DEVELOPMENT
 HALLOWELL, MAINE

*** Offering a blend of residential, commercial, cultural, institutional, retail, office uses that are physically and functionally integrated while providing pedestrian connectivity.

STEVENS COMMONS MASTER PLAN		
CONCEPTUAL MASTER PLAN		
DRAWN BY: MKM	DATE: 9-2-16	SCALE: 1"=50'
REV.	REV. DATE:	REV. REASON
SHEET #		MP-20



Illustrative Site Plan

G. Master Plan Development Standards

Under the provisions of Hallowell's Stevens School Planned Development District (SSPDD) the Master Plan narrative must contain development standards that the Planning Board will use when reviewing Site Plans or Subdivisions proposed for specific development parcels within the Master Plan. The SSPDD states:

"...a Planned Mixed-Use Development must demonstrate that it is consistent with the approved Master Plan and its development standards." (Page 325)

Further, it states:

"The objective...is to allow the owner/developer of the property significant flexibility in the use of the former Stevens School complex as long as the development will meet the City's objectives for the reuse of the complex as articulated in the Master Plan approval criteria set forth in this section." (Page 325)

Other pertinent SSPDD language that helps clarify the required development standards that apply to buildings or areas in the development includes the following:

"The standards should...result in a coordinated visually-integrated district. These standards must address, at a minimum, parking layout and design, landscaping, exterior lighting, signage, pedestrian and bicycle facilities, and architectural design, and the preservation of the character of the existing National Register historic district." (Page 329)

The SSPDD identifies 18 specific areas to be addressed. It states that the standards may reference *"the existing site plan review standards where appropriate or establish modified or new standards."*

Under this Master Plan approach the City's Site Plan Review language (Chapter VIII A) shall apply to all development parcels *except* single-family subdivision parcels and dimensional requirements for existing structures and pertinent additions thereto, to meet accessibility or fire protection requirements. Duplex residential development will be reviewed as a Site Plan application as will all mixed-use, commercial, or congregate housing.

Further, all such applications shall be viewed as *minor* development because they are part of the approved Master Plan and are required to conform with that plan.

In addition, where the Site Plan Review language applies, development projects under this Master Plan shall *not* be subject to the "Additional Standards" of the ordinance; only the "Basic Standard," if applicable, shall govern unless a waiver is requested and granted. However, the specific additional standards under this Master Plan, and described here in Part 2-G, shall apply.

The purpose of the above provisions is to allow flexibility while assuring conformance with the Master Plan, rather than the more general, less applicable, language of the City's Code of Ordinances, Site Plan Review section.

Site Plan Review applicants may also apply for waivers from provisions already addressed in the Master Plan and the Board shall give such requests due consideration. The applicant also reserves the right to petition the Planning Board to alter a standard should there be good cause and the essential Master Plan concept and neighboring properties are not compromised by such a change.

The following narrative addresses each of the 18 areas one-by-one.

(1) The location of buildings on lots and the relationship of buildings to the street

These dimensional standards shall apply to single-family residential subdivisions within the Master Plan:

- maximum residential density: 10 dwelling units/acre;
- minimum lot size: 5000 sq. ft.;
- minimum street front building setback from lot line: 20 ft.;
- minimum side building setback from lot line: 7.5 ft.;
- minimum back building setback from lot line: 30 ft.;
- minimum lot width: 50 ft.;
- minimum lot width on cul-de-sac to average 60 ft. with a minimum of a 25-ft. front lot line.

In projects subject to Site Plan Review those building location criteria shall apply.

(2) The location of parking vis-à-vis the building and the street

Section 9-629 of the Code addresses parking standards in Master Plan developments. In essence, provision is made for exempting the parking standard therein, provided measures are taken to show the demand for parking is less or there is adequate common or shared parking.

(3) The treatment of areas adjacent to streets both within the R-O-W and also within the front setback, including landscaping and use of this area

The Master Plan "Illustrative Site Plan" addresses this conceptually and shall be used as a general guide for reviewers.

It is intended that the main road network will follow the existing road network throughout the campus and that the main streets will be widened to appropriate widths to allow for safe travel and be accepted as City owned and maintained streets. However,

due to the proximity to some of the existing buildings, trying to maintain the Historic Campus charm and minimizing impervious surfaces to avoid excessive runoff, some roads may not be able to be widened to the full width as depicted in the City road specifications. Variances may be sought in a few instances. Within the street R-O-W the Plan anticipates 4-foot-wide, hard-surfaced sidewalks; where feasible and advisable the sidewalks are to be separated from the curb with a grass verge sufficient to accommodate street lighting and street-tree planting. Where a verge next to the sidewalk is not provided light posts shall be placed to allow for ADA sidewalk accessibility. Where no sidewalk is provided within the R-O-W grass, street-trees or suitable, low, landscaping shall be provided. In general, the overall pattern of principal streets lined with trees shall be followed. Lot front setbacks shall be landscaped and maintained to community standards. No walls or fences shall exceed 6 feet in height and shall be of wood or stone. Walls or fences shall not be permitted in the historic district other than to screen dumpsters and/or mechanical units.

(4) Provisions for vehicular movement within the site including access for service and emergency vehicles

See the Site Plan Review standards.

(5) Provisions for vehicle connections between adjacent lots/buildings

See the Site Plan Review standards.

(6) Provisions for shared/coordinated access to the internal street network

See the Site Plan Review standards.

(7) Provisions for pedestrians and bicycles including pedestrian areas and facilities

See #3 above for sidewalk standards as well as the Site Plan Review Pedestrian Access and Sidewalks standards. In addition, pedestrian sidewalks shall be provided at least on one side of the principal public streets in Areas A, B, and C. The sidewalks shall interconnect and link to Winthrop Street and trails on the property.

Bicyclists will use the street network and the two trails on the west side of the property that link to the elementary school; bicycles will not be permitted on the field or woods trails. Suitable grading on these school bicycle routes is to be provided.

The field and woods trails are for hiking only and are to be maintained for such. Further a small, head-of-trail parking area is to be provided near the pond and field area, off the public street. The common in the historic district is for public pedestrian use as is the Oak Grove park in Area B. The common is to be directly accessible to pedestrians from the Winthrop Street sidewalk.

(8) *Provision of landscaping within parking areas and around buildings*

See Site Plan Review standards. In addition, the landscaping concept around the “commons,” as shown in the “Illustrative Site Plan shall guide the placement of trees in these locations. The goal shall be to create park-like areas that provide a sense of enclosure for public enjoyment. The existing landscaped, tree, buffer along the length of Winthrop Street shall be maintained and enhanced.

(9) *Provisions for snow storage and management of related runoff*

Most parking areas on the east of the campus are existing and abut an extensive line of woodland where excess snow can be dumped without an adverse impact from runoff. Other, new, parking lots are sited so that plowed snow can be piled on flat, lawn areas where the melted snow can infiltrate the lawn.

(10) *Provisions for the screening/buffering of parking lots*

See Site Plan Review standards.

(11) *The location of and provisions for the screening of service areas, overhead doors, waste disposal areas, and similar facilities*

See Site Plan Review standards.

(12) *The general treatment of outdoor lighting including parking lots, security lighting, roadways, and pedestrian ways*

Throughout the project area the following standards shall apply:

- no light fitting shall project light upward to light the night sky;
- all street lights shall be of uniform, historic design on +10-foot high posts, spaced 100- to 150-feet apart;
- no parking lot or free-standing light poles shall be greater than 20 feet in height;
- all electrical wiring to outdoor lights shall be buried;
- no light fixture is to create intense glare conditions and/or face into a driver’s (or pedestrian’s) eyes;
- outdoor lights for signage shall adhere to the Site Plan Review standards.

Further, the “Exterior Lighting” standards of Section 9-616 shall apply.

(13) *The location, width, and treatment of buffers*

See Site Plan Review standards.

(14) Standards for the size of signs to be allowed including the relationship of amount of signage to size of building

The sign performance standard in Section 9-637 shall apply, where applicable. All signs, not just those in the historic district, shall conform to those within the district.

(15) Provisions for the coordination of signs for the entire development

In addition to the standards referenced in Section 9-637, in order to present a coordinated, attractive and easy to read set of signs, the following shall apply and override those in Section 9-637:

- no more than two 16 sq. ft. free-standing signs per development parcel are permitted (parking, directional, safety or ingress/egress signs will be allowed in addition to this standard)
- such signs shall be rectangular and placed in a “landscape,” horizontal, manner;
- no such signs be over 6-feet high, measured from the ground to the top of the sign;
- such signs should have the same information on both sides if needed for visibility for motorists traveling in each direction.

(16) Standards for the design of individual buildings to create a visually-integrated development.

Three sets of standards, based on the proposed land uses and existing conditions on-site shall apply.

- a) In the historic district (Area A):
 - the Site Plan Review basic standards shall apply and
 - all renovations of existing historic buildings shall respect the style, scale, materials, proportion, and color of the existing or
 - any new structures shall substantially match the historic architectural styles in terms of scale, massing materials, façade proportions, roof line, and color.
- b) In Area B:
 - the Site Plan Review basic standards shall apply and
 - where any new building is proposed proximate to the historic district it shall replicate the materials and façade proportions of the adjacent building.
- c) In Areas C, D, and E where single-family and duplex housing is proposed a consistent architectural style is required. This architectural language is predominant in the nearby neighborhoods and should set the standard for new housing design.

Further, the following Neighborhood Design Guidelines should be followed in the siting of single-family homes.

- keep lots small and orient to the street;
- retain modest setbacks from the street;
- made useable, private backyard space;

- retain existing mature trees where feasible;
- avoid visually prominent driveways and garages;
- provide sidewalks, street trees, and pedestrian scale lighting;
- provide a variety of architectural designs yet retain an overall architectural theme.

(17) Provisions for maintaining the historic character of the buildings and grounds within the existing Maine Industrial School for Girls Historic District.

This objective has been followed and achieved in developing the Master Plan. Indeed, the Plan enhances the historic campus grounds by providing a better, more logical infrastructure design. The standards presented here will maintain the character and charm of the historic campus and deed covenant language, in any parcel sold for development by others, will incorporate maintenance provisions to uphold the quality and character of the district. The covenants will also include design criteria for new additions placed on or near the existing historic buildings. In most cases State and Federal Historic Tax credits will be sought and needed to revitalize the historic buildings. In doing so, the renovations of these buildings will be held to standards which are defined by the Secretary of the Interior's Standards for the Treatment of Historic Properties.

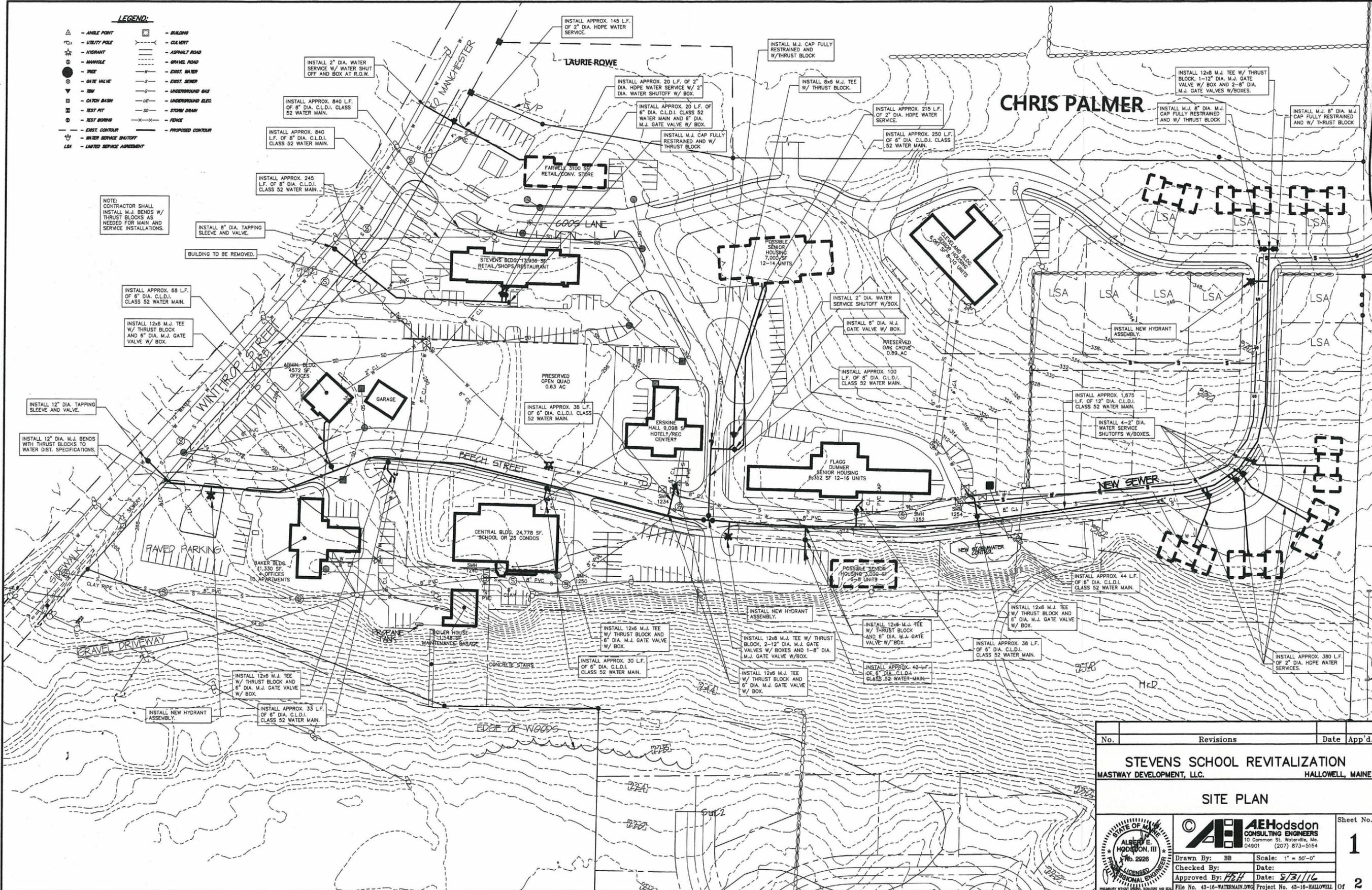
(18) Provisions for providing fire protection water supplies appropriate to the types of uses that will be allowed.

It is proposed that the campus will be served with new water mains throughout. With this new fire hydrants will also be installed throughout the campus. The design of the water main system and fire hydrants was performed by A.E. Hodsdon Engineers and reviewed by the Hallowell Water District. The new systems will be built to the Hallowell Water District Standards so that the water system will be accepted and maintained by the Hallowell Water District. Some of the existing buildings have internal sprinkler systems that may be utilized. The new end uses of each of the structures will determine the requirement of sprinkler systems or not. If sprinkler systems are required they will be designed, tested and maintained to NFPA standards.

LEGEND:

- △ - ANGLE POINT
- - UTILITY POLE
- ⊙ - HYDRANT
- ⊙ - MANHOLE
- ⊙ - TREE
- ⊙ - GATE VALVE
- ⊙ - TRM
- ⊙ - CHURN BASH
- ⊙ - TEST PIT
- ⊙ - TEST BORING
- DIST. CONTOUR
- WATER SERVICE SHUTOFF
- LSA - LIMITED SERVICE AGREEMENT
- ▭ - BUILDING
- CEMENT
- ASPHALT ROAD
- GRAVEL ROAD
- EAST. DRIVE
- EAST. SEWER
- UNDERGROUND GAS
- UNDERGROUND ELEC.
- STORM DRAIN
- FENCE
- PROPOSED CONTOUR

NOTE:
CONTRACTOR SHALL
INSTALL M.J. BENDS W/
THRUST BLOCKS AS
NEEDED FOR MAIN AND
SERVICE INSTALLATIONS.



No.	Revisions	Date	App'd.
STEVENS SCHOOL REVITALIZATION			
MASTWAY DEVELOPMENT, LLC.		HALLOWELL, MAINE	
SITE PLAN			
		Sheet No. 1	
Drawn By: BB Checked By: [Signature] Approved By: [Signature]		Scale: 1" = 50'-0" Date: 8/31/16	
File No. 43-16-WATERMAIN.DWG Project No. 43-16-HALLOWELL OF 2			

PART 3. MASTER PLAN SUPPORTING MATERIALS

A. Consulting Team

B. Site Photos

**C. Letters from IF&W, Natural Areas Program, Kennebec Land Trust
and Maine Historic Preservation**

D. Traffic Report

E. Utilities Reports

F. Historic District

Acknowledgments & Consulting Team

Numerous individuals have guided us in preparing this Master Plan and in shaping the Concept Plans presented here. Their assistance, insights and comments are gratefully acknowledged.

Mastway Development, LLC Matt Morrill	Lead Developer, Site design and Project Coordination
Federle Law Tom Federle	Legal Counsel and guidance
Kent Associates Brian Kent (MAUD), President	Master Planning, Landscape design Project review and consultation
Thayer Engineering Company, Inc. Elliot Thayer, P.E., PLS	Site design-layout, Surveying and stormwater analysis
Maine Traffic Resources Diane Morabito, P.E., P.T.O.E	Traffic and safety analysis
Harold Wood, P.E. Consulting Engineer	Sewer analysis and design
A.E. Hodsdon Consulting Engineers Al Hodsdon, P.E.	Water mains and fire hydrant design/layout
Hewett & Whitney Engineers Colin Hewett, P.E., LEED AP	Underground electrical design and street light coordination
C. Michael Lewis Architecture	Architectural rendering
Benjamin Bailey & Dylan Charlesworth UMA Architecture Graduating Students	Architectural renderings
Ted Berry Company, Inc.	CCTV sewer system inspection
Hallowell Water District Dennis Kinney	Water main guidance
Greater Augusta Utilities District (G.A.U.D) Brian Tarbuck, P.E., Andy Begin P.E.	Sewer mains and manhole review & guidance

Site Photos

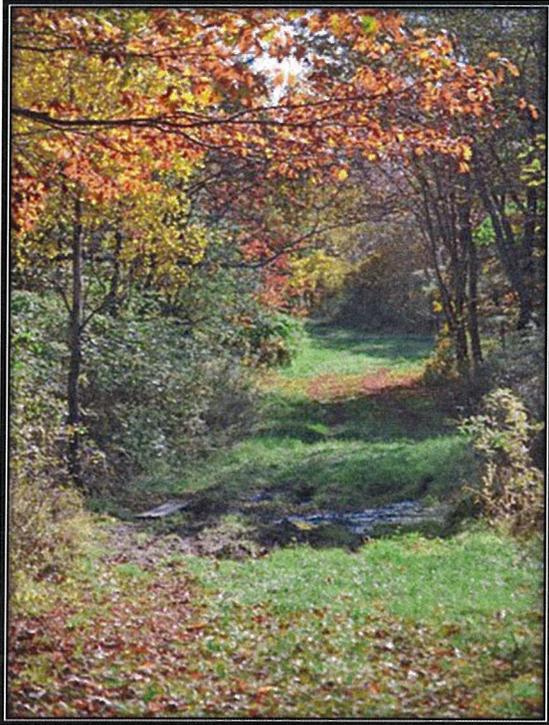


Historic Stevens Building and Preserved Open Quad

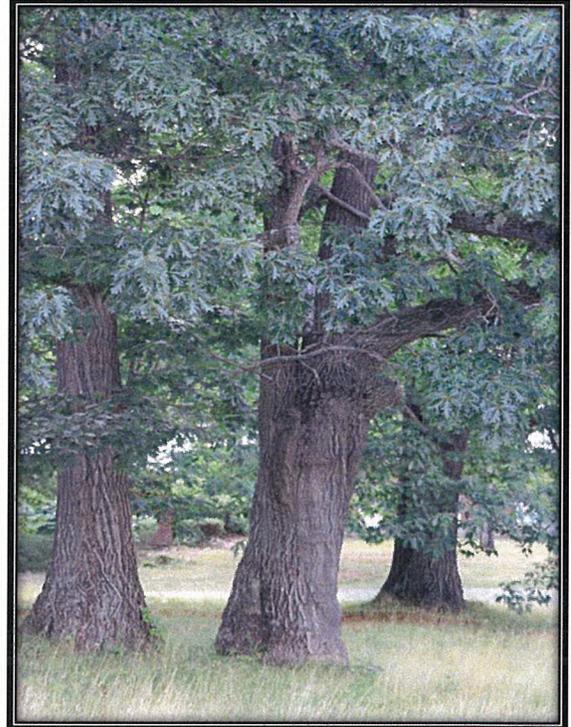


Historic Core Campus looking out over Preserved Open Quad, back toward Winthrop Street

Site Photos



Conservation Land - Trail to Howard Hill



Preserved Oak Grove



Historic Central Building seen from Beech Street

Site Photos



“Modern” Flagg-Dummer Building seen from Beech Street



Community walk through Conservation Land to Howard Hill Trail Head & Preserve



PAUL R. LEPAGE
GOVERNOR

STATE OF MAINE
DEPARTMENT OF
INLAND FISHERIES & WILDLIFE
284 STATE STREET
41 STATE HOUSE STATION
AUGUSTA ME 04333-0041

CHANDLER E. WOODCOCK
COMMISSIONER

August 30, 2016

Brian Kent
Kent Planners
280 Oak Hill Road
Litchfield, ME 04350

RE: Information Request - Stevens School Property, Hallowell

Dear Brian:

Per your request received August 23, 2016, we have reviewed current Maine Department of Inland Fisheries and Wildlife (MDIFW) information for known locations of Endangered, Threatened, and Special Concern species; designated Essential and Significant Wildlife Habitats; and fisheries habitat concerns within the vicinity of the *Stevens School Property Project* in Hallowell. For purposes of this review, we are assuming that the proposed development will also include the undeveloped and/or forested portions of the project search area.

Our Department has not mapped any Essential or Significant Wildlife Habitats that would be directly affected by your project.

Endangered, Threatened, and Special Concern Species

Bats

Of the eight species of bats that occur in Maine, the three *Myotis* species are protected under Maine's Endangered Species Act (MESA) and are afforded special protection under 12 M.R.S §12801 - §12810. The three *Myotis* species include little brown bat (*M. lucifugus*, State Endangered); northern long-eared bat (*M. septentrionalis*, State Endangered); and eastern small-footed bat (*M. leibii*, State Threatened). The five remaining bat species are listed as Special Concern: big brown bat (*Eptesicus fuscus*); red bat (*Lasiurus borealis*), hoary bat (*Lasiurus cinereus*), silver-haired bat (*Lasionycteris noctivagans*), and tri-colored bat (*Perimyotis subflavus*).

While a comprehensive statewide inventory for bats has not been completed, it is likely that several of these species occur within the project area during migration and/or the breeding season. We recommend that you contact the U.S. Fish and Wildlife Service--Maine Fish and Wildlife Complex (Wende Mahaney, (207) 469-7300, Extension 1118) for further guidance, as the northern long-eared bat is also listed as a Threatened Species under the Federal Endangered Species Act.

It is possible that some of these bat species could occupy human structures. For information on preventing conflicts with bats, we recommend following the "Preventing Conflicts" guidelines found at www1.maine.gov/ifw/wildlife/human/lww_information/bats.html. Unless there is a threat to human

health and safety, we recommend that construction or demolition work on bat-occupied portions of a structure not occur between June 1 and August 15, when young bats are still unable to fly and would likely die without parental care. The installation of a one-way exclusion device may be necessary to prevent re-entry of bats into the structure after July 31 (see bat exclusion recommendations in the above website link).

Significant Wildlife Habitat

Significant Vernal Pools

At this time, MDIFW Significant Wildlife Habitat (SWH) maps indicate no known presence of SWHs within the project area, which include Waterfowl and Wading Bird Habitats, Deer Wintering Areas, Seabird Nesting Islands, Shorebird Areas, and Significant Vernal Pools. However, a comprehensive statewide inventory for Significant Vernal Pools has not been completed. Therefore, we strongly recommend that surveys for vernal pools be conducted within the project boundary by qualified wetland scientists prior to final project design to determine whether there are Significant Vernal Pools present in the area. These surveys should extend up to 250 feet beyond the anticipated project footprint because of potential performance standard requirements for off-site Significant Vernal Pools, assuming such pools are located on land owned or controlled by the applicant. Once surveys are completed, our Department will need to review and verify any vernal pool data prior to final determination of significance.

Fisheries Habitat

Without details, it is difficult to know what impacts your project may have on the mapped stream that appears to start at the pond outlet on the back portion of the property. That being said, MDIFW makes the following general recommendations as they pertain to work in and around streams.

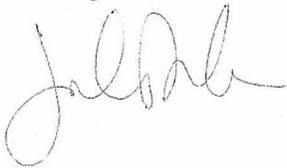
We recommend that a 100-foot undisturbed vegetated buffer be maintained along streams. Buffers should be measured from the edge of stream or associated fringe and floodplain wetlands. Maintaining buffers along coldwater fisheries is critical to the protection of water temperatures, water quality, and inputs of coarse woody debris necessary to support conditions required by brook trout. Stream crossings should be avoided, but if a stream crossing is necessary, or an existing crossing needs to be modified, it should be designed to provide full fish passage. Small streams, including intermittent streams, can provide crucial rearing habitat, cold water for thermal refugia, and abundant food for juvenile salmonids on a seasonal basis and undersized crossings may inhibit these functions. Generally, MDIFW recommends that all new, modified, and replacement stream crossings be sized to span 1.2 times the bankfull width of the stream. In addition, we generally recommend that stream crossings be open bottomed (i.e. natural bottom), although embedded structures which are backfilled with representative streambed material have been shown to be effective in not only providing habitat connectivity for fish but also for other aquatic organisms. If a stream crossing is ultimately proposed, we encourage you to contact our Region B Fisheries staff (207-547-5314) for crossing design recommendations that best maintain fish passage. Construction Best Management Practices should be closely followed to avoid erosion, sedimentation, alteration of stream flow, and other impacts as eroding soils from construction activities can travel significant distances as well as transport other pollutants resulting in direct impacts to fish and fisheries habitat. In addition, we recommend that any necessary instream work or work within 100 feet of streams occur between July 15 and October 1.

Letter to Brian Kent
Comments RE: Hallowell, Stevens School Property
August 30, 2016

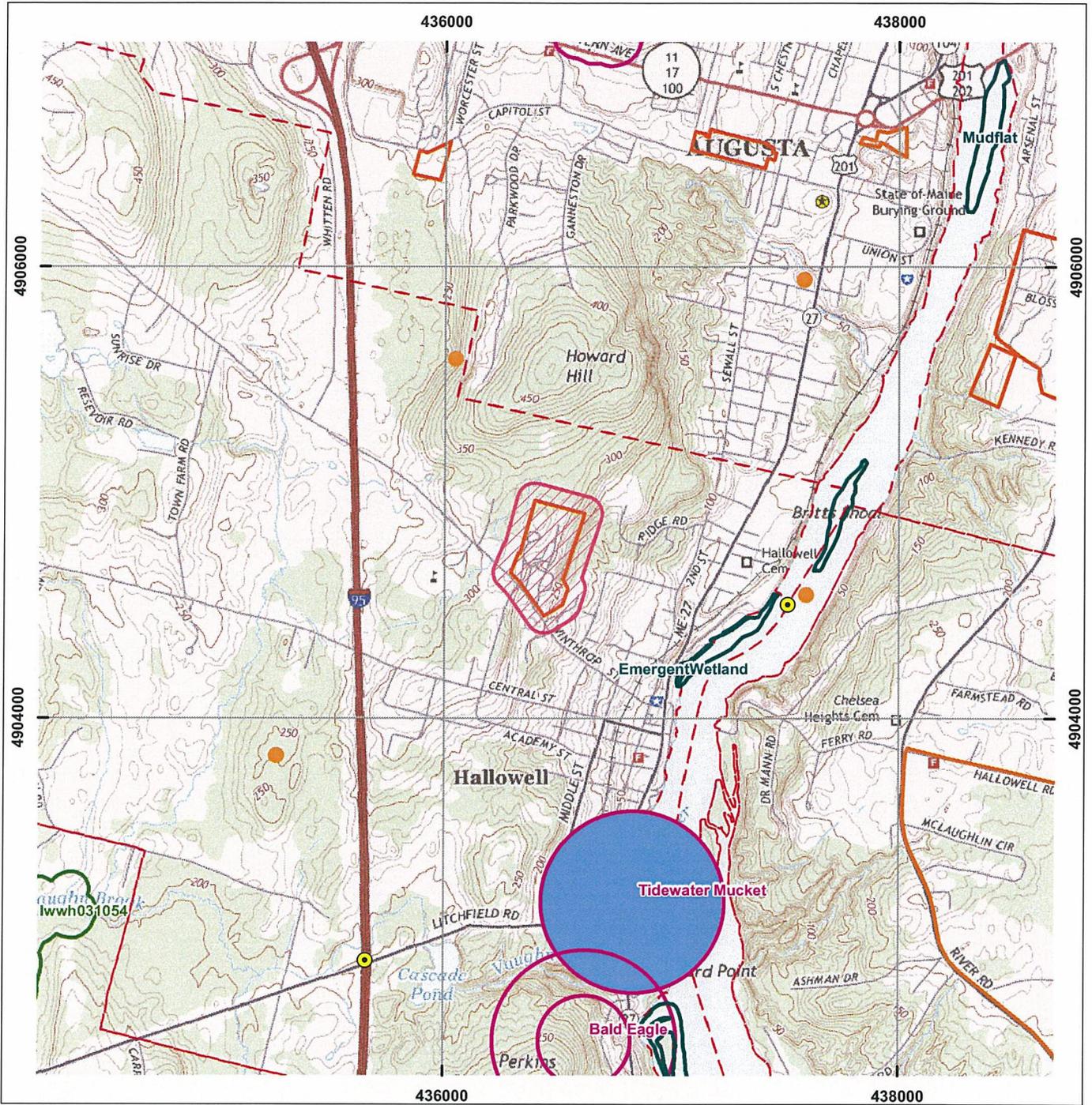
This consultation review has been conducted specifically for known MDIFW jurisdictional features and should not be interpreted as a comprehensive review for the presence of other regulated features that may occur in this area. Prior to the start of any future site disturbance we recommend additional consultation with the municipality, and other state resource agencies including the Maine Natural Areas Program and Maine Department of Environmental Protection in order to avoid unintended protected resource disturbance.

Please feel free to contact my office if you have any questions regarding this information, or if I can be of any further assistance.

Best regards,

A handwritten signature in cursive script, appearing to read "John Maclaine".

John Maclaine
Biologist



Environmental Review of Fish and Wildlife Observations and Priority Habitats

Project Name: Hallowell, Stevens School Property (Version 1)



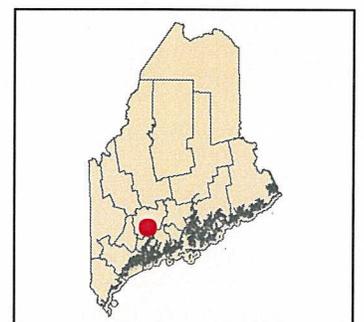
Maine Department of
Inland Fisheries and Wildlife



Projection: UTM, NAD83, Zone 19N

Date: 8/25/2016

	ProjectPoints		Deer Winter Area		Roseate Tern
	ProjectLines		LURC p-fw		Piping Plover/Least Tern
	ProjectPolys		Cooperative DWAs		Aquatic ETSc (2.5 mi review)
	ProjectSearchAreas		Seabird Nesting Islands		Rare Mussels (5 mi review)
			Shorebird Areas		Maine Heritage Fish Waters
			Inland Waterfowl/Wading Bird		Arctic Charr Habitat
			Shoreland Zoning_lwwh		E. Brook Trout Joint Venture Subwatershed Classification
			Tidal Waterfowl/Wading Bird		Redfin Pickerel/Swamp Darter Habitats (buffer100ft)
			Significant Vernal Pools		Special Concern-occupied habitats(100ft buffer)
			Environmental Review Polygons		Wild Lake Trout Habitats





PAUL R. LePAGE
GOVERNOR

STATE OF MAINE
DEPARTMENT OF AGRICULTURE, CONSERVATION & FORESTRY
93 STATE HOUSE STATION
AUGUSTA, MAINE 04333

WALTER E. WHITCOMB
COMMISSIONER

August 23, 2016

Brian Kent
Kent Associates, Planning & Design
280 Oak Hill Road
Litchfield, ME 04350

Via email: kentplanners@gmail.com

Re: Rare and exemplary botanical features in proximity to: Stevens Commons, Mixed Use Development, Hallowell, Maine

Dear Mr. Kent:

I have searched the Natural Areas Program's Biological and Conservation Data System files in response to your request received August 23, 2016 for information on the presence of rare or unique botanical features documented from the vicinity of the project in Hallowell, Maine. Rare and unique botanical features include the habitat of rare, threatened, or endangered plant species and unique or exemplary natural communities. Our review involves examining maps, manual and computerized records, other sources of information such as scientific articles or published references, and the personal knowledge of staff or cooperating experts.

Our official response covers only botanical features. For authoritative information and official response for zoological features you must make a similar request to the Maine Department of Inland Fisheries and Wildlife, 284 State Street, Augusta, Maine 04333.

According to the information currently in our Biological and Conservation Data System files, there are no rare botanical features documented specifically within the project area. This lack of data may indicate minimal survey efforts rather than confirm the absence of rare botanical features. You may want to have the site inventoried by a qualified field biologist to ensure that no undocumented rare features are inadvertently harmed.

If a field survey of the project area is conducted, please refer to the enclosed supplemental information regarding rare and exemplary botanical features documented to occur in the vicinity of the project site. The list may include information on features that have been known to occur historically in the area as well as recently field-verified information. While historic records have not been documented in several years, they may persist in the area if suitable habitat exists. The enclosed list identifies features with potential to occur in the area, and it should be considered if you choose to conduct field surveys.

This finding is available and appropriate for preparation and review of environmental assessments, but it is not a substitute for on-site surveys. Comprehensive field surveys do not exist for all natural areas in Maine, and in the absence of a specific field investigation, the Maine Natural Areas Program cannot provide a definitive statement on the presence or absence of unusual natural features at this site.

MOLLY DOCHERTY, DIRECTOR
MAINE NATURAL AREAS PROGRAM



PHONE: (207) 287-8044
FAX: (207) 287-8040
WWW.MAINE.GOV/DACF/MNAP

Letter to Brian Kent
Comments RE: Stevens Commons, Hallowell
August 23, 2016
Page 2 of 2

The Natural Areas Program is continuously working to achieve a more comprehensive database of exemplary natural features in Maine. We would appreciate the contribution of any information obtained should you decide to do field work. The Natural Areas Program welcomes coordination with individuals or organizations proposing environmental alteration, or conducting environmental assessments. If, however, data provided by the Natural Areas Program are to be published in any form, the Program should be informed at the outset and credited as the source.

The Natural Areas Program has instituted a fee structure of \$75.00 an hour to recover the actual cost of processing your request for information. You will receive an invoice for \$150.00 for two hours of our services.

Thank you for using the Natural Areas Program in the environmental review process. Please do not hesitate to contact me if you have further questions about the Natural Areas Program or about rare or unique botanical features on this site.

Sincerely,

A handwritten signature in blue ink, appearing to read "Don Cameron", with a long horizontal flourish extending to the right.

Don Cameron | Ecologist | Maine Natural Areas Program
207-287-8041 | don.s.cameron@maine.gov

**Rare and Exemplary Botanical Features within 4 miles of
Project: Stevens Commons, Hallowell, Maine**

Common Name	State Status	State Rank	Global Rank	Date Last Observed	Occurrence Number	Habitat
American Ginseng						
	E	S3	G3G4	1912-07	17	Hardwood to mixed forest (forest, upland)
	E	S3	G3G4	1907-07-28	18	Hardwood to mixed forest (forest, upland)
Awned Flatsedge						
	SC	S2	G5	2012-09-28	11	Non-tidal rivershore (non-forested, seasonally wet)
Awned Sedge						
	T	S1	G5	2015-07-26	5	Coastal non-tidal wetland (non-forested, wetland)
Broad Beech Fern						
	SC	S2	G5	1897-08-30	9	Hardwood to mixed forest (forest, upland)
Eaton's Bur-marigold						
	SC	S2	G2G3	2013-10-04	29	Tidal wetland (non-forested, wetland)
Estuary Bur-marigold						
	SC	S3	G4	2013-10-04	30	Tidal wetland (non-forested, wetland)
Freshwater Tidal Marsh						
	<null>	S2	G4?	2013-09-10	16	Tidal wetland (non-forested, wetland)
Meadow Sedge						
	T	S1	G5	2014-05-30	4	<null>
Mountain Honeysuckle						
	E	S2	G5	1975-pre	1	Dry barrens (partly forested, upland),Hardwood to mixed forest (forest, upland)
Narrow-leaf Arrowhead						
	SC	S2	G4G5	1999-08-21	3	<null>
Parker's Pipewort						
	SC	S3	G3	2013-10-04	16	Tidal wetland (non-forested, wetland)

**Rare and Exemplary Botanical Features within 4 miles of
Project: Stevens Commons, Hallowell, Maine**

Common Name	State Status	State Rank	Global Rank	Date Last Observed	Occurrence Number	Habitat
Sandbar Willow						
	E	S1	G5	2012-09-28	4	Non-tidal rivershore (non-forested, seasonally wet)
Showy Lady's-slipper						
	SC	S3	G4	1874-07-04	36	Forested wetland, Open wetland, not coastal nor rivershore (non-forested, wetland)
Showy Orchis						
	E	S1	G5	1941	15	Hardwood to mixed forest (forest, upland)
Stiff Arrowhead						
	SC	S2	G5	2011-09-27	11	Tidal wetland (non-forested, wetland)
Water Stargrass						
	SC	S3	G5	1999-08-21	8	Open water (non-forested, wetland)
White Adder's-mouth						
	E	S1	G5	1878-06	15	Forested wetland
Wild Garlic						
	SC	S2	G5	2002	18	Forested wetland, Hardwood to mixed forest (forest, upland)

STATE RARITY RANKS

- S1** Critically imperiled in Maine because of extreme rarity (five or fewer occurrences or very few remaining individuals or acres) or because some aspect of its biology makes it especially vulnerable to extirpation from the State of Maine.
- S2** Imperiled in Maine because of rarity (6-20 occurrences or few remaining individuals or acres) or because of other factors making it vulnerable to further decline.
- S3** Rare in Maine (20-100 occurrences).
- S4** Apparently secure in Maine.
- S5** Demonstrably secure in Maine.
- SU** Under consideration for assigning rarity status; more information needed on threats or distribution.
- SNR** Not yet ranked.
- SNA** Rank not applicable.
- S#?** Current occurrence data suggests assigned rank, but lack of survey effort along with amount of potential habitat create uncertainty (e.g. S3?).

Note: **State Rarity Ranks** are determined by the Maine Natural Areas Program for rare plants and rare and exemplary natural communities and ecosystems. The Maine Department of Inland Fisheries and Wildlife determines State Rarity Ranks for animals.

GLOBAL RARITY RANKS

- G1** Critically imperiled globally because of extreme rarity (five or fewer occurrences or very few remaining individuals or acres) or because some aspect of its biology makes it especially vulnerable to extinction.
- G2** Globally imperiled because of rarity (6-20 occurrences or few remaining individuals or acres) or because of other factors making it vulnerable to further decline.
- G3** Globally rare (20-100 occurrences).
- G4** Apparently secure globally.
- G5** Demonstrably secure globally.
- GNR** Not yet ranked.

Note: **Global Ranks** are determined by NatureServe.

STATE LEGAL STATUS

Note: State legal status is according to 5 M.R.S.A. § 13076-13079, which mandates the Department of Conservation to produce and biennially update the official list of Maine's **Endangered** and **Threatened** plants. The list is derived by a technical advisory committee of botanists who use data in the Natural Areas Program's database to recommend status changes to the Department of Conservation.

- E** ENDANGERED; Rare and in danger of being lost from the state in the foreseeable future; or federally listed as Endangered.
- T** THREATENED; Rare and, with further decline, could become endangered; or federally listed as Threatened.

NON-LEGAL STATUS

- SC** SPECIAL CONCERN; Rare in Maine, based on available information, but not sufficiently rare to be considered Threatened or Endangered.
- PE** Potentially Extirpated; Species has not been documented in Maine in past 20 years or loss of last known occurrence has been documented.

ELEMENT OCCURRENCE RANKS - EO RANKS

Element Occurrence ranks are used to describe the quality of a rare plant population or natural community based on three factors:

- **Size:** Size of community or population relative to other known examples in Maine. Community or population's viability, capability to maintain itself.
- **Condition:** For communities, condition includes presence of representative species, maturity of species, and evidence of human-caused disturbance. For plants, factors include species vigor and evidence of human-caused disturbance.
- **Landscape context:** Land uses and/or condition of natural communities surrounding the observed area. Ability of the observed community or population to be protected from effects of adjacent land uses.

These three factors are combined into an overall ranking of the feature of **A, B, C, or D**, where **A** indicates an **excellent** example of the community or population and **D** indicates a **poor** example of the community or population. A rank of **E** indicates that the community or population is **extant** but there is not enough data to assign a quality rank. The Maine Natural Areas Program tracks all occurrences of rare (S1-S3) plants and natural communities as well as A and B ranked common (S4-S5) natural communities.

Note: **Element Occurrence Ranks** are determined by the Maine Natural Areas Program for rare plants and rare and exemplary natural communities and ecosystems. The Maine Department of Inland Fisheries and Wildlife determines Element Occurrence ranks for animals.

Visit our website for more information on rare, threatened, and endangered species!
<http://www.maine.gov/dacf/mnap>



207.377.2848
www.tkl.org

PO Box 261 - 331 Main Street
Winthrop, Maine 04364

May 8, 2015

Matt Morrill
72 Burtons Lane
Winthrop, Maine 04364

Dear Matt,

This letter is to document communications to date regarding the Stevens School property in Hallowell, which is owned by the State of Maine.

Kennebec Land Trust is in the process of fundraising to acquire a 164-acre parcel of land in Augusta known as Howard Hill, which abuts the northerly property line of the Stevens School property. We have also been working with the City of Hallowell to locate and acquire permanent public access to Howard Hill from Winthrop Street in Hallowell through the Stevens School property.

It is our understanding that the State of Maine will soon place the Stevens School property on the market. We understand that you have an interest in acquiring a portion of the Stevens School property, which abuts your current subdivision property known as Hallowell Overlook, with the intention of expanding your residential subdivision.

Kennebec Land Trust representatives and you have met on two occasions to see if there might be a way to work jointly to accomplish both of our objectives. You prepared a concept development/conservation Plan for purposes of discussing our mutual interests. The Plan has been modified to incorporate changes that the Kennebec Land Trust suggested at our first meeting. Based on this modified Plan, which is the Plan reviewed by the Kennebec Land Trust Lands Committee on May 6, 2015, we are supportive of your proposed development/conservation plan.

In summary the plan includes following:

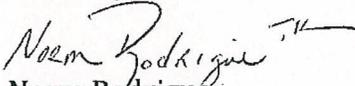
1. You will donate fee ownership of approximately seven (7) acres, including the entire existing field and the forested area surrounding the small pond to the City of Hallowell, as shown on the Plan, with a conservation easement over its entirety to KLT.
2. You will donate a public access easement to the City of Hallowell and KLT over and across your proposed subdivision access road extending to Winthrop Street as shown on the Plan.
3. You will construct a small gravel parking lot accessible from your subdivision access road on the land to be conveyed to the City of Hallowell in the general vicinity of the parking area currently shown on the Plan. The Kennebec Land Trust will urge the City of Hallowell to be responsible for its maintenance.
4. You will place deed restrictions in the set-back zone preventing the removal of vegetation on those house lots with frontage lot lines bordering the field to be conserved in item 1 above.
5. The Kennebec Land Trust will urge the City of Hallowell to work in partnership with KLT to be responsible for constructing and maintaining any pedestrian trails and signage on the land conveyed in item 1.

Kennebec Land Trust's support of your proposal is based the five elements listed above and as further depicted on the Plan.

We appreciate the opportunity to work with you on a proposal that accomplishes both your goal for residential development and our goal for public access to Howard Hill and associated conservation lands.

Thank you for willingness to work with us in this important public recreational access endeavor.

Sincerely,


Norm Rodriguez
KLT Director


Theresa Kerchner
Executive Director



MAINE HISTORIC PRESERVATION COMMISSION
55 CAPITOL STREET
65 STATE HOUSE STATION
AUGUSTA, MAINE
04333

PAUL R. LEPAGE
GOVERNOR

KIRK F. MOHNEY
DIRECTOR

September 12, 2016

Mr. Matt Morrill
Mastway Development LLC
Stevens School Campus, Baker Building
Hallowell, ME 04347

Dear Mr. Morrill:

In response to your recent request for information, the Maine Industrial School for Girls Historic District was listed in the National Register of Historic Places on April 22, 2003 for its significance in the areas of education and social history.

Please see attached the National Register nomination and map which illustrates the five contributing buildings in the district.

Please feel free to contact Robin Reed of our staff if we can be of further assistance in this matter.

Sincerely,

A handwritten signature in black ink that reads "Kirk F. Mohney".

Kirk F. Mohney
State Historic Preservation Officer

SUMMARY MEMORANDUM

TO: Mr. Elliot Thayer
Thayer Engineering Company, Inc.
17 Hasson Street
Farmingdale, ME 04344-1613

DATE: August 26, 2016

RE: Trip Generation Analysis for Proposed Stevens School Campus Redevelopment, Phase 1A

Introduction

The purpose of this memorandum is to summarize trip generation and safety analysis prepared for Phase 1A of the proposed Stevens School Campus Redevelopment on Winthrop Street, in Hallowell, Maine as well as to determine any state traffic permitting requirements. Phase 1A of the overall Master Plan includes the Baker Building, the Central Building, the Erskine Building and the Admin Building. Multiple development options are evaluated for several of the buildings. If the Central Building is redeveloped as a possible school then the Stevens Building would also be included in this phase since it should be utilized as a cafeteria and dormitory for the school. Phase 1A will also include the reconstruction of Beech Street to serve these renovated buildings. The table below shows the previous and proposed uses for each Phase 1A building:

Phase 1A – Existing/Previous & Proposed Building Uses

Building	Year of Vacancy	Existing or Previous		Currently Proposed	
		Use	Size	Use	Size
<u>Baker</u>	2015	Offices	11,330 S.F.	Office Space & Apartments	1 st Floor: 3,776 S.F. 2 nd /3 rd : 10 units
<u>Central</u>	2015	Offices	24,778 S.F.	Condos or School	25 condo units or 100 residential students
<u>Stevens</u>	2013	Pre-Release Corrections Facility	17,936 S.F., 62 inmates and 23 employees	School Dorm and Cafeteria	For 100 students
<u>Erskine</u>	2013	Storage	9,098 S.F.	Small Hotel or Recreation Center	15 – 20 hotel rooms or 9,098 S.F. Rec. Center
<u>Admin</u>	Occupied	Offices	4,572 S.F.	Offices	4,572 S.F.

Previous Trip Generation

There is a credit for grandfathered pre-existing trips in terms of state traffic permitting for trips that were in place ten years back. The number of trips generated by the existing buildings for the previous uses was estimated using the Institute of Transportation Engineers (ITE) "Trip Generation, 7th Edition" report, the edition currently used by the Maine Department of Transportation (MaineDOT) for traffic permitting purposes. Land use codes (LUCs) 710 – General Office and 150 – Warehousing for the storage facilities were used on the basis of square footage. LUC 571 – Prison was used on the basis of the average of 62 beds and 23 employees. The results are summarized in the following table:

Time Period	Previous Trip Generation (one-way trip-ends)							
	Baker	Central	Stevens Beds	Stevens Emp.	Avg.	Erskine	Admin	Total
Weekday	126	274	---	---	---	46	50	496+
AM Peak Hour – Adj. Street	18	38	6	10	8	4	7	75
Entering	16	33	3	7	5	3	6	63
Exiting	2	5	3	3	3	1	1	12
AM Peak Hour – Generator	18	38	---	12	12	5	7	80
Entering	16	33	---	7	7	3	6	65
Exiting	2	5	---	5	5	2	1	15
PM Peak Hour – Adj. Street	17	37	3	5	4	4	7	69
Entering	3	6	0	1	1	1	1	12
Exiting	14	31	3	4	3	3	6	57
PM Peak Hour – Generator	17	37	---	16	16	6	7	83
Entering	3	6	---	4	4	1	1	15
Exiting	14	31	---	12	12	5	6	68

As demonstrated above, the five potential buildings generate a trip credit of 80 AM peak hour trips and 83 PM peak hour trips in terms of state traffic permitting. However, it should be noted that if the school option is not pursued for the Central and Stevens Buildings, the Stevens Building will not be included in this phase and trip credits will be 68 AM peak hour trips and 67 PM peak hour trips.

Proposed Trip Generation

The number of trips to be generated by the potential new uses was estimated using the same methodology previously described. For the Baker Building, LUCs 710 – General Office and 220 – Apartments were used on the basis of 3,776 S.F. and ten (10) dwelling units. The results for the Baker Building are shown in the following table:

<u>Time Period</u>	Baker Trip Generation (one-way trip-ends)		
	<u>Offices</u>	<u>Apartments</u>	<u>Total</u>
Weekday	42	68	110
AM Peak Hour – Generator	6	6	12
PM Peak Hour – Generator	6	7	13

The Central Building and Stevens Building uses are currently unknown. The two buildings were estimated together because they have the potential to be combined as a private middle school for 100 students with on-site housing and cafeteria. If the school option is not pursued, the Central Building is proposed to be 25 condominium units while the Stevens Building will not be redeveloped in this Phase 1A. As such, LUCs 230 – Residential Condominium/Townhouse and 550 – University or College were utilized. The university land use code was utilized because the middle school trip rate does not adequately represent this school, since most, if not all, of the students will be housed on campus and will not be traveling to school on a daily basis. As a result, this potential school is more properly modeled by a university, as many students will live on campus with some commuters. The trips for the two possible options are shown in the following table:

<u>Time Period</u>	Central/Stevens Trip Generation (one-way trip-ends)	
	<u>Condos</u>	<u>School</u>
Weekday	148	238
AM Peak Hour – Generator	11	21
PM Peak Hour – Generator	13	24

As shown above, the school option for the Central Building results in higher trip generation and will be used as the basis of this analysis, to be conservative.

There are also two potential uses for the Erskine Building at this time, as a recreational community center or as a boutique hotel. As such, LUCs 310 – Hotel and 495 – Recreational Community Center were utilized on the basis of 20 hotel rooms and 9,098 S.F respectively. The results are summarized below:

<u>Time Period</u>	Erskine Trip Generation (one-way trip-ends)	
	<u>Hotel</u>	<u>Rec. Center</u>
Weekday	164	208
AM Peak Hour – Generator	11	24
PM Peak Hour – Generator	12	22

The total trip estimate for the proposed Phase 1A of the Stevens School Redevelopment, including the existing Admin Building which is remaining as is, is shown in the table below:

<u>Time Period</u>	Total Proposed Trip Generation (one-way trip-ends)				
	<u>Baker</u>	<u>Central/Stevens</u>	<u>Erskine</u>	<u>Admin</u>	<u>Total</u>
Weekday	110	238	208	50	606
AM Peak Hour – Generator	12	21	24	7	64
Entering	8	17	13	6	44
Exiting	4	4	11	1	20
PM Peak Hour – Generator	13	24	22	7	66
Entering	6	7	9	1	23
Exiting	7	17	13	6	43

As demonstrated above, the anticipated Phase 1A of the Stevens School Redevelopment effort is expected to generate 64 trips during the AM peak hour and 66 trips during the PM peak hour. As mentioned previously, this analysis is conservative since it used the highest generating land use code for the buildings that have multiple redevelopment options, i.e. the school versus the condos for the Central and Stevens Buildings and the recreational center versus the hotel for the Erskine Building. The proposed trips compared to the pre-existing state grandfathered trips are shown in the table below for the peak hour periods:

<u>Time Period</u>	Change in ITE Trip Generation		
	<u>Existing</u>	<u>Proposed</u>	<u>New Trips</u>
Weekday	496+	606	less than 110
AM Peak Hour - Generator	80	64	-16
PM Peak Hour – Generator	83	66	-17

As seen above, the proposed Phase 1A is expected to generate 16 fewer trips during the weekday AM peak hour and 17 fewer trips during the weekday PM peak hour than the former uses. As a result, a Traffic Movement Permit (TMP) is not required from the Maine Department of Transportation (MaineDOT) for this phase of the project, since new trip generation will not exceed the 100-trip threshold during any peak hour. This estimate is also expected to be conservative since the higher land use generators were assumed for each building.

Also, given the projected trip levels of Phase 1A no significant impact would be expected off-site on traffic operations. Typically, a project will not have any measurable impact unless it generates in excess of 25 to 35 new lane hour trips. Given the entering and exiting trips will be divided between eastbound and westbound direction, the trips will be below these lane levels.

Safety Analysis**Accident Review**

The Maine Department of Transportation uses two criteria to determine high crash locations (HCLs). The first is the critical rate factor (CRF), which is a measure of the accident rate. A CRF greater than one indicates a location which has a higher than expected accident rate. The expected rate is calculated as a statewide average of similar facilities.

The second criterion, which must also be met, is based upon the number of accidents that occur at a particular location. Eight or more accidents must occur over the three-year study period for the location to be considered a high crash location. Accident data was obtained from MaineDOT for the vicinity of the campus, which is attached to this memorandum. The CRF and number of accidents are summarized by location for the most recent three-year period, 2013 to 2015, below:

<u>Winthrop Street Location Description</u>	<u># of Acc.</u>	<u>CRF</u>
Intersection of Whitten Road	3	0.89
Between Whitten Road and Overlook Drive	1	0.10
Between Overlook Drive and High Street	2	0.22
Between Pleasant Street and Warren Street	1	0.50
Intersection of Warren Street	2	0.73
Intersection of Middle Street	1	0.33

As can be seen in the above table, there are no high crash locations, or locations approaching the high crash criteria on Winthrop Street in the vicinity of the site. As a result, no additional accident review or evaluation is necessary.

Sight Distance Review

One of the most important factors to consider for a project is sight distance from the access drives. Sight distance is measured ten feet back from the edge of travel way at a driver's eye height of 3.5 feet to an object height of 4.25 feet. Maine Traffic Resources (MTR) recommends a minimum sight distance of 250 feet for the 25 mph area speed zone. Sight distance was measured from the Winthrop Street intersections of Beech Street and Coos Lane as well as a potential relocation of Coos Lane and Stevens Street. The results are summarized below:

<u>Drive Description/Relocation</u>	Driveway Sight Distance Summary			
	<u>Available To Left</u>	<u>Adequate</u>	<u>Available To Right</u>	<u>Adequate</u>
Beech Street	400'+	Yes	400'+	Yes
Existing Coos Lane	400'+	Yes	240'	Marginal

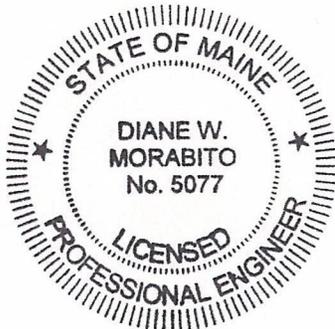
<u>Drive Description/Relocation</u>	<u>Available To Left</u>	<u>Adequate</u>	<u>Available To Right</u>	<u>Adequate</u>
Potential Coos Lane – 50’ to west	400’+	Yes	250’	Just Meets Minimum
Potential Coos Lane – 70’ to west	400’+	Yes	275’	Yes
Stevens Street	400’+	Yes	250’	Just Meets Minimum
Stevens Street – 25’ to east	400’+	Yes	275’	Yes

The sight distance from each roadway to the left is more than adequate. Beech Street also provides adequate sight distance to the right. However, existing Coos Lane and Stevens Street both have a sight distance of approximately 250 feet or less to the right, which is considered marginal for the 25 mile per hour zone. Sight distance to the right is limited by the crest of the hill on Winthrop Street. It is understood that this concern has also been voiced by the City of Hallowell. For that reason, Thayer Engineering has proposed moving Coos Lane approximately 50 feet west of the existing location. This provides 250 feet of sight distance to the right, which just meets the recommended minimum. An additional 20’ of relocation would vastly improve sight distance. The following options can resolve the sight distance issues:

- Remove Coos Lane as an exit point (entrance only) and have traffic exit at Beech Street.
- Move Coos Lane at least 50 feet west (center to center) from the existing location to obtain a minimum of 250’ of sight distance.
- Relocate Stevens Street 25 feet to the east to provide additional sight distance.

With any of the above, Coos Lane would provide for safe operations. Stevens Street could also be improved with similar modifications if this roadway is to be maintained versus closed.

As always, do not hesitate to contact me if you or the City of Hallowell have any questions regarding this trip generation and safety analysis for the proposed Phase 1A redevelopment effort at the Stevens School campus.



Sincerely,

A handwritten signature in black ink that reads "Diane W. Morabito" followed by a stylized flourish.

Diane W. Morabito, P.E. PTOE
President

Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

Crash Summary I Section Detail Crash Summary II 1320 Public 1320 Private 1320 Summary

REPORT DESCRIPTION

Winthrop St.

REPORT PARAMETERS

Year 2013, Start Month 1 through Year 2015 End Month: 12

Route: 1140045

Start Node: 25405

Start Offset: 0

Exclude First Node

End Node: 25519

End Offset: 0

Exclude Last Node

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary I

Node	Route - MP	Node Description	Nodes								Percent Annual M Injury Ent-Veh	Crash Rate	Critical Rate	CRF		
			U/R	Total Crashes	Injury Crashes				PD							
					K	A	B	C								
25405	1140045 - 0	Int of WHITTEN RD WINTHROP ST	1	3	0	0	1	1	1	66.7	2.976	0.34	0.38	0.00		
												Statewide Crash Rate:	0.13			
71407	1140045 - 0.39	Int of OVERLOOK DR WINTHROP ST	1	0	0	0	0	0	0	0.0	1.167	0.00	0.48	0.00		
												Statewide Crash Rate:	0.13			
25407	1140045 - 0.74	Int of HIGH ST WINTHROP ST	1	0	0	0	0	0	0	0.0	2.365	0.00	0.41	0.00		
												Statewide Crash Rate:	0.13			
25408	1140045 - 0.99	Int of PLEASANT ST WINTHROP ST	1	0	0	0	0	0	0	0.0	2.263	0.00	0.41	0.00		
												Statewide Crash Rate:	0.13			
25933	1140045 - 1.04	Int of WARREN ST WINTHROP ST	1	2	0	0	0	0	2	0.0	2.255	0.30	0.41	0.00		
												Statewide Crash Rate:	0.13			
25932	1140045 - 1.09	Int of SPRING ST WINTHROP ST	1	0	0	0	0	0	0	0.0	2.306	0.00	0.41	0.00		
												Statewide Crash Rate:	0.13			
25519	1140045 - 1.13	Int of MIDDLE ST WINTHROP ST	1	1	0	0	0	0	1	0.0	2.659	0.13	0.40	0.00		
												Statewide Crash Rate:	0.13			
Study Years: 3.00			NODE TOTALS:			6	0	0	1	1	4	33.3	15.991	0.13	0.25	0.49

Crash Summary I

Sections																		
Start Node	End Node	Element	Offset Begin - End	Route - MP	Section Length	U/R	Total Crashes	K	A	B	C	PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF	
25405	71407	4040542	0 - 0.39	1140045 - 0	0.39	1	1	0	0	1	0	0	100.0	0.00910	36.61	356.74	0.00	
Int of WHITTEN RD WINTHROP ST				RD INV 11 40045	Statewide Crash Rate: 171.14													
71407	25407	4040543	0 - 0.35	1140045 - 0.39	0.35	1	2	0	0	0	0	2	0.0	0.00817	81.59	365.98	0.00	
Int of OVERLOOK DR WINTHROP ST				RD INV 11 40045	Statewide Crash Rate: 171.14													
25407	25408	3122370	0 - 0.25	1140045 - 0.74	0.25	1	0	0	0	0	0	0	0.0	0.00563	0.00	400.82	0.00	
Int of HIGH ST WINTHROP ST				RD INV 11 40045	Statewide Crash Rate: 171.14													
25408	25933	3118029	0 - 0.05	1140045 - 0.99	0.05	1	1	0	0	0	0	0	0.0	0.00109	306.61	607.92	0.00	
Int of PLEASANT ST WINTHROP ST				RD INV 11 40045	Statewide Crash Rate: 171.14													
25932	25933	3131823	0 - 0.05	1140045 - 1.04	0.05	1	0	0	0	0	0	0	0.0	0.00113	0.00	602.14	0.00	
Int of SPRING ST WINTHROP ST				RD INV 11 40045	Statewide Crash Rate: 171.14													
25519	25932	3122371	0 - 0.04	1140045 - 1.09	0.04	1	0	0	0	0	0	0	0.0	0.00092	0.00	631.58	0.00	
Int of MIDDLE ST WINTHROP ST				RD INV 11 40045	Statewide Crash Rate: 171.14													
Study Years: 3.00					Section Totals:		1.13	4	0	0	1	0	2	25.0	0.02605	51.19	285.30	0.18
					Grand Totals:		1.13	10	0	0	2	1	6	30.0	0.02605	127.98	324.94	0.39

SUMMARY MEMORANDUM

TO: Mr. Elliot Thayer
Thayer Engineering Company, Inc.
17 Hasson Street
Farmingdale, ME 04344-1613

DATE: September 6, 2016

RE: Trip Generation Analysis for Overall Stevens School Campus Redevelopment - Master Plan

Introduction

The purpose of this memorandum is to summarize trip generation analysis prepared for the overall Master Plan for the proposed Stevens School Campus Redevelopment on Winthrop Street in Hallowell, Maine. The overall Master Plan consists of three phases. The table below shows the existing campus buildings along with their previous and proposed uses as well as their year of vacancy:

Building – Year of Vacancy	Existing or Previous		Currently Proposed	
	Use	Size	Use	Size
<u>Baker</u> – 2015	Offices	11,330 S.F.	Office Space & Apartments	1 st Floor: 3,776 S.F. 2 nd /3 rd Floors : 10 units
<u>Central</u> – 2015	Offices	24,778 S.F.	Condos or School	25 condo units or 100 students
<u>Stevens</u> – 2013	Pre-Release Corrections Facility	17,936 S.F., 62 inmates & 23 employees	School Dorm & Cafeteria or Retail/Restaurant	For 100 students or 17,936 S.F.
<u>Erskine</u> – 2013	Storage	9,098 S.F.	Small Hotel or Rec. Center	9,098 S.F.
<u>Admin - Occupied</u>	Offices	4,572 S.F.	Offices	4,572 S.F.
<u>Flagg/Drummer</u> – 2012	Offices	8,352 S.F.	Senior Housing	12 – 16 units, 8,352 S.F.
<u>Cleveland</u> – 2010	Offices	6,061 S.F.	Senior Housing	8 – 10 units, 6,061 S.F.
<u>Hayden</u> – 2015	Storage	6,300 S.F.	To Be Removed	---
<u>Farwell</u> – 2006	Offices	3,228 S.F.	Convenience Store	3,228 S.F. and 4 fueling positions

Each of the existing buildings is proposed to be included in Phase 1 of the project. In addition, Phase 1 is proposing two new senior housing buildings. The first is proposed to be approximately 3,000 S.F., providing from six to eight dwelling units. The other building is proposed to be 7,000 S.F., providing for 12 to 14 units. Phase 1 will also include up to 14 duplex units and 11 single-family house lots. Phases 2 and 3 are expected to consist of up to 22 and 15 single-family housing lots, respectively on the most northerly and easterly portions of the land.

Previous Trip Generation

There is a credit for grandfathered pre-existing trips in terms of state traffic permitting. The number of trips generated by the nine existing buildings, ten years back, was estimated using the Institute of Transportation Engineers (ITE) "Trip Generation, 7th Edition" report, the edition currently used by the Maine Department of Transportation (MaineDOT) for traffic permitting purposes. Land use codes (LUCs) 710 – General Office on the basis of 58,321 S.F., 150 – Warehousing on the basis of 15,398 S.F. for storage buildings and 571 – Prison on the basis of the average of 62 beds and 23 employees were utilized. The results are summarized in the following table:

<u>Time Period</u>	Previous Trip Generation (one-way trip-ends)					
	<u>Offices</u>	<u>Beds</u>	<u>Emp.</u>	<u>Avg.</u>	<u>Storage</u>	<u>Total</u>
Weekday	642	---	---	---	76	718+
AM Peak Hour – Adj. Street	90	6	10	8	7	105
Entering	79	3	7	5	6	90
Exiting	11	3	3	3	1	15
AM Peak Hour – Generator	90	---	12	12	9	111
Entering	79	---	7	7	5	91
Exiting	11	---	5	5	4	20
PM Peak Hour – Adj. Street	87	3	5	4	7	98
Entering	15	0	1	1	2	18
Exiting	72	3	4	3	5	80
PM Peak Hour – Generator	87	---	16	16	9	112
Entering	15	---	4	4	1	20
Exiting	72	---	12	12	8	92

As demonstrated above, the entire Stevens School Campus previously generated 111 one-way trips during the AM peak hour and 112 trips during the PM peak hour based upon the ITE data.

Proposed Trip Generation

The number of trips to be generated by the proposed buildings for Phase 1 was estimated in two phases, Phase 1A and 1B. Trip generation for the proposed Phase 1A is outlined in more detail in the memorandum by Maine Traffic Resources dated August 26, 2016 and a summary is provided below:

<u>Time Period</u>	Phase 1A Proposed Trip Generation (one-way trip-ends)				
	<u>Baker</u>	<u>Central/Stevens</u>	<u>Erskine</u>	<u>Admin</u>	<u>Total</u>
Weekday	110	238	208	50	606
AM Peak Hour – Generator	12	21	24	7	64
Entering	8	17	13	6	44
Exiting	4	4	11	1	20
PM Peak Hour – Generator	13	24	22	7	66
Entering	6	7	9	1	23
Exiting	7	17	13	6	43

As seen above, Phase 1A is expected to generate 64 AM peak hour trips and 66 PM peak hour trips. However, this analysis assumed that the Central and Stevens buildings would be a middle school with associated on-site housing and a cafeteria. If the school option is not pursued, the Central Building may instead be condominiums (25 dwelling units) while the Stevens Building is proposed to be retail and/or restaurant space. LUC 814 – Specialty Retail was used to estimate trips for the retail/restaurant option for the Stevens Building. The trips for the specialty retail and condos compared to the school option are shown in the following table:

<u>Time Period</u>	Central/Stevens Trip Generation Options (one-way trip-ends)			
	<u>Condos</u>	+ <u>Spec. Retail</u>	= <u>Total</u>	<u>School</u>
Weekday	148	796	944	238
AM Peak Hour – Generator	11	123	134	21
PM Peak Hour – Generator	13	90	103	24

As demonstrated above, the specialty retail and condominium option would generate greater trips than the school option. For this reason, this option will be considered in the total for Phase 1, instead of the school, to be conservative. The remainder of the trips for Phase 1 were estimated using LUCs 252 – Senior Housing – Attached on the basis of up to 48 units for the Flagg/Drummer, Cleveland and proposed new buildings, 853 – Convenience Market with Gas Pumps on the basis of the average of 3,228 S.F. and four (4) fueling positions for the Farwell Building and 210 – Single-Family Detached Housing for the eight (8) duplex units and 11 house lots. The more recent ITE 9th Edition was used for the senior housing, as there is more data available, which is considered to be more reliable. The overall Phase 1 results are shown in the following table:

<u>Time Period</u>	Proposed Phase 1 Trip Generation (one-way trip-ends)						<u>Total</u>
	<u>Phase 1A w/ Stevens</u>	<u>Senior Housing</u>	<u>Convenience S.F.</u>	<u>Market Pumps</u>	<u>Avg.</u>	<u>Single Family</u>	
Weekday	1,312	166	2,730	2,170	2,450	182	4,110
AM Peak Hour – Generator	177	19	147	69	108	15	319
Entering	88	9	73	34	54	4	155
Exiting	89	10	74	35	54	11	164
PM Peak Hour – Generator	145	17	202	80	141	19	322
Entering	67	9	101	40	70	12	158
Exiting	78	8	101	40	71	7	164

As seen above, Phase 1 of the Master Plan will generate a total of 319 AM peak hour trips and 322 PM peak hour trips. Trip generation for the entire Master Plan development including Phase 2 (22 single family homes) and Phase 3 (15 single family homes) is summarized below:

<u>Time Period</u>	Overall Master Plan Trip Generation			
	<u>Phase 1</u>	<u>Phase 2</u>	<u>Phase 3</u>	<u>Total</u>
Weekday	4,110	212	144	4,466
AM Peak Hour - Generator	319	17	12	348
Entering	155	4	3	162
Exiting	164	13	9	186
PM Peak Hour – Generator	322	22	15	359
Entering	158	14	10	182
Exiting	164	8	5	177

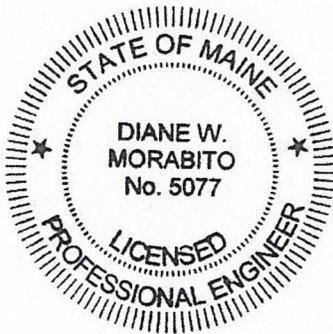
As shown above, the entire three phase Master Plan is expected to generate 348 trips during the AM peak hour period and 359 trips during the PM peak hour period. It is important to note that these trip estimates assume the higher numbers when there are use options for buildings and also the higher number of units when ranges have been provided. Hence, these totals are expected to be conservative. The currently proposed Master Plan trips are compared to the grandfathered previous trips in the table below:

<u>Time Period</u>	ITE Change in Trip Generation		
	<u>Previous Uses</u>	<u>Proposed Uses</u>	<u>New Trips</u>
AM Peak Hour - Generator	111	348	+237
Entering	91	162	+71
Exiting	20	186	+166
PM Peak Hour – Generator	112	359	+247
Entering	20	182	+162
Exiting	92	177	+85

As can be seen in the preceding table, the proposed overall Stevens School Campus Redevelopment is expected to generate 237 new trips during the weekday AM peak hour and 247 new one-way trips during the PM peak hour period over the grandfathered trips, assuming the higher trip generating uses, such as the retail/restaurant option for the Stevens building and the maximum number of proposed dwelling units, at full build out. As a result, a Traffic Movement Permit (TMP) will be required from the Maine Department of Transportation (MaineDOT) since new trip generation will exceed the 100-trip threshold during both the AM and PM peak hours. Based upon the uses assumed in this analysis the application will be a 200 + level application, requiring a full traffic study.

A TMP will not be needed for the currently proposed Phase 1A since that phase is projected to generate less traffic than the previous Stevens School Campus. Additionally, a permit will not be required from MaineDOT until the development generates 100 trips over the previously grandfathered trips. Therefore, it is important to note that the redevelopment effort will not need to obtain a TMP from MaineDOT until the new uses generate 210 total AM peak hour trips and 211 PM peak hour trips. It is recommended that as businesses and uses are confirmed for the buildings that the trip generation analysis be updated accordingly so that the owner will be aware when the trip threshold will be crossed and a TMP will be required for further development.

As always, do not hesitate to contact me if you or the City of Hallowell have any questions regarding this trip generation analysis.



Sincerely,

A handwritten signature in black ink that reads "Diane W. Morabito".

Diane W. Morabito, P.E. PTOE
President

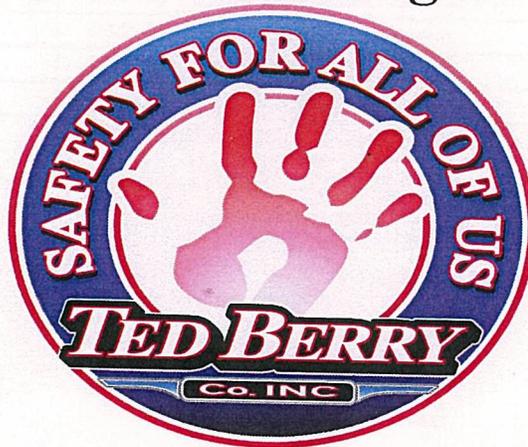
Ted Berry Co. Inc.
521 Federal Road
Livermore, Maine 04253
Office: 207-897-3348 Fax: 207-897-3627
www.tedberrycompany.com

TED BERRY

COMPANY Inc.

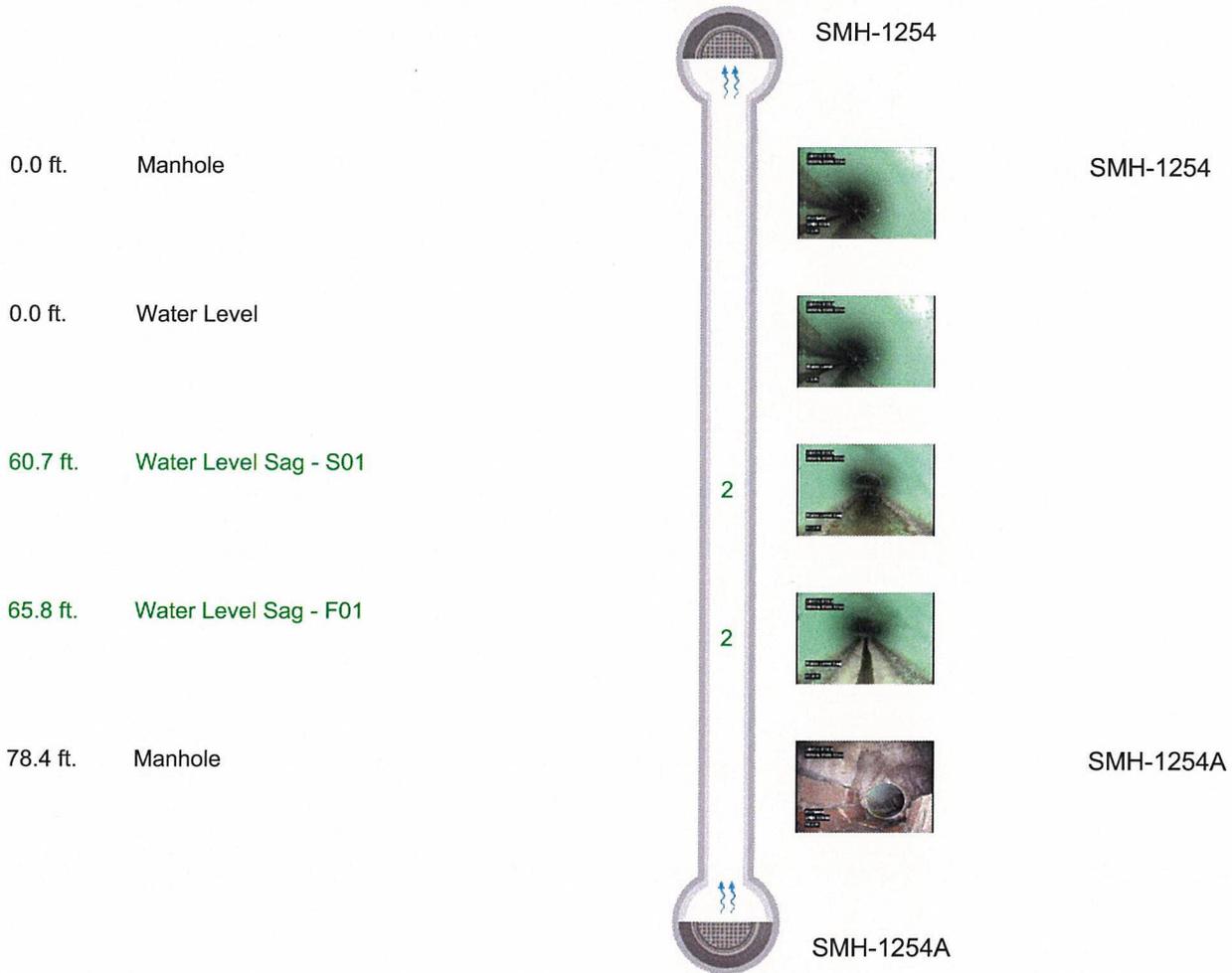
Mastway Development
Hallowell, ME
Stevens School Revitalization

Project Manager – Matt Timberlake
Field Supervisor – Roger Moulton



Defect Listing Plot with Images

Customer Mastway Development		City Hallowell ME	Street Cross Country	Date 20160608	Time 07:57
Surveyed By Roger_Moulton	Certificate Number U-312-15001	Work Order M-16-00429	Location Code Yard	Weather Dry	
Purpose of Survey Routine Assessment			Project Name Stevens School Revitalization		
Quick Struct. Rating	2100	Pipe Segment Reference 3329A			
Quick Maint. Rating	N/A	Upstream MH SMH-1254A		Downstream MH SMH-1254	
Quick Overall Rating	2100				
Length surveyed 78.4	Material PolyVinyl Chloride	Shape Circular	Height 8	Width 8	
Direction Upstream	Sewer Use Sanitary	Flow Control Not Controlled	Pre-Cleaning No Pre-Cleaning	Lining Method	
Remarks Condition Assessment					



Historic District

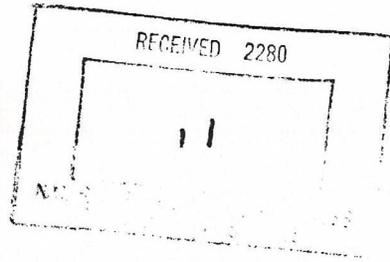
In January of 2003 Christi Mitchell of Maine Historic Preservation submitted an application to the United States Department of the Interior, National Parks Service to have the Maine Industrial School for Girls/ Stevens School added to the National Register of Historic Places. The nomination was accepted by the National Parks Service and in April of 2003 the nomination was accepted and the Maine Industrial School for Girls Historic District was added to the National Register of Historic Places. A copy of which is attached here to.

Included in the historic district are five historic buildings and a historic boundary which encompasses the historic buildings and a central quad. During re-development of this property it will be a priority to preserve the historic buildings and quad's historic character and charm, within reason and financial feasibility. Due to poor conditions of some of the buildings, significant renovations will have to be performed and possibly demolition of one historic structures. The costliness of the renovations for the historic buildings will certainly require the use of State and Federal historic tax credits to make the re-purposing of these buildings possible. By utilizing the historic tax credits, the renovation will have to be approved and guided by the Department of the Interiors guidelines for the treatment of historic structures. Since it is also intended that each building will be separated onto its own associated parcel, a Declaration of Covenants and Restrictions will be attached to each deed that will create a list of responsibilities to preserve and maintain the important historic features. The covenants will run with the land so that the historic buildings and quad will be both enhanced and permanently preserved.



An artist's impression of the revitalized Stevens Commons as seen from the middle of the Campus/Beech Street

United States Department of the Interior
National Park Service



National Register of Historic Places
Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Maine Industrial School for Girls Historic District
other names/site number State School for Girls in Hallowell; Stevens School

2. Location

street & number North side of Winthrop Street, .5 miles west of intersection with Water Street N/A not for publication
city or town Hallowell N/A vicinity
state Maine code ME county Kennebec code 011 zip code 04347

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this nomination
 request for determination of eligibility meets the documentation standards for registering properties in the National Register of
Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property
 meets does not meet the National Register criteria. I recommend that this property be considered significant
 nationally statewide locally. (See continuation sheet for additional comments.)

Lois S. Fitzgerald 3/16/03
Signature of certifying official/Title Date

Maine Historic Preservation Commission
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional
comments.)

Signature of certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register.
 See continuation sheet.
- determined eligible for the
National Register.
 See continuation sheet.
- determined not eligible for the
National Register.
- removed from the National
Register.
- other, (explain): _____

Edson H. Beall 4-22-2003
Signature of the Keeper Date of Action

5. Classification

Ownership of Property
(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property
(Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
5	3	buildings
1		sites
		structures
		objects
6	3	Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of contributing resources previously listed in the National Register

N/A

6. Function or Use

Historic Functions
(Enter categories from instructions)

EDUCATION / School

EDUCATION / Education-related

DOMESTIC / Institutional housing

HEALTH CARE / Hospital

Current Functions
(Enter categories from instructions)

GOVERNMENT / Correctional Facility

GOVERNMENT / Government Office

7. Description

Architectural Classification
(Enter categories from instructions)

LATE VICTORIAN / Italianate

LATE 19TH AND 20TH CENTURY REVIVALS / Colonial Revival

Materials
(Enter categories from instructions)

foundation Granite

walls Brick, weatherboard, granite

roof Asphalt, slate

other Copper

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

MAINE INDUSTRIAL SCHOOL FOR GIRLS HISTORIC DISTRICT

KENNEBEC CO., MAINE

Section number 7 Page 2

DESCRIPTION

Contributing Site

The Maine Industrial School for Girls is a small campus facility constructed on an eastern facing hill high above the commercial center of Hallowell, Maine. Once the location of a nineteenth century farm, the site has been extensively graded, to create a north south stretching terrace on which the facilities buildings are located. The earliest structures on the site were Flagg-Dummer Hall (built in 1874 and destroyed by fire and rebuilt in 1899, later destroyed and rebuilt in 1969) followed by Building Number 2 (built in 1885, destroyed by fire in 1900), Baker Hall, 1898 and Erskine Hall, 1902. Each of these buildings were originally oriented along a drive that crossed the terrace from Winthrop Street on the south, to an oak grove in the west. The buildings were oriented either to take in the view towards the east or, in the case of Baker and the Administration Building, to face the entrance to the campus. Agricultural fields, barns and out buildings, as well as a caretakers cottage were located to the west, where the hill leveled at a natural plateau. This north-south alignment of buildings continued with the construction of the Central Building in 1917, although in this case the structure was placed on the east side of the drive and thus its main facade faced west. However, when Stevens Hall, the final element of the historic campus, was started in 1936, it was placed not along the main drive, but was located approximately 300 feet to the west, directly across from and facing the Central Building. This had the effect of enclosing a green space between Erskine Hall on the north, Central Hall on the east, Stevens Hall on the west and the Administration building and Baker Hall on the south. Narrow drives circle the green and wrap around each building; walking paths criss-cross the green, and a line of crab apple trees is planted on the axis between the front doors of the Central and Stevens buildings. Mature maple trees line the original north-south drive, giving testimony to the original layout of the school. Several modern buildings associated with the last era of the Stevens School are located further to the west and north, or below the ridge of the historic campus. Today, the Maine Industrial School for Girls Historic District encompasses the campus setting created by the five existing pre-1936 buildings, as well as the common located between them.

Contributing Structures

1. Baker Building, 1898
Architect: J. Thissel & Sons, Clinton Massachusetts
Contractor: Llewellyn E. Bradstreet, Gardiner, Maine

The Baxter Building is a two-and-one-half story brick structure with a raised basement. The T-shaped structure faces south, with a small projecting central bay on the facade of the building. The rear wing stretches north from the center of the rear elevation. Metal fire escapes are positioned at second floor doors on each end of the structure. The building has a steep, asphalt hip roof covering the entire structure, except the projecting central bay, which is topped with a simple gable. Four gable dormers with clapboard siding punctuate the southern roof plane, two on either side of the projecting central bay. On each of the

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

MAINE INDUSTRIAL SCHOOL FOR GIRLS HISTORIC DISTRICT

KENNEBEC CO., MAINE

Section number 7 Page 3

other elevations a single dormer is centered on the plane of the roof. A single massive chimney is positioned in the center of the building. The main facade of the building is 13 bays wide with a small wooden entry and door positioned on the east side of the central bay. The symmetrical facade contains five six-over-six windows on either side of the three bay central section. All of the windows are set in wooden frames with slightly rounded tops and set on granite sills.

Although essentially a building characterized more by function than style, the Baker Building displays decorative brick corbeling at the eave line that is characteristic of Italianate architecture. A granite string course separates the raised basement from the first floor, and a brick string course articulates the distinction between the first and second floors. As originally constructed, the central projection was fronted by a one story wooden porch, which has since been removed. The Baker Building currently houses the Maine State Department of Marine Resources.

The architectural firm of J. Thistle and Sons had previously completed two buildings at the Lancaster School for Girls in Lancaster, Massachusetts. The first building is described as a dormitory building dating to 1899, while the other was used for industrial purposes, with plans dating to 1897. Other Thistle commissions included commercial blocks in Maynard, Massachusetts, and tenement housing and several schools in Lancaster. The only known commissions in Maine are at the Maine Industrial School for girls.

2. Erskine Hall, 1901-02
Architect: J. Thissel & Sons, Clinton, Massachusetts

Erskine Hall is very similar in form and design to Baker Hall; both were designed by architect Joshua Thissel of the Worcester Massachusetts area, and closely resemble the Fay Cottage at the Lancaster Industrial School for Girls in Lancaster, Massachusetts. Also constructed of brick, the hip roof Erskine Hall is covered in slate. There are three dormers on the east facing facade, and one on each of the other roof planes. The windows on the front facade of Erskine Hall are two-over-two sash set between granite lintels and sills; four-over-four sash are found on the remaining elevations. The eave line is emphasized by decorative brick corbeling, and a brick string course again articulates the first and second floor levels. The single chimney is placed toward the west on the western leg of the building. While this structure was also built with a two-story porch attached to the projecting central bay, it still retains a second, south facing, one-story wooden porch with scroll work railing, across the long axis of the rear leg. This porch looks out over the common that forms the nucleus of the historic district. The building is currently vacant.

3. Administration Building, 1905-06
Architect: William R. Miller, Lewiston (1866-1929)
Contractor: Llewellyn E. Bradstreet, Gardiner

Situated across the entrance drive from the Baker Building is the Colonial Revival Administration Building, constructed in 1905-05 by architect William R. Miller of Lewiston. This building stands apart from

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

MAINE INDUSTRIAL SCHOOL FOR GIRLS HISTORIC DISTRICT

KENNEBEC CO., MAINE

Section number 7 Page 4

the remainder of the historic campus in style and materials. It is a two-and-a-half story, hip roofed four-square structure with dormers, and an attached two story porch on the front. The building is sheathed in clapboards, and the corners are decorated with over-scale wooden quoins. At the overhanging eaves a wide frieze with dental mouldings wrap around the building and the porch. Four rectangular columns support the flat roof of the porch; while a pair of one story Doric columns accentuate the entrance bay at the top of a wide staircase. The five bay facade features a central door surrounded by transom lights and side lights; directly above a similarly styled door leads to the second floor of the porch. The remaining bays are marked by one-over-one windows with flared key-stone lintels. The south, north and west roof planes have hipped dormers, each containing a large center window flanked by narrow one-over-one sash. Two chimneys are present, one on the northeast corner of the roof, and the other on the western roof. The building sits on a brick foundation and is covered with asphalt shingles on the roof.

William R. Millar was a Lewiston, Maine architect with a statewide practice who "specialized in schools, libraries, hotels, and other structures intended for public use." His architectural style tended towards the flamboyant and included Shingle Style hotels, Romanesque Libraries and Colonial Revival homes. The Administration building at the Maine Industrial School for Girls is one of his more restrained commissions, however, his passion for rich detail is evident in his use of quoins, keystone lintels, dental mouldings and the striking colonnaded porch. The building was originally used as the headquarters for the business administration of the school, and the principal's residence. Currently the building is home to the Maine State Department of Conservation.

4. Central Building, 1917-1919
Architect: W.G. Bunker, Augusta
Contractor: unknown

At the time it was built, the Central Building became the largest structure on the Maine Industrial School for Girls campus. As with Erskine and Baker Halls, it is two-and-a-half stories tall, with a raised basement, symmetrical facade with forward facing central projection, granite belt courses, and an asphalt hipped roof. Unlike the previous brick buildings, the Central Building was designed in a somewhat less detailed Colonial Revival style that came to characterize academic buildings throughout the nation in the first decades of the twentieth century. The west facing facade is comprised of a seven bay projecting pavilion flanked by two recessed four bay wings. With the exception of some of the three-over-three basement windows on the wings, the majority of the windows on the building have been replaced overtime; currently there is an assortment of modern six-over-six sash and decorative windows throughout the structure. A large arched window anchors either side of the projecting center section, however the sash currently installed in these portals do not fill the arches. The most outstanding feature of the Central Building is the concrete portico at the center of the building. Two rectangular, concrete pilasters line either side of the brick arched doorway; directly west of the pilasters are two concrete Doric columns which support a plain, but massive concrete entablature with overhanging wooden cornice. A small iron balustrade completes the portico. Similarly,

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National Park Service

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MAINE INDUSTRIAL SCHOOL FOR GIRLS HISTORIC DISTRICT

KENNEBEC CO., MAINE

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concrete entablature, mounted above engaged brick piers, are located above additional entrances on the north and south ends of the building. The Central Building has been extensively renovated on the interior in order to house the Maine State Department of Labor.

5. Stevens Building, 1936-38
Architect: Bunker and Savage, Augusta
Contractor: unknown

The east facing Stevens Building is the structure most responsible for giving the Maine Industrial School for Girls the look and feel of an institutional campus. The positioning of the building helped create the common space at the center of the campus. This large, symmetrical, hip roof building is 19 bays wide on its facade, which is articulated into a center projecting cross gabled pavilion flanked by a five bay main section to the north and south, which further returns into a three bay wings at each of the buildings ends. Drawing on Colonial Revival and Classical Revival styles, the central pavilion includes a two story blind arch reaching from the granite string course to under the gable peak; inserted within this brick arch is a three part, arched and segmented window. Directly below the window is a concrete portico strikingly similar to that found on the Central building. Cornice return and brick quoins further accentuate the center of this building. An octagonal wooden cupola is perched on the middle of the ridge. Four louvered arches face in the cardinal directions; the slightly flared roof and spire are constructed out of copper. Three symmetrically placed dormers and two chimneys punctuate the rear roof of the Stevens building. This building is currently used by the Maine State Department of Corrections as a Pre-Release Center.

Non-Contributing Structures

- a.. Modern three-car garage located to north of the administration building.
- b. A small concrete-block utility house on west side of Stevens building.
- c.. A small concrete block utility house, built into ground, on south east side of Stevens building.

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield, information important in prehistory or history.

Areas of Significance

(Enter categories from instructions)

EDUCATION

SOCIAL HISTORY

ARCHITECTURE

Period of Significance

1898 - 1938

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- A owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or a grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years of age or achieved significance within the past 50 years.

Significant Dates

1898

1901-1902 1905-06

"a"

1917-1919, 1936-1938

Significant Person

(Complete if Criterion B is marked above)

Cultural Affiliation

Architect/Builder

Varies: see description

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
 - Federal agency
- Local government
 - University
 - Other

Name of repository:

Maine State Archives, Augusta, Maine

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The Maine Industrial School for Girls was founded in 1874 by the State of Maine as a place where wayward girls, who were considered a danger to themselves or a threat to society, could be safely housed and given a moral, social and academic education. Prompted by an incident in 1867 in which a teen-age girl was arrested, convicted and jailed for petty larceny, it took seven years and a petition signed by "a thousand ladies of Portland" before the funding and legislation was in place "to make like provisions for the reform of girls as had been made for boys". (Board of Trustees and Officers, 1903, p. 5.) Initially, the school was run by a board of trustees appointed by the Governor, until 1899, when all of the management and control of the school was transferred to the State. Over the years the mission of the school evolved from that of an educational facility to that of a disciplinary, or reform institution, before closing in the early 1970s. The Maine Industrial School for Girls Historic District is being nominated to the National Register of Historic Places under Criterion A in recognition of the significant role it played in the education and reform of the State's young and misguided girls .

The Maine Industrial School for Girls was not the first such institution in the United States. By the time the first building was constructed at least three other similar institutions had been developed: the Lancaster Industrial School for Girls in Lancaster, Massachusetts (1854), the Connecticut Industrial School for Girls (1872-1914), and the Philadelphia House of Refuge. The plight of homeless families and 'stubborn' girls was emerging as yet another ramification of industrialization, along with the separation of families, the arrival of large numbers of immigrants and the overcrowding of cities. In the rural sections of Maine unsteady economic and agricultural cycles impoverished and separated families. Reformers in general, and women's rights reformers in particular, added to their list of concerns the potential threats to the morality, chastity and purity of endangered American girls. Accordingly, in the words of historian Pauline W. Moore:

"Nineteenth-century Americans...reacted to the crises of urbanization, modernization, and immigration by seeking to create a web of institutions that would mediate between older values and the consequences of unchecked economic and technological change." (Moore, p.8.)

The Maine Industrial School for Girls was to succeed by taking girls between the ages of 7 and 18 out of dangerous environments, and shelter and educate them in a new model 'home' environment. This mode had already been tried, and deemed successful at the Lancaster Industrial School for Girls in Massachusetts. This was acknowledged in Governor Chamberlain's address to the Maine Legislature of 1872.

"The results of these institutions, where they have been established, prove that many of these unfortunate persons can be rescued from the awful gulf that is opening before them, and fitted for lives of virtue and industry. Of three hundred and ten girls who have been discharged from the Industrial School for Girls in Lancaster, Mass., in the last ten years, who characters are known, two hundred and sixty are living honestly and reputably. The current of the lives has been changed,

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and, instead of being pests in society they have learned to support themselves respectably, and many of the them have charge of homes which they have learned, in the school, to make comfortable and happy. A large appropriation to be expended in building is not required. The family system is undoubtedly the best. Buildings with sufficient grounds, that will accommodate from fifteen to twenty-five persons will be sufficient for the present, and others can be added as occasion may require." (By-Laws and Statutes, p. 18-19.)

The family system was determined to provide the girls a safe environment where they could experience again the 'love of a family', and learn to work as a family member in agricultural and domestic labor pursuits. The 'family' was comprised of the schools principal or matron, the resident teachers and the other students; all of whom were female. Locating the school in the fresh air of the country, and away from the vice of the city, was deemed especially important, and the girls were to be housed in moderately sized cottages that would be more home-like than institutional. A similar philosophy was developing among the higher academic institutions at the same time. Smith College in Northampton, Massachusetts was also organized along the cottage approach, although the concern here was not to prevent the students from descending into vice, but to support their emotional and academic growth outside of their families. One of the important differences, however, was that the girls housed at the Maine Industrial School for girls became wards of the state; the rights of their parents were legally terminated when a girl was committed.

The first building constructed at the school was Flagg-Dummer Hall, a brick structure that had dining facilities, classrooms and a room for each girl located within the two story building. By 1886, a second, similar structure was built, as it became apparent that the number of needy girls was not going to dissipate on its own. In addition to overcrowding, the need for constant work on the grounds, including grading and planting, and on the water system and in the fields, made the first decades challenging. Initially the school included a farm structure, an old barn, and a windmill as well. Repeated complaints from the administrators noted that because the grounds were not well fenced the girls kept escaping though Dummer woods to the north. By 1893 calls were made for the construction of yet a third structure, and in 1898 Joshua Thissel of Worcester, Massachusetts, was hired to provide plans for a new building, which was to include rooms for twenty-six girls, an apartment for the principal and the school's first reception area. Oriented south towards Winthrop Street, for a short time this building was the public face of the school.

Within the next two years fires destroyed Erskine Hall and Flagg-Dummer Hall. The latter was rebuilt on the foundation of the original structure, but when it came time to re-erect Erskine Hall, the location was shifted slightly to the west, which "puts all the buildings in better relations with each other and leaves the grounds in more suitable condition both for present use and future development" (Board of Trustees and Officers, 1903, p. 7.) Both Baker and Erskine Halls were designed by Thissel, and as such they resemble each other significantly in plan and style. The report of the Erskine Hall Building Committee describes the basis for this plan, as well as the detail of its execution.

"The plan of the new Erskine is that of Baker Hall, with modifications suggested by the experience

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of your board and from that of the managers of the Girls' Industrial School at Lancaster, Massachusetts. It follows closely in design the latest building at that institution. It accommodates twenty-six girls with a single room for each, with their teacher, matron and housekeeper, on the first and second floors, with spare rooms in the attic. It is well built of good materials, and we believe it to be one of the finest buildings of its kind in the country." (Board of Trustees and Officer, 1903, p. 7.)

Over the next ten years porches and verandas were added to each of the buildings, as well as fire escapes. A landscape architect from Boston, Sheffield A. Arnold, was hired in 1907 to prepare a "Study for Arrangement of Drives and Plantings" for the school. This plan, which was never fully instituted, revolved around the north-south drive, lining the road with trees, and installing beds and shrubs around each of the buildings. Each of the cottages was given a small, geometrically designed formal flower garden for the girls to tend, and a laundry yard was to be concealed by hedges at each house.

In 1899 the management of the school was shifted from the semi-private Board of Trustees to the State of Maine. This marks a subtle shift in the nature of the facility. Although the Annual Report continued to state year after year that "The Maine Industrial School for Girls is not a house of correction, but is designed as a refuge for girls between the ages of six and twenty-one years..." (Board of Trustees and Officer, 1903, p. 6.), the school became increasingly less 'family' based and more institution. One of first manifestations of this was in the 1905 erection of the Administration Building. This new structure, which provided an apartment for the principal, reception rooms and administration offices, was a philosophical expansion of Baker Hall with one important difference: it was not designed to provide lodging to the girls, except in emergency situations. For the first time, a spatial and conceptual divide was created between the residents and the administration.

Throughout the first 30 years of the Stevens School the residents had held classes in the same buildings in which they worked, cooked, did laundry and slept. This too changed with the construction of the Central Building, constructed in 1917.

"The school work previously carried on in each cottage was transferred to the new Central Building where it was possible to grade the work and follow more closely the State of Maine curriculum. Sewing classes and physical education became a part of the program. Through the aid of the Community Service supervisor, Binet - Simon mental tests were given every girl and more transfers made to other institutions. This building also housed the central laundry, stock rooms, gymnasium, dental office and rooms for sixteen girls." (Stevens, 1939).

In the first years of the school many of the students needs were met in Hallowell, including visits to the doctor or church services. After the turn of the twentieth century, facilities for these services were increasingly incorporated into school buildings or onto school grounds. After 1910 a small infirmary was

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added to one of the cottages, but this proved grossly inadequate. Again, in 1936, the school expanded, this time adding its largest structure, Stevens Hall. Hailed by many, this contained the "much needed and long hoped for hospital and infirmary" (Stevens, 1939). The structure included operating rooms, a 32 bed infirmary, isolation wards as well as additional classroom space and modern training facilities for the domestic arts. With the construction of this building, the Maine Industrial School for Girls became more of a closed, and self-sufficient institution. At the same time, the creation of the green allowed for the installation of playing fields, and helped to foster in the girls an even larger sense of community.

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Arnold, Sheffield A. "Study for Arrangement of Drives and Plantings." Manuscript map on file at the Maine State Archives, Augusta, Maine.

Benzel, Barbara M. Daughters of the State: A Social Portrait of the First Reform School for girls in North America, 1856-1905. (Cambridge, MA: The MIT Press), 1983.

By-Laws and Statues for the Government and Regulation of the Maine Industrial School for Girls at Hallowell. (Augusta: Press of Sprague, Owen & Nash), 1875.

Horowitz, Helen Lefkowitz. Alma Mater. (Amherst: University of Massachusetts Press), 1984.

Stevens, Nellie French. "Hallowell Woman's Initiative Created State School for Girls", in *Kennebec Journal*, (Augusta, Maine). February 8, 1939.

"Twenty-Eight annual Report...of the Maine Industrial School for Girls at Hallowell for the Year Ending November 18, 1902." (Augusta, Maine: Kennebec Journal Print), 1903.

10. Geographical Data

Acreeage of Property Approx. 5.72 acres

UTM References

(Place additional UTM references on a continuation sheet.)

1	1 9	4 3 6 4 5 3	4 9 0 4 4 6 7	3	1 9	4 3 6 2 8 5	4 9 0 4 3 5 7
	Zone	Easting	Northing		Zone	Easting	Northing
2	1 9	4 3 6 3 9 8	4 9 0 4 2 1 0	4	1 9	4 3 6 3 1 7	4 9 0 4 4 9 1

See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title CHRISTI A. MITCHELL, ARCHITECTURAL HISTORIAN
 organization MAINE HISTORIC PRESERVATION COMMISSION date 23 January 2003
 street & number 55 CAPITOL STREET, STATION 65 telephone (207) 287-2132
 city or town AUGUSTA state ME zip code 04333 -0065

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

- A USGS map (7.5 or 15 minute series) indicating the property's location.
- A Sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name _____
 street & number _____ telephone _____
 city or town _____ state _____ zip code _____

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

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VERBAL BOUNDARY DESCRIPTION

Beginning at a point described by UTM coordinates 19 0436453 east 19 4904467 north the nominated boundary proceeds 863' at 191 degrees to the second boundary point, then proceeds 603 feet at 321 degrees to the third boundary point, then proceeds 452 feet at 12 degrees to the fourth boundary point before returning to the initial boundary point as described above. This boundary has also been indicated on the accompanying sketch map 'Maine Industrial School for Girls Historic District'.

BOUNDARY JUSTIFICATION

The nominated boundary encompasses all the land and landscaping immediately adjacent to the five contributing buildings and one contributing site. The boundary has been drawn to exclude the non-historic structures on the campus.

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PHOTOGRAPHS

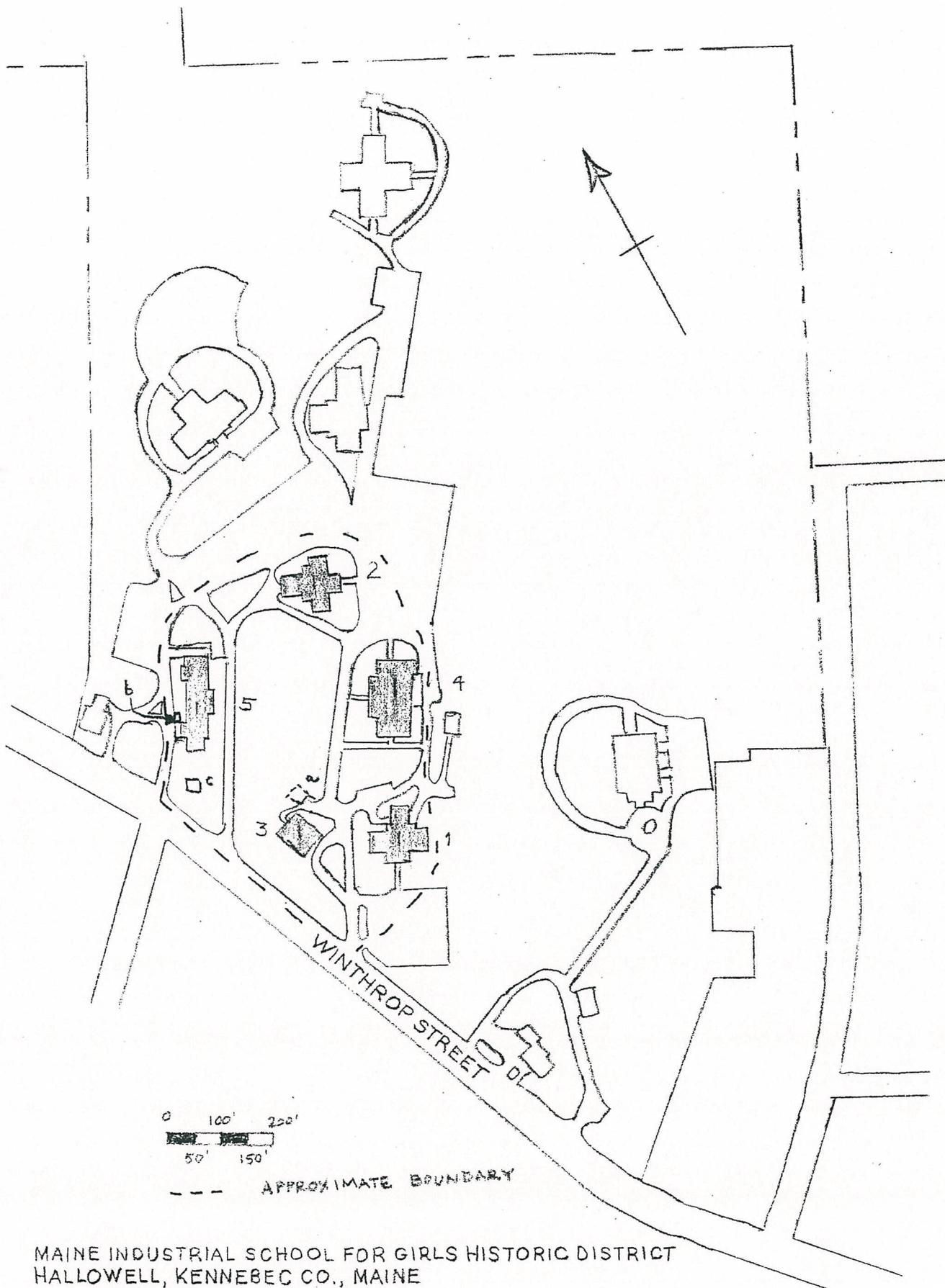
Photograph 1 of 5
Christi A. Mitchell
Maine Historic Preservation Commission
23 January 2003
Administration Building, southeast facade; facing northwest.

Photograph 2 of 5
Christi A. Mitchell
Maine Historic Preservation Commission
23 January 2003
Baker Building; south facade; facing north.

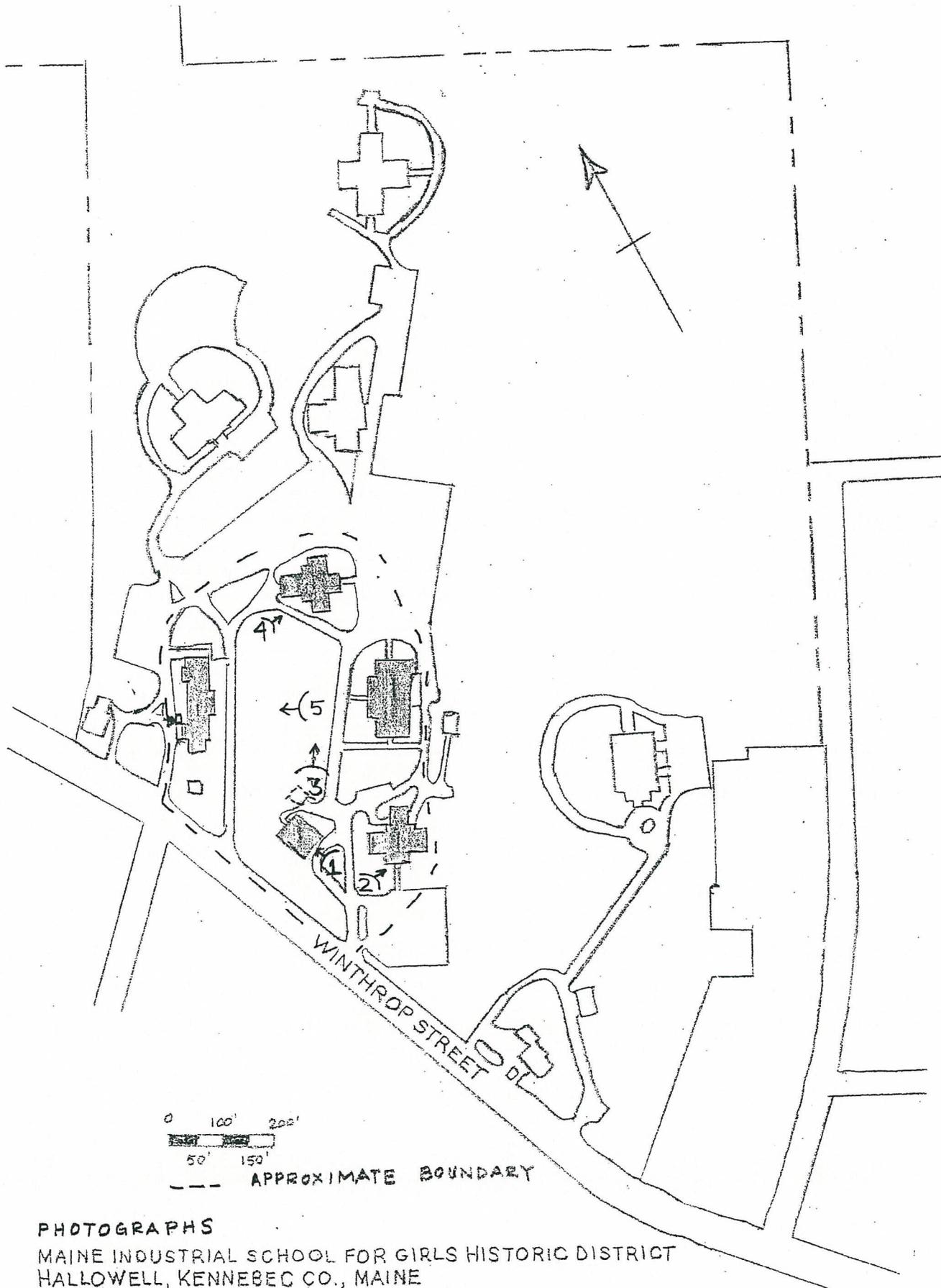
Photograph 3 of 5
Christi A. Mitchell
Maine Historic Preservation Commission
23 January 2003
Erskine Hall (on left), Central Building (on right); facing north.

Photograph 4 of 5
Christi A. Mitchell
Maine Historic Preservation Commission
23 January 2003
Erskine Hall, facing northeast.

Photograph 5 of 5
Christi A. Mitchell
Maine Historic Preservation Commission
23 January 2003
Stevens Building and common; facing west.



MAINE INDUSTRIAL SCHOOL FOR GIRLS HISTORIC DISTRICT
 HALLOWELL, KENNEBEC CO., MAINE
 BASED ON HALLOWELL TAX MAP 6



PHOTOGRAPHS

MAINE INDUSTRIAL SCHOOL FOR GIRLS HISTORIC DISTRICT
 HALLOWELL, KENNEBEC CO., MAINE
 BASED ON HALLOWELL TAX MAP 6



MAINE INDUSTRIAL SCHOOL FOR GIRLS HISTORIC DISTRICT; KENNEBEC CO., ME



MAINE INDUSTRIAL SCHOOL FOR GIRLS HISTORIC DISTRICT; KENNEBEC CO., ME



MAINE INDUSTRIAL SCHOOL FOR GIRLS HISTORIC DISTRICT ; KENNEBEC CO., ME 3 OF 5



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