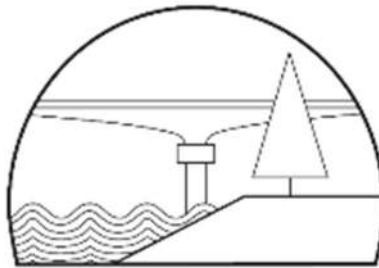


Norcross Point & Public Beach Redevelopment Plan

Winthrop, Maine
May 20, 2021



Prepared By



BAKER DESIGN CONSULTANTS
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BDC No. 21-09

Acknowledgements

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1. Executive Summary

1.a. Introduction

Norcross Point and the Public Beach are two town properties located on Maranacook Lake in Winthrop, Maine. The Town has partnered with Kennebec Valley Council of Governments (KVCOG) and Baker Design Consultants (BDC) to create a Redevelopment Plan that identifies opportunities to improve and update these public facilities.

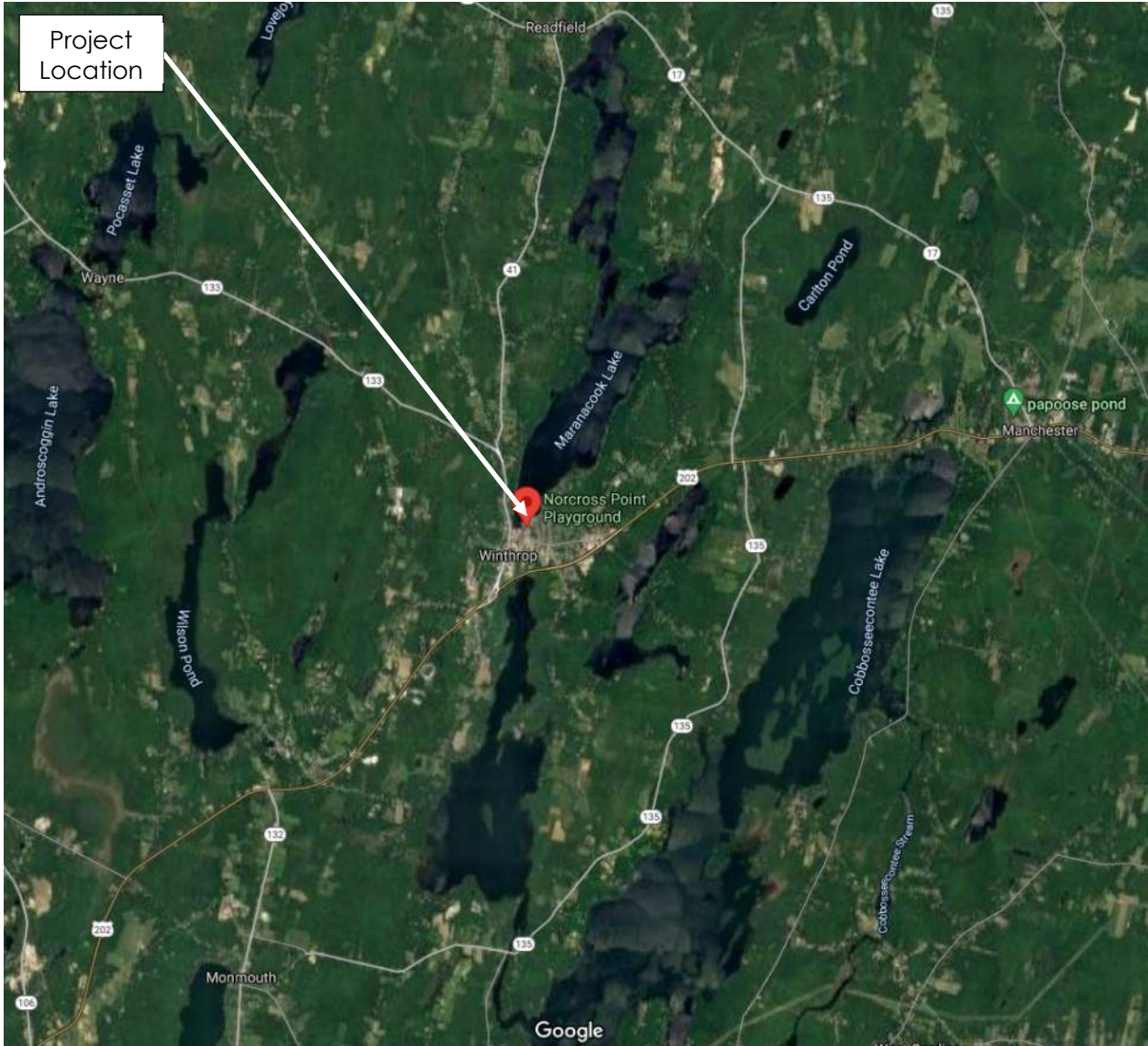


Figure 1 – Project Area (Image from Google Earth)

1.b. Background

Norcross Point and the Public Beach, located in the heart of the downtown Winthrop Village area, have provided waterfront access and passive outdoor recreation for the community and its visitors since the 1970's. The facilities include a boat launch, floating docks, a swimming area, public restrooms, a gazebo, park amenities, veterans memorials, parking, and pedestrian walkways. The Town has maintained these facilities, but heavy use has taken its toll and they are tired and in need of repair. For example, the playground at Norcross Point was recently removed due to reported unsafe conditions. The Town of Winthrop understands these assets are unique and highly valued by the community. In commissioning this Redevelopment Plan, the Town shows a commitment to upgrade and improve Norcross Point and the Public Beach for future generations. As outlined in this report, this enthusiasm and resolve is matched by a wide range of stakeholders that have committed to this endeavor.

The Town goals for the Redevelopment Plan include:

- A comprehensive assessment of current site conditions;
- Engagement with and feedback from town residents, stakeholder groups, downtown businesses and visitors; and
- Maintaining the community's vision identified in the 2010 Comprehensive Plan.

The Redevelopment Plan is intended to provide guidance to the Town as it makes prioritized decisions to implement the proposed improvements in a phased approach, that is suitable to their funding, operations and maintenance capabilities.

A Key component of the Redevelopment Plan is that it is 'actionable' with a comprehensive list of capital improvements that can be considered for grant funding. As an initial step, the Town will seek funding for final design, permitting and construction through the federal Land and Water Conservation Fund (LWCF) program for near-term improvement needs that meet the Maine Department of Agriculture, Conservation and Forestry (MaineDADF)'s administered LWCF priority goals as noted in the 2020-2025 Maine State Comprehensive Outdoor Recreation Plan (SCORP) including:

- Prioritized rehabilitation, upgrades and revisioning of existing sites to meet current and future outdoor recreation needs;
- Investment in infrastructure improvements that make ongoing maintenance more sustainable; and
- Assurance that trails and other infrastructure are sustainably designed to minimize future rehabilitation.

The near-term improvements include project elements that are eligible the Maine Boating Facilities Fund (BFF) program administered through MaineDADF's Bureau of Parks and Lands.

Both the LWCF and BFF programs have financially supported past improvements to Norcross Point.

The Redevelopment Plan will also serve as a long-term guide for future phase actionable improvements to expand and improve public use and enjoyment of the area beyond what the current facilities offer.

1.c. Redevelopment Plan Elements

A list of the proposed Redevelopment Plan elements include:

Norcross Point

- **Boating**
 - Floating Docks
 - Boat Launch
 - Boat Inspection / Wash Station
- **Site Access, Parking and Pedestrian Circulation:**
 - Access Drive
 - Parking Lot
 - Walkways
- **Shorefront Stabilization:**
 - Stone Toe Armoring
 - Vegetative Buffers
- **Park Amenities:**
 - Restrooms
 - Gazebo
 - Veterans Memorials
 - Playground
 - Signage, Trash Receptacles & Bike Racks
 - Lighting, Security Cameras & Public WiFi
 - Park Space Delineation
 - Picnicking & Seating
 - Landscaping

Public Beach

- **Swimming**
 - Concrete Swim Pier Removal
 - Swim Area Delineation
 - Lifeguard Chair
- **Site Access, Parking and Pedestrian Circulation:**
 - ADA Access to Beach
 - Parking
 - Sidewalk

- **Shorefront Stabilization**
 - Stone Toe Armoring
 - Vegetative Buffers
- **Site Amenities**
 - Signage, Trash Receptacles & Bike Racks
 - Lighting, Security Cameras & Public WiFi
 - Beach Area Space Delineators
 - Picnicking & Seating
 - Landscaping
 - Temporary Restrooms

Connections to Neighboring Downtown

- **Moorings & Docking**
- **Bowdoin Street**
- **Mill Stream Trail**
- **Satellite Parking**

1.d. Estimated Cost of Redevelopment Plan

Total project cost for construction of the full Redevelopment Plan is estimated to be approximately **\$3,500,000** in 2021/2022 dollars. A summary table breaks down the various elements anticipated to be implemented as either standalone projects, or as projects that may be implemented in phases. It is recognized that these costs and combinations will need to be periodically updated and tailored to funding opportunities as the Redevelopment Plan moves forward.

Some alternative facility options and associated additions or deductions in cost to the project estimates are provided in the report for further consideration by the Town (i.e. stone dust surface walking path vs hot mix asphalt surfaced walkways).

The *Redevelopment Plan Implementation Section* of the report provides recommendations for additional cost factors such as facility operations and maintenance, funding opportunities, construction sequencing for components of the plan. These recommendations will need to be adjusted as elements of the plan are completed.

See Appendix C for a detailed breakdown of project costs.

Elements of the Redevelopment Plan that have historically been sponsored and maintained by organizations, volunteers and other property stewards (i.e. Veterans Memorials) have not been included in the cost estimates provided.

There are opportunities that are complementary to the Redevelopment Plan for Norcross Point and the Public Beach, such as paths and trails that improve connectivity to downtown Winthrop Village that need further planning and public discussion. Cost estimates have not been included for these items.

NORCROSS POINT - FACILITY PROJECTS	TOTAL FACILITY CONSTRUCTION COSTS
DEMOLITION OF RESTROOM BLDG & BOAT WASH STATION	\$40,625
BOATING FACILITIES	\$392,000
FLOATING DOCKS	
BOAT WASH STATION	
PARKING LOT EXPANSION - FULL DEPTH	
PARKING LOT RESURFACING	
(2) VAULT TOILET RESTROOMS	
SHOREFRONT STABILIZATION - 50 FT EA SIDE OF LAUNCH	
SHOREFRONT STABILIZATION - PARK	\$655,750
PEDESTRIAN WALKWAYS	\$25,050
NEW WALKWAY SPUR & EXISTING WALKWAY RESTORATION	
SITE AMENITIES	\$65,413
GAZEBO METAL RAILINGS	
PLAYGROUND - MANUFACTURED SYSTEM	
SIGN & POST + (2) INFORMATIONAL KIOSKS	
TRASH RECEPTACLE	
BIKE RACK	
LIGHTING - PER TOWN LED UPGRADE PROJECT	
TRENCHING & CONDUIT - SECURITY CAMERAS & WiFi	
PARK SPACE DELINEATION - TIMBER GUARDRAIL	
PICNIC TABLE	
BENCH	
EV CHARGING STATION	
POWER SUPPLY / CONTROL PANEL	\$56,000
PUBLIC BEACH - FACILITY PROJECTS	
DESCRIPTION	TOTAL FACILITY CONSTRUCTION COSTS
CONCRETE SWIM PIER REMOVAL	\$62,500
LIFEGUARD CHAIR	\$3,125
ADA PEDESTRIAN ACCESS TO BEACH	\$16,875
SEASONAL ADA ACCESS - SEATING TO SHORELINE	
PAVED WALKWAY - BOWDOIN ST TO SEATING	
PEDESTRIAN SAFETY ADJACENT TO BOWDOIN ST	\$129,375
SIDEWALK ADJACENT TO ON-STREET PARKING	
DELINEATION FENCING ADJACENT TO SIDEWALK	
SHOREFRONT STABILIZATION - PARK	\$611,875
WATERFRONT SEATING - STONE	\$343,750
SITE AMENITIES	\$20,875
SIGN & POST + (1) INFORMATIONAL KIOSK	
TRASH RECEPTACLE	
BIKE RACK	
TRENCHING & CONDUIT - SECURITY CAMERAS & WiFi	
PICNIC TABLE	
BENCH	

Table 1 – Summary of Redevelopment Plan Project Costs

1.e. Action Plan

Appendix E of this study provides concept design plans for the recommended facility improvements at Norcross Point and the Public Beach.

The implementation of any public facility project cannot be success without a high degree of support from the community.

Suggested next steps for the Town of Winthrop to take to implement the Redevelopment Plan improvements are outlined below:

Implement Public Awareness Program

- Develop a clear understanding of what may happen to the facilities if no improvements are made to remove, repair, renovate, or expand upon the infrastructure in place.
- Reinforce the community's goals for sustainable access to Maranacook Lake.
- Consider changes to the community that would occur with the implementation of the Redevelopment Plan measures presented. Discuss cost / benefit decisions (i.e. capital costs and social costs of implementing improvements such as complete streets initiatives along portions of Bowdoin Street to improve pedestrian, bicycle and vehicular safety, while also having traffic circulation impacts to the surrounding neighborhoods.)

After the Redevelopment Plan improvements reach community consensus for prioritized implementation, and initial phase improvements acquire funding for final design, permitting and construction, the Town of Winthrop should develop an implementation plan for future phased improvements that includes:

- Completion of boundary and topographic survey, design development and regulatory permitting approvals for all facility projects anticipated to be completed in the next 2-10 years;
- Designation of a project champion (i.e. the Steering Committee or dedicated town staff) to continue to monitor the Redevelopment Plan and make sure it aligns with the community's current goals on an annual basis at a minimum.
- Development of a funding strategy for remaining recommended Redevelopment Plan elements;
- Coordination with other public infrastructure projects in the vicinity of the Town's properties; and
- Construction of Redevelopment Plan Elements (Phased as necessary due to project scale, coordination with other community functionality/access needs at the properties, and availability of funding).

2. Existing Conditions (General)

2.a. Physical Site Conditions

Norcross Point and the Public Beach area are shorefront properties with exposure to the environmental conditions of Maranacook Lake.

Both properties are flat in grade, with slopes at around 3-5% over lawn and parking areas. Both properties' embankments are approximately 3-feet in height above the normal lake high water level. There is an approximate 6-foot rise in grade between the parking lot at Norcross Point and the abutting property to the south.

The Public Beach property and most of Bowdoin Street connecting the properties is within the FEMA 100-Year flood zone. The first 25 to 50-feet of park space from the shoreline at Norcross Point is also in the FEMA 100-Year flood zone.

Both properties have significantly eroded shorelines with displaced round cobbles and boulders, exposed soils and limited vegetative growth. Upland areas of both properties are predominantly covered by lawn and impervious surfaces, with trees and shrubs along the perimeters of the properties. Norcross Point has a few ornamental gardens and some additional trees and shrubs around the building structures and the parking lot.

Both properties appear to be well drained and do not show significant signs of erosion from upland stormwater flows.

Norcross Point has overhead electric, cable/data service lines, as well as subsurface water and sewer service lines extending into the park from Bowdoin Street and the Public Beach has access to these services located adjacent to the area within Bowdoin Street. These utility services have been in place at the properties for as long as the park facilities have been in use and no changes to them are proposed.



View Looking North At Norcross Point, March, 2021



View Looking Northwest At Public Beach, March, 2021

The following table notes a comprehensive list of elevations relative to the physical conditions at Norcross Point and the Public Beach.

Note: All elevations in this study refer to the North American Vertical Datum of 1988 (NAVD88)

PROJECT ELEVATIONS (BY DATUM)			
ELEVATION	NGVD29 (ft)	NAVD88 (ft)	Notes
BOWDOIN STREET	217.1	216.6	AVERAGE ELEVATION BASED ON LIDAR CONTOUR DATA
FEMA 100-YR BASE FLOOD ELEVATION	215.6	215.0	EFFECTIVE FEMA FLOOD ZONE AE; JUNE 16, 2011
FEMA 500-YR STILLWATER ELEVATION	215.6	215.0	FEMA FLOOD INSURANCE RATE STUDY; JUNE 16, 2011
FEMA 100-YR STILLWATER ELEVATION	215.3	214.7	
FEMA 50-YR STILLWATER ELEVATION	215.1	214.5	
FEMA 10-YR STILLWATER ELEVATION	214.7	214.1	
TOP OF SHOREFRONT EMBANKMENT	214.4	214.0	AVERAGE ELEVATION BASED ON LIDAR CONTOUR DATA
MAXIMUM WATER LEVEL OBSERVED (2005)	214.3	213.7	MARANACOOK LAKE WATER LEVELS BASED ON COBBOSSEE WATERSHED DISTRICT LAKE LEVEL DATA
MAXIMUM WATER LEVEL (SPRING STANDARD)	213.0	212.4	
MAXIMUM WATER LEVEL (SUMMER STANDARD)	212.0	211.5	
NORMAL HIGH-WATER LEVEL (EST. 2010 BY CWD)	211.5	211.0	
MAXIMUM WATER LEVEL (WINTER STANDARD)	211.0	210.4	
LOWEST WATER LEVEL OBSERVED (1979)	209.1	208.5	
MINIMUM WATER LEVEL	209.0	208.4	
NATURAL LOW-WATER LEVEL (3-FT BELOW NHWL PER SLL)	208.5	207.9	

Table 2 – Redevelopment Plan Project Elevations

2.b. Facilities

The existing conditions of the facilities at Norcross Point and the Public Beach vary. Most of the facilities have been serving Winthrop’s public outdoor recreation and boating interests on Maranacook Lake for 20 years or more and are in need of repair and improvement.

A condition assessment of each element is discussed in greater detail under *Section 3* of this report, in consideration of options to remove, repair, renovate or replace them.

2.c. Community Profile

The Town of Winthrop, located in Kennebec County, Maine is within short driving distance of Lewiston / Auburn and Augusta, and is approximately 45 miles north of Portland. Winthrop was established in 1771. The Town area consists of approximately 37.9 square miles. 6.7 square miles of which are water bodies.

The latest U.S. Census bureau population estimate as of July 1, 2019 is 5,993. This estimate represents a slight decrease of (-) 1.6% from the last official consensus report on April 1, 2010 noting a population of 6,092. Winthrop's population is reported to approximately double during the summer months as seasonal residents return to Winthrop's lakes and ponds.

Winthrop is a largely rural, residential community. The village of East Winthrop supports a post office and a variety of outdoor recreational uses between Little Cobbosseecontee Lake and Cobbosseecontee Lake. The historic downtown Winthrop Village has a diverse mix of dense housingm civic, commercial and industrial uses. Winthrop Village is between Maranacook Lake and Annabessacook Lake. Norcross Point and the Public Beach are within this downtown area. Mount Pisgah Conservation Area is a popular outdoor destination to the west of Winthrop Village.

Winthrop is accessed primarily by road via state routes 41, 133, 135 and 202. Pan Am operations a freight service rail line running north and south, along the west side of Maranacook Lake.

Norcross Point and the Public Beach are located at the southern end of Maranacook Lake. Norcross Point is located at 90 Bowdoin Street and is identified on Town Tax Map 31 as Lot 31. The Public Beach property is located at 130 Bowdoin Street and is identified on Town Tax Map 31 as Lot 224.

Maranacook Lake is bordered by Winthrop as well as Readfield, Maine.

2.d. Lake Environment and Potential Climate Change Factors

Maranacook Lake is an approximate 1,844 acre freshwater lake bordered by Readfield to the north and Winthrop on the west, east and south sides of the lake. The mean depth is approximately 30 feet and reaches a maximum depth of approximately 128 feet. The lake supports coldwater and freshwater fisheries and no known invasive aquatic plant infestations have been identified.

There are some key environmental factors that are important to consider both in terms of historic trends and predicted future changes as the Town of Winthrop moves forward with a plan for redevelopment of its waterfront properties at Norcross Point and the Public Beach area. They include:

Lake Water Levels

Maranacook Lake experiences fluctuations in seasonal water levels that are monitored and controlled by the Cobbossee Watershed District (CWD). CWD has been recording lake level data since August of 1975, with full-year records recorded since 1978. Water level monitoring

equipment is currently located at the Bowdoin Street Bridge immediately upstream of the outlet dam to Mill Stream.

CWD set water level standards for Maranacook Lake in 1981. With recent changes to the dam, those standards will be slightly revised in the near future. The standards set a range within which dam owners should keep the lake level at various seasons:

- The Summer maximum water level is set at 211.54
- The Winter maximum water level is set at 210.37
- The Spring maximum water level is set at 212.37

These levels are not targets to maintain, but rather maximum flood targets. Dam owners are expected to make all efforts possible to keep the flooding to that level or less if possible, and then to bring the lake level back down to near full pond levels as quickly as possible. Historic records indicate that maintaining expected flood levels has not always been achievable.

The lake normal high water level was determined in the late 1970's to be 211.54, however, by the 1990's it became apparent that level was a little high to protect against erosion. A previous dam owner modified the dam in 1995 such that outflow capacity was reduced and water levels increased. In 2006 a dam modification tried to address the increase in lake water levels but the solution was found to be insufficient. In the last decade CWD has re-set the full pond level goal to be 211.04. 2019 dam reconstruction is intended to maintain CWD's current full pond level goal.

Flooding

There is an extensive amount of historical flood data that FEMA FIRMs and most current regulatory policies are based on. There is also an increasing amount of scientific climate change study and predictive storm modeling data that is continually being refined.

- The Town of Winthrop participates in the National Flood Insurance Program (Community ID #230072). FEMA has recently updated a Flood Insurance Rate Study (FIS) for Kennebec County effective July 16, 2011.
- FEMA has recently developed a Flood Insurance Rate Map (FIRM) for the Town of Winthrop effective July 16, 2011.

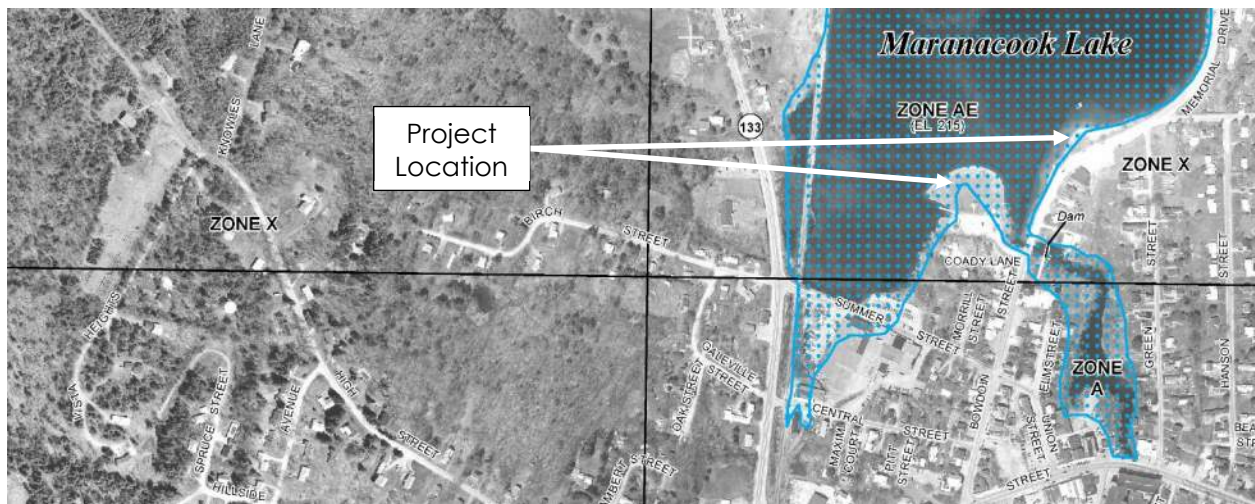


Figure 2 – FEMA Flood Insurance Rate Map for Winthrop, Maine

These FEMA 100-Yr BFEs have a 1% annual chance of occurrence within any given year. This prediction is based on historic data and does not consider potential increases in flood elevation or rate of recurrence due to predicted future climate change scenarios. FEMA cannot say with any greater level of certainty that future conditions will be under or exceed these flood levels, nor do they predict changes in the rate of recurrence and annual exceedance probabilities of these flood events over a 100-Yr period.

- The effective FEMA 100-Yr BFEs are based on the 100-Yr storm of record that occurred during December of 1973 which produced a water elevation of 214.9 feet.
- Future flood impacts are challenging to predict with exact certainty. A 0.2% or 1% flood, or a 100-Yr BFE or 500-Yr BFE respectively, doesn't sound like something that poses an eminent threat, yet the rate of annual exceedance probability can vary and has been increasing in recent decades. An example of this was the back-to-back storms (Irene and Sandy) that occurred within one year of each other and exceeded 500-year storm conditions in several areas across the northeast. It should also be noted that it has been almost 50 years since the last 100-Yr flood of record occurred on Maranacook Lake. The terms 100-Yr flood and 500-Yr flood, or 1% and 0.2% chance are often misunderstood and should be looked at more in terms of recurrence intervals (years) and annual exceedance probabilities (%). A 100-Yr flood has a 1% chance of occurring in any given year. Over a 10-year period, there is an approximate 10% chance of a 100-Yr flood occurrence, and so on. Add in the increasing frequency of extreme flood events and SLR over the past couple of decades in comparison to the previous century and the 100-Yr flood probabilities increase as the historic flood of record is less substantial than events we are experiencing more recently and at higher frequencies.

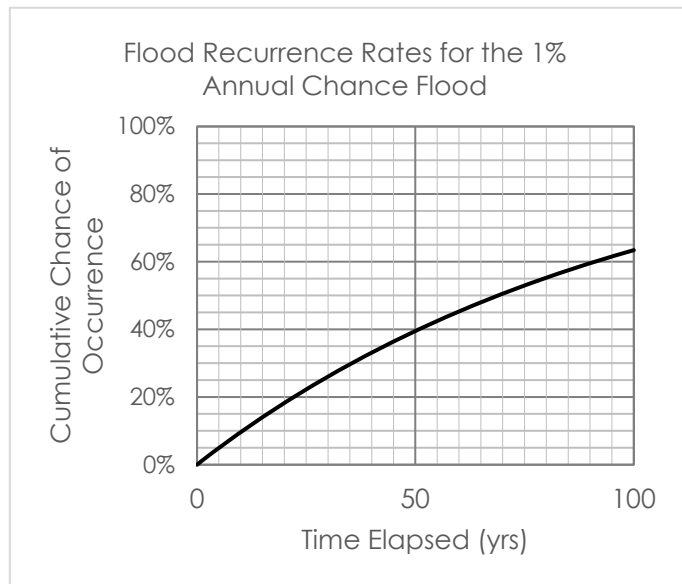


Figure 3 – Binomial Distribution of 100-Yr Flood Event Over any 100-Yr Period

- Often perceived flood risks don't always match actual flood risks, especially when flood elevation estimates and lines on maps are based on historic information only and may not reflect what is occurring today, nor what may become increasingly likely to occur in the future. Having lines drawn on the FEMA FIRMs should not give the community a 100% sense of comfort that those are the limits of flood boundaries. If the outlet dam from Torsey Lake, and/or the outlet dam at Mill Stream are impaired for example, then flood conditions could increase at Norcross Point and the Public Beach.

Wind and Waves

Wind and waves have varying levels of impact on Norcross Point and the Public Beach. Winds typically prevail from the south or the northwest over Maranacook Lake, with the strongest winds approaching from the northwest to north during the fall and winter months. Norcross Point and the Public, located at the southern end of Maranacook Lake, are sheltered from the southerly prevailing winds, typically occurring during the spring and summer, however the sites are exposed to the stronger prevailing winds during the fall and winter months. During the winter when the lake is typically frozen, impacts from the prevailing winds are minimized at the properties. During the fall, the stronger prevailing winds from the north and northwest have the most impact on the shorefront of the properties.

Average windspeeds during the fall and winter periods are approximately 10 mph with maximum winds recorded at 47 mph or greater.

The maximum unobstructed fetch lengths across Maranacook Lake to the properties are approximately 1,000-LF from the northwest and approximately 4,000-LF from the north. The width of the fetch area for both of these wind directions is approximately 1,000-FT.

The mean depth of the lake is 30 feet and reaches shallow depths of 6 feet or less within 25 feet of the shoreline at the properties.

Wind generated wave heights will vary with wind direction and strength. It is recommended that a wind wave analysis be completed to confirm the size and thickness of stone selected for shore armoring and repair.

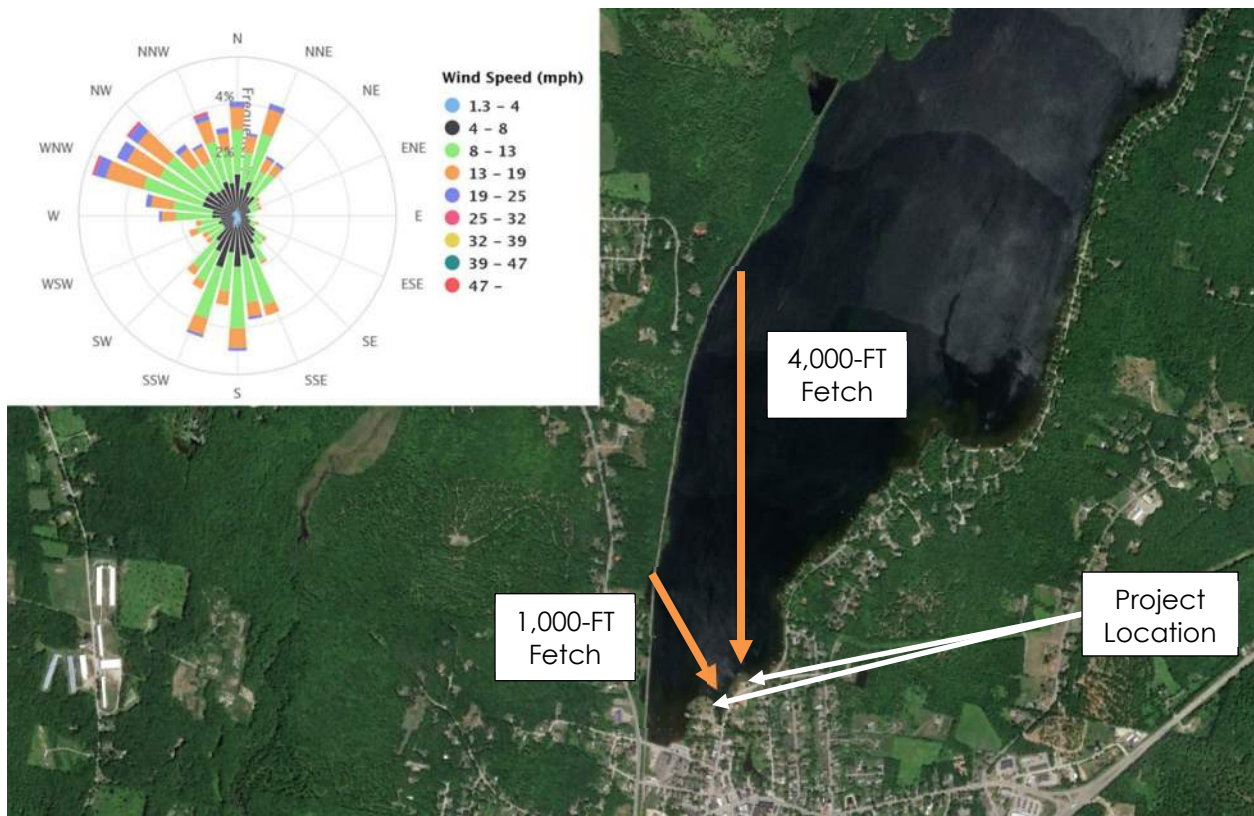


Figure 4 – Google Aerial Image / cli-MATE Wind Rose Chart (Augusta AP Sta.: Jan 1949–May 2021)

Precipitation

Most of the environmental factors influencing Norcross Point and the public beach area are from Maranacook Lake water levels, influenced largely by rainfall and droughts. Recent trends in climate change in the area have resulted in longer summer drought periods with an increase in less frequent, high intensity precipitation events. Both of these conditions if continued, suggest that the range of observed high and low water levels could expand, however the lake levels are managed by the dam and precipitation is not expected to have an overall significant effect on the project area.

On shore stormwater flows appear to be adequately handled across the well-drained and relatively flat sites.

2.e. Regulatory Considerations

Local, State and Federal regulatory permits and submerged lands lease easements will be required for most of the facility improvements at Norcross Point and the Public Beach, either within or immediately adjacent to Maranacook Lake. The lead agencies are listed below together with permit considerations associated with the resiliency concepts recommended to mitigate potential flood risks to the Main Street Corridor and Breakwater. Moving forward into design development, it will be necessary to continue to engage lead and sub agencies in design development.

Local

The properties are located entirely within the Town of Winthrop's Shoreland Zone. The public park and recreational uses at Norcross Point and the public beach area are consistent with the Town's allowed land uses within the Shoreland Zone. Many of the proposed Redevelopment Plan improvements to these facilities will require local approval by the Codes Enforcement Officer and/or the Planning Board. Development standards within the Shoreland Zone are as follows:

- Public and Private Recreational Facilities:
 - Principal and Accessory Structures Setback 100 Feet from normal high-water line
 - Principal and Accessory Structure Expansion 30%
 - Principal and Accessory Structure Max. 35 Feet
 - Lowest floor elevation within FEMA 100-Yr Zone 1-Foot above BFE
 - Max Non-Vegetated Lot Coverage 20%*

** Maximum non-vegetated surface lot coverage does not apply to Norcross Point as a public boat launching facility.*

- A minimum 15-foot width vegetated buffer is required perpendicular to the normal high-water line. A 4-foot wide footpath may traverse the buffer.

State

- The MaineDEP is the clearing house for all state agencies that are concerned with the impact of the proposed projects on freshwater wetlands, and coastal wetlands and intertidal areas. These projects are subject to permitting under the Natural Resources Protection Act (NRPA). The following MaineDEP permits may be required:



- Projects eligible for approval under NRPA Permit-By-Rule(PBR) permit include:
 - Removal of the concrete pier swim platform
 - Shoreline stabilization may be permitted under an NRPA PBR for a riprap project with impacts up to 100 feet of shoreline, either as a single project or in a phased approach over time, with total footage accumulating up to the 100 foot maximum.
 - Improvements to the public boat launch may be approved under and NRPA PBR. NRPA PBR
- Projects eligible for approval under and Individual NRPA permit include:
 - Shoreline stabilization projects exceeding 100 feet of shoreline, either as a single project, or in a phased approach over time/

(Note):

- A review of Beginning With Habitat mapping indicates no high value plant and animal habitats within or adjacent to the project area.
- Temporary structures including floating docks located on the lake for less than 7 months out of any given year, if part of a larger NRPA activity, are subject to NRPA standards.
- MaineDEP Permit No. L-3277-08-A-X was approved May 20, 1977 for the public boat launch at Norcross Point.
- No record of other MaineDEP permits for Norcross Point or the Public Beach were readily available for review.
- The MaineDACF Bureau of Parks and Lands (BPL); Submerged Lands Lease (SLL) Program
 - Winthrop has received an SLL No. 0099-L-3044 for the boat ramping and floating docks at Norcross Point dated October 18, 2001, which continues through December 31, 2030. An amendment to this lease may be required if the floats or ramp are expanded further into Maranacook Lake. An amendment may also be required for fees charged for slip rentals and should be discussed further with the State if the current SLL is amended.
 - A new floating dock system as part of a future public / private collaboration south of Norcross Point on Maranacook Lake may require a submerged lands lease for any portion of the floating dock system beyond “the natural low-water mark” for impounded lakes, estimated at the low-water mark of the lake in an unimpounded state. (Estimated at 3-FT below the Normal High Water Level in accordance with the Town’s current Submerged Lands Lease at an elevation of 208.5-FT)

Federal

- The New England District of the U.S. Army Corps of Engineers (ACOE) regulates construction and other work in navigable waterways under Section 10 of the Rivers and Harbors Act of 1899, and has authority over the discharge of dredged or fill material into “waters of the United States”, including all wetlands, under Section 404 of the Clean Water Act.

- A Program General Permit may be required for:
 - Fill associated with the shorefront stabilization.
- A Self-Verification Notification Form may be required for:
 - Temporary impacts associated with removal of the concrete pier swim platform at the public beach.



**US Army Corps
of Engineers®**

No record of ACOE permits for Norcross Point or the public beach area were readily available for review.

3. Norcross Point

The public is drawn to Norcross Point as Winthrop's public boating access point to Maranacook Lake, its close proximity to the Town's commercial and residential core, and for the outdoor passive recreational park facilities it provides with scenic Maranacook Lake in the background. While the Town has an abundance of lakes for water-based activities, there are few public access points to them. Norcross Point services the Town's basic need for water access and is centrally located in the heart of Winthrop Village.

The Town of Winthrop reports that Norcross Point was supported by LWCF funding in the past and the state reports that the BFF program has also provided funding support for the boat launch at Norcross Point.

The property boundary information is based on Town tax map data. No known boundary or topographic survey data of the properties was readily available for BDC review.

The Town owns the Norcross Point property. Access to the site is from the public boat launch and Bowdoin Street which is a public right-of-way. No right of ways or easements on the upland portions of the properties are known. The Town does have a submerged lands lease agreement with the State of Maine for the in-water floating dock and boat ramp facilities.

Acquisition of onshore lands for the proposed improvements at Norcross Point are not anticipated. The Town may be required to amend its submerged lands lease with the state for expansion of the floating dock system further into Maranacook Lake.

All facilities at Norcross Point are ADA accessible and proposed improvements will also meet ADA requirements.

The property is open to the public 7 days a week, year-round and receives varying levels of use throughout the year. Peak use of Norcross Point is typically from late spring to early fall, with park visitors, boaters, fishermen and periodic concert attendees frequenting the site. During the winter months ice fishing and snowmobiling activities are the predominant uses at the site.

Norcross Point is somewhat limited by its physical size and minimal on-site and adjacent parking opportunities. The Redevelopment Plan recommends that the Town explore opportunities to improve pedestrian and bicycle connections from Norcross Point to the surrounding downtown area and satellite parking areas, given its proximity to a dense residential and commercial area within a mile of the property.

The Redevelopment Plan proposed improvements seek to maintain the existing capacity of users of the facilities at Norcross Point. The improvements will require significant public support and capital funding to ensure that the facilities are maintained sustainably to serve the community for several decades to follow.

Boating Facilities

Norcross Point is the primary public boat launch on Maranacook Lake in Winthrop. Another public boat launch is at the northern end of the lake in Readfield. Boating facilities include:

- A single trailer use, pre-cast plank ramp boat launch with paved approach for motor and hand carry boaters
- Riprap and vegetative shorefront stabilization on the adjacent shoreline
- Temporary timber boarding floats with concrete abutment adjacent to the ramp
- Timber floating docks for up to 16 berthing slips

- Seven (7) boat trailer parking spaces including one (1) designated ADA parking space.
- A boat wash station with subsurface waste collection tank
- A plastic bait and fishing tackle waste disposal station
- An Information kiosk and signage
- Part-time boat inspection services

Descriptions of each of these facilities and proposed improvements to them are as follows:

Public Boat Launch

- The boat launch was substantially improved in 2001 / 2002 with funding support from the BFF program and is still in fair condition. The BFF provided additional funding support to replace boarding floats in 2012. The BFF program expects the floats to last 12 to 15 years before they are eligible for replacement. The BFF encouraged the Town to submit a 2021 pre-application request for facility improvements and the Town did so during April of 2021. Representatives of the BFF visited the site with Steering Committee Chair Andy Wess on April 26 at a pre-application site visit and indicated that improvements to the facilities including the parking lot, restrooms, boat inspection area / wash station and shorefront stabilization within 50 feet either side of the boat ramp would be eligible for BFF funding during the 2021 application process.
- The floating timber docks have foam billets. Both of these materials are anticipated to reach the end of their life expectancies with the next 3-5 years and the Town should consider replacing them soon. The Town has noticed that larger boats in recent years have been using the floating docks and the size of pontoon boats in particular, does not always allow for two boats to use the internal double berthing slip areas at a given time. The Town has reached on to a float manufacturer for a quote to replace the existing floats with a new system that expands each internal double berthing area width from 16 feet to 18 feet to accommodate the larger boats. The Town may elect to work with the vendor that the have contacted directly. If the Town intends to use state and/or federal funds to support the replacement of the floating docks then they should wait to discuss the project further with the funding agencies after grant applications are awarded as sole source vendor products may not be eligible under their funding program(s).
- The informational kiosk with educational signage adjacent to the boat wash station is somewhat out of the way from pedestrian traffic around the boat launch. It is recommended that the Town relocate the kiosk between the boat ramp and the walkway to the floating docks, and continue to update the informational signage as appropriate to educate users of the facilities about the rules of the park and to provide environmental information about Maranacook Lake.
- The boat wash station receives limited use and the Town does not recall when the subsurface waste collection system was last cleaned out. The proposed improvements to these facilities recommend that a dedicated pull-off space adjacent to the boat launch be created. This will allow CWD's boat inspectors to review boats as they launch and as the come out of the lake, while allowing adjacent traffic to circulate

around the parking lot. A new boat cleaning station is recommended to be installed adjacent to the inspection area. Newer designs in cleaning stations have solar power options, data collection and WiFi capabilities to send the Town data on the use of the equipment, and to notify them when the system needs operations and maintenance. Maine Inland Fisheries and Wildlife is supporting a new boat launch facility on nearby Annabessacook Lake which is also recommending a new cleaning station be installed as part of its current design process. These types of units have been installed at many locations outside of New England and as invasive species are becoming more pervasive in New England and Maine, there is growing need and support for such equipment to maintain healthy ecosystems of the state's public freshwater bodies.

The Town has a submerged lands lease for the boat launch and floating docks that was approved by the State in 2001 and will need to be renewed by the end of 2030. Any improvements to these boating facilities should be reviewed with the Maine SLL program to see if an amendment to the lease is required in association with facility improvements made before the end of 2030.

Site Access, Parking and Pedestrian Circulation

Norcross Point is accessed from the surrounding downtown area off of Bowdoin Street via a paved, two-way access drive. The access drive ends at a paved parking lot. With the parking lot, a one-way vehicular access aisle surrounds interior parking spaces, running clockwise. Pedestrian access to and within Norcross Point is via a system of paved walkways. Both the parking lot and access drive are delineated by boulders to prevent vehicular traffic from entering the park space. Findings and recommendations for improvements to these facilities are as follows:

- Based on visual observations, the access drive appears to be in fair conditions and is suitable for the facility's needs. In the 1980s and 1990s the entrance to the park was gated to maintain park access hours between 4:00am and 10:00pm. It is not known why the gate was removed. Public input during the Redevelopment Plan process suggested that the Town consider replacing it.
- The parking lot provides seven (7) personal vehicle parking spaces and seven (7) boat trailer parking spaces. There is one boat trailer ADA parking space and one personal vehicle ADA parking space. All parking spaces are perpendicular and in the middle of the parking lot, surrounded by vehicular access aisles. It is recommended that the parking spaces be reconfigured as angled spaces. This will allow their lengths to be reduced which will improve access aisle widths and allow for the boat inspection area and four new personal vehicle parking spaces parallel to the park. Curb stops should be installed at the ends of the boat trailer parking spaces to maintain one-way traffic flow.
- Based on visual observations, the parking lot appears to be in fair conditions. Some minor widening of the lot around the perimeter and the landscape islands may be needed pending further detailed design efforts to accommodate the proposed changes. Additionally, trenching through the parking lot may be needed to upgrade the lighting and to provide conduits at a minimum for future security camera and public WiFi systems. It is recommended that the parking lot and access drive be resurfaced with hot mix asphalt after these improvements are made.
- There was public support for an electric vehicle charging station. This space should be installed in one of the new spaces next to the park which will minimize the amount of disturbance to the parking lot to connect electricity to it, and it will minimize the likelihood of damage to the station from impact of vehicles or winter plowing.

- The Town should consider replacement of the delineation boulders with a guardrail system and landscape improvements to improve grounds maintenance and overall park aesthetics.
- A system of 4-foot wide paved walkways provide access to the park from Bowdoin Street, following the north side of the access drive. Within the park, the walkways connect to the floating docks, restroom and gazebo, and provide a perimeter path around most of the shorefront.
- A new walkway spur is proposed to complete the shorefront perimeter path, going around the American Legion Veteran's Memorial.
- A few access points to the shore off of the perimeter path are also recommended through the improved shorefront stabilization to continue to promote bank fishing and viewing areas along the shoreline.
- The existing paved walkways show signs of heaving and cracking. This appears to be largely due to root growth from adjacent trees as well as due to age of the hot mix asphalt. With mature trees established, it is difficult to remedy this situation within potentially impacting the trees. A proposed option to consider is to replace the existing walkways with stone dust surfacing which is more flexible to tree root growth and freeze thaw forces which crack paved surfaces. This surfacing could also be used for the new walkway spur. Stone dust requires more maintenance in terms of periodic weeding. Both surface options are ADA compliant.

Shorefront Stabilization

The shorefront along Norcross point is significantly eroded on most of the property. It is comprised of small, round stones at the toe which have been reset in the past and continue to be displaced, likely due to soil erosion and ice forces, with some concentrated areas exacerbated by snowmobile activities. Above the stones, the embankment is eroded with significant areas of exposed soils. The majority of the top of the embankment above the eroded areas is lawn. Some vegetative buffers are present along the top of the embankment the Veterans Memorials, memorials, boat launch and former playground area. These have had some recent maintenance to remove non-native invasive plant species and are in need of replanting. A granite block retaining wall extends along the shoreline from Bowdoin Street approximately 75 feet. The wall appears to be vertical and in fair condition, however there is erosion of soils occurring behind the wall, most likely migrating through the wall and into the lake near the outlet to Mill Stream. Proposed recommendations to stabilize the shorefront include:

- Replacement of the stone toe armoring with much larger, angular stone material. This material should be set so that it forms a uniform slope at the bottom of the embankment up to height approximately 1-foot above the maximum seasonal lake water level.
- Above the stone to armoring, a vegetative buffer with a mixture of shrubs, perennials and groundcovers should be established. This buffer should extend 5-feet beyond the top of the embankment at a minimum.
- The granite block retaining wall should have the soil material behind it excavated and replaced with filter fabric and crushed stone with a landscape buffer re-established at-grade. This will mitigate additional migration of soil materials through the wall and improve drainage behind it.

Park Amenities

In addition to the boat facilities, parking lot and walkways, there are a variety of park amenities that Norcross Point offers including:

- Gazebo
- Veterans Memorials
- Playground
- Signage, Trash Receptacles & Bike Racks
- Lighting, Security Cameras & Public WiFi
- Park Space Delineators
- Picnicking & Seating
- Landscaping

Descriptions of each of these facilities and proposed improvements to them are as follows:

- The gazebo is a timber structure located within 100-feet of the shoreline and is a grandfathered condition on the site in consideration of the Towns current zoning ordinance. Relocation or reconstruction of similar facilities is not feasible at other locations on the property beside a small area within the parking lot. The gazebo provides shelter from the environment for park user to sit under. It has served a variety of users and interests at the park, including recent use by students as a place to study, and as a location for distribution of meals to the general public. Based on visual observations, the structure appears to be in fair condition. The timber railing around the gazebo perimeter have reportedly be damaged by vandalism in the past. The Town would like to consider replacing them with more durable metal railings. BDC recommends that the Town consider a range of aesthetic options for replacement metal railings. Some are fairly thin and allow for visual observation through them. Others are more ornamental and provide more of a visual break between the gazebo and the surrounding park space and lake.
- Two separate Veterans Memorials are present at Norcross Point. One is maintained by the American Legion, near the boat launch facilities. The other is maintained by the Lions Club on the east side of the park. Both of these have stone memorials, flagpoles and garden space around them. The American Legion memorial has a paved walkway, memorial benches and memorial pavers boarding the walkway. The Lions Club memorial has an elevated paver retaining wall containing the gardens around the memorial and flagpole. The Redevelopment Plan recommends consideration of opportunities to either consolidate these two memorials, limit further expansion into the lawn area, or possibly reduce their size. The Town has had open discussions with both organizations during the Redevelopment Plan process and are considering these options.
- A playground near the park entrance and public restrooms was removed in 2019. The Town considered options to replace it at Norcross Point or to relocate it closer to the Public Beach on American Legion property across Bowdoin Street. There was

- overwhelming public support to keep it at Norcross Point, given limited space at the Public Beach, safety concerns with crossing Bowdoin Street, and historic popularity of its use within the park space at Norcross Point. The Redevelopment Plan recommendations for improvements to the playground include replacement with a manufactured playground system or replacement with a natural play space. The manufactured systems are a more structured play system and are more expensive to purchase. They are ready to assembly in a short period of time and with little site preparation. Natural play spaces have been gaining in popularity again. They incorporate boulders, balancing lots, and other features made out of locally source materials that encourages a less structured play environment for children to engage with each other. They require less expensive materials. They do require more site construct work.
- Lighting systems are present at the site and reportedly adequate to use the park during normal hours of operations, as well as for the police department to monitor the property after hours. The Town of Winthrop has developed a town-wide LED upgrade plan for its lighting fixture, including those in the park. It is not known if the poles or conductors and controls at the park will need to be upgraded. The redevelopment plan recommends that improvements to this system also consider opportunities to provide security cameras and public WiFi. These improvements may be part of a future improvement phase of the project, however spare conduits with pull-ropes should be trenched in and installed at a minimum during any parking lot improvement efforts and/or lighting improvements involving upgrading light poles to reduce the costs of future reconstruction.
 - There are a variety of site amenities in the park that all serve valuable functions in support of other facilities. These include signage, trash receptacles, bike racks, picnic tables, picnic grills and benches. These amenities have been installed in the park over a long period of time and by varying manufacturers. The observed conditions of these amenities varies and several of them appear to be in need of replacement in the near future. The Redevelopment Plan recommends that the Town consider establishing a more consistent aesthetic theme to these amenities. Doing so will improve the overall visual appeal of the park, improving community pride in the facilities and leading to better care.
 - Landscaping has been performed by a combination of volunteer and town staff efforts in the past. The memorial gardens, gardens around the gazebo and restrooms, and the vegetative buffer along the shorefront have been cared for by volunteers while the lawn areas have been maintained by Town staff. The areas appear to be appropriately scaled in relation to the other park facilities and are recommended to remain generally as they exist today. The lawn area in the middle of the park should be maintained as a large, open area to host periodic outdoor public gatherings, and to allow for a variety of outdoor passive recreation opportunities.

The overall electrical and controls systems should be examined, will likely need upgrades associated with other project improvements such as a boat cleaning station, an EV charging station or new lighting and security systems. Design of a new electrical and controls system should

be considered early in the Redevelopment Plan implantation stage to ensure that it is adequately sited in the park and has capacity for future improvement needs.

3.a. Public Beach

The public is drawn to property as Winthrop's only public swimming beach on Maranacook Lake. The facility is in close proximity to the Town's commercial and residential core, providing opportunity for access to the site by means other than personal vehicle. While the Town has an abundance of lakes for water-based activities, there are few public access points to them.

The property is open to the public 7 days a week, year-round and receives varying levels of use throughout the year. Peak use of Public Beach is typically from late spring to early fall, with swimming at the facility organized by the Town through the local YMCA. During the winter months there is limited use of the site as an access point to the lake for ice fishing and snowmobiling activities.

The Public Beach is limited by its physical size and minimal on-site and adjacent parking opportunities. The Redevelopment Plan recommends that the Town explore opportunities to improve pedestrian and bicycle connections, as well as provision of additional parking along Bowdoin Street to improve public safety and access to the facility. It is also recommended that the Town consider options to partner with the American Legion to create pervious surface overflow parking on their property for use by visitors to the beach. The American Legion owns the parking lot across from the beach. When they host activities at their facility, the parking lot is not available to the general public.

The property boundary information is based on Town tax map data. No known boundary or topographic survey data of the properties was readily available for BDC review.

The Town owns the Public Beach property. Access to the site is from Bowdoin Street which is a public right-of-way. No right of ways or easements on the upland portions of the properties are known.

Acquisition of onshore lands for the proposed improvements at the Public Beach are not anticipated.

Facilities at the Public Beach are not ADA compliant. The proposed improvements will meet ADA compliance and improvement pedestrian access and safety along Bowdoin Street and to the beach area.

The Redevelopment Plan proposed improvements seek to maintain the existing capacity of users of the facility. The improvements will require significant public support and capital funding to ensure that the facilities are maintained sustainably to serve the community for several decades to follow.

Swimming

The Public Beach as noted above, is the primary public swimming facility on Maranacook Lake in Winthrop. Swimming facilities include:

- A concrete swim pier
- A delineated swim area within the lake
- Lifeguards
- Waterfront seating

- A sand beach
- Upland lawn space
- On-street parking along Bowdoin Street

Descriptions of each of these facilities and proposed improvements to them are as follows:

Concrete Swim Pier

- A concrete swim pier has been in the lake and in front of the public beach for as long as the facility has existed. Reportedly, a walkway used to extend out to the pier and it may have been used for other boating interests on the lake prior to creation of the public beach. The structure is reportedly in poor conditions and the Town has been exploring options to remove the structure. Beach goers can almost walk out to the structure and the far side of the pier has approximately depths of 6 feet. Removal of this structure could occur as a standalone project with permit approvals from MaineDEP and the USACOE. No permits from either agency, or a submerged lands lease from the state were identified during the Redevelopment Plan process. The Town does not want to replace the structure with a new swim float. If other improvements at the Public Beach or Norcross Point require permitting from MaineDEP or USACOE, then the Town should consider obtaining them in combination with this project. The Town has developed cost estimates and discussed methods of removal with MaineDEP prior to the Redevelopment Plan. These options may be the best choice for the Town to move forward with. Another option for the Town to consider is to reach out to the U.S. Army National Guard to gauge their availability and interest in performing the work.

Swim Area

- The current swim area is delineated in front of the beach and around the concrete swim pier with floating lines. The YMCA reports that it is adequate to meet the needs of the community. The Town inquired about the possibility to expand the swim area all the way to Norcross Point from the current swim area. The YMCA indicated that it might not be something that the state would approve, and if they did, it would require significant addition of lifeguard staff to monitor. The YMCA is not convinced that there is demand to justify the expansion, however the Town could continue to monitor the need and expand in the future if needed.
- The beach within the existing swim area is mostly sand, with some concrete debris and displaced round stone toe armoring mixed in. It is recommended that these materials be removed during shorefront stabilization improvements and improvements to the seating area. Depending on the suitability of the fill material within the concrete pier, excess sand from that structure might be placed as beach renourishment. That activity should be reviewed with MaineDEP.
- The swim area is currently staffed by seasonal part-time lifeguard positions during the seasonal swim period over the summer months. The facility used to have a lifeguard chair which was stored with other beach equipment at the American Legion when not in-use. The YMCA would like to replace the lifeguard chair.

Site Access, Parking and Pedestrian Circulation

- The site is accessed from Bowdoin Street. Currently delineation boulders are present between the property and the on-street parking spaces and there is no clear route to and from the facility. It is recommended that a fence be installed along the length of the property with a sidewalk between the fence and the on-street parking. The sidewalk would end at the crosswalk between the beach and the American Legion parking lot and provide a single point of entry to the beach. The landing at the entry would include ADA compliant detectable warning fields at the crosswalk. To provided ADA accessibility to the swim area, a paved walkway would be constructed to the beach seating, and a seasonal or permanent ramp would be installed from the seating to the shoreline across the beach.

Shorefront Stabilization

The shorefront along the Public Beach and property extending along Bowdoin Street to the lake outlet is significantly eroded on most of the property. It is comprised of small, round stones at the toe which have been displaced, likely due to soil erosion and ice forces. Above the stones, the embankment is eroded with significant areas of exposed soils. The majority of the top of the embankment above the eroded areas is lawn. Proposed recommendations to stabilize the shorefront include:

- Replacement of the stone toe armoring with much larger, angular stone material. This material should be set so that it forms a uniform slope at the bottom of the embankment up to height approximately 1-foot above the maximum seasonal lake water level. In front of the seating area, stone toe material should be keyed in under the new structure to allow for a stable walking surface between the beach and seating.
- Above the stone to armoring, a vegetative buffer with a mixture of shrubs, perennials and groundcovers should be established. This buffer should extend 5-feet beyond the top of the embankment at a minimum.

Site Amenities

In addition to the swimming facilities, there are a variety of site amenities that the Public Beach has or could consider offering including:

- A memorial bench
- Signage, Trash Receptacles & Bike Racks
- Lighting, Security Cameras & Public WiFi
- Park Space Delineators
- Picnicking & Bench Seating
- Landscaping
- Temporary Restrooms

Descriptions of each of these facilities and proposed improvements to them are as follows:

- Lighting systems are present at the site along Bowdoin Street and reportedly adequate to use the facility. The Town of Winthrop has developed a town-wide LED upgrade plan for is lighting fixture, including those along Bowdoin Street. Th redevelopment plan recommends that improvements to this system also consider opportunities to provide

- security cameras and public WiFi. These improvements may be part of a future improvement phase of the project, however spare conduits with pull-ropes should be trenched in and installed at a minimum when the lights are upgraded to reduce the costs of future reconstruction.
- There are a variety of site amenities that could be improved and/or added to support the Public Beach facilities. These include signage, trash receptacles, bike racks, picnic tables, picnic grills and benches like those at Norcross Point. The Redevelopment Plan recommends that the Town consider establishing a consistent aesthetic theme to these amenities that is compatible with one developed for Norcross Point. Doing so will improve the overall visual appeal of the property, improving community pride in the facilities and leading to better care.
 - Landscaping has been performed by town staff efforts in the past. There are no formal gardens, with most of the property upland space maintained as lawn. The addition of vegetative buffers to improve shorefront stabilization will need to be periodically maintained on a minimum annual basis going forward.

The Redevelopment Plan, while focused on Norcross Point and the Public Beach, also considered opportunities to improve the connection of these facilities to the surrounding community in the Winthrop Village downtown area. Some of the opportunities considered included:

- **Mooring Management**
- **Pedestrian and Vehicular Safety Along Bowdoin Street (with Suggested One-Way Vehicular Traffic from Summer Street to Knickerbocker Road)**
- **Mill Stream Trail**
- **Satellite Parking**
- **Expansion of Floating Dock Slips**

These opportunities were presented to the public for feedback and were generally supported for further study.

See Appendix F for Concept Plan Drawings providing additional details of the proposed project elements.

4. Redevelopment Plan Implementation

The information presented in the Redevelopment Plan should serve as technical guidance for the Town of Winthrop to utilize as a technical resource reference tool when making decisions for public facility improvements that reflect the desires of the community.

After the Redevelopment Plan has been completed and the Town has prioritized initial phase improvements, Winthrop will work with the KVCOG to submit an LWCF application to the MaineDACF for funding to support implement of initial phase improvement projects. Shortly after that, the Town anticipates applying for additional funding through the BFF program. Facilities to be improved as an initial implementation phase with support from these programs and local town matching funds are expected to include:

- Parking lot improvements
- Replacement of floating docks
- Replacement of restrooms
- Boat inspection improvements
- New walkway spur
- Concrete swim pier removal
- Shorefront stabilization at Norcross Point and the Public Beach
- Replace lifeguard chair

Often public facility projects, especially those that are anticipated to require significant capital investment, are prioritized based on options that:

- Continue to maintain and operate public facilities "as-is";
- Consider upgrades and improvements to expand the capacity of public facilities;
- Make the public facilities more efficient, sustainable and resilient; and
- Consider discontinuance / abandonment and/or alternatives to relocate or replace the facilities with new ones.

After the Redevelopment Plan is completed and as the Town works through prioritization of facilities for implementation, the Steering Committee, or a new committee or staff department should become the champion of the Redevelopment Plan to ensure that it continues to move forward with public support and is reviewed on an annual basis at a minimum to make sure that the plan is still relevant to the needs of the community.

4.a. Future Phase Prioritized Improvements

In addition to the town-identified initial phase improvements for funding through the LWCF program, and potentially through the BFF program, there are several additional improvements that are recommended in the Redevelopment Plan for the Town's consideration as futures phased improvements to Norcross Point and the Public Beach. They include:

- Complete Streets improvements to Bowdoin Street to improve pedestrian, bicycle and vehicular safety between the two properties.
- Shorefront stabilization adjacent to Bowdoin Street
- Improved pedestrian connections to Main Street along Mill Stream and other downtown neighborhood streets
- Provision of Public WiFi
- Public / Private partnerships to replace moorings with additional floating docks in the downtown area.
- Public Private partnership with the American Legion to construction temporary / pervious overflow parking
- Replacement of wash station
- Sidewalk and delineation fencing between Public Beach and Bowdoin Street
- Replacement of beach seating
- New playground
- Replacement of site amenities
- Resurfacing of walkways
- Gated entrance
- Security cameras
- ADA access improvements to the beach

The future phase improvements should be prioritized by the community after completion of the initial phase of implementation. They may take significant time to fund and construct in subsequent phases. Future phase improvements should be re-examined on an annual basis given potential changing economic factors, cultural and social values, and availability of funding.

4.b. Funding Strategies

Further studies, design development, permitting, construction, and operations and maintenance for project components often need significant capital investment to implement. A well-defined local capital improvement program is essential to prepare funding applications to a variety of competitive sources. These grant / loan programs often include state and federal programs with annually renewed capital resources, and sometimes include less frequent funding opportunities such as state bonds and private philanthropic groups.

Having a comprehensive design with regulatory permit approvals in place will make future implementation projects more “shovel ready” and allow the town to be reactive to periodic funding as it may become available. This would be the case for example with eligibility of projects under recently supported federal CARES Act funding authorized during the COVID-19 pandemic which is still be discussed at the state and federal levels as to how best to allocate it for public improvements.

The Town should also continue to think strategically about opportunities to leverage funds and resources from one or more sources, as support for additional funding resources. The Town is

currently considering this option by pursuing State BFF funds which are eligible as local match for federal LWCF funding which the Town had initially identified as a potential source of capital support for initial phase improvements.

Additional description of each of these potential sources is included in Appendix D

4.c. Boundary and Topographic Survey

The Town of Winthrop should retain the services of a Maine Licensed Land Surveyor to perform boundary and topographic surveys of the Norcross Point and Public Beach properties. Clear definition of ownership of the facilities will be needed for regulatory permit approvals, as well as for use of most state and federal funds. Detailed topographic survey of the sites will be necessary to provide design plans and specifications that are informed by accurate site survey data, giving the Town a greater level of assurance that what is designed is technically feasible to construct and at anticipated construction costs prior to bidding the project. The Town could elect to do separate survey efforts for each property in association with potential areas of initial phase improvements. Costs to break out the survey into separate efforts are expected to be higher than if both properties are surveyed at one time. BDC recommends that the Town coordinate this survey effort with the design of record for final design and permitting of the Redevelopment Plan improvements.

4.d. Design Development and Permitting

The following is a brief description of the design development and regulatory permitting steps that are often involved with waterfront projects involving improvements to public facilities:

Field Investigations

Undertake an assessment of environmental impacts associated with work either in or adjacent to Norcross Point and the public beach areas, along the shoreline and within Maranacook Lake. This task may require support from archaeologists, wetland scientists and wildlife biologists to provide the basis of an environmental assessment as required by regulatory permitting agencies.

The investigation of subsurface conditions to obtain regulatory permits may include:

- Analysis of the quality and depth of native soils and/or aggregate base materials within the parking lot, along the shoreline and under the public beach seating areas;
- Wetlands delineation; and
- Review the presence and extent of historic and archaeologically significant sites as may be required by federal funding agencies and environmental regulatory authorities.

Design Development

Hold public participation meetings throughout each phase of design development to confirm continued support for the project goals and to solicit detailed feedback on the design elements proposed.

Review the impacts of new construction with adjacent property owners to convey an understanding of the benefits of the improvement projects along the shorefront adjacent to Bowdoin Street in particular, where there is a history of personal use of this area by direct property abutters.

Consider the needs for operations and maintenance of the facilities and confirm local resources available / needed to ensure their performance with user assistance as needed going forward.

Complete preliminary designs for future phase project(s) in support of funding applications beyond those in the Redevelopment Plan supported by the initial LWCF application.

Once funding is secured, assess strategies as necessary to construct the project(s) in phases with consideration of adaptation and expansion of the facilities to accommodate potential future site improvements as funding allows.

Develop 75% final design plans for submission to permitting authorities for approval(s) as applicable.

Permitting

Facilitate pre-application meetings with Local, State and Federal regulatory representatives to discuss permit requirements for the project(s).

File applications with property owner and stakeholder support.

BDC recommends that the Town perform design and permitting efforts for the anticipated full range of projects that Winthrop anticipates implementing over the next two to 10 years. Regulatory agencies will want to understand the full scope of intended facility improvements and the Town will likely save some costs by permitting multiple improvements together instead of filing multiple permit applications.

4.e. Construction, Operation and Maintenance

The consultant will prepare contract design documents to assist the Town with bidding the project(s) and selection of a contractor to construct the work. These documents should include funding and regulatory permit requirements for reference during the construction period.

The consultant will assist the Town to facilitate a public bid process and invite qualified contractors to bid on the Redevelopment Plan elements that have local, state and federal funding which will not be completed by volunteers and other stakeholder interests.

The consultant will assist the Town in selection of a qualified, responsive and responsible bidder for approval by funding agencies as required and negotiate a contract to construct the project(s).

The contractor will follow all state and federal best management practices for sediment and erosion control and traffic control.

The Town will continue to notify the public about the project process throughout the construction phase.

The Town and/or consultant representative will provide on-site observation inspectors to document the project work, review quality control inspections, testing of materials and means of construction.

The consultant will assist the Town to respond to contractor requests for information, review contractor payment applications, and perform personnel interviews as may be necessary to meeting funding agency requirements.

The consultant will assist the Town to review the construction work with the contractor, permitting agencies and funding agencies once the project(s) is substantially completed.

The consultant will assist the Town to develop a final punchlist of items necessary to complete to satisfy final payment and release of contractor bonds and insurance certificates.

The Town and volunteer / stakeholder interests will continue to monitor and maintain the public facilities annually with periodic maintenance and operations as required at a minimum, in preparation for and immediately after significant storm events. The Town should re-evaluate or develop new operations and maintenance budget early on in the implementation planning process and before implementing significant facility improvements, both in terms of capital expenditures, staff resources and volunteer support for ongoing maintenance and operations.

APPENDIX A - References

The following documents have not been included within this report. The sources of information are referenced below with links to electronic resources if readily available:

Local

1. Town of Winthrop
 - a. Project Documentation
 - i. Public Input Survey
 1. Public responses received during the Spring of 2021.
 - ii. Site Visit Field Observations and Meeting Minutes – March 23, 2021.
 - b. Community Profile
 - i. Website: TOWN OF WINTHROP; <https://www.winthropmaine.org/>
 - ii. Website: WINTHROP, MAINE COMMUNITY HAPPENINGS
<https://www.facebook.com/pages/category/Community/Winthrop-Maine-Community-Happenings-208510216021643/>
 - c. Town Parcels: TAX MAP 31; Assessing Department; April 1, 2010.
 - d. Charter and Ordinances: ZONING ORDINANCE FOR THE MUNICIPALITY OF WINTHROP; Town of Winthrop; March 18, 2019.
 - e. Property Assessment Data: VISION GOVERNMENT SOLUTIONS; Online Database;
<http://gis.vgsi.com/winthropme/Search.aspx>
 - f. Report: COMPREHENSIVE PLAN 2010 UPDATE; Town of Winthrop; October 4, 2010.
 - g. Report: TOWN OF WINTHROP, DOWNTOWN REVITALATION PLAN; Kent Associates & Rothe Associates; January, 2000

State

1. Beginning with Habitat
 - a. Website: INTRODUCTION TO BEGINNING WITH HABITAT MAPS;
https://www.beginningwithhabitat.org/the_maps/
2. Maine Boating Facilities Program
 - a. Info from Department Staff
3. Maine Submerged Lands Lease Program
 - a. Agreement: LWCF; No. XXXX-XX-XX; Month XX, 20XX.
4. Maine Department of Environmental Protection
 - a. Info from Department Staff
 - b. NRPA Regulations
 - c. Shoreland Zoning
5. Maine Office of Geographic Information Systems
 - a. Website: <https://www.maine.gov/megis/>

6. Maine Submerged Lands Lease Program
 - a. Lease: SUBMERGED LANDS; No. 0099-L-3044; October 18, 2001.
 - b. Info from Department Staff

Federal

1. Federal Emergency Management Agency.
 - a. Map: FLOOD INSURANCE RATE MAPS 23011C0486D, KENNEBEC COUNTY, MAINE, WINTHROP, TOWN OF; Effective July 16, 2011
 - b. Report: FLOOD INSURANCE STUDY 23011CV001A, KENNEBEC COUNTY, MAINE (ALL JURISDICTIONS), Volume 1 of 2; Effective July 16, 2011
2. National Oceanic and Atmospheric Administration / National Weather Service
 - a. Chart: HART 13301- U.S. – EAST COAST, MAINE, MUSCONGUS BAY; June 28, 2019
 - b. Website: SEA, LAKE AND OVERLAND SURGES FROM HURRICANES (SLOSH); <https://www.nhc.noaa.gov/surge/slosh.php>

Other

1. Cobbossee Watershed District
 - a. Data: MARANACOOK LAKE WATER LEVELS; Customized data as requested by BDC and provided by Wendy Dennis March 2021.
 - b. Website: <https://www.facebook.com/CobbosseeWatershedDistrict/>
2. Kennebec Valley Council of Governments
 - a. LWCF Grant Application; March – May 2021
3. CD3 Systems
 - a. Website: <https://www.cd3systems.com/>

APPENDIX B – Summary of Public Outreach

The Town of Winthrop performed a robust public outreach effort during the short duration of time to create the Redevelopment Plan. A brief overview of the public outreach process is as follows:

- Weekly Project Team Status Meetings were held to communicate the project development between BDC, KVCOG, the Steering Committee Chair and the Town Manager
- A project Notice Poster, project informational websites, and individual surveys were distributed to dozens of organizations and stakeholders, as well as to the general public at-large. Over 175 individual responses to requests for public input were received, either through completion of the survey, direct contact with Project Team members or participation at public presentation meetings.
- A site visit was conducted with BDC and several stakeholder groups to provide specific public feedback about the uses, operations and maintenance needs of the facility.
- Draft and Final Plan presentations were facilitated by the Town, KVCOG and BDC to gather specific public input on the proposed plan elements.

As was noted during creation of the Redevelopment Plan and at public presentation meetings, the opportunity for the public to provide meaningful input on the improvement of the facilities at Norcross Point and the Public Beach does not conclude with this planning effort. Additional public input will be sought as facility improvements proceed through design, permitting and construction. Additional public input will also be important as future phase improvements such as pedestrian and vehicular safety along Bowdoin Street are studied in further detail.

Additional meeting minutes recorded by BDC and public input surveys received by the Town and provided to BDC for review are under separate attachment to the Redevelopment Plan. Additional information may be available from the Town of Winthrop.

APPENDIX C - Opinion of Planning Level Costs

The following project cost estimates are based on conceptual level design plans that will require a greater level of detailed refinement as they move forward through design development, permitting and construction.

NORCROSS POINT					
ITEM	DESCRIPTION	UNIT	QTY	UNIT PRICE	AMOUNT
1	DEMOLITION (RESTROOM BLDG & BOAT WASH STATION)	LS	1	\$32,500	\$32,500
2	EROSION CONTROL	LS	1	\$10,000	\$10,000
3	FLOATING DOCKS	SF	960	\$55	\$52,800
4	BOAT WASH STATION	LS	1	\$40,000	\$40,000
5	PARKING LOT EXPANSION - FULL DEPTH	SY	270	\$90	\$24,300
6	PARKING LOT RESURFACING	SY	2,210	\$50	\$110,500
7	(2) VAULT TOILET RESTROOMS	LS	1	\$25,000	\$25,000
8	SHOREFRONT STABILIZATION - 50 FT EA SIDE OF LAUNCH	LF	100	\$610	\$61,000
9	SHOREFRONT STABILIZATION - PARK	LF	860	\$610	\$524,600
10	4' WIDE HMA SURFACE WALKWAY SPUR - FULL DEPTH *	LF	210	\$20	\$4,200
11	4' WIDE HMA SURFACE WALKWAY RESTORATION *	LF	875	\$11	\$9,900
12	GAZEBO METAL RAILINGS	LS	1	\$5,250	\$5,250
13	PLAYGROUND - MANUFACTURED SYSTEM **	LS	1	\$100,000	\$100,000
14	SIGN & POST + (2) INFORMATIONAL KIOSKS	LS	1	\$10,500	\$10,500
15	TRASH RECEPTACLE	EA	4	\$2,500	\$10,000
16	BIKE RACK	EA	1	\$3,000	\$3,000
17	LIGHTING - PER TOWN LED UPGRADE PROJECT ***	LS	1	\$3,700	\$3,700
18	TRENCHING & CONDUIT - SECURITY CAMERAS & WiFi	LF	760	\$20	\$15,200
19	PARK SPACE DELINEATION - TIMBER GUARDRAIL	LF	730	\$100	\$73,000
20	PICNIC TABLE	EA	4	\$3,000	\$12,000
21	BENCH	EA	7	\$2,000	\$14,000
22	EV CHARGING STATION	EA	1	\$3,000	\$3,000
23	POWER SUPPLY / CONTROL PANEL	LS	1	\$44,800	\$44,800

24	MOBILIZATION / DEMOBILIZATION	LS	1	\$286,688	\$286,688
SUBTOTAL					\$1,433,438
BOUNDARY & TOPOGRAPHIC SURVEY					\$10,000
35% CONTINGENCY (DESIGN, PERMITTING & CONSTRUCTION)					\$501,710
TOTAL					\$1,935,148

NORCROSS POINT ASSUMPTIONS / NOTES

- *** LED LIGHTING UPGRADES COSTS FOR NORCROSS POINT PROVIDED BY TOWN
- COSTS FOR DEMOLITION OTHER THAT RESTROOM BUILDING & BOAT WASH STATION INCLUDED WITH ALL OTHER PLAN ELEMENT IMPROVEMENTS AS APPLICABLE
- COSTS FOR PARK IMPROVEMENTS PERFORMED BY VOLUNTEERS / OTHERS ARE PROVIDED BY THOSE RESPECTIVE ENTITIES.
- COST ESTIMATES ARE BASED ON PAST RECENT CONSTRUCTION COST DATA FROM BDC AND OTHER SIMILAR STATE PROJECT COSTS OVER THE PAST 1-3 YEARS. CURRENT CONSTRUCTION MATERIALS PRICES HAVE INCREASED SIGNIFICANTLY OVER THE PAST 1-3 MONTHS (IN PARTICULAR TIMBER) AND IT IS NOT KNOWN HOW LONG THESE PRICES WILL STAY ELEVATED.

CONSTRUCTION ALTERNATIVES

ITEM	DESCRIPTION	UNIT	QTY	UNIT PRICE	AMOUNT
*	4' WIDE STONE DUST SURFACE WALKWAY (-) DEDUCT	LF	1085	-\$10	-\$10,850
**	NATURAL PLAY SYSTEM (-) DEDUCT	LS	1	-\$75,000	-\$75,000
WORK SPONSORED BY VOLUNTEERS / OTHERS					
	LIONS CLUB VETERANS MEMORIAL			TBD	
	LAKE WATER LEVEL GAUGE & METER			TBD	
	LANDSCAPE BEDS			TBD	

PUBLIC BEACH

ITEM	DESCRIPTION	UNIT	QTY	UNIT PRICE	AMOUNT
1	CONCRETE SWIM PIER REMOVAL ***	LS	1	\$50,000	\$50,000
2	LIFEGUARD CHAIR	EA	1	\$2,500	\$2,500
3	SEASONAL ADA ACCESS - SEATING TO SHORELINE *	LS	1	\$10,000	\$10,000
4	PAVED WALKWAY - BOWDOIN ST TO SEATING	LF	35	\$100	\$3,500
5	SIDEWALK ADJACENT TO ON-STREET PARKING	LF	450	\$130	\$58,500
6	DELINEATION FENCING ADJACENT TO SIDEWALK	LF	450	\$100	\$45,000

PUBLIC BEACH					
ITEM	DESCRIPTION	UNIT	QTY	UNIT PRICE	AMOUNT
1	CONCRETE SWIM PIER REMOVAL ***	LS	1	\$50,000	\$50,000
2	LIFEGUARD CHAIR	EA	1	\$2,500	\$2,500
3	SEASONAL ADA ACCESS - SEATING TO SHORELINE *	LS	1	\$10,000	\$10,000
4	PAVED WALKWAY - BOWDOIN ST TO SEATING	LF	35	\$100	\$3,500
5	SIDEWALK ADJACENT TO ON-STREET PARKING	LF	450	\$130	\$58,500
6	DELINEATION FENCING ADJACENT TO SIDEWALK	LF	450	\$100	\$45,000
7	SHOREFRONT STABILIZATION - PARK	LF	890	\$550	\$489,500
8	WATERFRONT SEATING - STONE **	SF	1100	\$250	\$275,000
9	SIGN & POST + (1) INFORMATIONAL KIOSKS	LS	1	\$4,500	\$4,500
10	TRASH RECEPTACLE	EA	1	\$2,500	\$2,500
11	BIKE RACK	EA	1	\$1,500	\$1,500
12	TRENCHING & CONDUIT - SECURITY CAMERAS & WiFi	LF	140	\$20	\$2,800
13	PICNIC TABLE	EA	1	\$3,000	\$3,000
14	BENCH	EA	3	\$2,000	\$6,000
15	MOBILIZATION / DEMOBILIZATION	LS	1	\$238,575	\$238,575
SUBTOTAL					\$1,192,875
BOUNDARY & TOPOGRAPHIC SURVEY ****					\$10,000
35% CONTINGENCY (DESIGN, PERMITTING & CONSTRUCTION)					\$417,510
TOTAL					\$1,610,385
PUBLIC BEACH ASSUMPTIONS / NOTES					
	LED LIGHTING UPGRADES COSTS FOR NORCROSS POINT AS PART OF TOWN-WIDE PROJECT				
**	ADDITIONAL DESIGN DETAIL, INCLUDING AN ASSESSMENT OF SUBSURFACE CONDITIONS IS NEEDED TO CONFIRM COSTS FOR REPLACEMENT OF SEATING COSTS.				
***	COSTS FOR DEMOLITION OF CONCRETE SWIM PIER PROVIDED				
	COSTS FOR PARK IMPROVEMENTS PERFORMED BY VOLUNTEERS / OTHERS ARE PROVIDED BY THOSE RESPECTIVE ENTITIES.				
	COST ESTIMATES ARE BASED ON PAST RECENT CONSTRUCTION COST DATA FROM BDC AND OTHER SIMILAR STATE PROJECT COSTS OVER THE PAST 1-3 YEARS. CURRENT CONSTRUCTION MATERIALS PRICES HAVE INCREASED SIGNIFICANTLY OVER THE PAST 1-3 MONTHS (IN PARTICULAR TIMBER) AND IT IS NOT KNOWN HOW LONG THESE PRICES WILL STAY ELEVATED.				

CONSTRUCTION ALTERNATIVES					
*	PERMANENT ADA BEACH ACCESS RAMP - ADD	LS	1	\$5,000	\$5,000
**	REPLACE TIMBER SEATING IN-KIND - (-) DEDUCT	SF	1100	-\$50	-\$55,000
****	COMBINE SURVEY FOR BOTH PROPERTIES - (-) DEDUCT	LS	1	-\$5,000	-\$5,000
FUTURE PLANNING COMPONENTS					
	BOWDOIN ST COMPLETE STREETS IMPROVEMENTS				TBD
	MILL STREAM TRAIL				TBD
	SECURTY CAMERAS				TBD
	PUBLIC WiFi				TBD
	BOAT LAUNCH RAMP & FLOATING DOCK IMPROVEMENTS				TBD
	OVERFLOW PARKING AT AMERICAN LEGION				TBD
	REPLACEMENT OF MOORING FIELD W/ DOCKS				TBD
	PARK ENTRANCE GATE				TBD

APPENDIX D - Funding Source Details

The information provided here on various funding programs which are generally aligned with recommended facility improvements in this evaluation is the most current available, but program details such as availability, deadlines, and requirements may change, and communities should contact the appropriate agencies to ensure they have the best information about a funding program prior to applying.

Most of the funding programs commonly used as a significant portion of public facility project capital support originate from state and federal sources and are administered by various state agencies. These funding programs are often subject to fluctuation in program goals and policies, as well as funding allocations. These variabilities in the funding programs have also been seen at the state and local levels in Maine. Those listed below cover many of the standard funding sources and programs that Maine communities have traditionally utilized, however, additional programs may become available in the coming years that Winthrop should continue to research and consider.

This is not a comprehensive list of potential funding sources for the Town to consider. BDC encourages the Town to contact us with additional questions about funding as the Redevelopment Plan is implemented.

FEDERAL PROGRAMS

COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM

The Maine Department of Economic and Community Development (MaineDECD) administers the CDBG program. Each year the State of Maine receives a formula allocation of funding from HUD under the CDBG program. Each year the MaineDECD provides a program statement that describes the methods by which the CDBG program funds will be distributed and outlines application eligibility/criteria for each of the programs.

Eligible activities must meet one of three National Objectives of the program including:

- Benefit to low and moderate income persons;
- Prevention and/or elimination of slum and blight conditions; and
- Meeting community development needs having a particular urgency.

There are a variety of grants and various eligibility requirements within this program that should be discussed with MaineDECD before applying for funding. The most appropriate program for this project may be the **Public Infrastructure Grant** program.

Those eligible to apply include all units of general local government in Maine, including plantations. All entitlement communities except Brunswick and Frye Island are not eligible to receive State CDBG program funds. County governments may apply on behalf of Unorganized Territories. Groups of local governments may apply for multi-jurisdictional or joint projects with one local government as the lead applicant, and consent from each participating local government. All above eligible applicants may apply on behalf of the five Maine Indian Tribes.

There is a 25% local match requirement for this program.

For more information: <https://www.maine.gov/decd/community-development/cdbg-program>

National Park Service

LAND AND WATER CONSERVATION FUND

The Land and Water Conservation Fund Act of 1964 (LWCF) was established to assist federal, state and local governments in the acquisition and/or development of public outdoor recreation facilities. Administered at the federal level by the National Park Service and at the state level by the Bureau of Parks and Lands in the Maine Department of Agriculture, Conservation and Forestry, LWCF grants can provide up to 50% of the allowable costs for approved acquisition or development projects for public outdoor recreation.

For more information:

https://www.maine.gov/dacf/parks/grants/land_water_conservation_fund.html

U.S. Department of Agriculture & Rural Development

COMMUNITY FACILITIES DIRECT LOAN & GRANT PROGRAM

USDA RD administers the Direct Loan and Grant funding program to assist rural communities of 20,000 people or less with projects that provide essential services to the local community and does not include private, commercial or business undertakings.

Eligible activities include:

- A wide variety of essential community facility services, from buildings and structures, to outreach education programs.

There is a 25% local match requirement for grant funds under this program.

For more information: <https://www.rd.usda.gov/programs-services/community-facilities-direct-loan-grant-program>

STATE PROGRAMS

Maine Department of Agriculture, Conservation and Forestry – Bureau of Parks and Lands

BOATING FACILITIES FUND

The MaineDACF BPL administers the Boating Facilities program. The grant program is funded through state gas taxes and is available on an annual basis per available funding.

Eligible activities include:

- Recreational boating access to waters of the State of Maine.

There is a 25% local match requirement for this program.

For more information:

https://www.maine.gov/dacf/parks/about/boating_facilities_program/index.shtml

Maine Department of Agriculture, Conservation and Forestry – Submerged Lands Program

HARBOR MANAGEMENT AND ACCESS GRANT PROGRAM

The Submerged Lands Harbor Management and Access Grant Program (HMA) is administered by the Submerged Lands Program (SLP), a program of the Bureau of Parks and Lands (BPL) within the Maine Department of Agriculture, Conservation and Forestry (DACF). The SLP works to balance the public's right to access state waters with demand for private and commercial use of those

waters. The SLP administers the Submerged Lands Leasing Program which provides limited leases and easements that allow piers and other structures to be built on or over publicly-owned submerged lands. Lease and easement revenues are used to support harbor planning and public access improvements through grants to municipalities and state agencies.

For more information: https://www.maine.gov/dacf/parks/about/submerged_lands.shtml

State of Maine

STATE BONDS

Although unpredictable, special state bond programs are sometimes funded by the legislature. Communities may be able to take advantage of such funding if appropriate to the Breakwater and Main Street corridor evaluation.

Efficiency Maine

LEVEL 2 ELECTRIC VEHICLE CHARGERES – ROUND 4

Through this Request for Proposals (RFP), the Efficiency Maine Trust (the Trust) seeks proposals from eligible bidders to host, purchase, install, and operate Level 2 electric vehicle (EV) chargers to serve EVs at eligible locations in Maine where there is a high likelihood of significant use and longevity. As described in the RFP, this solicitation seeks to expand Maine's EV charging infrastructure by adding Level 2 EV chargers in underserved areas or "infrastructure gaps." Click on the links below for program details and application requirements.

For more information: <https://www.energymaine.com/rfp-em-013-2021/>

PRIVATE / NON-PROFIT SOURCES

In many communities, partnerships with private entities such as landowners/developers, banks, non-profits or other institutions can result in important funding or implementation opportunities. Communities should be strategic in identifying specific ways in which such entities could participate in protecting Winthrop's public lakefront properties. The community is already familiar with the benefits that an organization like the Cobbossee Watershed District can provide and we encourage you to continue those existing relationships and to keep an eye out for new opportunities that are recently gaining traction (crowd funding) or are yet to be identified.

National Recreation and Park Association

MEET ME AT THE PARK PLAY SPACES PROGRAM

The "Meet Me at the Park Play Spaces" grant program is a collaboration between the National Recreation and Park Association (NRPA) and The Walt Disney Company. Disney funds grants that NRPA awards to park and recreation agencies that submit the best ideas to help make outdoor play accessible to children and families in underserved communities.

For more information:

[https://www.nrpa.org/our-work/partnerships/initiatives/meet-me-at-the-park/#:~:text=When%20NRPA%20and%20Disney%20launched,one%20million%20children%20and%20families.&text=In%20all%2C%20grants%20totaling%20\\$242.3,projects%20benefiting%2075%20parks%20nationwide.](https://www.nrpa.org/our-work/partnerships/initiatives/meet-me-at-the-park/#:~:text=When%20NRPA%20and%20Disney%20launched,one%20million%20children%20and%20families.&text=In%20all%2C%20grants%20totaling%20$242.3,projects%20benefiting%2075%20parks%20nationwide.)

Central Maine Power Company

For more information:

[https://www.cmpco.com/wps/portal/cmp/networks/footer/ourcompany!/ut/p/z0/hc3BTsMwDAbgVwmHHiena4fGEU2wCVEEB1DJpQrBzTJSu3OzDd6ecIIu1i_rV-fwUALhuwxJsCk415fzWXXVU2N5t6pR-WTX2In-rq_nm9ftG3ixLuwPxTeKx-hLk0q8aDGW3azgL1DC0fxPEwWvrqmRPGSc_yk7Y7ffmGoxj\\$viZoHVZ8NL9YoX-m8I1hKcphzyFeSj0XJfLQjukJDaqwQZCNfJRXHfo0wqV5Xwgd7zQWFElYs42RG3wUVUXiyIcCYP87a_ulbiO8AzQ!!/](https://www.cmpco.com/wps/portal/cmp/networks/footer/ourcompany!/ut/p/z0/hc3BTsMwDAbgVwmHHiena4fGEU2wCVEEB1DJpQrBzTJSu3OzDd6ecIIu1i_rV-fwUALhuwxJsCk415fzWXXVU2N5t6pR-WTX2In-rq_nm9ftG3ixLuwPxTeKx-hLk0q8aDGW3azgL1DC0fxPEwWvrqmRPGSc_yk7Y7ffmGoxj$viZoHVZ8NL9YoX-m8I1hKcphzyFeSj0XJfLQjukJDaqwQZCNfJRXHfo0wqV5Xwgd7zQWFElYs42RG3wUVUXiyIcCYP87a_ulbiO8AzQ!!/)

T-Mobile

Hometown Grants

T-Mobile has partnered with Smart Growth America and Main Street America, two consulting partners with a combined experience of over 60 years working to help build stronger, more prosperous small towns and rural communities. With our Hometown Grant program, we're investing big in small towns by awarding up to 100 towns a year with project funding—up to \$50,000 each.

For more information: <https://www.t-mobile.com/brand/hometown-grants>

APPENDIX F - Redevelopment Concept Plan Drawings

- C-1 Overview Plan
- C-2 Norcross Point Existing Conditions Plan
- C-3 Norcross Point Site Plan
- C-4 Illustrative Site Improvements – Boating Facilities
- C-5 Illustrative Site Improvements – Shorefront Stabilization
- C-6 Illustrative Site Improvements – Park Amenities I
- C-7 Illustrative Site Improvements – Park Amenities II
- C-8 Illustrative Site Improvements – Park Amenities III
- C-9 Public Beach Existing Conditions Plan
- C-10 Public Beach Site Plan
- C-12 Illustrative Site Improvements - Safety
- C-13 Illustrative Site Improvements – Beach Amenities

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PRELIMINARY
FOR REVIEW ONLY

NOT FOR CONSTRUCTION

OVERVIEW PLAN

TOWN OF WINTHROP
NORCROSS PT REDEVELOPMENT PLAN
WINTHROP, MAINE

DESIGNED BY: TJP
DRAWN BY: JLD
CHECKED BY: BJB
SCALE: AS SHOWN

NO.	DATE	DESCRIPTION
A	05.20.21	MASTER PLAN UPDATE
TJP		INT.

DATE: MAY 2021
CONTRACT NO.: 21-09
SHEET NO.: C-1
REV.: A

BAKER DESIGN CONSULTANTS
Civil, Marine, and Structural Engineering
7 Spruce Road • Freeport • Maine • 04032 • 207-846-9724 • info@bakdesignconsultants.com

MARANACOOK LAKE

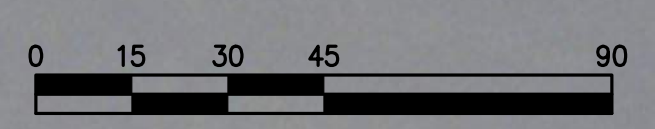
SEE DWGS C-9 & C-10 FOR PUBLIC BEACH IMPROVEMENTS



FEMA 100-YR BFE=215.0'
 NORMAL HIGH-WATER LEVEL=211.5'
 NATURAL LOW-WATER LEVEL=207.87'
 (ACTUAL LOCATION TO BE DETERMINED
 PENDING ADDITIONAL SURVEY)

NON-DISPOSABLE BAIT &
 LINE COLLECTION STATION

APPROXIMATE LAKE
 BOTTOM AT DAM
 ABUTMENTS=208.0'±



PRELIMINARY
 FOR REVIEW ONLY

NOT FOR CONSTRUCTION

x:\21\21-09_norcrossptdevelopmentplan-winthrop\cad\21-09_norcrossptdevelopment-civ.dwg 5/20/2021

BAKER DESIGN CONSULTANTS Civil, Marine, and Structural Engineering 7 Spruce Road • Freeport • Maine • 04032 • 207-846-9724 • info@bakerdesignconsultants.com	
DESIGNED BY:	TJP
DRAWN BY:	JLD
CHECKED BY:	BUB
SCALE:	AS SHOWN
SHEET TITLE: NORCROSS POINT EXISTING CONDITIONS PLAN	
PROJECT: NORCROSS PT REDEVELOPMENT PLAN	
TOWN OF WINTHROP WINTHROP, MAINE	
DATE:	MAY 2021
CONTRACT NO.:	21-09
SHEET NO.:	C-2
REV.:	A
NO.	TUP
DATE	05.20.21
SUBMISSION MASTER PLAN UPDATE	

MARANACOOK LAKE

SEE DWGS C-9 & C-10 FOR PUBLIC BEACH IMPROVEMENTS



REPAIR / REPLACE PICNIC TABLES, BENCHES & COOKING GRILLS AROUND PARK PERIMETER AS NECESSARY

FEMA 100-YR BFE=215.0'

NORMAL WATER LEVEL=211.5'

PROVIDE (4) 4-FT WIDE SHORE ACCESS PATHS OVER SHOREFRONT STABILIZATION

PROVIDE NEW 4-FT WIDE WALKWAY SEGMENT AROUND VETERAN'S MEMORIAL

REPLACE BOARDING FLOATS (FUTURE)

PROVIDE 11'x50' BOATING INSPECTION AREA W/ NEW BOAT WASH STATION

FLOATING DOCK EXPANSION (FUTURE)

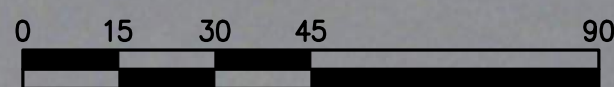
REPLACE FLOATING DOCKS & INCREASE WIDTH OF BERTHING SLIPS TO ACCOMMODATE LARGER BOATS

PROVIDE INFORMATIONAL KIOSK NEAR BOAT LAUNCH

INSTALL CURB STOPS AT ENDS OF BOAT TRAILER PARKING SPACES, TYP

RECONFIGURE PARKING LOT, IMPROVE CIRCULATION:
 (1) 15'x40' ADA BOAT TRAILER PARKING SPACE
 (6) 10'x40' BOAT TRAILER PARKING SPACES
 (1) 11'x22' ADA PARKING SPACE
 (2) 11'x22' PARKING SPACES
 (3) 10'x20' PARKING SPACES

MOORINGS



INSTALL VEGETATIVE BUFFER BETWEEN STONE ARMORING & PERIMETER WALKWAY

REPLACE RIPRAP W/ SLOPED LARGE STONE ARMORING TO ELEVATION 213'±

RENOVATE VETERAN'S MEMORIAL: REDUCE GARDEN CIRCLE & LOWER WALL TO SEATING LEVEL

UPGRADE SITE LIGHTING PER NEW TOWN LED STANDARDS. INSTALL CONDUIT FOR FUTURE WIFI / SECURITY CAMERAS

INSTALL EV CHARGING STATION

RECONSTRUCT PLAYGROUND

REPLACE RESTROOM BLDG W/ (2) NEW VAULT TOILETS - DOORS FACING PARKING LOT

RELOCATE WALKWAY & PROVIDE NEW WALKWAY IN FRONT OF RESTROOMS

RELOCATE BIKE RACK

RELOCATE PICNIC TABLES

REPLACE BOULDERS W/ TIMBER GUARDRAIL

COORDINATE INSTALLATION OF NEW WATER LEVEL GAUGE & POLE MOUNTED METER W/ COBBOSSEE WATERSHED DISTRICT

EXCAVATE BEHIND GRANITE BLOCK RETAINING WALL & STABILIZE W/ GEOTEXTILE BARRIER. MAINTAIN TREES BEHIND WALL

BAKER DESIGN CONSULTANTS
 Civil, Marine, and Structural Engineering
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DESIGNED BY:	TJP	DATE:	05.20.21
DRAWN BY:	JLD	REVISION:	
CHECKED BY:	BUB	PLAN NO:	UPDAMEL
SCALE:	AS SHOWN	SUBMISSION:	
MASTER PLAN		REDEVELOPMENT PLAN	

DESIGNED BY:	TJP
DRAWN BY:	JLD
CHECKED BY:	BUB
SCALE:	AS SHOWN

SHEET TITLE: **NORCROSS POINT SITE PLAN**
 TOWN OF WINTHROP
 PROJECT: **NORCROSS PT REDEVELOPMENT PLAN**
 WINTHROP, MAINE

DATE:	MAY 2021
CONTRACT NO.:	21-09
SHEET NO.:	C-3
REV.:	A

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WASH WASTE WATER COLLECTION GRATE

SUBSURFACE STORAGE TANK FOR BOAT WASH WASTE



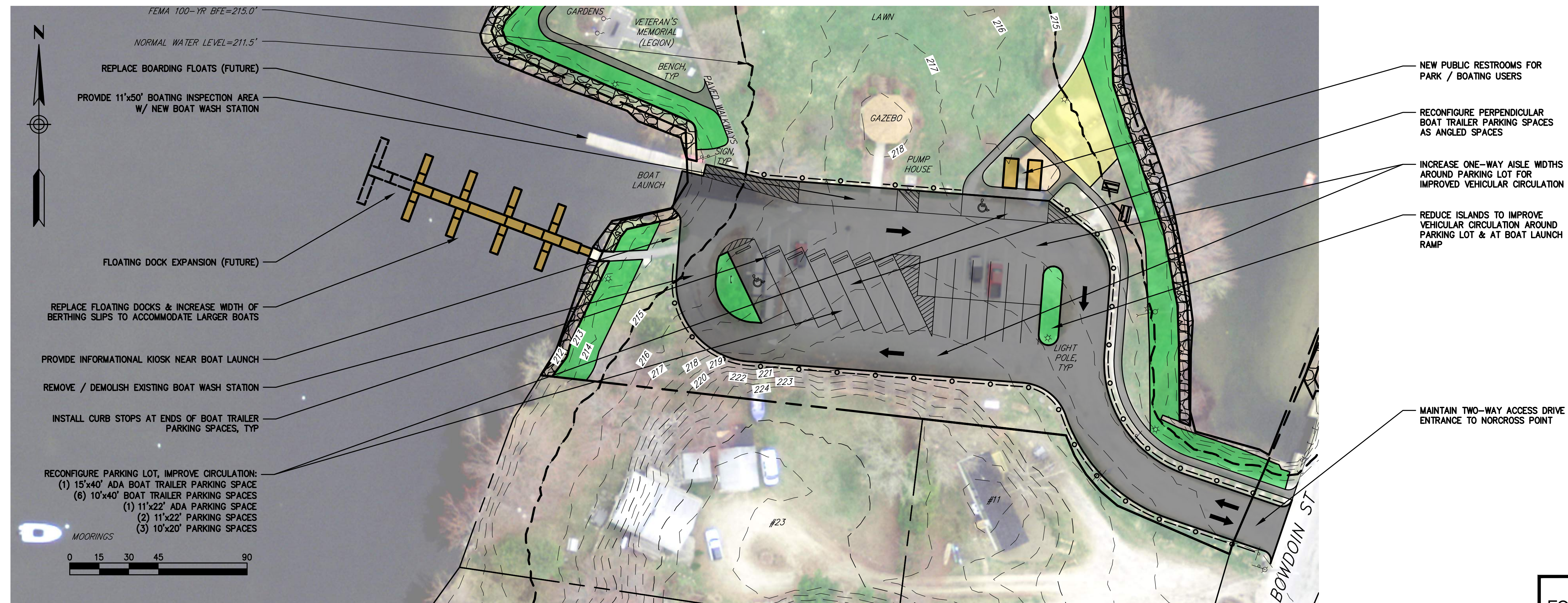
EXAMPLE WATERLESS, SOLAR POWERED BOAT CLEANING STATION

NOT TO SCALE



NORCROSS POINT BOAT WASH STATION EXISTING CONDITIONS PHOTO

NOT TO SCALE



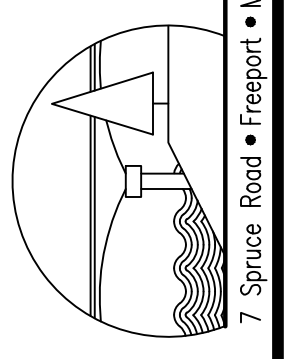
NORCROSS POINT BOATING FACILITIES PLAN

AS NOTED

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A	05.20.21	DATE
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DESIGNED BY:	TJP
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CHECKED BY:	BJB
SCALE:	AS SHOWN

SHEET TITLE: NORCROSS POINT - ILLUSTRATIVE SITE IMPROVEMENTS - BOATING FACILITIES
PROJECT: NORCROSS PT REDEVELOPMENT PLAN
TOWN OF: WINTHROP
STATE: MAINE

DATE:	MAY 2021
CONTRACT NO.:	21-09
SHEET NO.:	C-4
REV.:	A

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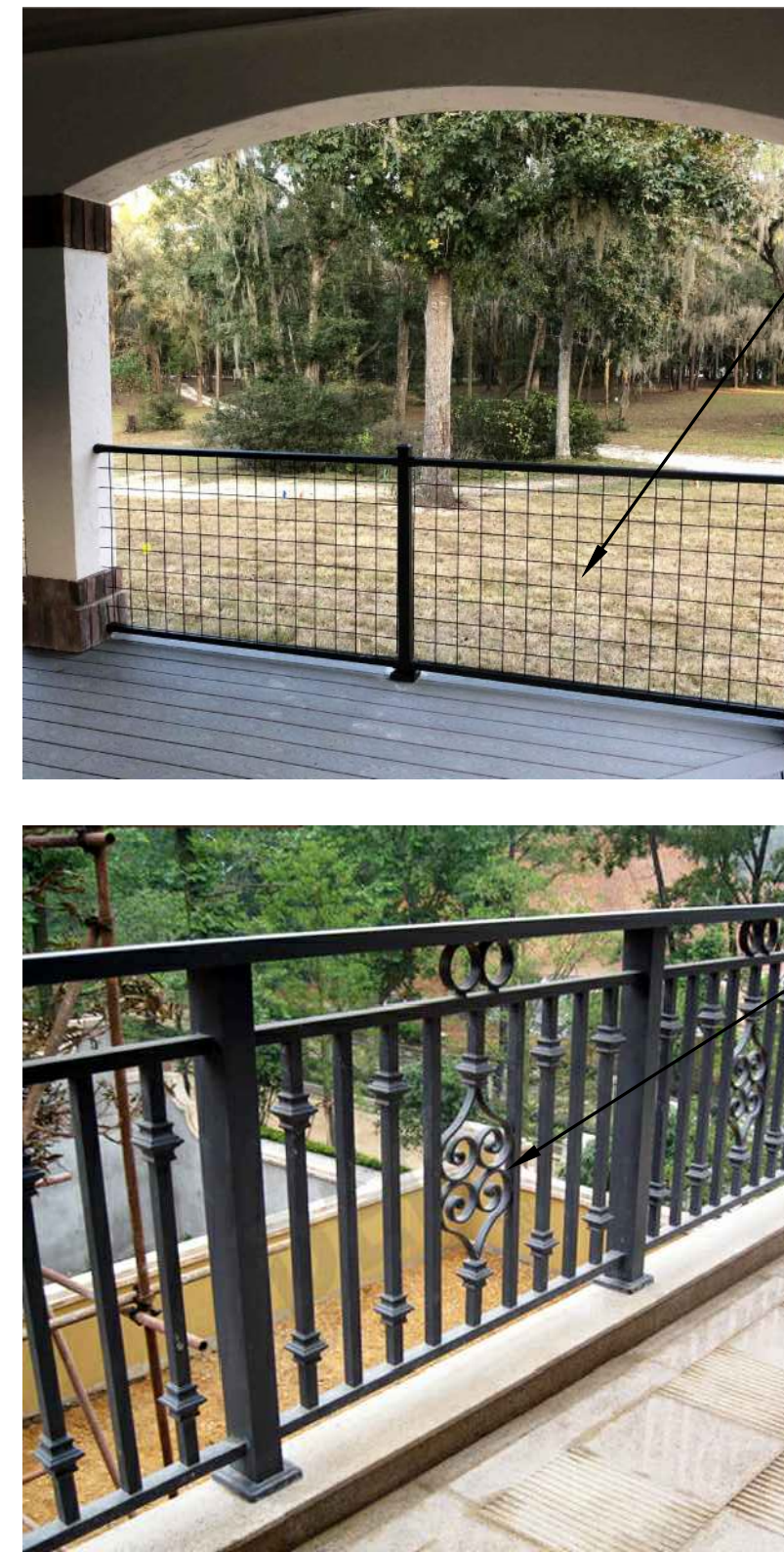
NORCROSS POINT NEW WALKWAY SPUR

NOT TO SCALE



EXAMPLE PATH SURFACE PHOTOS

NOT TO SCALE



THIN, SIMPLE DESIGN METAL RAILING FOR IMPROVED VIEWING OF THE PARK & LAKE (IMAGE FROM INTERNET)

ORNAMENTAL RAILING W/ REDUCED VIEWING OF THE PARK & LAKE (IMAGE FROM INTERNET)

TIMBER RAILINGS HAVE BEEN DAMAGED BY VANDALISM & ARE IN NEED OF REPLACEMENT

EXAMPLE METAL RAILINGS

NOT TO SCALE



NORCROSS POINT GAZEBO EXISTING CONDITIONS PHOTO

NOT TO SCALE



EXAMPLE OF PROPOSED VAULT TOILET RESTROOMS

EXISTING TWO UNIT RESTROOM BUILDING CONNECTED TO PUBLIC WATER & SEWER W/ ENTRANCE DOORS FACING AWAY FROM PARKING LOT & BOWDOIN ST

NORCROSS POINT PUBLIC RESTROOM REPLACEMENT

NOT TO SCALE



EXAMPLE OF MANUFACTURED PLAYGROUND SYSTEM

EXAMPLE OF NATURAL PLAY SYSTEM (IMAGE FROM INTERNET) THESE SYSTEMS CAN OFTEN BE BUILT W/ LOCAL SOURCED MATERIALS & UNSKILLED LABOR

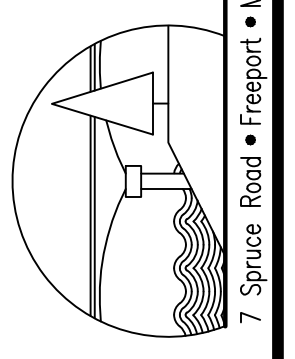
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NORCROSS POINT PLAYGROUND REPLACEMENT EXAMPLES

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SHEET TITLE:
NORCROSS POINT - ILLUSTRATIVE SITE IMPROVEMENTS - PARK AMENITIES I

PROJECT:
NORCROSS PT REDEVELOPMENT PLAN

TOWN OF WINTHROP
WINTHROP, MAINE

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EXAMPLE OF TIMBER GUARDRAIL DELINEATOR W/ CRUSHED STONE UNDERNEATH & ADJACENT LANDSCAPE BEDS

EXISTING BOULDERS DELINEATE PARK SPACE A& WALKWAYS FROM PARKING LOT & ACCESS DRIVE



NORCROSS POINT PARK SPACE DELINEATION

NOT TO SCALE



EXAMPLE OF EV CHARGING STATION FOR TOWN CONSIDERATION AT NORCROSS POINT AND/ PUBLIC BEACH PARKING AREAS. COORDINATE PARKING LOT IMPROVEMENTS & ELECTRICAL SYSTEM UPGRADES W/ TRENCHING & INSTALLATION OF CONDUIT SPARES W/ PULL ROPES IF CHARGING UNITS ARE ANTICIPATED TO BE INSTALLED IN FUTURE PHASE PROJECT(S).

ELECTRIC VEHICLE LEVEL II CHARGING STATION

NOT TO SCALE

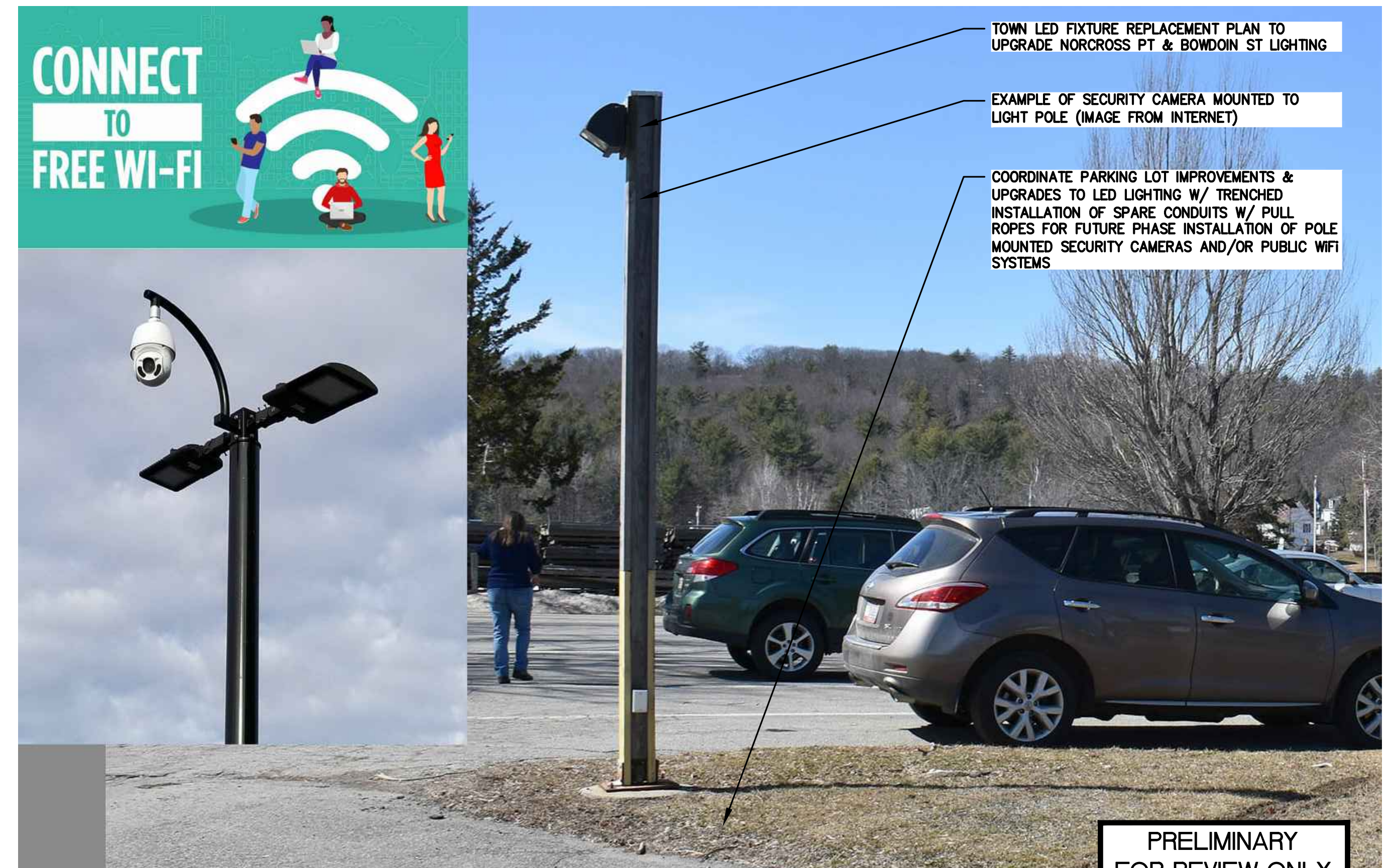


EXAMPLE OF SINGLE LEAF LARGE TIMBER GATE & POST AT PUBLIC PARK ENTRANCE IN TOPSHAM, ME

EXISTING ACCESS DRIVE ENTRANCE TO NORCROSS POINT. PRIOR GATE INSTALLATION FROM THE 1980'S - 1900'S HAS BEEN REMOVED

NORCROSS POINT ACCESS DRIVE ENTRANCE GATE RE-INSTALLATION CONSIDERATIONS

NOT TO SCALE



TOWN LED FIXTURE REPLACEMENT PLAN TO UPGRADE NORCROSS PT & BOWDOIN ST LIGHTING

EXAMPLE OF SECURITY CAMERA MOUNTED TO LIGHT POLE (IMAGE FROM INTERNET)

COORDINATE PARKING LOT IMPROVEMENTS & UPGRADES TO LED LIGHTING W/ TRENCHING & INSTALLATION OF SPARE CONDUITS W/ PULL ROPES FOR FUTURE PHASE INSTALLATION OF POLE MOUNTED SECURITY CAMERAS AND/OR PUBLIC WIFI SYSTEMS

LIGHTING, WIFI & SECURITY CAMERA IMPROVEMENTS

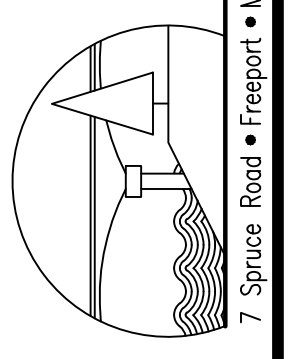
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SHEET TITLE:
NORCROSS POINT - ILLUSTRATIVE SITE IMPROVEMENTS - PARK AMENITIES II
PROJECT:
NORCROSS PT REDEVELOPMENT PLAN
TOWN OF WINTHROP
WINTHROP, MAINE

DATE
MAY 2021

CONTRACT NO.
21-09

SHEET NO. **C-7** REV. **A**



NORCROSS POINT LIONS CLUB VETERANS MEMORIAL

NOT TO SCALE



NORCROSS POINT SITE AMENITIES – EXISTING CONDITIONS PHOTOS

NOT TO SCALE



NORCROSS POINT AMERICAN LEGION VETERANS MEMORIAL

NOT TO SCALE



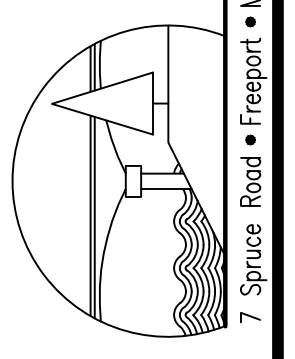
EXISTING EXAMPLES OF INDIVIDUAL MEMORIALS

NOT TO SCALE

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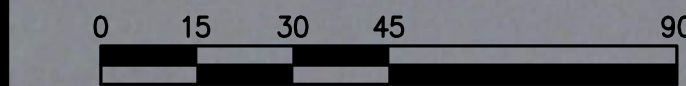
SHEET TITLE:
NORCROSS POINT – ILLUSTRATIVE SITE IMPROVEMENTS – SITE AMENITIES III
PROJECT:
NORCROSS PT REDEVELOPMENT PLAN
TOWN OF WINTHROP
WINTHROP, MAINE

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CONTRACT NO.:	21-09
SHEET NO.:	C-8
REV.:	A

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MARANACOOK LAKE

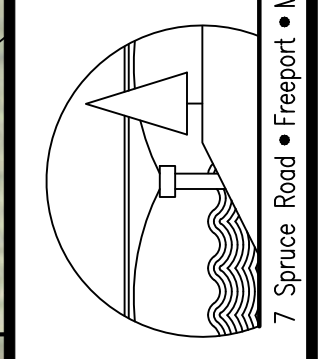


FEMA 100-YR BFE=215.0'
NORMAL WATER LEVEL=211.5'
NATURAL LOW-WATER LEVEL=207.87'
(ACTUAL LOCATION TO BE DETERMINED
PENDING ADDITIONAL SURVEY)

SEE DWGS C-2 & C-3
FOR NORCROSS POINT
IMPROVEMENTS



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SCALE:	AS SHOWN

SHEET TITLE:
**PUBLIC BEACH
EXISTING CONDITIONS PLAN**
PROJECT:
TOWN OF WINTHROP
NORCROSS PT REDEVELOPMENT PLAN
WINTHROP, MAINE

DATE	MAY 2021
CONTRACT NO.	21-09
SHEET NO.	C-9
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MARANACOOK LAKE

REMOVE CONCRETE SWIMMING PIER
 PROVIDE ADA ACCESSIBLE ROUTE TO BEACH

REMOVE / REPLACE TIMBER SEATING W/
 RESILIENT SEATING MATERIAL & RESET RIPRAP
 FLUSH W/ BEACH SLOPE FOR SCOUR
 PROTECTION IN FRONT OF SEATING

REPLACE RIPRAP W/ SLOPED LARGE
 STONE ARMORING TO ELEVATION 213'±

INSTALL VEGETATIVE BUFFER ABOVE
 STONE ARMORING

COORDINATE PARTNERSHIP W/
 AMERICAN LEGION TO CONSTRUCT
 PERVIOUS SEASONAL PARKING

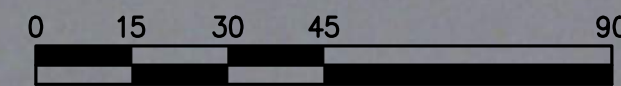
MEMORIAL DR

KNICKERBOCKER RD

BOWDOIN ST

GREEN ST

RE-INSTALL LIFEGUARD CHAIR
 5-FT WIDE PAVED WALKWAY TO BEACH
 ENTRANCE
 REPLACE BOULDERS W/ FENCING
 ALONG BACK OF WALKWAY TO DIRECT
 SAFE PEDESTRIAN ACCESS TO BEACH
 ENTRANCE
 FEMA 100-YR BFE=215.0'
 NORMAL WATER LEVEL=211.5'
 NATURAL LOW-WATER LEVEL=207.87'
 (ACTUAL LOCATION TO BE DETERMINED
 PENDING ADDITIONAL SURVEY)



SEE DWGS C-2 & C-3
 FOR NORCROSS POINT
 IMPROVEMENTS
 SIGN, TYP
 CONSTRUCT SIDEWALK / COMPLETE
 STREETS IMPROVEMENTS FOR
 PEDESTRIAN CONNECTION BETWEEN
 NORCROSS POINT & THE PUBLIC
 BEACH (FUTURE)

CONC.
 SWIM
 PIER

SWIM
 ZONE

RIPRAP SHORELINE

BOULDERS, TYP

ON-STREET PARKING (20) SPACES

SAND
 BEACH

LAWN

BENCH,
 TYP

UTIL POLE W/
 GUY-WIRE, TYP

#117
 (AMERICAN
 LEGION
 POST
 40)

#111

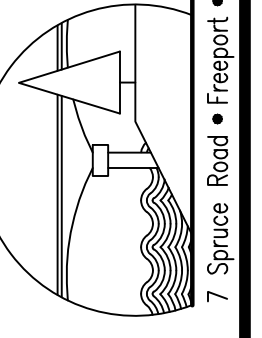
#105



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SHEET TITLE:
**PUBLIC BEACH
 SITE PLAN**
 TOWN OF WINTHROP
 PROJECT:
NORCROSS PT REDEVELOPMENT PLAN
 WINTHROP, MAINE

DATE	MAY 2021
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AMERICAN LEGION
 PUBLIC BEACH
 BOWDOIN STREET
 ON-STREET PARKING
 SIDEWALK W/ CURBING ADJACENT TO EXISTING ON-STREET PARKING
 FENCING AT BACK OF SIDEWALK



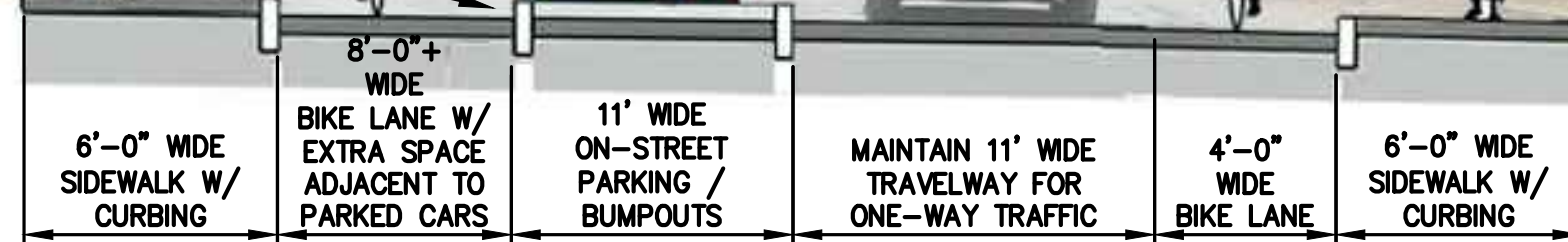
PUBLIC BEACH PEDESTRIAN SAFETY IMPROVEMENTS RENDERING

NOT TO SCALE

PUBLIC BEACH
 BOWDOIN STREET



CONTINUE TO STUDY OPTIONS TO PROVIDE ADDITIONAL PUBLIC SAFETY IMPROVEMENTS ALONG BOWDOIN STREET ADJACENT TO NORCROSS POINT AND THE PUBLIC BEACH. INITIAL STUDIES COULD INCLUDE TEMPORARY PAVEMENT MARKINGS FOR ON-STREET PARKING AND ONE-WAY TRAFFIC. PEDESTRIAN, BICYCLE & VEHICULAR SAFETY IMPROVEMENTS COULD INCLUDE A VARIETY OF THE ILLUSTRATIVE ELEMENTS SHOWN IN THE TYPICAL SECTION



TYPICAL SECTION OF BOWDOIN STREET COMPLETE STREETS OPTIONS

NOT TO SCALE

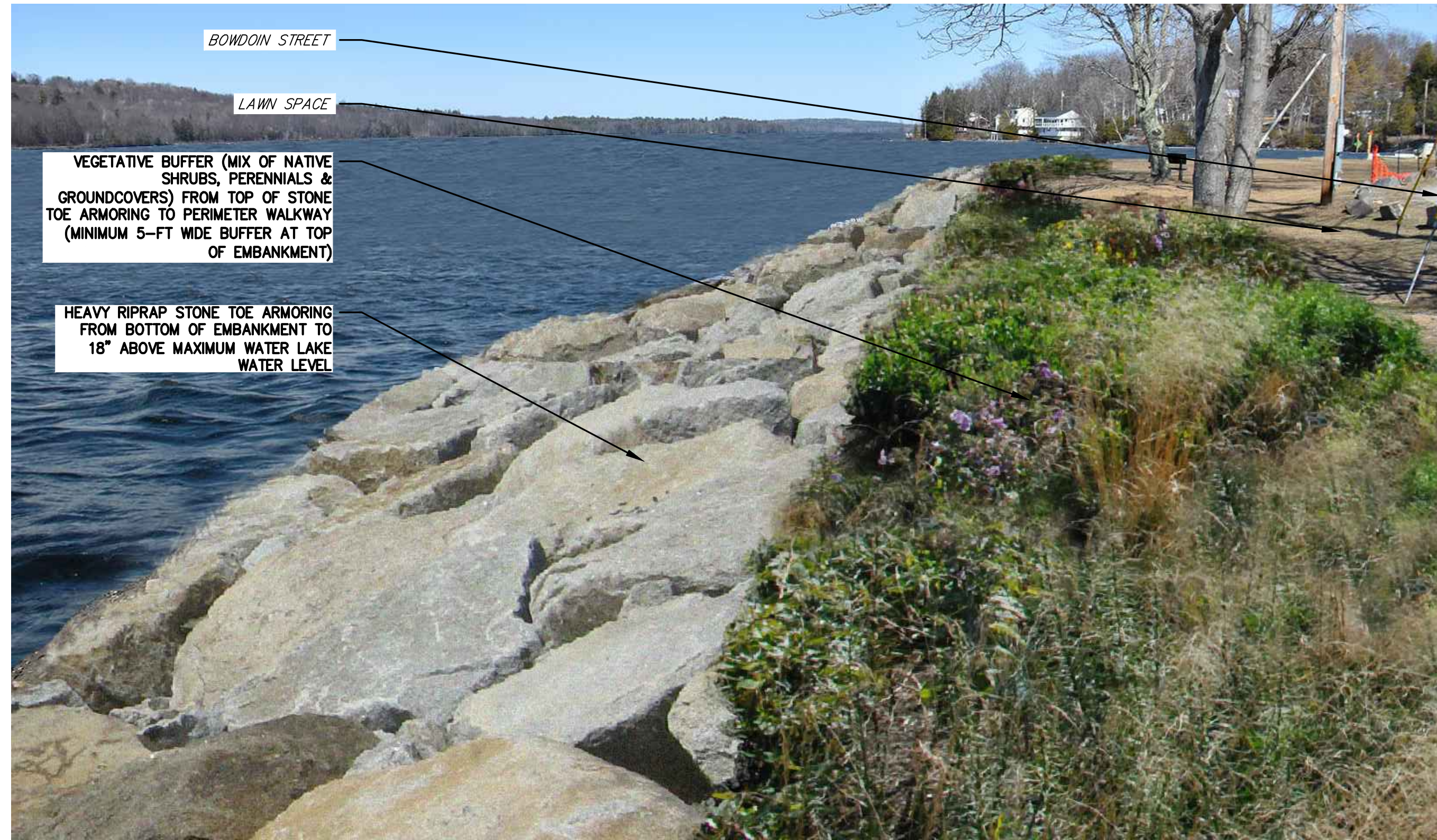
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SHEET TITLE: PUBLIC BEACH - ILLUSTRATIVE SITE IMPROVEMENTS - SAFETY
 PROJECT: NORCROSS PT REDEVELOPMENT PLAN
 TOWN OF WINTHROP
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PUBLIC BEACH SHOREFRONT STABILIZATION RENDERING

NOT TO SCALE



PUBLIC BEACH SHOREFRONT STABILIZATION EXISTING CONDITIONS PHOTO

NOT TO SCALE



PUBLIC BEACH ADA SHORELINE ACCESS IMPROVEMENT OPTIONS

NOT TO SCALE



PUBLIC BEACH SEATING

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PROJECT: NORCROSS PT REDEVELOPMENT PLAN
TOWN OF WINTHROP
WINTHROP, MAINE

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CONTRACT NO.	21-09
SHEET NO.	C-12
REV.	A