

Quality Main Street Program

**DOWNTOWN ORONO PHYSICAL
IMPROVEMENTS STUDY**
ORONO, MAINE

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I. Introduction

The Town of Orono is graced with a compact downtown area that provides a recognizable commercial center for the community. Containing a mixture of land uses, a diversity of architectural styles and a identifiable urban form, the downtown area has offered the region a comfortable and centralized commercial focus for many years. While many small town centers in New England have been subject to wholesale redevelopment that has displaced the identity and soul of the community, Orono has recognized the value of its original center and sought ways to reinforce the quality and character of its downtown. These efforts have been aided by the proximity of the University of Maine, which has created a market that is compatible with a centralized and viable downtown district. It is the quality of living, working and shopping in a small town center that Orono has traditionally offered, and now, in many ways makes it unique. It is to the enhancement of this experience that the physical improvements study is directed.

The Downtown Physical Improvements Study was commissioned to evaluate the downtown area and its environs and make specific recommendations as to physical improvements that can enhance the economic viability of downtown Orono while retaining its existing character. Specific areas of concern centered on land use patterns and commercial activity, traffic and parking, and the appearance and usefulness of existing buildings. The town retained a team of consultants (the project team) consisting of Coplon Associates, landscape architects and urban designers; James W. Sewall Company, traffic engineers; and WBRC architects, to address these areas of concern. To more fully understand the issues, the project team drew upon background information regarding public opinion on the needs and perceptions of the downtown. Conducted by Eastern Maine Development Corporation under a Community Development Block Grant, this work involved active town participation in articulating a vision for the character and quality of the downtown. In addition, Planning Decisions Incorporated researched and prepared market analysis and opinion surveys, further defining the attitude of the community toward economic improvements in downtown Orono. Both reports have been considered and appropriately referenced in this study.

The work of the visioning groups conducted as part of the Block Grant was especially helpful in defining the attitude of the community toward the need for physical improvements in the downtown. These opinions were to a large extent mirrored in the market analysis. These needs, identified as follows, provided insights and a clear direction for the project team: better definition for downtown Orono, unify signage, promote quality buildings, provide

public spaces for pedestrians, and explore expanding the commercial zone.

The objective of this study is to provide the town of Orono with specific recommendations for land use, urban design, and the appearance and functioning of the downtown. With a diminished federal role in municipal improvement projects, more emphasis is being placed on public - private partnerships and creative solutions to maximize municipal funding. The project team sought to identify issues and develop recommendations which could be addressed by the town in partnership with the local business community and where appropriate, public institutions and agencies.

The project methodology consisted of several phases. First, base maps of the downtown area were prepared using recent aerial photography. Second, an inventory and analysis of the physical characteristics of the downtown was conducted. The following characteristics were evaluated: land use, urban structure, traffic and parking, pedestrian environment, streetscape characteristics and architectural features. Third, a series of alternative scenarios for downtown improvements that address the issues raised in the analysis phase were prepared and reviewed with the Town. Based on the Town's review of the alternatives the project team prepared the recommendations presented in the following pages.

The study area consisted of the areas zoned as the Central Business District and the structures immediately adjacent to this district. Areas north of the Stillwater Bridge were included as they serve as key linkages to the university and critical to the downtown area.

II. Inventory & Analysis

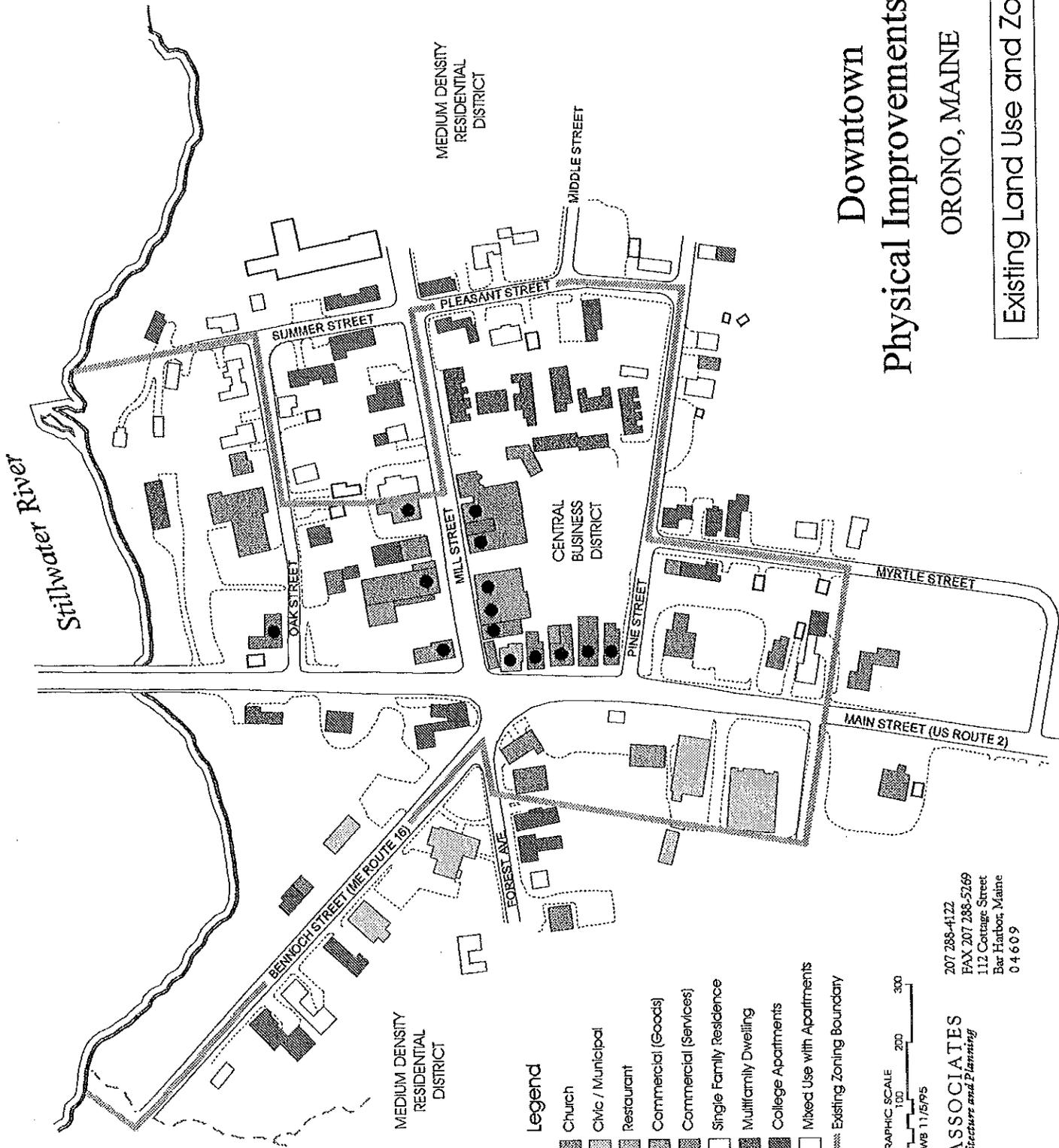
The inventory and analysis phase of the study provided the project team with essential background information on which to base recommendations for improvements to the downtown. The opportunities and constraints offered by the following characteristics define the functional adequacy, relationships between downtown activities : land use, urban structure, traffic, parking, pedestrian amenities, streetscape improvements, and buildings. Inventory information provided by the Town of Orono was augmented with field observations.

Land Use

Historical information, including photographs of portions of downtown Orono from the last century indicate little change in the current mix of commercial, residential, and civic land uses (Refer to *Existing Land Use* map and historical photographs in Appendix A). This pattern was established by the need for pedestrian access in a time when town inhabitants walked to work, shopped downtown, and lived just down the street or around the corner. Development of Orono from mill town to college town promoted a continuity of pedestrian oriented activities. This use is recognized by the Orono land use ordinances in its definition of the Central Business District (CBD):

"a district which permits a variety of uses to serve the town's governmental and retail center. The Commercial uses shall be predominantly oriented to the pedestrian as opposed to uses which are predominantly auto-oriented. Residential uses are permitted to add interest and vitality to the town center and to accommodate those who desire housing at a relatively high density." (Orono Ordinances, §18-287)

This section of the ordinance allows and promotes the three essential components of traditional downtown environments in the CBD: mixed land uses, integration of retail and civic activities, and pedestrian oriented development. In contrast to the intent of the ordinance, several civic buildings are located outside of the CBD. The Post Office and Anderson Community house, which have a direct relationship to downtown functions are located in the adjacent MDR (Medium-Density Residential) district which surrounds the CBD. Additionally, permanent single and multi-family dwellings, of densities more



Downtown Physical Improvements Study

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Existing Land Use and Zoning

Legend

-  Church
-  Civic / Municipal
-  Restaurant
-  Commercial (Goods)
-  Commercial (Services)
-  Single Family Residence
-  Multifamily Dwelling
-  College Apartments
-  Mixed Use with Apartments
-  Existing Zoning Boundary



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reflective of that designated for the MDR district have been included in the CBD in the area bounded by Mill, Pleasant and Pine Streets and along the Stillwater.

Commercial uses in the downtown consist of restaurants, specialty shops, and personal or business services. These uses are largely compatible with the intent of the land use ordinance.

Consistent with historical patterns, the purpose of the MDR district emphasizes the importance of stability in this residential sector, noting that the

"district is intended to house the majority of the town's permanent residents in areas and at densities consistent with the utilities" (Orono Ordinances § 18-285).

Historically, this district patronized downtown businesses, but with the advent of a more mobile society, the economic importance of this relationship has been eroded.

Urban Structure

The urban form of downtown Orono, similar to its land uses, largely reflect historical patterns and physical relationships. Streets, originally laid out for horse-drawn vehicles with generous sidewalks exist much as they have, despite the influence of automobiles. While some streets (Mill and Oak) have become one-way to accommodate motor vehicles, they have retained their pedestrian amenities and close building\street relationships. A notable exception is Main Street which has been widened for US Route 2. From a functional perspective, Route 2 has divided the downtown, isolating those activities to the west of the road from the majority of the CBD to the east. While the eastern portion of the CBD has remained largely pedestrian in scale, the areas to west of Route 2 have become predominantly oriented toward the automobile. Massing of structures in the downtown clearly define the area as the town center, but much of this integrity has been compromised to the widening of Main Street. Main Street in the CBD has become an automobile corridor, subjugating pedestrian crossings to locations convenient for traffic signals and encroaching on buildings at a scale inappropriate to a small town center. The width of Route 2 inhibits

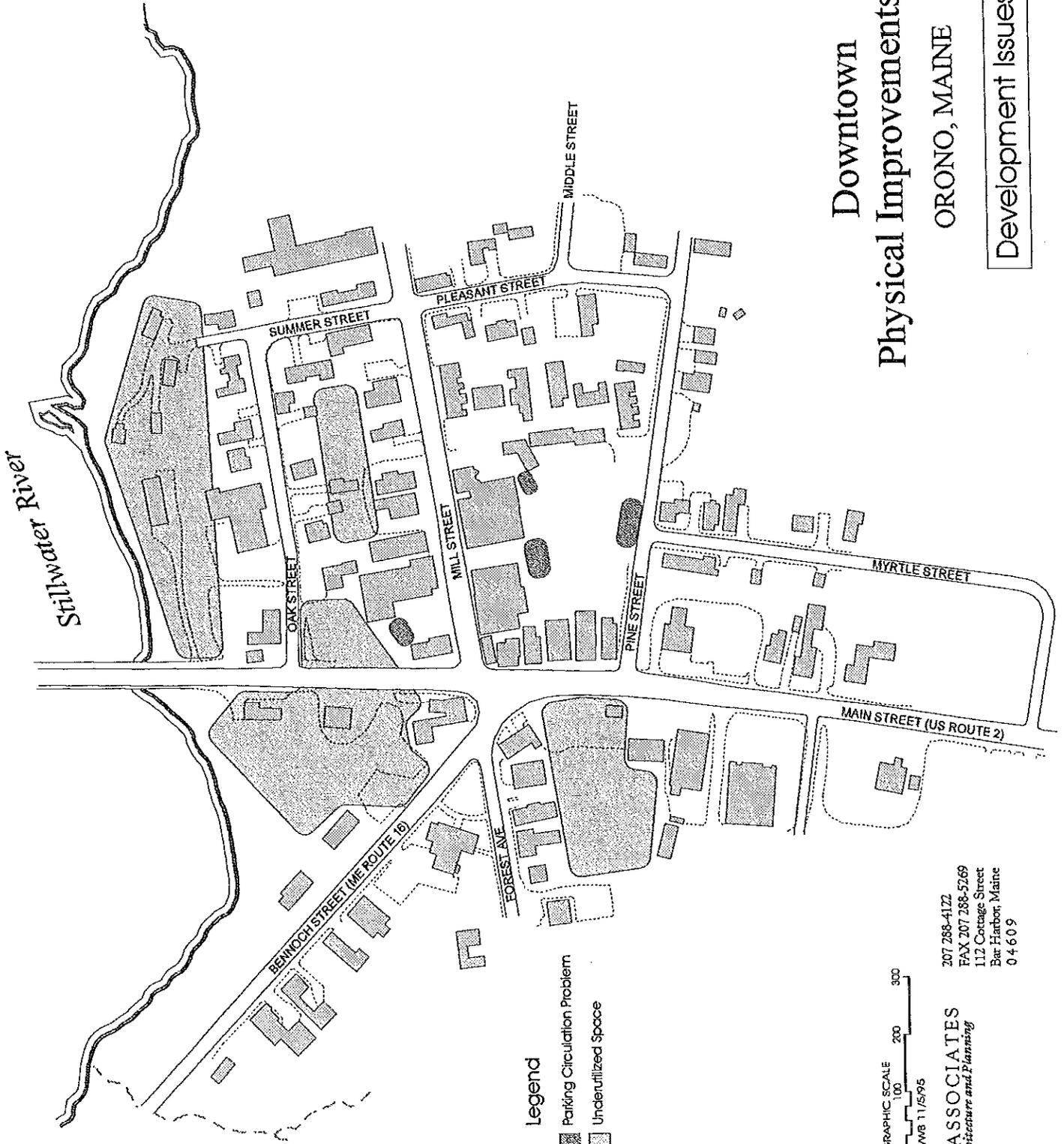
pedestrian movement and cleaves the downtown into disparate fragments. This widening has had the effect of dividing the CBD, pushing the concentration of pedestrian activity down Mill Street and isolating civic activities away from downtown.

From an urban design perspective, Orono has a figure-ground relationship of a traditional town center. The size of the buildings and the spaces between the buildings illustrate a dense assemblage of small scale buildings developed over time. This dense pattern together with the modest size of the buildings and their close relationship to the streets and sidewalks gives the downtown its intimate and attractive scale. The majority of buildings have a width of less than forty feet on the street and depth of around eighty feet. Where this pattern has been altered by the removal of small buildings and the development of larger structures, the scale and character of downtown has been noticeably altered. The development of these larger buildings on assemblages of small lots has resulted in lot coverages that inhibit efficient use of the lots for parking and circulation. Additionally, where significant gaps exist in the building edges along the streets, unplanned access points for traffic have developed.

Some portions of downtown contain smaller buildings and less intensive development than most of the district. While there is some value to a mix of building density and sizes, many of these smaller structures exist as low-density residential stock not consistent with higher density residential zoning of the CBD. Additionally, some areas of the CBD between the downtown core and the riverfront remain undeveloped.

Currently, no open space for public use exists in the CBD. The only open spaces are undeveloped areas between blocks of buildings. With the exception of the Post Office lawn, vegetated areas occur only on the edges of downtown, along the Stillwater and in adjoining residential areas. Some plantings have been installed near the southwest corner of the municipal parking lot, but by and large, downtown parking areas do not comply with standards of the zoning ordinance with regard to buffers and perimeter landscaping (Orono Ordinances § 18-391).

The Market Analysis for Downtown Orono (MA) points



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Development Issues

Legend

-  Parking Circulation Problem
-  Underutilized Space



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out that the intersection of Main and Mill Streets "is the potential focal point of downtown, but currently has no identity and does nothing to draw customers down Mill Street," (MA, page 41). While this intersection is indeed the hub of vehicular activity in the downtown, its central location appears to be derived from the widening of Route 2. As is evident in the historical photograph in Appendix A, the downtown was traditionally oriented toward Bennoch Road and its connection to Old Town.

Traffic

Data on existing traffic volumes within the study area was obtained from the Bangor Area Comprehensive Transportation Study (BACTS) for the years 1993/4. This data is presented on the attached Traffic Volumes Map (Appendix C).

As expected, the largest volumes are on Main Street (US Highway 2) varying from 17,600 vehicles Annual Average Daily Traffic (AADT) to over 20,000 AADT between the Stillwater River and College Avenue. On a per lane basis Park Street (the extension of US Highway 2) is the next most heavily traveled roadway followed in order by Mill Street and College Avenue. The 5,130 AADT volume on Mill Street is of particular significance due to only one traffic lane, significant pedestrian activity across and along the Street, the dangers inherent with angle parking and commercial truck loading and unloading.

There is little existing data on the percentages of motor vehicle, pedestrian and bicycle traffic in the Downtown area. The recent Pedestrian and Bicycle Plan prepared for BACTS by Deluca-Hoffman Associates (the plan is presently in the draft review phase) which included the Orono area, established demand for pedestrian and bicycle routes by interviews and the consensus of the 25 person BACTS Regional Pedestrian/Bicycle Committee. The BACTS Pedestrian/Bicycle Plan report should be considered an integral part of this study by reference. For consistency, the recommendations of that plan should be integrated into any proposed Orono Downtown Improvement recommendations.

The BACTS report, based on US Census data, notes that the Orono area, has the largest numbers of pedestrian and bicycle commuters of any jurisdiction in the BACTS area.

These values were reported as 2.1 percent bicycle commuters (more than twice any other BACTS community) and 30.1 percent pedestrian commuters (nearly 10 times higher). It should be noted these numbers may be skewed by University students who by walking to class are considered pedestrian commuters by the Census Bureau. Also, this might indicate that many students and faculty who live off campus prefer to commute as pedestrians or by bicycle.

With the exception of some local intersection channelization, all roadways connecting downtown Orono with other areas are 2 lane arterial roadways with 25 mph speed limits within the study area.

Most intersections are controlled with "Stop" signs to establish vehicular right-of-way. As typical, a minor street is required to yield right-of-way to a major street. All signage within the study area is generally in good condition and complies with Manual on Uniform Traffic Control Devices. There was a noticeable lack of signage identifying the bicycle route and restricting parking along Main Street. As common in Maine, there are few lane use control or hazard warning signs installed. Pavement markings, which can deteriorate quickly, are not visible in all weather conditions and are not considered a regulatory traffic control device, are the predominate method of identifying intersection channelization and hazardous situations including crosswalks. A crosswalk location map has been prepared identifying these locations (Appendix C).

Traffic signals have been installed at the intersections of Main Street/Mill Street, Main Street/Pine Street and at the intersection of Main Street/Park Street/College Avenue. The signals at the Mill and Park intersection were recently modernized as a portion of a Town project to remove overhead cables in the downtown area. These signals are supervised by a single actuated controller with vehicle detection provided for all left turn movements from Main Street and for traffic on Park Avenue and Bennoch Road. The signal is designed to rest in the Main Street green phase in the absence of vehicle demand on any other phase.

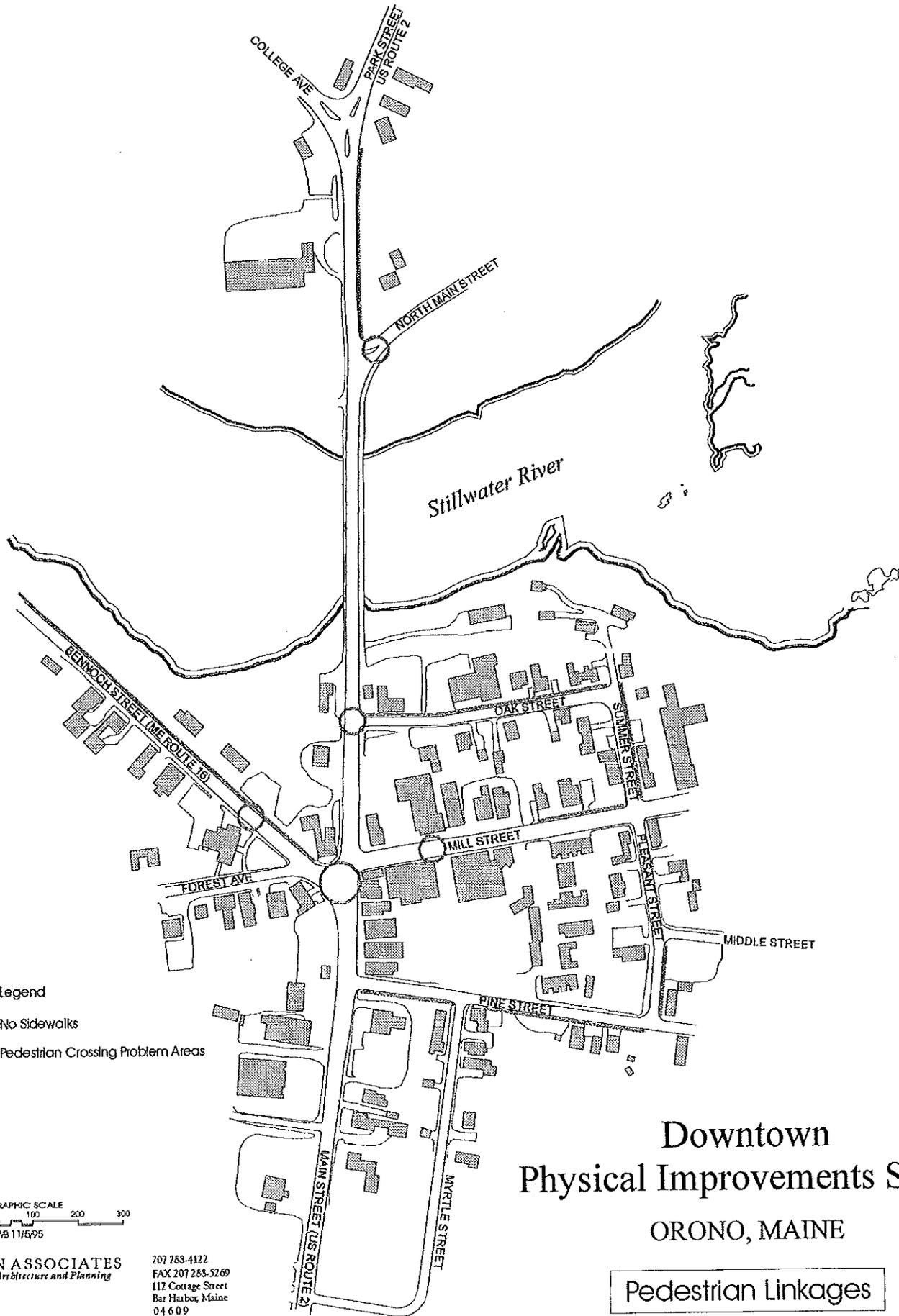
The traffic signal at the Main Street/Park Street/College

Avenue intersection was partially modernized four years ago. A new multi-phase actuated controller and some new signal heads were installed to provide a three phase operation. While there are loop detector cut into the pavement for most traffic movements, detector amplifiers were provided and the controller is capable of actuated operation, the detection system is not yet completed and the controller is operating in a pre-timed mode. (The loop detector amplifiers are inside the controller cabinet still in there original packing boxes.)

Entry/exit points to the downtown area are primarily along north and south Main Street and from Bennoch Road. The largest concentration of vehicular traffic is along Main Street. Pedestrian concentrations on Main Street are often school children at the crosswalks between Goodridge Road and Park Street.

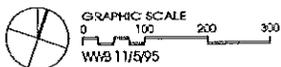
The various stores, shops and restaurants along Mill Street produce the largest concentration of pedestrian traffic. This significant volume of pedestrian traffic coupled with a large per lane vehicular volume and the hazards associated with angle parking, all combine to produce a complex interaction between vehicles and pedestrians along Mill Street. Other concentrations of pedestrian traffic occur at the crosswalks at the Main Street/Oak Street intersection and between the Post Office and the parking lot across Bennoch Road. Areas of high concentration of combined pedestrian and vehicular traffic as well as areas of undefined street crossings are noted on the *Pedestrian Linkages Plan*.

The primary pedestrian/bicycle origin/destination (O-D) was observed to be the Mill Street commercial area. The stores, shops, and restaurant generate this traffic. Some downtown pedestrians drive downtown, park and walk, others by bicycle, and finally downtown and nearby residents or workers move throughout the area exclusively on foot. Another major pedestrian/bicycle O-D identified were school children living in the residential area east of Main Street and the commercial area who attend school west of Main Street along Goodridge Road. It is assumed the major trip path for this O-D is Pine Street along the east side of Main Street crossing at the guarded crosswalk at Goodridge Drive.



Legend

-  No Sidewalks
-  Pedestrian Crossing Problem Areas



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Pedestrian Linkages

While there will likely always be pedestrian and bicycle O-D between the University and downtown, the volume of this activity varies seasonally. The main travel route appears to be along the west side of North Main Street across the bridge, crossing Main Street at the Oak Street crosswalk then through the private parking lot to their destination.

It is generally accepted that the capacity of a two lane roadway is between 15,000 and 17,000 vehicles daily. A recent intersection capacity analysis, based on PM traffic counts taken by Orono for the Main Street signal project, shows the Main Street intersections with Mill Street and Pine Street to be operating at a low but acceptable level-of-service (LOS). However, traffic has often been observed to experience considerable delay and backup approaching the Orono downtown from south during the morning peak hour. Based on our observation, the heavy AM demand for home-to-work trips is relatively concentrated into a period of less than one hour, while the PM demand for the reverse trip is spread out over a period of possibly over two hours reducing the PM peak hour demand and providing a more acceptable LOS.

Downtown viability is often dependent upon access to and from various local and regional traffic origins/destinations. Orono's downtown generally has good access to all these locations with the exception of origins/destinations along State Route 9 to the north. Connector roadways of any classification do not service this area due to the lack of a local crossing of the Penobscot River.

Main Street (US Highway 2) is the major connector in downtown Orono. Northward it provides access to the University via College Avenue, Old Town and Interstate 95 north via State Route 43. To the south Main Street leads to Veazie, Bangor, Brewer, Interstate 95 South, and the Bangor Mall area. Some interconnection was noted along Bennoch Road to Interstate 95 north but the traffic volumes do not suggest this is a major travel routines and during certain time of the day.

Parking

Findings from both associated efforts include significant commentary regarding parking in the downtown. The

focus groups noted that the lack of parking is temporal, primarily at lunch time, and on Thursday, Friday and Saturday nights (MA, page 2). It is generally recognized that the municipal parking lot also serves as the primary parking for downtown apartment dwellers ("lack of overnight parking accommodations for downtown residents", MA, page 2). Further, the edges of downtown are noted as the area where there is a shortage of parking. The market study identifies parking as a high priority, indicating that efforts to improve downtown must effect change in this area or such efforts will not be viewed credibly by some businesses and customers (MA, page 40). While noting that amount of parking is perceived as insufficient, there is a recognition that existing parking areas are not effectively managed. The goal of parking management indicated by the market research is to provide parking for customers. Notably, the work session associated with this work concluded that while there is a need for additional parking, the current quantity is "about enough" throughout most of the year.

Observed circulation in parking areas indicates serious problems with the layout and organization of parking in the downtown. Angled on-street parking, as along Mill Street, has been identified by the Federal Highway Administration as unsafe, and in many communities has been abandoned. This situation is particularly dangerous on Mill Street near the intersection with Main Street. There is poor visibility for parked vehicles backing out into traffic entering from Main Street. Local police have noted this area as one of the worst areas in the town for accidents. Additionally, high concentrations of pedestrian activity on Mill Street creates the potential for pedestrian/vehicle conflicts.

Parking in other areas of the downtown present problems as well. The municipal parking area near Pine Street is organized to maximize the number of spaces at the cost of clear circulation and access. Inadequate turning radii on corners, narrow lanes of travel and spaces which may be accessed from two lanes at the same time are some of the issues associated with this lot. Some of the problems with this area result from awkward geometry of buildings facing onto the lot, and off-set points of entry. Parking near China Garden and the Masonic building is steeper than considered safe for parking (more than 5% slope),

and provides potential for through traffic from Oak Street, (currently prevented with concrete planters).

While parking shortages and circulation difficulties are considerable problems in the downtown, overall patterns benefit the downtown by reinforcing pedestrian activity. Placement of parking behind buildings encourages a "park and walk" mode of moving about downtown, encouraging drivers to leave their cars in one place and visit several businesses in one trip to the downtown. Parking behind buildings also reduces the possibility of pedestrian\vehicle conflicts previously mentioned.

Discussions regarding managing parking have included consideration of establishing satellite parking areas which could be used for downtown residents and employees, thus freeing up more parking in the center of town for customers.

Sidewalks \ Pedestrian Amenities

Existing sidewalks along most roadways in the study area appear to be adequate. However, in several areas the sidewalks were observed to be deteriorating and are in need of repairs. Numerous marked crosswalks aid pedestrian activity.

A bicycle route presently exists along both sides of Main Street within the study area. However, the route is not well marked and many sections of this route are in marginal conditions. While this bicycle path does have the potential to provide an exceptional connection from areas south of the study area through the downtown to the University, the condition of the route and the lack of signage or markings limit usage.

As illustrated on the *Pedestrian Linkages Plan*, connectivity of pedestrian routes into downtown is not continuous. Areas lacking walks encourage pedestrian traffic along roadways or force crossings at unmarked locations. This especially apparent north of the Stillwater bridge. Foot traffic from the University is encouraged to cross College Avenue and proceed along the west side of US Route 2 into downtown, where a second crossing of both lanes of Route 2 is necessitated to enter the business

district. This results from the lack of a sidewalk on the east side of Route 2 between North Main Street and Park Street. Another significant area lacking defined walkways is the north side of Mill Street west of Summer Street. Pedestrian gathering places in downtown exist only in scattered benches along Mill Street.

Streetscape Improvements

Orono has initiated a program of streetscape improvements by the redevelopment of the Mill Street sidewalks. Relocation of overhead utility lines, colored pavers, period lighting standards, and benches create a comfortable and inviting pedestrian environment. Generally, these improvements are in good repair and aid in defining the image and visual quality of the downtown. There are almost no trees or plantings along the streets. Building thresholds are significantly higher than sidewalks on Mill Street, and given the closeness of the building facades to the sidewalks, opportunities for accommodating uniform accessibility standards are limited.

Building Facades

Most commercial buildings have witnessed considerable change, principally to their roof and storefront elements. Many original steep-gabled roof forms have been modified to low pitch or flat roofs with perimeter parapets.

The early commercial storefronts which skillfully combined elements of signband, expansive panelized glazing, articulated wood column trim and sill panels, to develop treatments which distinguished them from others uses, are absent or hidden. These storefronts provided the consistent, unifying elements which contributed to a sense of order and unity within the Business District. The signband served to visually separate the ground level commercial uses from the residential uses on the floor(s) above, and offered a continuous, horizontal header for the placement of painted sign panels.

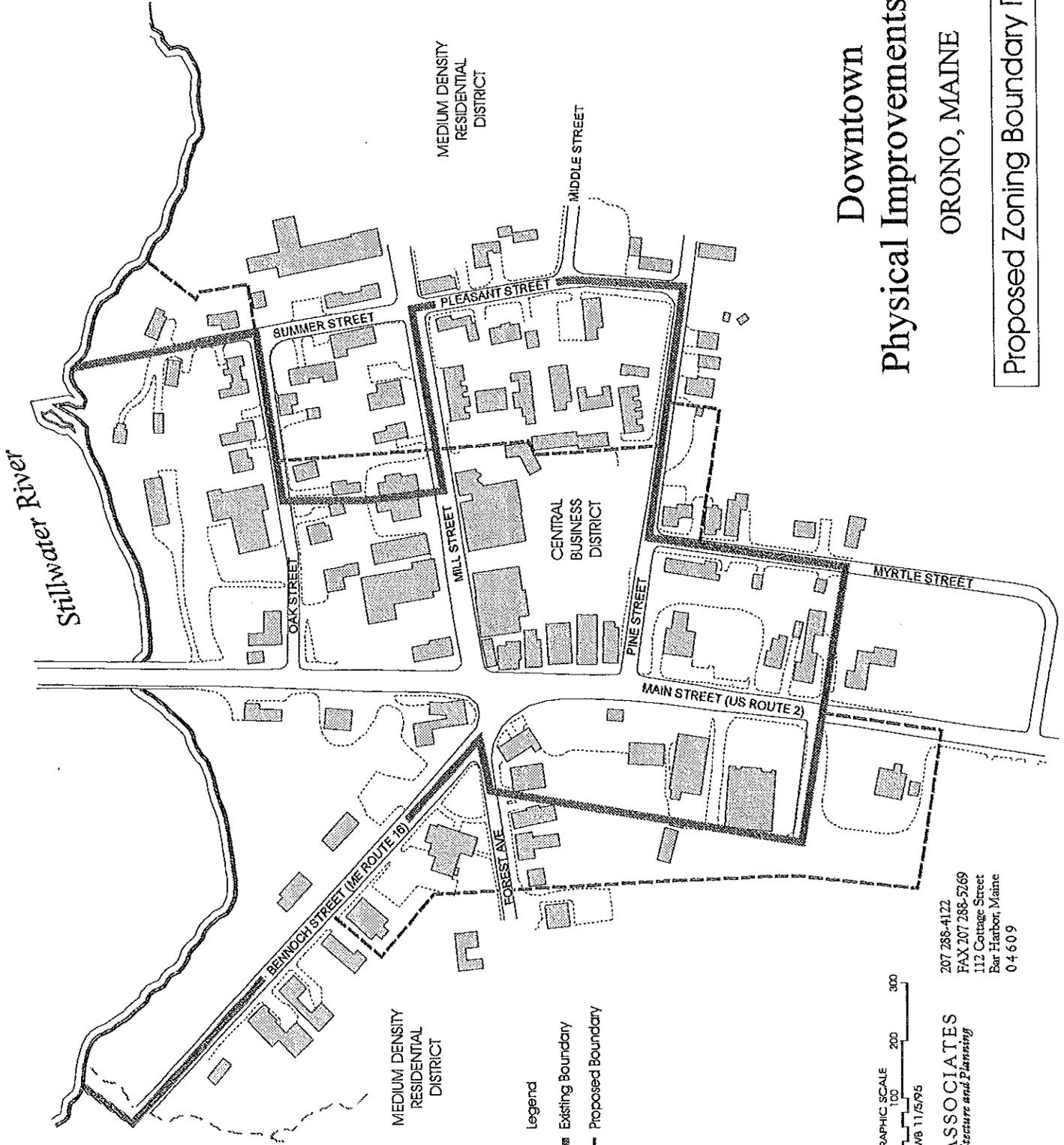
III. Recommendations

The project team prepared a series of conceptual plans illustrating the development implications of several alternative land use decisions for the downtown area. As a result of a workshop session with the town in which these plans were reviewed and revised, the project team has developed the following series of recommendations for physical improvements to downtown Orono:

Land Use and Zoning

Orono is fortunate to have a downtown that is largely compact and identifiable. As noted in the analysis however, several edges of the downtown lack definition and are not consistent with the intended land uses for the CBD. Greater definition to downtown area could be achieved by revising the boundaries of the CBD to more accurately represent the actual land uses within the downtown district. The proposed modifications to the limits of the CBD are depicted on the *Proposed Zoning Boundary Revisions*. Redefining the zoning boundary as proposed would have the effect of unifying those uses intended for this district. As noted earlier, certain civic use like the Post Office and Anderson Community center are more closely related to the intent of the CBD than the residential district in which they now exist. Additionally, while the multifamily housing between Mill and Pine Streets are of a higher density than most in the Medium Density Residential district, the character of this cluster of housing more closely resembles that intended for the MDR district. Similarly, the adjacent single-family structures on Pleasant Street are more clearly representative of the intent of the MDR district than the CBD.

Redefining the CBD as proposed would encourage renovation of existing commercial structures by concentrating intensive development within the downtown area. By moving the eastern boundary of the district up from Summer and Pleasant Street to east of the municipal parking lot, development activity would be focused around the existing downtown core. This boundary change, if enforced, would discourage commercial encroachment eastward along Mill Street into areas of good quality housing stock where parking would likely be problematic. Additionally, commercial development could be encouraged in the area along the Stillwater River, currently an underutilized area within the CBD.



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Proposed Zoning Boundary Revisions

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Inherent in much of the dialogue regarding improvements to downtown is the assumption that improvements in quality will be simultaneous with enhancements in the value of property in the downtown. It was suggested in a work session that market forces could be expected to drive investment in improvements and redefine the mix of commercial activities. If this assumption is borne out, concentrating the uses of the CBD within a more appropriately defined district will be essential. Without redefining the downtown district as proposed, the ultimate result could be a larger, more spread out, vehicular oriented downtown.

Urban Structure

As noted in findings of the analysis phase, the primary problems associated with the structure of downtown Orono are the division of the town core by US Route 2, lack of a clear identity to the town center, underutilization of the Stillwater riverfront, lack of pedestrian-oriented open spaces and some awkward building \ lot relationships.

Route 2 - As the land use ordinance intended the CBD to be designed as a pedestrian-oriented environment, the wide swath dedicated to US Route 2 is not consistent with this district. As it unlikely that Route 2 will be rerouted, the town should look for ways to reduce the impact and scale of the road. Improvements should embrace the concept that as the road passes through downtown it should be re-established as Main Street, rather than US Route 2. There are several ways to accomplish this:

1. *Widen sidewalks* - Treatment of the walkways along Main Street would become more pedestrian friendly if they were widened and pedestrian amenities were developed. There is room on almost all pedestrian edges on both sides of Main Street except that area between Pine and Mill to accommodate wider pedestrian corridors and a more sensitive building \ street relationship. Sidewalk materials should be matched on both sides of the street to create visual unity.

2. *Clearly defined cross walks* - Develop cross walks of the same material as the sidewalks to unite both sides of the street. Generous crosswalks of a material other than the road surfacing will also serve to slow traffic and clearly identify the uniqueness of the downtown area in the road corridor.

3. *Plantings of street trees* - Trees planted on both sides of the road will further enhance the connection between the sides of the street, give clear identify to the downtown area and provide a more pedestrian friendly environment. Proper species selection and placement would mitigate any conflicts between signage, visibility and tree location.

Identifying the Town Center - References have been made (MA, pp. 41-42) that Main Street should be more recognizable as part of the town center. Increasing and concentrating commercial development along Main Street would likely have much clearer and more powerful effect in identifying and promoting downtown than would signage. The identity of downtown as a commercial center would be strengthened with this strategy.

The Riverfront - The riverfront along the Stillwater River is vastly underutilized both as a development zone and as open green space for the downtown. Developing this area for both commercial use and passive recreation would dramatically improve the character of the downtown. If this area were developed in partnership with private businesses, benefits would accrue to both the town and the businesses. This zone of development would create a defined edge to the CBD and reinforce the pedestrian character of the downtown environment.

Building / Circulation Relationships - Circulation problems associated with large buildings could be ameliorated by defining regular geometries along the parking areas. In the case of the municipal lot adjacent Pine Street, this might mean creating a pedestrian area with a straight edge roughly parallel with Pine Street, and developing the area between that edge and the buildings as pedestrian gathering areas, perhaps as outdoor dining areas for restaurants. Reducing encroachment on parking areas should be handled in site plan review and with zoning controls. These reviews should consider the impact of expanding existing structures on parking.

Redevelopment plans should clearly address parking efficiency. Restricting new structures or improvements to certain dimensions might also be accomplished through specific requirements for structures in the zoning ordinance and thorough site plan review of building modifications as they may effect parking circulation.

Building / Open Space Relationships - Providing pathways throughout the downtown defined by vegetation could encourage pedestrian traffic in areas other than along streets. This would enhance the image of the town as a safe, pedestrian friendly environment and provide clear links between parking and development areas. Pedestrian gathering places could be provided in small pockets along walkways. Improvement of the rear areas of structures facing Mill Street provides a unique opportunity for providing gathering places away from street traffic and in such a way as to benefit the businesses. New north-south walkways should incorporate seating areas at their intersection with existing walkways. A riverfront walk could provide many opportunities for similar improvements. Funding for these types of improvements could be, as suggested in the market analysis, by capital expenditure by the town (MA, page 41) or by the town reimbursing private business for improvements through phased credits to property taxes and municipal utility fees.

As noted in the analysis, traffic volumes along US Route 2 (20,000 AADT) exceed the accepted threshold for two lane roadways (17,000 AADT). Consideration might be given to relieving some of this demand.

Congestion has been observed at the Main Street/Park Street/College Street intersection during various times of the day providing a very low Level of Services (LOS). Completing the vehicle detection system and initializing demand timing and phasing would significantly improve the overall operation of the intersection and reduce congestion. However, there appears to be a capacity deficiency at this intersection that can only be eliminated by reducing vehicular demand, widening and channelization improvements or a combination of both.

To provide a coordinated pedestrian/bicycle plan through the Orono downtown and as a means of funding assistance, it is recommended that Town officials work

closely with the BACTS Regional Pedestrian/Bicycle Committee. The draft recommendations for the Orono area from the committees draft report are included in the appendix of this study for review. Notably, the BACTS Pedestrian/Bicycle Study indicates that establishment of areas to safely leave bicycles (bike racks or lockers) at major destinations may increase usage of this transportation mode.

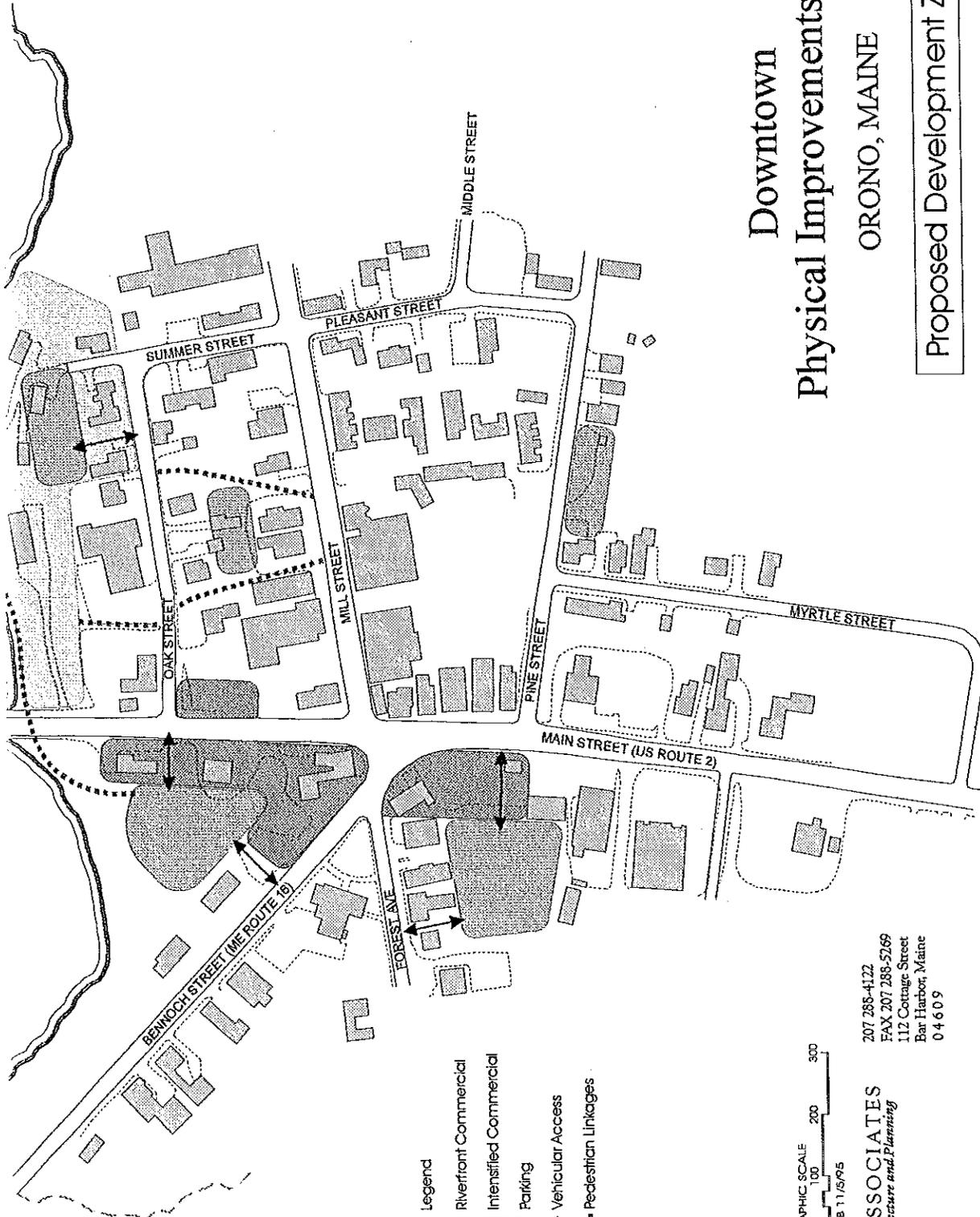
Parking

The location and quantity of parking are key elements to ensuring a vibrant, healthy downtown. Providing adequate, safe parking in convenient locations is a key to a successful plan for the downtown. As identified in the analysis, improvements can be made to the efficiency and distribution of downtown parking. There is a clear need to reorganize existing parking areas such as Mill Street and the Pine street lot which will likely result in a loss of spaces. These lost spaces as well as additional spaces could be may be accommodated in the development of new lots which, if properly located could encourage new development within the downtown area.

It has been suggested that the angle parking along Mill Street be changed to parallel parking. The purpose of this modification would be to improve safety, provide additional travel way and to permit delivery vehicles to safely pass down the street. This reduction would result in the need for estimated 50 to 75 off-street parking spaces near the Mill Street commercial area to replace the removed angle parking. It has been noted that the amount of parking, along Mill Street is too critical to be removed. A recommendation would be to retain the angle parking, and remove only those spaces near the intersection of Mill and Main Streets which present conflicts with turning traffic.

Parking located behind buildings works well, and this pattern should be continued where possible to encourage pedestrian use of downtown.

Five locations for expanded off-street parking areas are noted on the *Proposed Development Zones* diagram. These locations provide areas which should be sufficient to support intensified commercial development and replace the spaces lost through reorganization of existing



- Legend**
-  Riverfront Commercial
 -  Intensified Commercial
 -  Parking
 -  Vehicular Access
 -  Pedestrian Linkages



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COPLON ASSOCIATES
Landscape Architecture and Planning

Downtown Physical Improvements Study

ORONO, MAINE

Proposed Development Zones

parking. As noted, these parking areas should have access both onto a primary street and mid-block entrances onto feeder streets such as Bennoch Road and Forest Avenue.

Where possible, the Town should consider obtaining these parcels and controlling the parking through permit parking. Permits issued for fee could be used to offset purchase and development costs. Consider that 50 spaces permitted for \$20 for ninety days would gross \$4000 annually. The areas designated on this plan should provide approximately 200 new spaces.

The need for effective management of parking has also been indicated by visioning groups, the market study and in work session associated with this study. Currently the only limitation on parking in the municipal lot on Pine Street is prohibition of overnight parking. Parking on Mill Street is allowed in two hour blocks. Restricting parking in the Pine Street lot to three hours or less would make spaces available for customer parking by discouraging use by tenants of downtown apartments and employees of downtown businesses. Reducing the time limit on Mill Street to one hour or 30 minutes would encourage turn-over and increase the likelihood of more spaces available for customer parking.

Management of parking will require that the police department regularly and effectively enforce parking restrictions, both in timed locations and in permit spaces. Increased enforcement will be a direct cost to the Town and a balance of covering these expense should be negotiated. One solution would be that the police department analyze enforcement costs and prepare fine structures such that violators cover the cost of parking enforcement to a larger share than the Town. On the other hand, if parking fines are perceived to be a detriment to downtown shopping, businesses should be prepared to subsidize enforcement. The Town should discuss proposals for fine structures with downtown business owners and find an acceptable balance of sharing the cost of providing more parking by improving the control of its usage.

Sidewalks \ Pedestrian Amenities

Improving sidewalk connections to areas surrounding downtown Orono would provide safer access to the town center. Regrading the banked slope along the east side of Main Street south of the intersection of College Avenue and Park Street so that a sidewalk could be constructed would be a significant improvement in pedestrian safety. This sidewalk should be coupled with a pedestrian crossing zone on Park Street from the north side of College Avenue and installation of a crosswalk on North Main Street.

Pedestrian crossings of US Route 2 have been subjugated to locations convenient for signaling rather than locations convenient for crossing. This condition encourages crossings through uncontrolled traffic. This is especially related to Main Street between Mill and Pine Streets. Likely the best solution for this problem would be improvements on the west side of Main Street to serve as focus points for pedestrian traffic (benches, trees, etc.) and to orient these to existing crossings. Similarly, pedestrians could be encouraged to use existing crossings by modifying the east side of Main Street with improvements that steer foot traffic to crossing points. This could include locating benches or bicycle storage along the street such that it is more convenient to use crossings.

As noted earlier, other modifications to crossings would be to construct them of similar materials as walkways such as concrete pavers. This would encourage foot traffic along clearly defined routes well as indicating to drivers the location of crosswalks, both visually and by the sound of changes in pavement (rumble strips).

The entrance between IGA and Margarita's to the municipal parking from Mill Street could benefit from this treatment. This area receives a great deal of pedestrian and vehicular activity, and while parking spaces are delineated, no travel lanes or walkways are articulated. Replacing the pavement in this area with a surface similar to a paved pedestrian plaza with clearly marked walkways would serve to identify this space as a public space and not a driveway, heightening the awareness of drivers and creating a safer passage for pedestrians.

Except for Main Street, no North-South pedestrian corridors exist in the CBD. These would serve to encourage pedestrian movement and allow for better use of on street parking along Oak Street and access to the riverfront. Also, a pedestrian linkage over or under the south end of the bridge could provide for more access along the waterfront, in addition to providing a safe crossing of Main Street between Mill Street and College Avenue.

The Town should seek to obtain assistance for improving the safety of Main Street crossings from the State or Federal highway administrations. These funds could be leveraged with participation by private development of the west side of Main Street. Similarly, if the Town is able to develop the parking areas west of Main Street, costs for crossing enhancements should be included as part of these improvements. Pedestrian safety should be a primary consideration in the planning, design, and development of all future downtown improvements.

Streetscape Improvements

Materials - The Town should continue its program of streetscape improvements that was initiated with the Mill Street project. Emphasis should be placed on installing street furnishings to match existing improvements. A consistent palette of materials used throughout the downtown is an important tool in unifying the business district.

Plantings - Of great importance is the revegetation of downtown. Plantings and street trees could significantly enhance the appearance and quality of streetscapes in the downtown area. The value of plantings in creating an attractive, pedestrian friendly environment that augments business has been well documented in projects throughout the United States. The benefits that street trees provide in softening hard surfaces, providing shade, buffering winds and creating a welcoming environment encouraging pedestrian use substantially offset any costs associated with their maintenance. The Town should explore urban forestry funding assistance from the State in the form of grants or other cost-sharing programs.

Signage- Informational and directional signs for motorists and pedestrians should be included in downtown improvements. The marketing study has recommended the development of a graphic image or logo for downtown. This could be included in directional signage as a way of unifying signage and maintaining a consistent image for the downtown. Development of this logo could be handled by commissioning a graphic artist or holding an open competition.

Proper locations for signs is essential in promoting the development of the downtown area. Generally, signs for access to downtown should be located to allow for easy access from the principle arterials into the parking lots. The objective of the signage is to get people out of their cars and into the pedestrian oriented downtown. It is recommended that in order to reduce pedestrian/vehicle conflicts, signs should encourage use of streets other than Mill Street as access to the Pine Street lot. Signs directing traffic to parking to the Pine Street lot should be located just prior to Pine Street from both the south and north rather than via Mill Street. Similarly, access to new lots should be appropriately located. As is done in many towns, large blue "P" signs with arrows should be located on all the approaches to town and with in town to illustrate access to available lots.

Buildings

Important identifying building elements, of the buildings within the study area, are noted on the facade improvements data sheets (Appendix B). These significant features define the character and architectural quality of the structure, and therefore should be preserved.

The basic materials used in the construction of the District's buildings were; brick, granite, painted wood; clapboard, trim and windows. Buildings usually featured contrasting trim and siding paint combinations, normally with a darker trim coloration. These simple, enduring products and finishes convey an image of quality, warmth and substance which should be preserved where they exist or restored where lacking. Modern, synthetic building finishes and components are often installed at the expense of those significant architectural features which define the buildings character. These changes normally result in a general loss of character and quality to both the individual

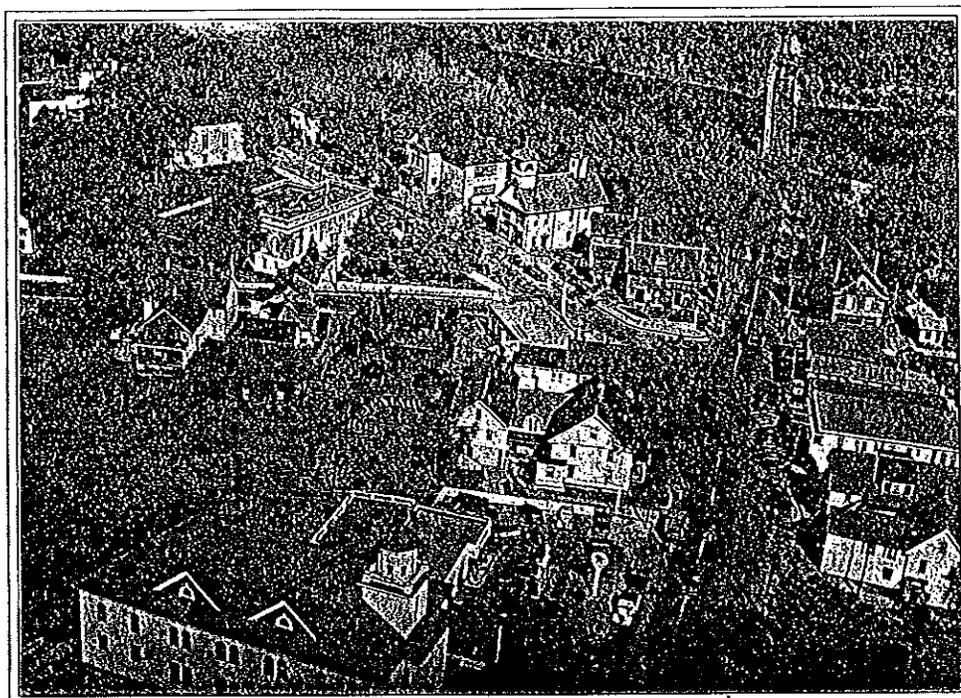
building and to the district at large. Since the quality of any community is based largely on its architecture, efforts to improve facades within this Business District should have a profound positive impact to the town's image.

Incorporation of storefront facade improvements, as shown on the enclosed sketches, would help recreate those unifying elements now missing from the Business District. Standards for District signage should promote the use of quality signs, uniformly placed and scaled to the building's facade. Bracketed, projecting signs, if appropriately detailed and crafted, might be considered for buildings where signbands are not feasible.

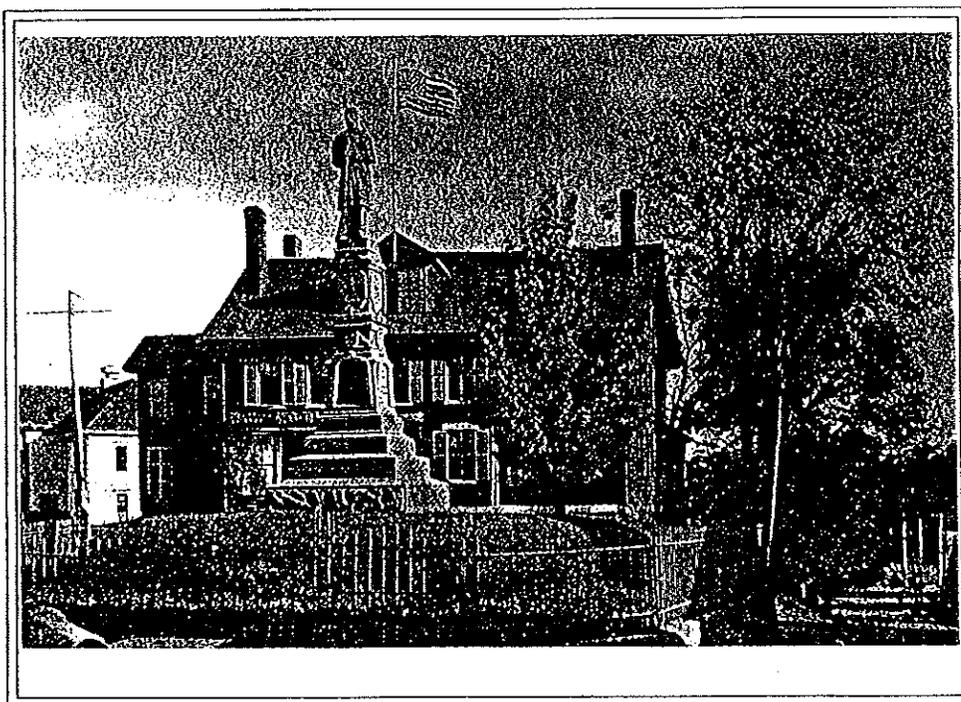
IV. Summary of Recommendations

- Adjust zoning boundary of Central Business District to concentrate the downtown area and prevent spreading into adjacent areas.
- Lessen the division of the downtown by US Route 2 by:
 - Widening sidewalks and plant trees along Main Street.
 - Clearly defining crosswalks across Route 2, reconstructing them with the same pavers as sidewalks and locating where most desirable for pedestrians.
 - Planting trees along Main Street to develop the streetscape as a more attractive and desirable place, as in traditional New England town centers.
- Define the center of downtown as the area near the intersection of Mill and Main Streets by encouraging commercial development in this area.
- Encourage commercial and recreational development of the Stillwater riverfront in the downtown, including major pedestrian walkways to and along the river.
- Improve the availability of parking by:
 - Purchasing land and developing permit parking lots.
 - Reorganizing existing parking areas for safe and effective circulation.
 - Removing some angled parking spaces on Mill Street to improve safety near the intersection with Main Street.
 - Encouraging customer parking in the downtown by enforcing timed parking. Provide satellite parking for tenants and employees.
- Improve connections between the downtown and other areas of town by constructing sidewalks where gaps in current system exist.
- Continue improving downtown streetscapes with same sidewalk treatment and lighting.
- Standardize and provide clear, informative signage for the downtown.
- Implement building facade improvements to recapture the unique character of downtown Orono.

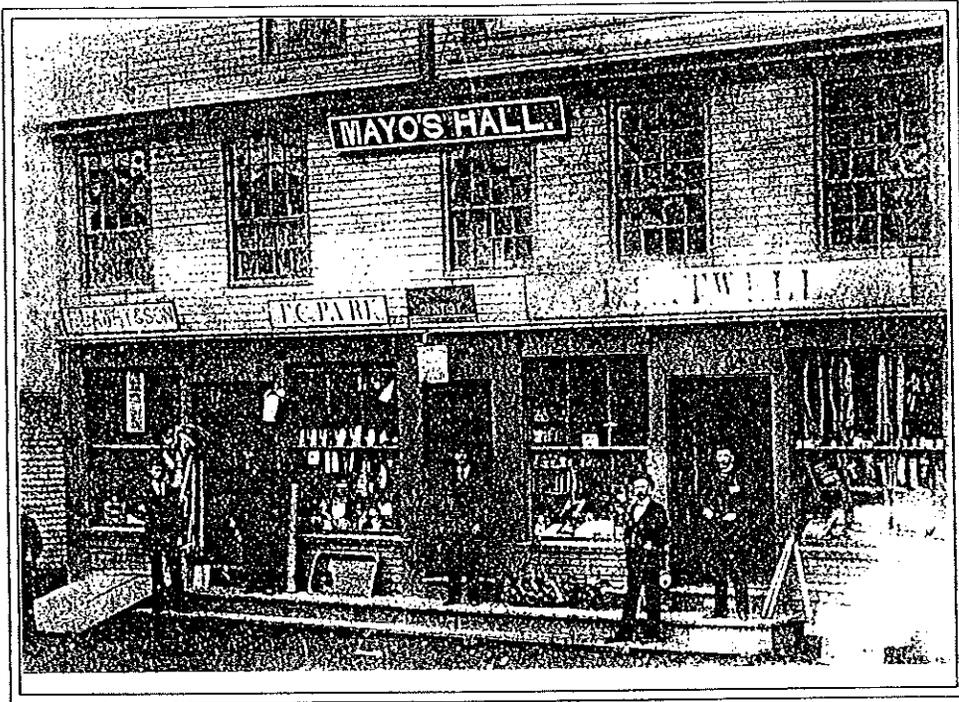
Appendix A
Historical Photographs



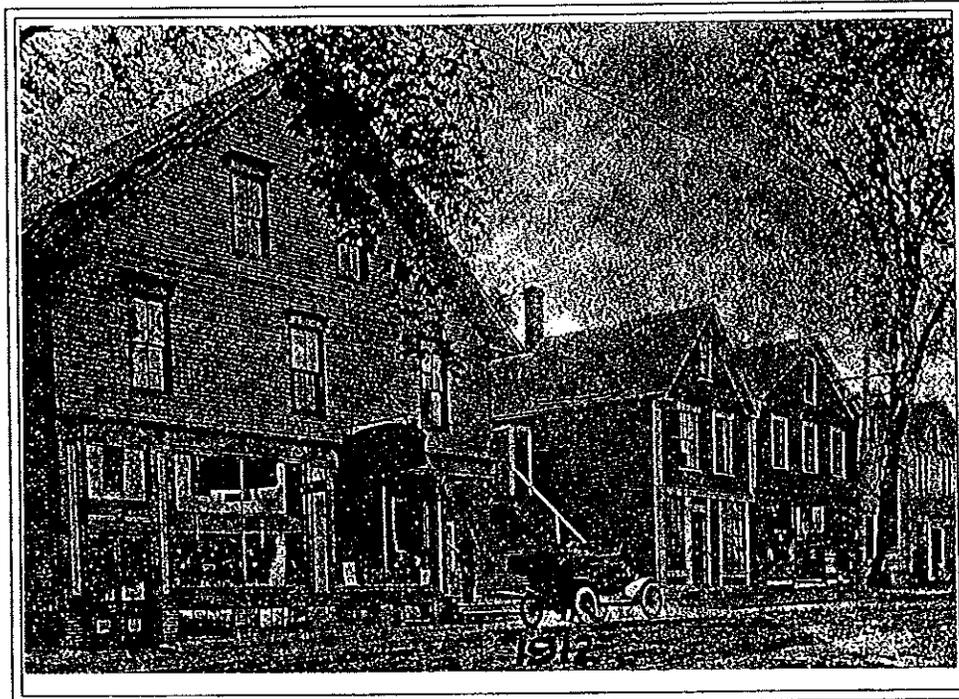
AERIAL VIEW OF DOWNTOWN ORONO



MONUMENT SQUARE



MAYO HALL

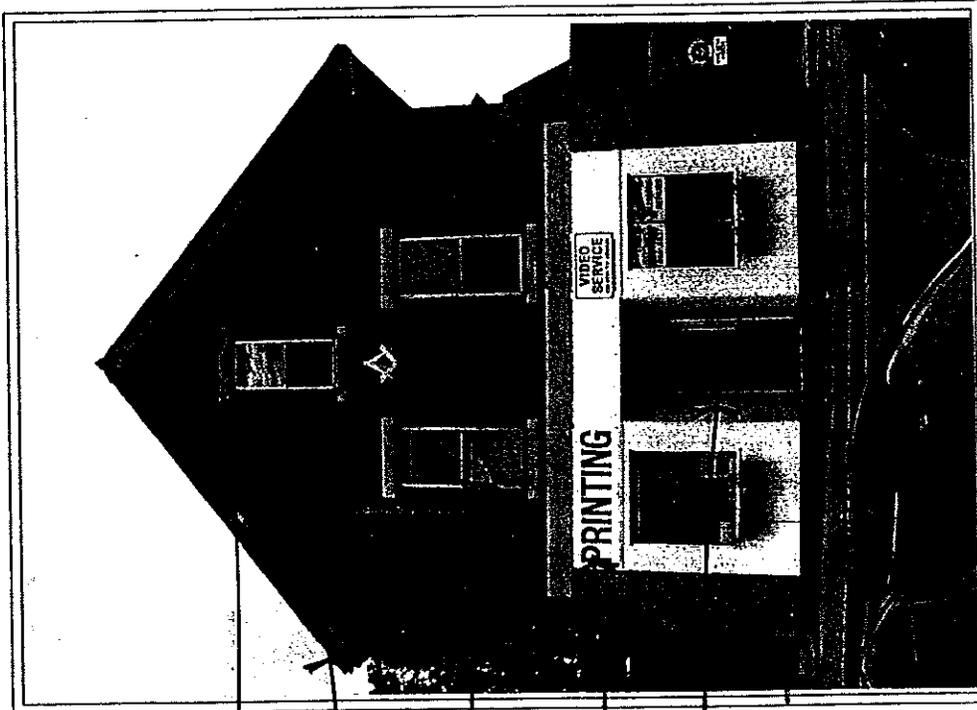


MILL STREET

Appendix B

Recommended Architectural Facade Improvements

IMPORTANT IDENTIFYING BUILDING ELEMENTS



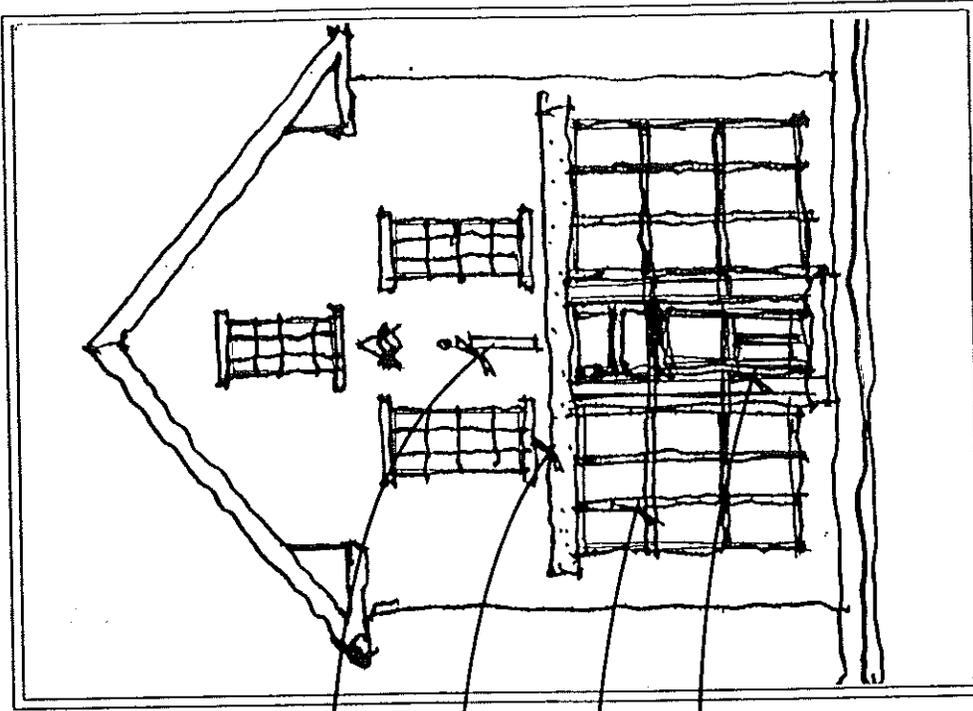
- GRANITE LINTELS
- WOOD TRIMMED GABLE ROOF
- DOUBLE HUNG W/DIVIDED LIGHT
- COMMERCIAL FLOOR VISUALLY DISTINCT
- RECESSED ENTRY
- BRICK CLADDING

EXISTING BUILDING

ADDITIONAL CONSIDERATIONS

- EXTERIOR DOOR TO STAIRS ON RIGHT SIDE OF BUILDING COULD BE REPLACED WITH A GLAZED PANEL DOOR.

FACADE IMPROVEMENTS



- NEW SIGNAGE
- COMMERCIAL STOREFRONT:
- GLASS PANELS WITH DIVIDED LIGHT
- GLAZED PANEL DOORS

PROPOSED FACADE IMPROVEMENTS

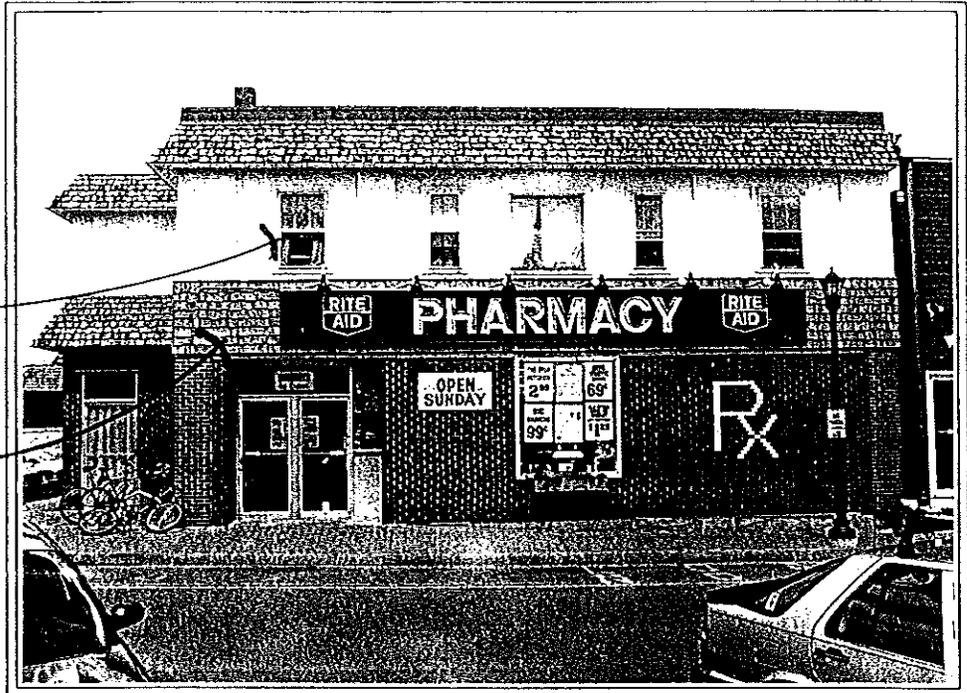
ADDITIONAL CONSIDERATIONS

- BRACKET MOUNTED SIGNAGE
- MAINTAIN UNOBSTRUCTED GRANITE LINTEL.

BUILDING	OLD MASONIC BUILDING
LOCATION	2 MILL STREET

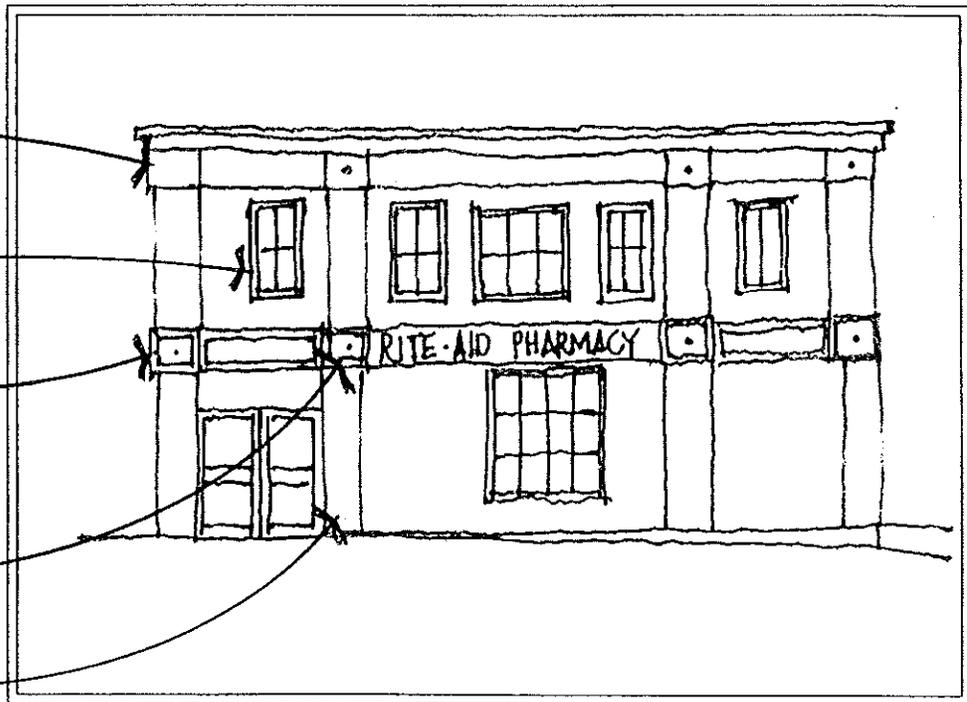
IMPORTANT IDENTIFYING BUILDING ELEMENTS

DOUBLE HUNG WINDOWS WITH DIVIDED LIGHT
 BAND TO SEPARATE COMMERCIAL 1ST FLOOR



FACADE IMPROVEMENTS

NEW WOOD CORNICE
 MAINTAIN WINDOW PATTERN
 SIGN BAND TO SEPARATE FLOORS
 WOOD PANELS WITH DECORATIVE ELEMENT OR LIGHTING
 PILASTER ELEMENTS



ADDITIONAL CONSIDERATIONS

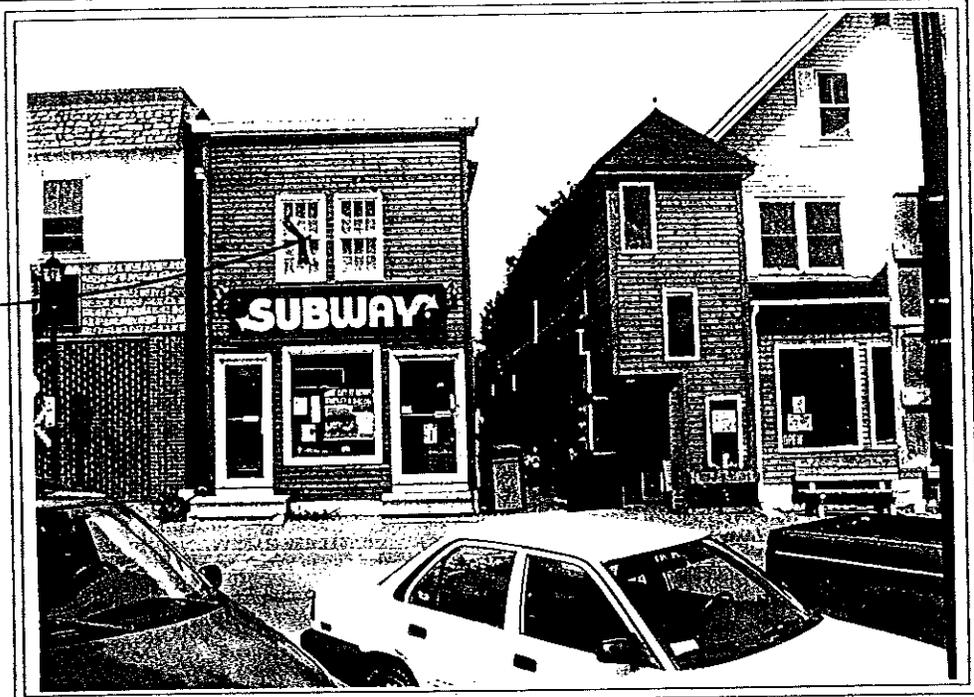
- NEW APPROPRIATE SCALED SIGNAGE

BUILDING	RITE AID PHARMACY
LOCATION	16 MILL STREET

IMPORTANT IDENTIFYING BUILDING ELEMENTS

DOUBLE HUNG WINDOW WITH DIVIDED LIGHT

VERTICAL MASS



FACADE IMPROVEMENTS

DECORATIVE WINDOW TRIM

SIGN BAND

GLAZED PANEL DOORS

DIVIDED LIGHT

WOOD PANELS



ADDITIONAL CONSIDERATIONS

- PAINTED WOOD SIDING/TRIM (VS. STAIN)

BUILDING	SUBWAY SHOP
LOCATION	18 MILL STREET

**IMPORTANT IDENTIFYING
ELEMENTS**

ROOF
 HUNG
 W
 COMMERCIAL
 VISUALLY
 IDENT
 PANELS



**DE
MOVEMENTS**

AND
 ALTERNATIVE
 MOTOR
 PANELS
 DECORATIVE LIGHT
 COLOR
 FOR
 BUILDING
 PANELS



ADDITIONAL CONSIDERATIONS

LIGHTS COULD BE PLACED INSTEAD OF DECORATIVE ELEMENT

BUILDING NAME	THE STORE AMPERSAND
LOCATION	22 MILL STREET

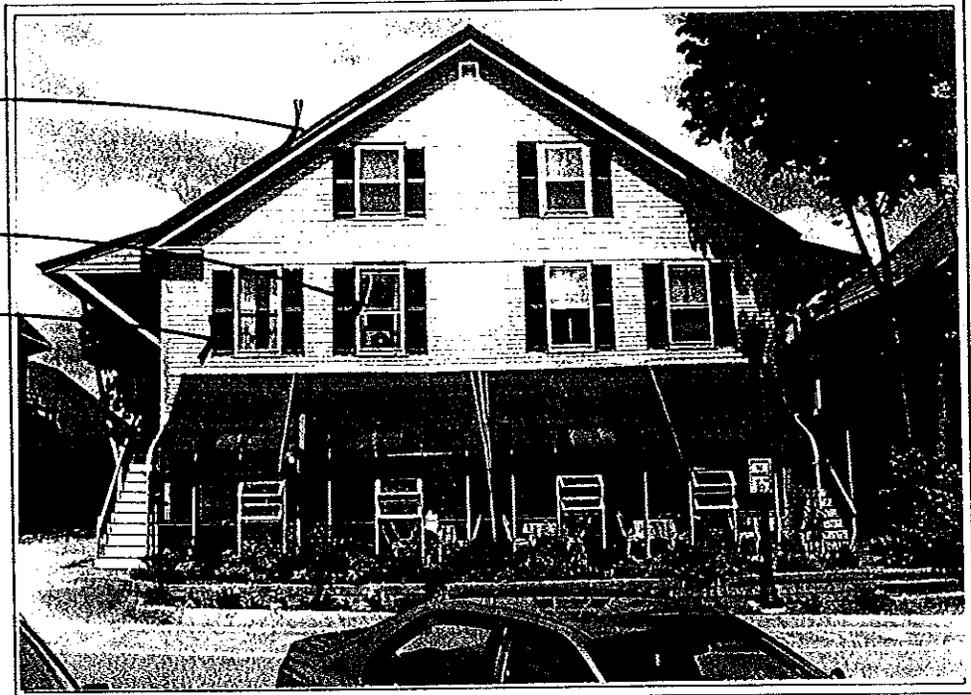
IMPORTANT IDENTIFYING BUILDING ELEMENTS

GABLED ROOF

DOUBLE HUNG WINDOWS WITH DIVIDED LIGHT

SHUTTERS

2ND STORY WINDOW PATTERN

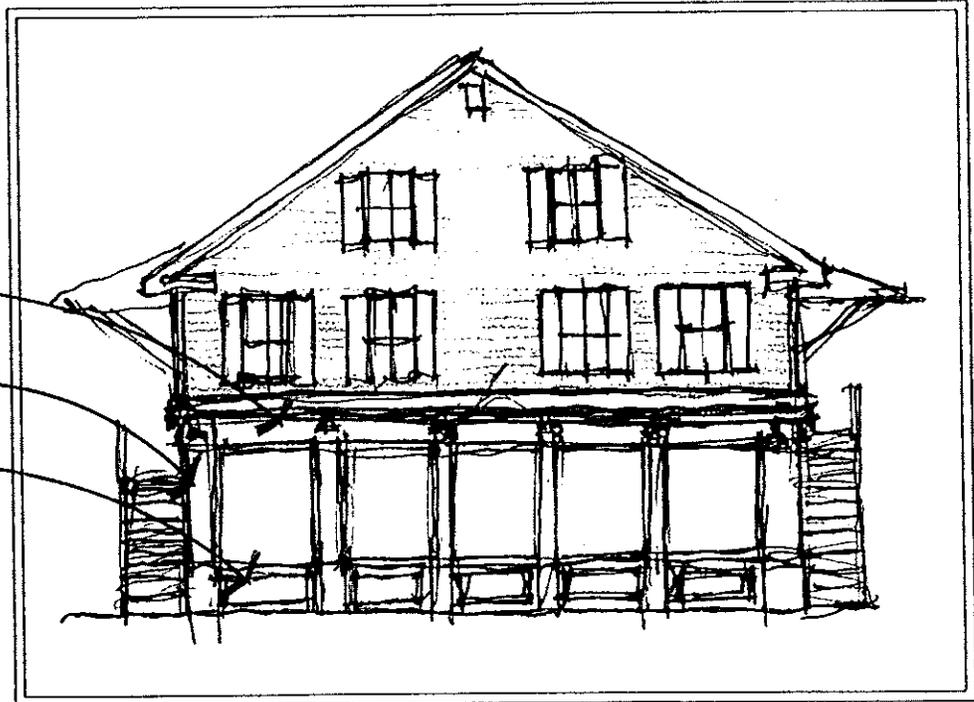


FACADE IMPROVEMENTS

SIGN BAND TO SEPARATE FLOORS

COMMERCIAL STOREFRONT

WOOD PANELS



ADDITIONAL CONSIDERATIONS

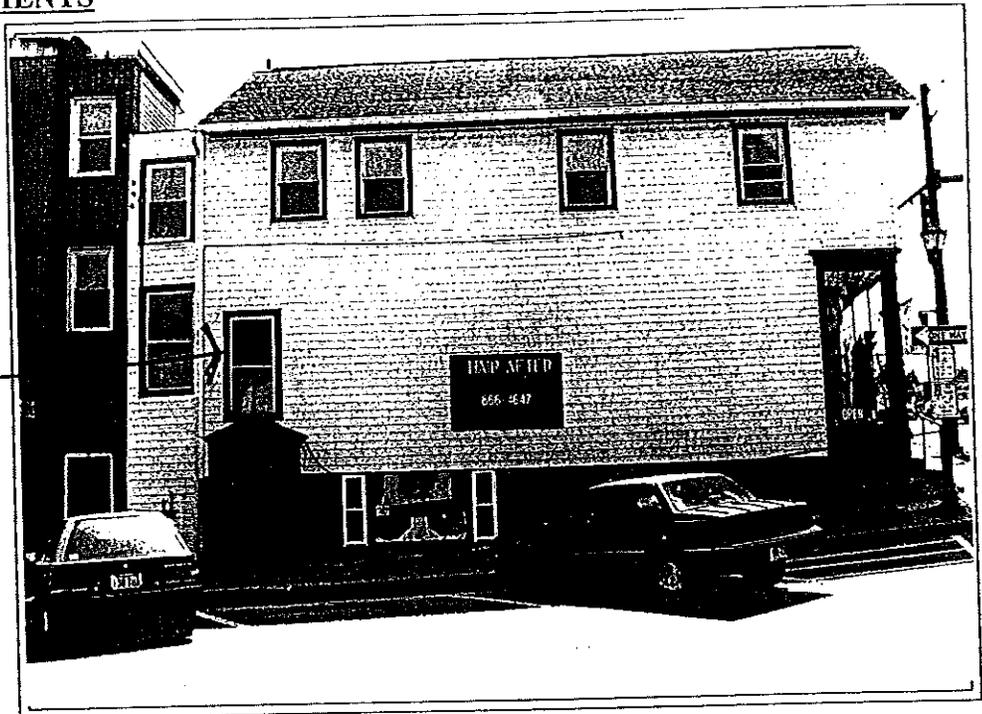
- TRIM COLOR DIFFERENT FROM BUILDING COLOR

BUILDING	JASMINE'S RESTAURANT
LOCATION	28 MILL STREET

IMPORTANT IDENTIFYING
ELEMENTS

TO MAIN
SIDE

VIEW WITH
LIGHT



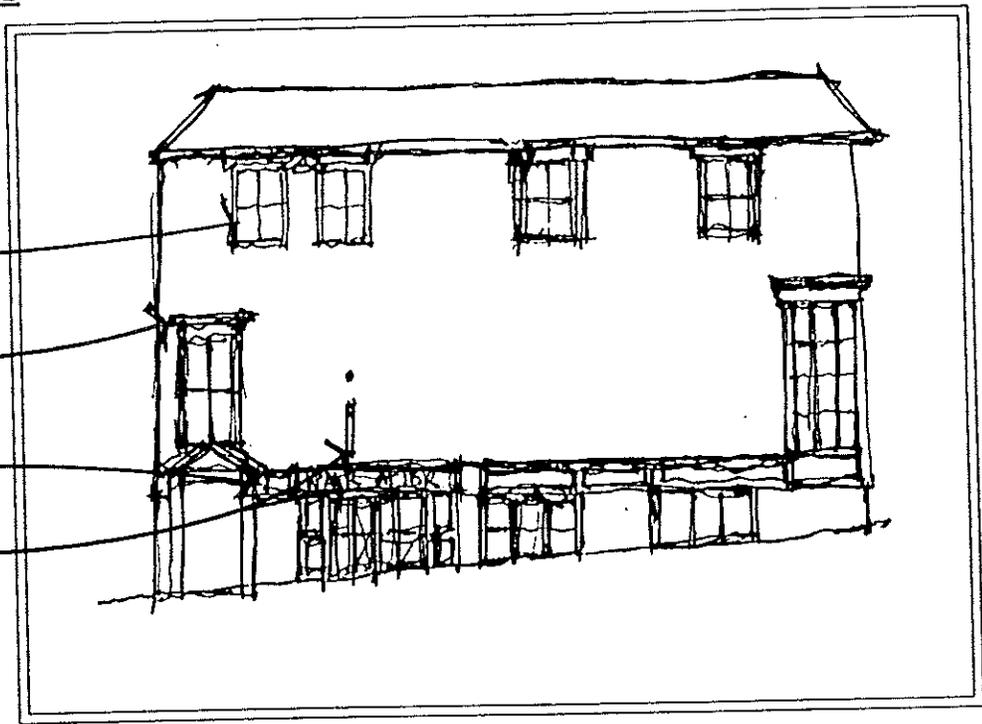
KEY
ELEMENTS

VIEW WITH
LIGHT ON
SHUTTERS

VIEW WITH
TRIM

VIEW WITH
SHUTTERS
AND
TRIM

VIEW WITH
SHUTTERS



ADDITIONAL CONSIDERATIONS

SHUTTERS COULD BE INSTALLED.
SIGNAGE COULD BE HUNG PERPENDICULAR TO BUILDING

VIEW WITH	HAIR AFTER
VIEW WITH	3 MILL STREET

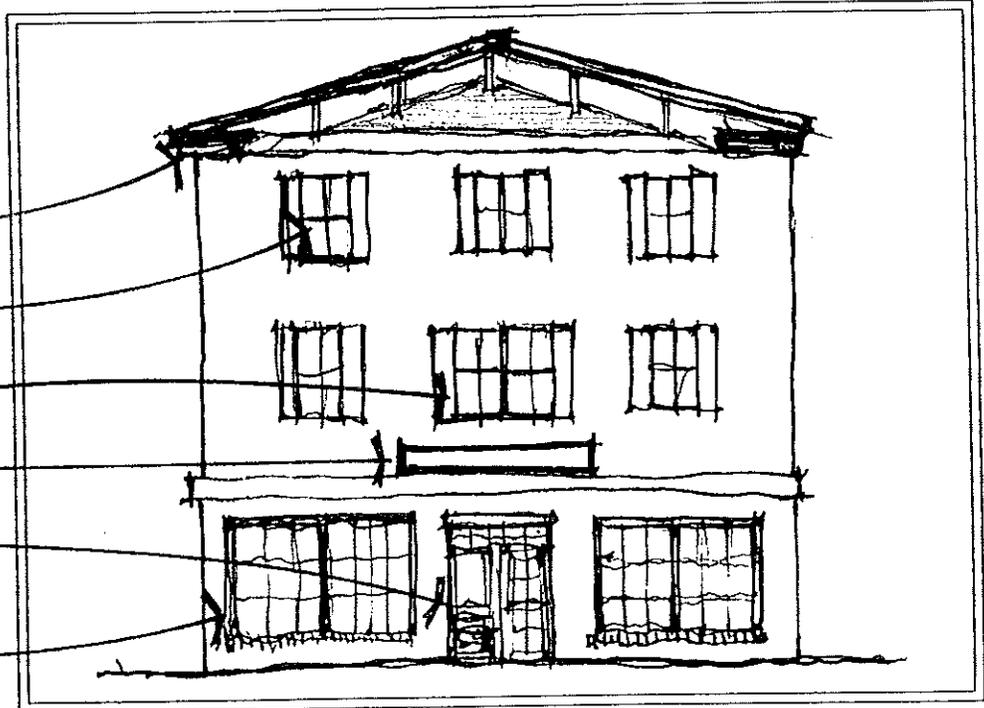
IMPORTANT IDENTIFYING BUILDING ELEMENTS

- BRICK CLADDING
- GABLE END TO STREET
- DOUBLE HUNG WINDOWS



FACADE IMPROVEMENTS

- NEW SYMMETRICAL GABLE AND CORNICE
- DIVIDED LIGHT WINDOWS
- NEW DOUBLE HUNG WINDOWS
- APPROPRIATE SIGNAGE
- GLASS PANEL DOOR
- DIVIDED LIGHT IN COMMERCIAL WINDOWS



ADDITIONAL CONSIDERATIONS

BUILDING	DEGRASSE JEWELERS/JANE'S GIFTS
LOCATION	5 MILL STREET

IMPORTANT IDENTIFYING BUILDING ELEMENTS

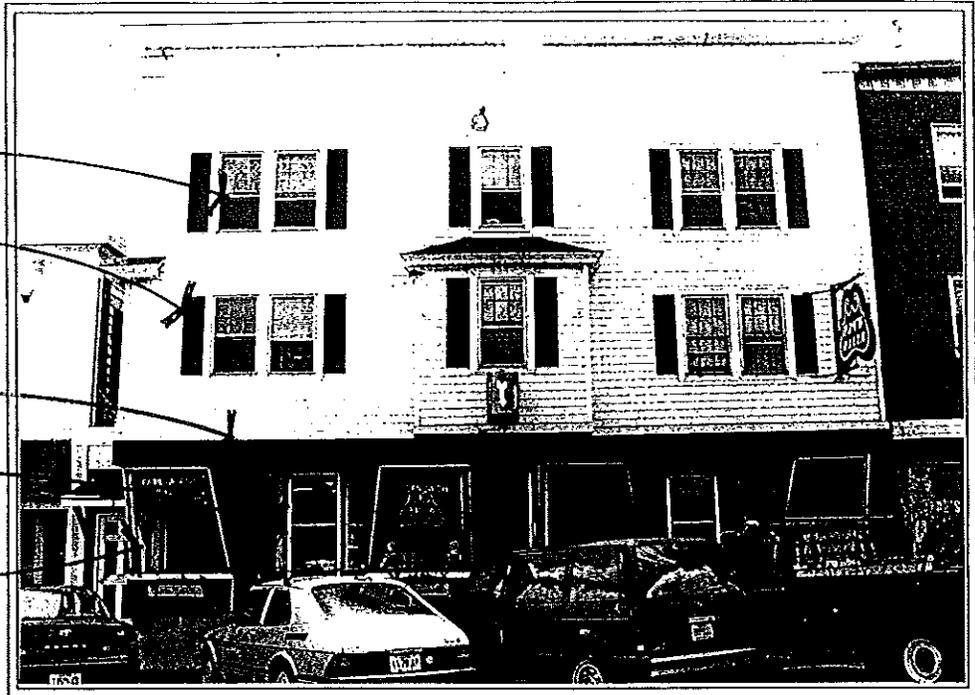
DOUBLE-HUNG WINDOW WITH DIVIDED LIGHT

SHUTTERS

SEPARATION OF COMMERCIAL AND NON-COMMERCIAL

RECESSED ENTRY

LARGE SPANS OF GLASS



FACADE IMPROVEMENTS

ENHANCE CORNICE

PROJECTED SIGNAGE

DECORATIVE SIGN BAND BETWEEN FLOORS

WOOD PANELS



ADDITIONAL CONSIDERATIONS

BUILDING	FARNSWORTH CAFE/PAT'S PIZZA
LOCATION	11 MILL STREET

**IMPORTANT IDENTIFYING
BUILDING ELEMENTS**

PARAPET PROFILE

WINDOW TRIM

AWNING

RECESSED ENTRY

WOOD PANELS

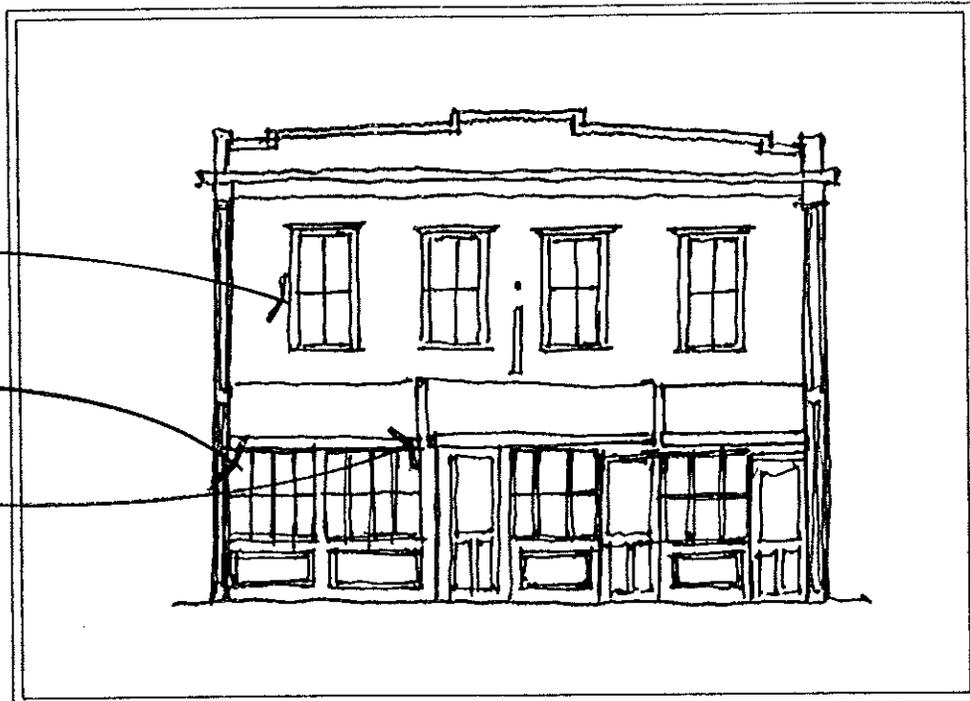


**FACADE
IMPROVEMENTS**

DOUBLE HUNG
WINDOWS WITH
DIVIDED LIGHT ON
SECOND STORY

DIVIDED LIGHT ON
COMMERCIAL
STOREFRONT

SEGMENTED
AWNINGS



ADDITIONAL CONSIDERATIONS

BUILDING	MARGARITA'S RESTAURANT
LOCATION	15 MILL STREET

IMPORTANT IDENTIFYING BUILDING ELEMENTS

DOUBLE HUNG WINDOWS WITH DIVIDED LIGHT AND SHUTTERS



WOOD CORNICE

DOUBLE HUNG WINDOWS

FACADE IMPROVEMENTS

LARGE DIVIDED LIGHT WINDOWS

GLASS PANEL DOOR

WOOD PANELS



RAIL ON FIRST STORY ROOF

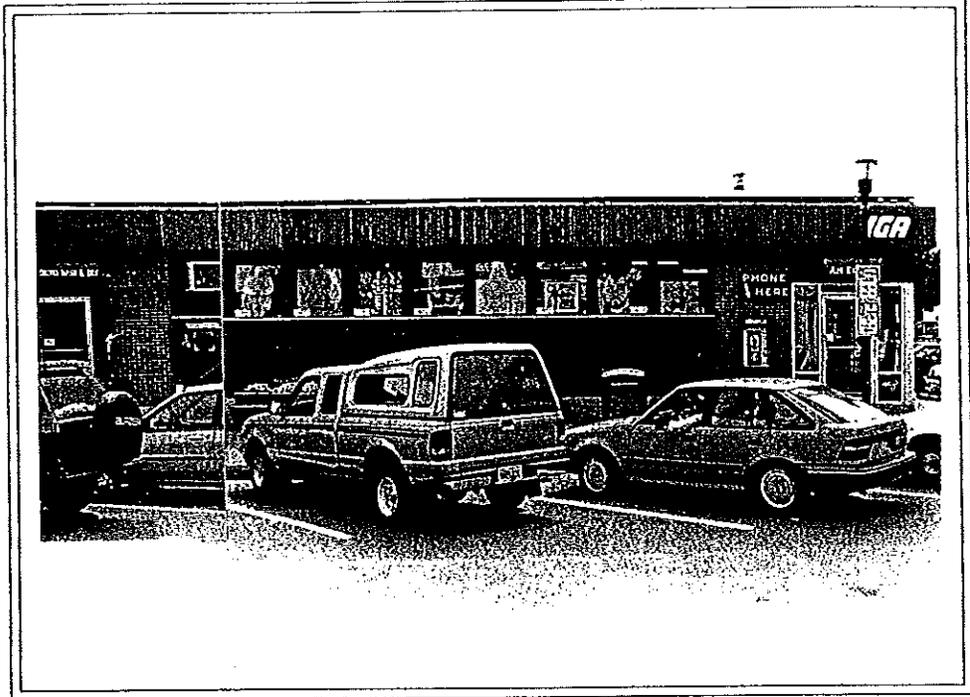
NEW DOUBLE HUNG WINDOWS

ADDITIONAL CONSIDERATIONS

- SIMILAR TREATMENT AT SIDES

BUILDING	PARKING LOT SIDE
LOCATION	11-15 MILL STREET

IMPORTANT IDENTIFYING
BUILDING ELEMENTS



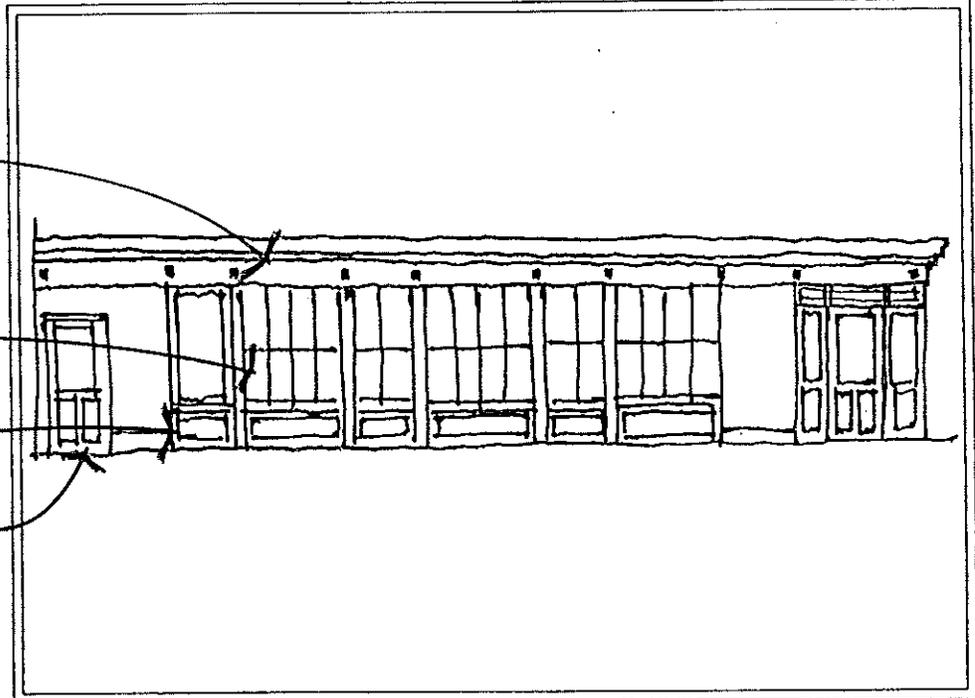
FACADE
IMPROVEMENTS

NEW CORNICE
SIGN BAND

GLAZED
COMMERCIAL
STOREFRONT
WITH DIVIDED
LIGHTS

LOWER WOOD
PANELS

PANELIZED DOORS



ADDITIONAL CONSIDERATIONS

BUILDING	L&A MARKET/ART ETC.
LOCATION	19 MILL STREET

IMPORTANT IDENTIFYING BUILDING ELEMENTS

PARAPET PROFILE

MAIN FACADE
FACES STREET

DOUBLE HUNG
WINDOWS

2ND STORY
WINDOW
PATTERN

COMMERCIAL
FLOOR VISUALLY
DIFFERENT



FACADE IMPROVEMENTS

DIVIDED LIGHT
WINDOWS

DECORATIVE
WINDOW TRIM

DECORATIVE SIGN
BAND BETWEEN
FLOORS

GLAZED
COMMERCIAL
STOREFRONT

PANELED DOORS

ARTICULATED
COLUMNS



ADDITIONAL CONSIDERATIONS

- CONTRASTING TRIM/FIELD COLORS

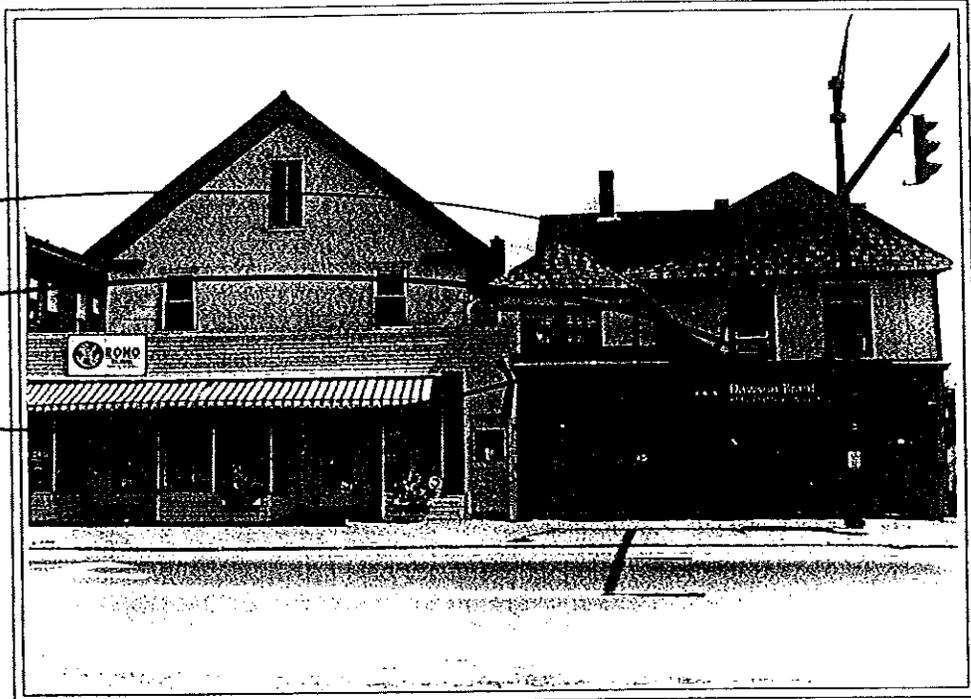
BUILDING	PARK'S HARDWARE
LOCATION	33 MILL STREET

**IMPORTANT IDENTIFYING
BUILDING ELEMENTS**

GABLE TO STREET

DOUBLE HUNG
WINDOWS

SEPARATION OF
FLOORS



**FACADE
IMPROVEMENTS**

TRIMMED GABLE
ROOF

DIVIDED LIGHT IN
DOUBLE HUNG
WINDOWS

DECORATIVE SIGN
BAND BETWEEN
SEPARATE
FLOORS

RECESSED ENTRY

WOOD PANELS



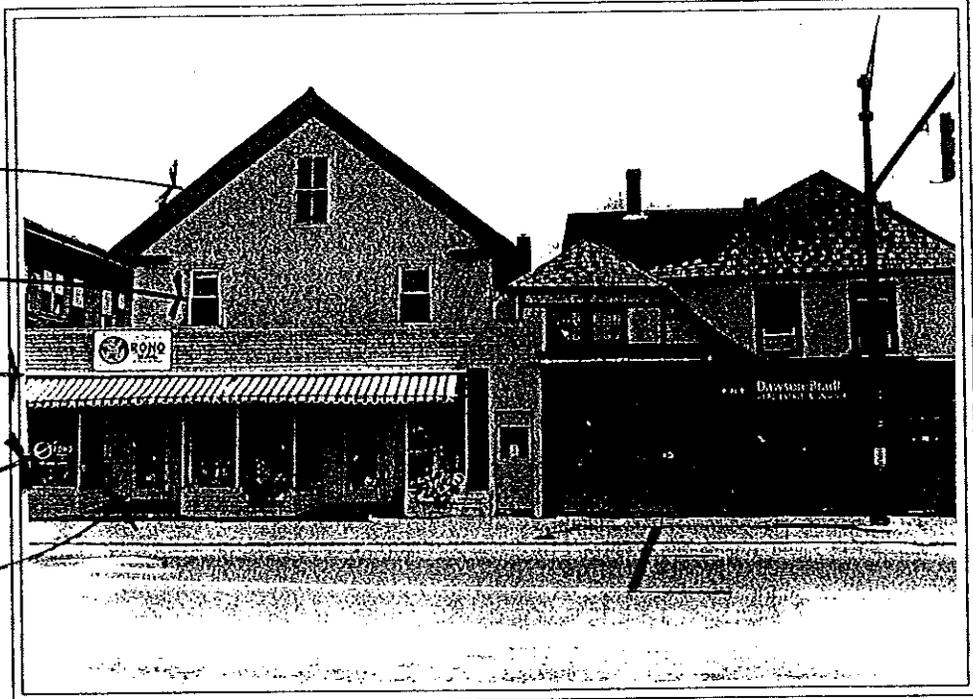
ADDITIONAL CONSIDERATIONS

- CONSIDER IMPROVED SIGNAGE
- CONTINUE TREATMENT DOWN PINE STREET

BUILDING	DAWSON-BRADFORD
LOCATION	50 MAIN STREET

IMPORTANT IDENTIFYING BUILDING ELEMENTS

- GABLE TO STREET
- DOUBLE HUNG WINDOWS
- SEPARATION OF FLOORS
- LARGE SPANS OF GLASS
- RECESSED ENTRY



FACADE IMPROVEMENTS

- DIVIDED LIGHT IN 2 MIDDLE DOUBLE HUNG WINDOWS
- SHUTTERS
- NEW CORNICE/SIGN BAND
- SECTIONAL AWNINGS
- DIVIDED LIGHT
- PANELED DOORS
- WOOD PANELS



ADDITIONAL CONSIDERATIONS

BUILDING	ORONO TRAVEL/MARIE'S FLOWER SHOP
LOCATION	44-46 MAIN STREET

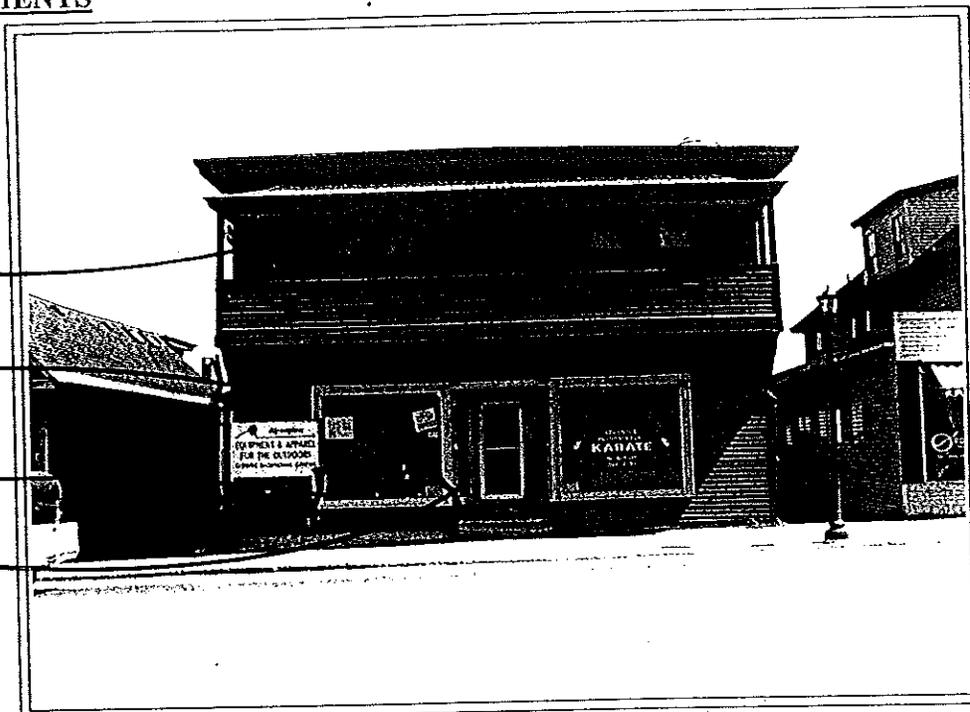
IMPORTANT IDENTIFYING BUILDING ELEMENTS

DOUBLE HUNG WINDOWS WITH DIVIDED LIGHT

SEPARATION OF FLOORS

LARGE GLASS PANELS

RECESSED ENTRY



FACADE IMPROVEMENTS

NEW COLUMNS AND RAIL

WINDOW TRIM

GLAZED, PANELED DOOR

DIVIDED LIGHTS IN COMMERCIAL STOREFRONT

WOOD PANELS



ADDITIONAL CONSIDERATIONS

- LIGHTEN BUILDING COLORS
- DISTINCT TRIM/SIDING COLORS

BUILDING	ALPENGLOW/BERENYI'S
LOCATION	36 MAIN STREET

IMPORTANT IDENTIFYING BUILDING ELEMENTS

GABLE ROOF

DOUBLE HUNG WINDOWS

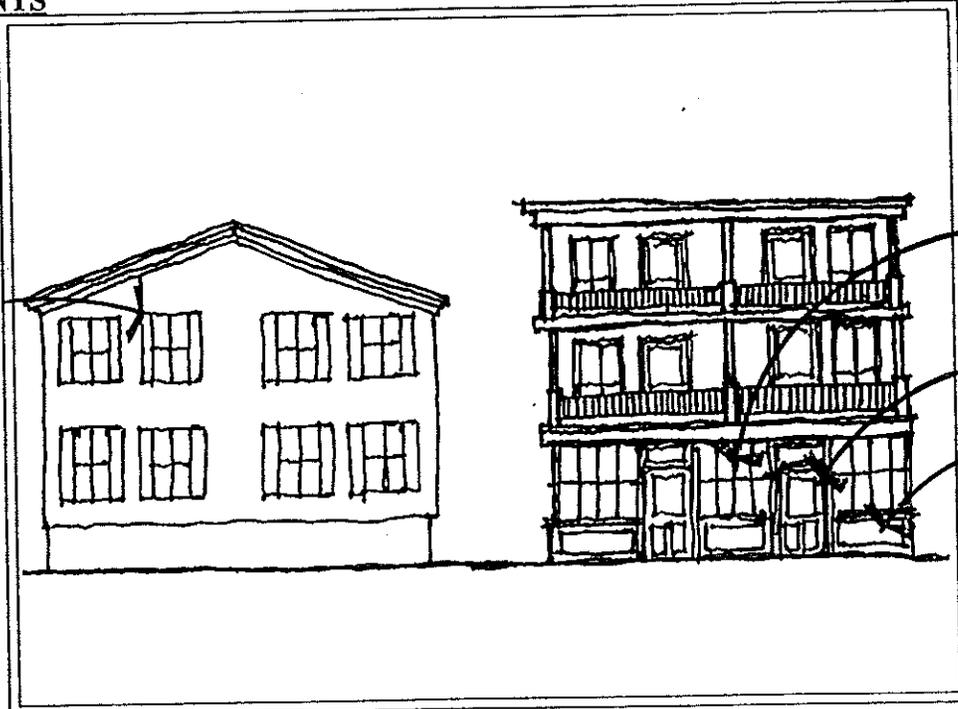


DOUBLE HUNG WINDOW WITH DIVIDED LIGHTS

FACADE IMPROVEMENTS

LARGER DIVIDED LIGHT WINDOWS WITH SHUTTERS

SYMMETRICAL WINDOW PATTERN



DIVIDED LIGHT GLASS PANEL

GLASS PANEL DOOR

WOOD PANELS

ADDITIONAL CONSIDERATIONS

BUILDING	PARKING LOT SIDE
LOCATION	36-44 MAIN STREET

IMPORTANT IDENTIFYING BUILDING ELEMENTS

UNIQUE ROOF FORM

GABLE TO STREET

DOUBLE HUNG WINDOW WITH DIVIDED LIGHT

SEPARATION OF FLOORS

DOOR AND TRIM

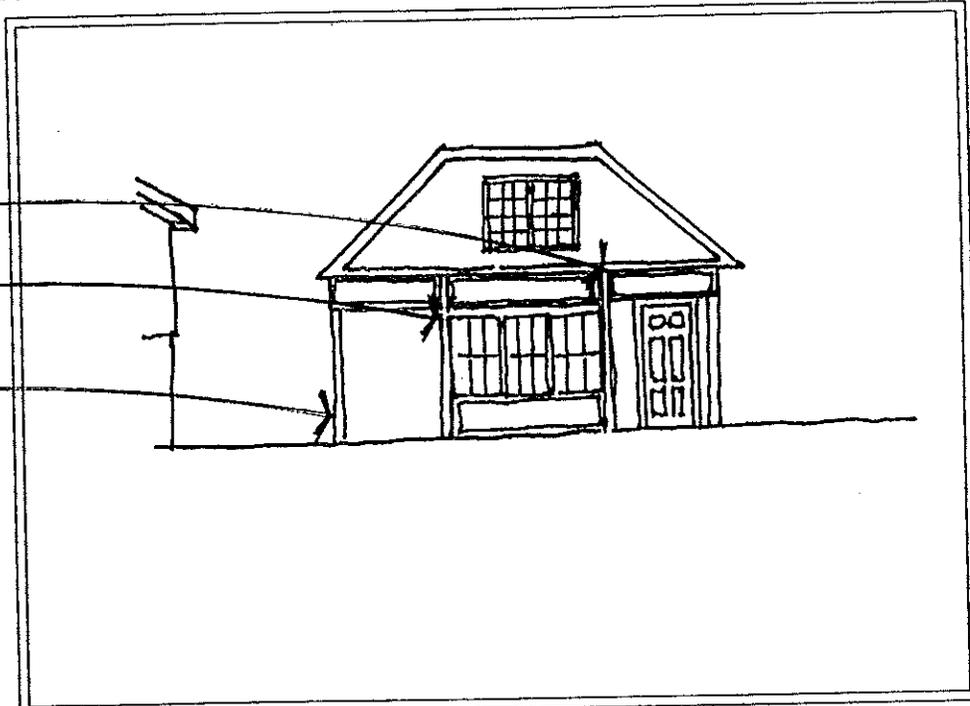


FACADE IMPROVEMENTS

SIGN BAND LIT FROM SOFFIT

WINDOW TRIM

WOOD TRIM AT CORNERS



ADDITIONAL CONSIDERATIONS

- LIGHTER BUILDING COLOR

BUILDING	CURTIS & GRIFFIN
LOCATION	34 MAIN STREET

**IMPORTANT IDENTIFYING
BUILDING ELEMENTS**

- GABLE FACES STREET
- DOUBLE HUNG WINDOW WITH DIVIDED LIGHT
- SHUTTERS
- SEPARATION OF FLOORS



**FACADE
IMPROVEMENTS**

- HORIZONTAL WOOD SIDING
- DECORATIVE BAND
- WOOD PANELS



ADDITIONAL CONSIDERATIONS

BUILDING	NORTH ATLANTIC CONF.
LOCATION	28 MAIN STREET

IMPORTANT IDENTIFYING BUILDING ELEMENTS

GABLE TO STREET

DOUBLE HUNG WINDOWS

SEPARATION OF FLOORS

LARGE GLASS PANELS

WOOD PANELS

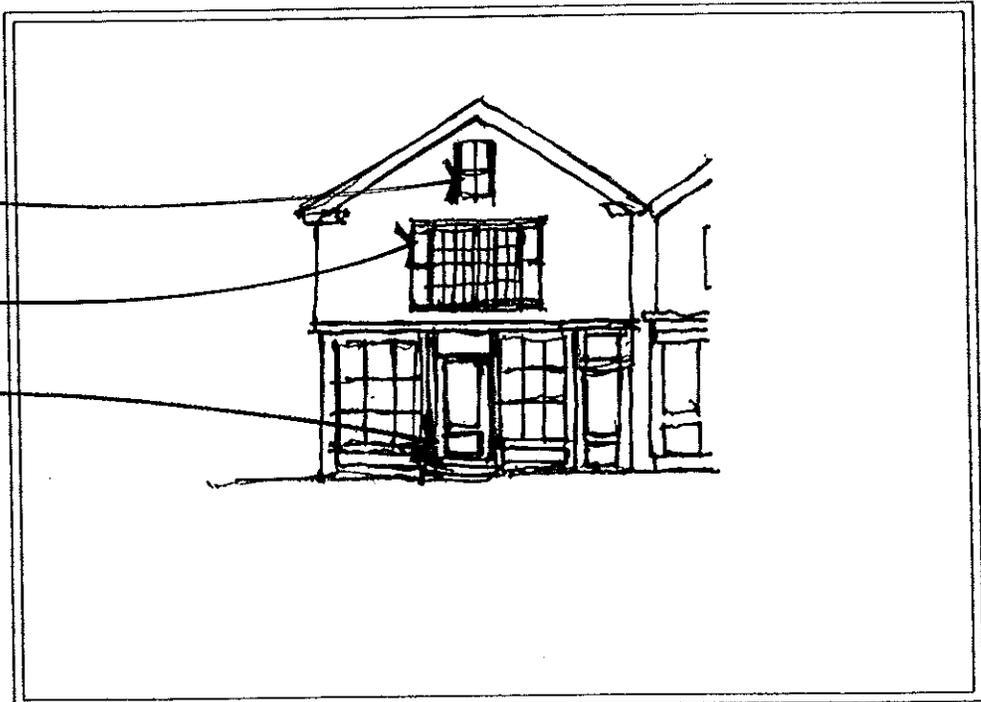


FACADE IMPROVEMENTS

DIVIDED LIGHT IN REMAINING WINDOWS

WINDOW TRIM

GLAZED PANEL DOOR

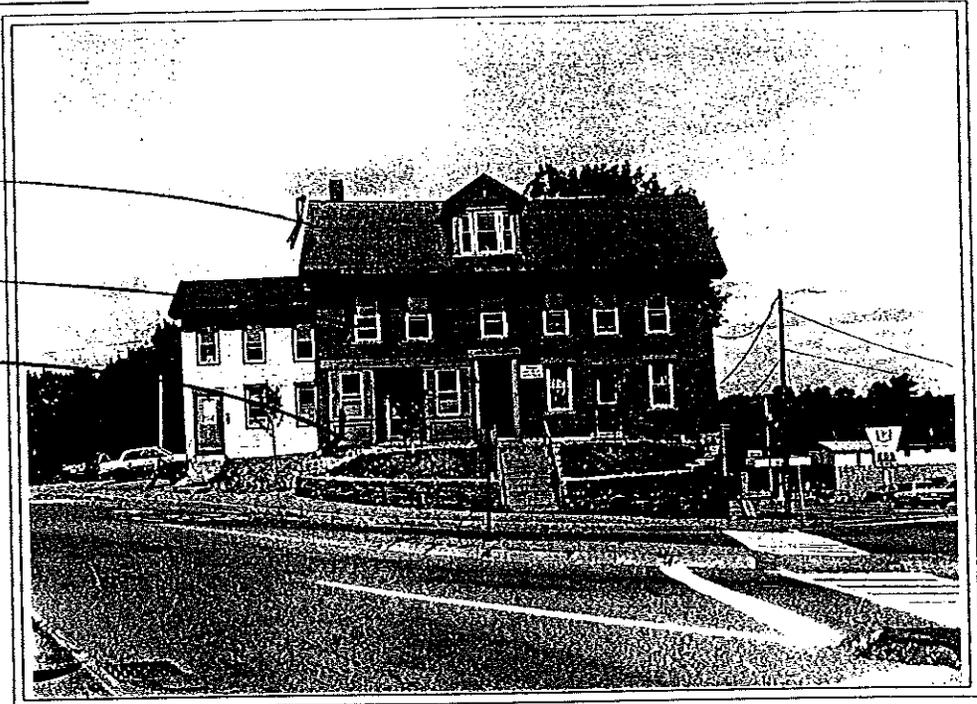


ADDITIONAL CONSIDERATIONS

BUILDING	THE PRETTY WOMAN
LOCATION	24 MAIN STREET

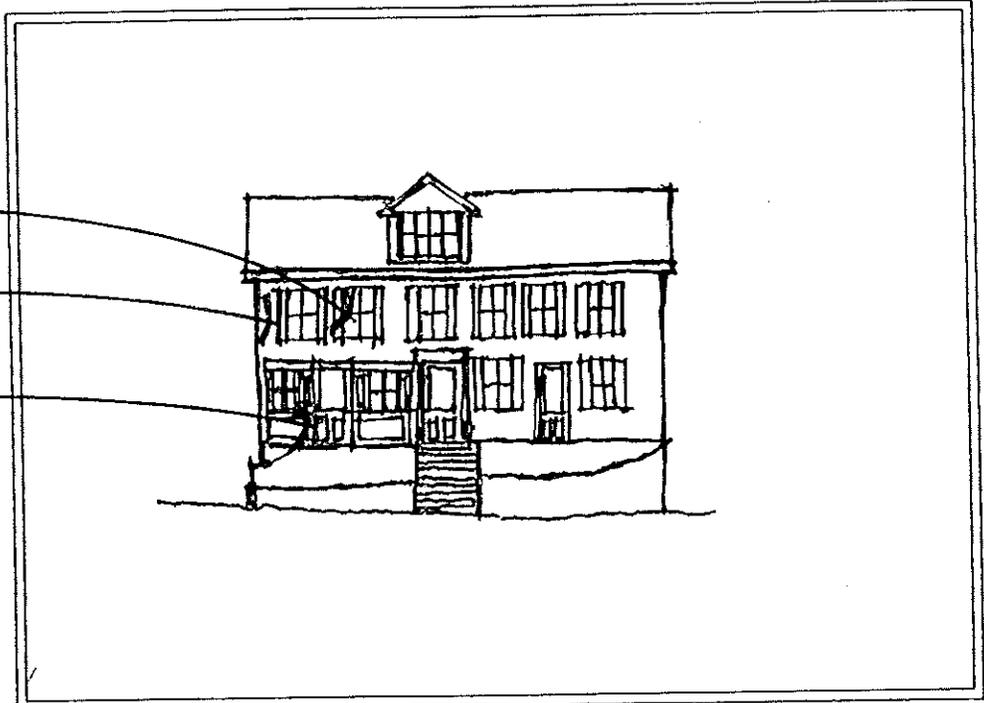
**IMPORTANT IDENTIFYING
BUILDING ELEMENTS**

GABLE ROOF
DOUBLE HUNG
WINDOWS
WOOD PANELS



**FACADE
IMPROVEMENTS**

DIVIDED LIGHT IN
DOUBLE HUNG
WINDOWS
SHUTTERS
GLAZED PANEL
DOORS

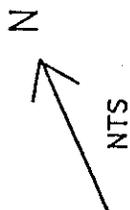
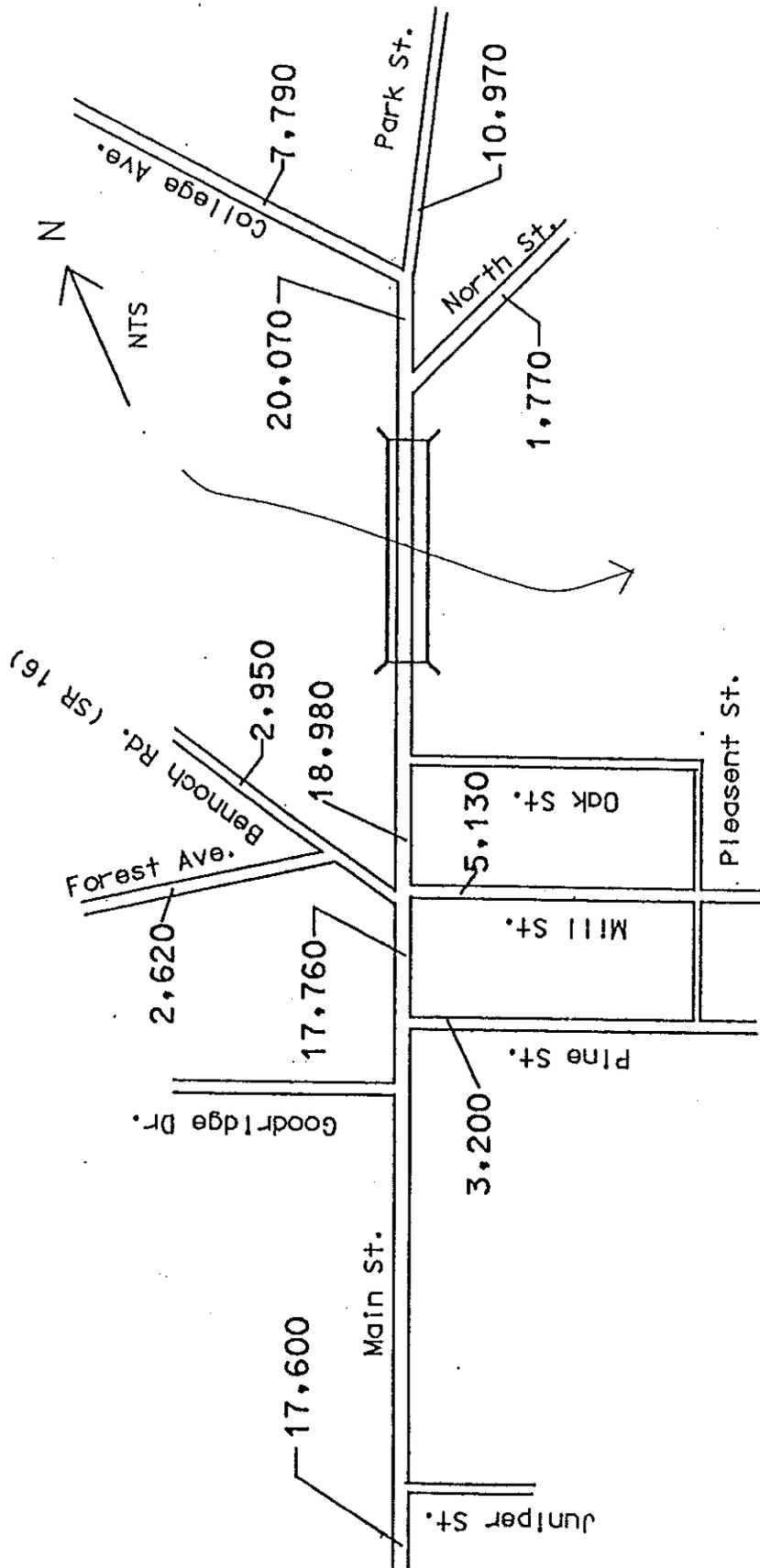


ADDITIONAL CONSIDERATIONS

- SIMILAR TREATMENT AT SIDES

BUILDING	ORONO APARTMENTS
LOCATION	

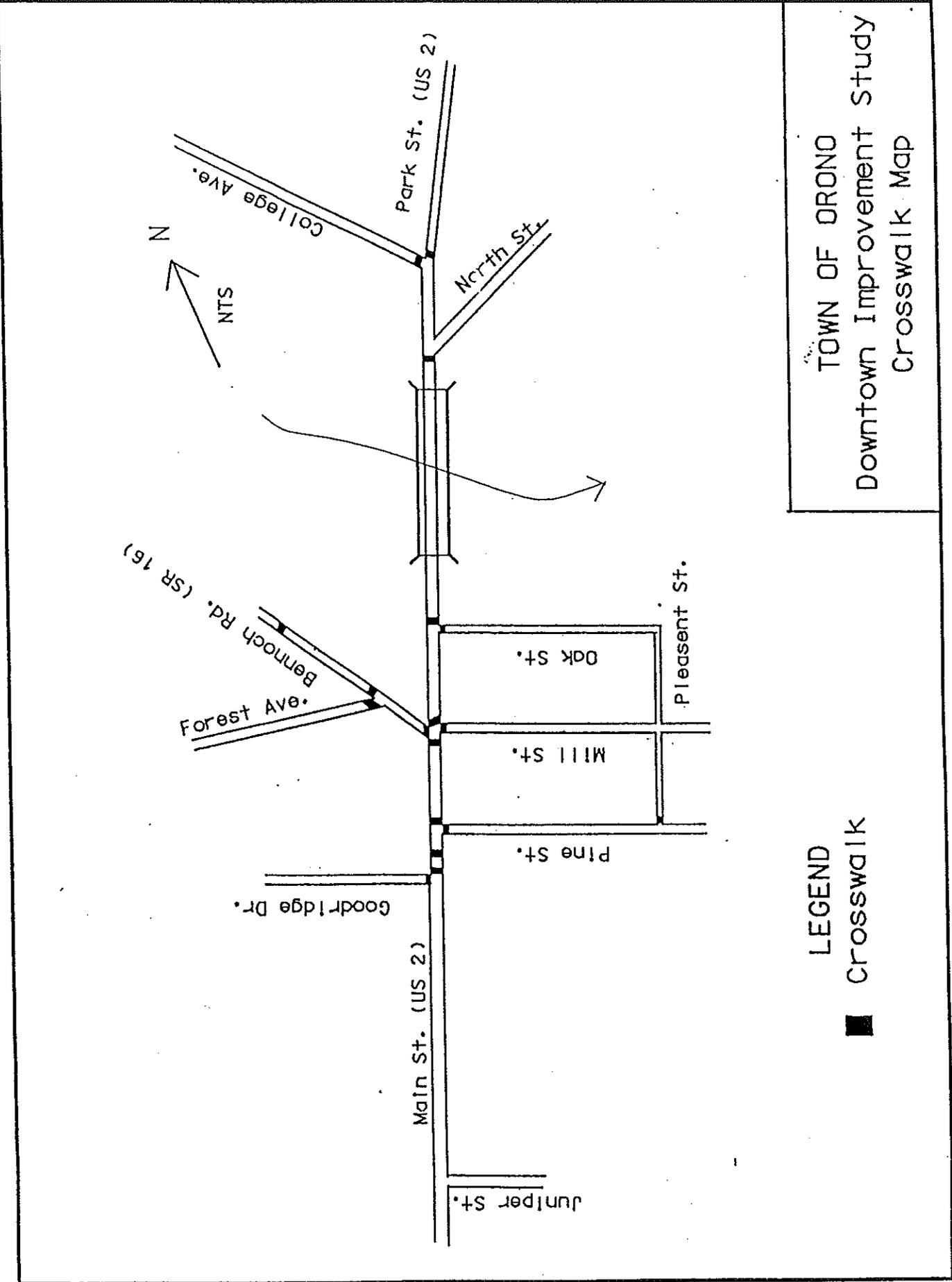
Appendix C
Background Traffic Data



TOWN OF ORONO
 Downtown Improvement Study
 Traffic Volumes Map
 Source: 1993 BACTS Data

LEGEND

xxxx Annual Average Daily Traffic



TOWN OF ORONO
Downtown Improvement Study
Crosswalk Map

LEGEND
■ Crosswalk