



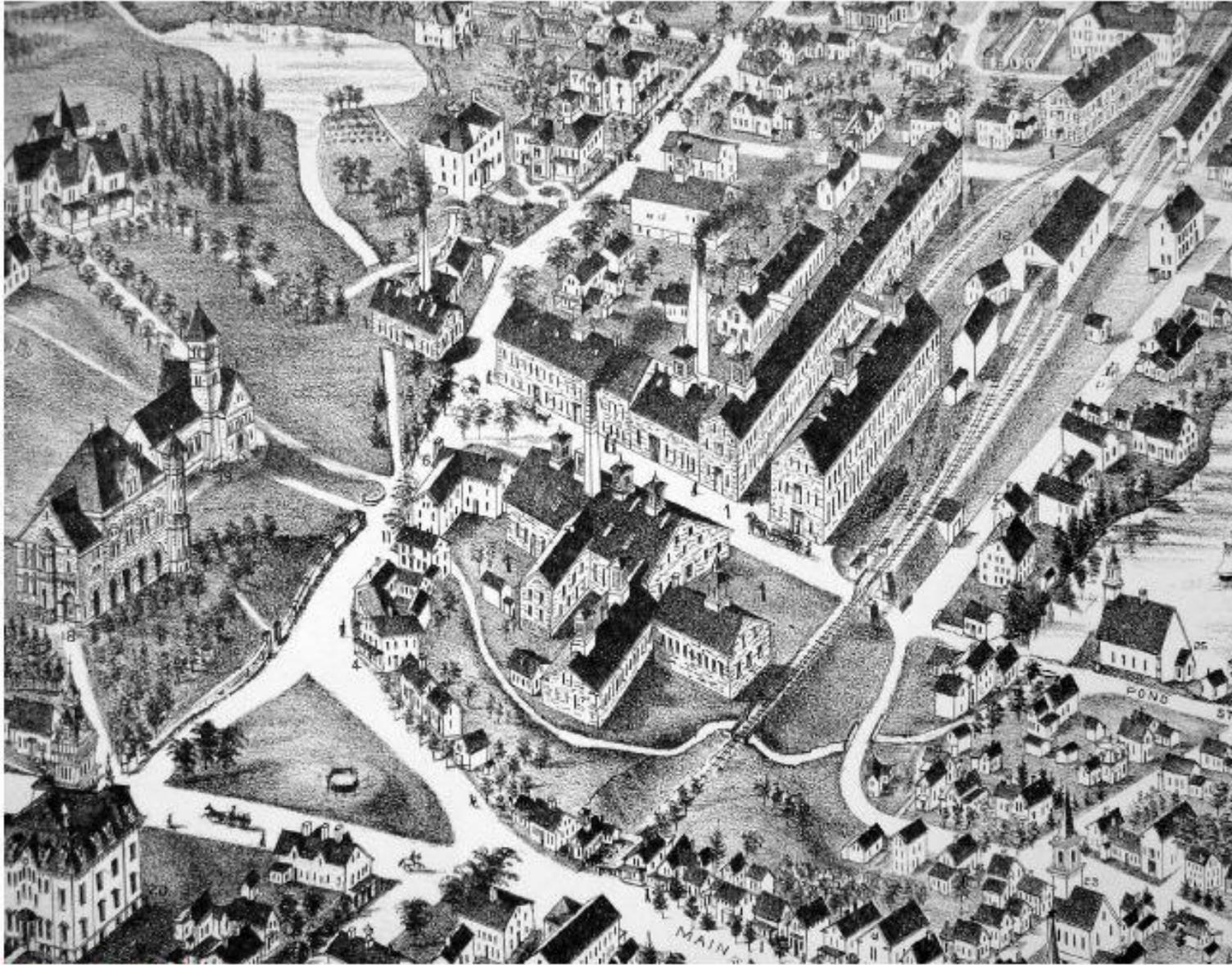
Roadmap to Mill Redevelopment

REUSE, CONVERSION, HISTORIC PRESERVATION

David Spillane AICP, RIBA

Director of Planning and Urban Design | Goody Clancy

Reuse *or* Revitalization?



Case Study: Riverfront Island Master Plan



 Parking structure



Lewiston's Revitalization Roadmap

riverfront island master plan

CITY OF LEWISTON, ME

MASTER PLAN SUMMARY

Tap the Power of the River

- Create a continuous Riverwalk.
- Make Simard-Payne a true waterfront park—with improved amenities and stronger connections to the water and surrounding streets.
- Advance development of Museum L-A as a waterfront anchor.

Attract a Mix of Uses

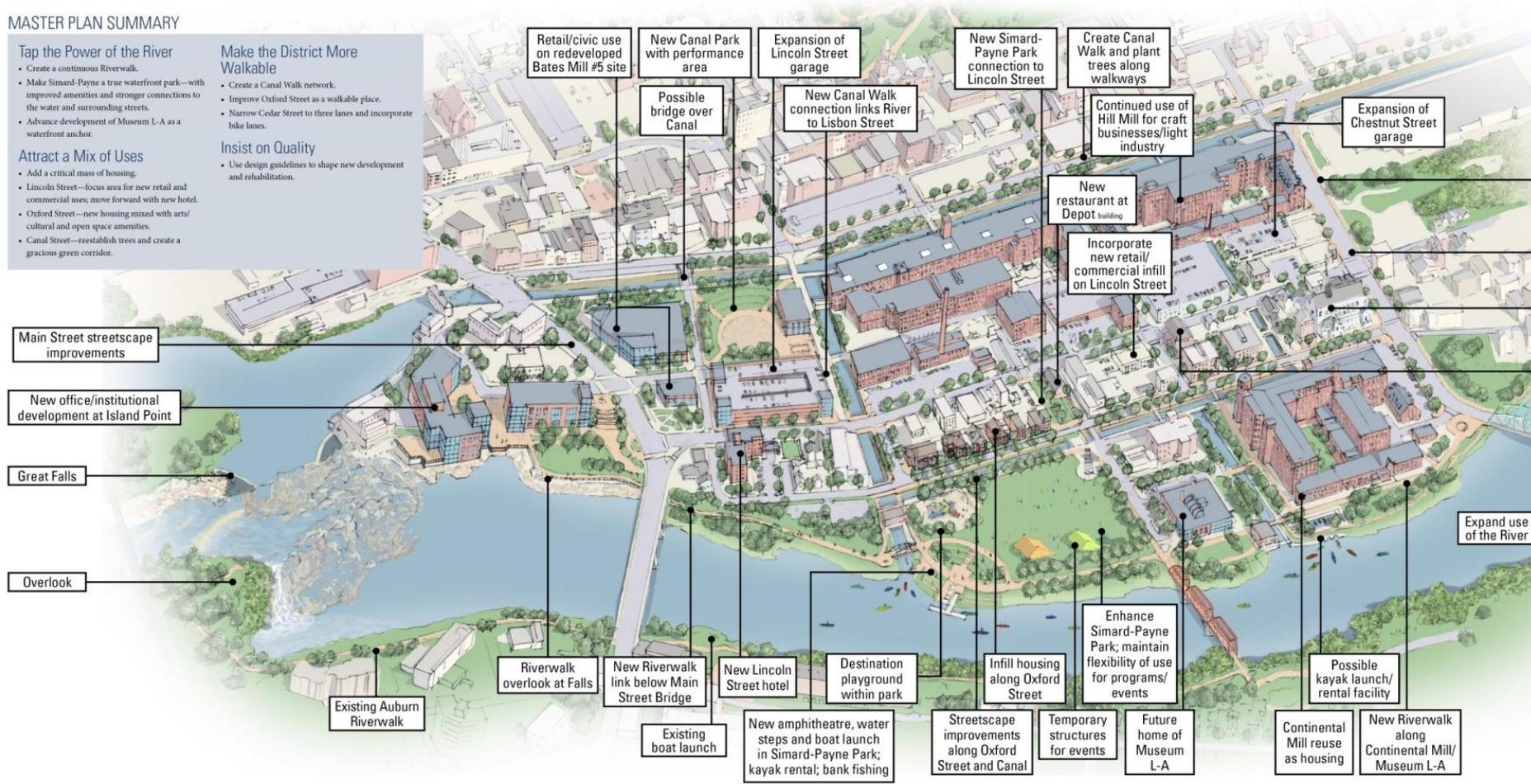
- Add a critical mass of housing.
- Lincoln Street—focus area for new retail and commercial uses; move forward with new hotel.
- Oxford Street—new housing mixed with arts/ cultural and open space amenities.
- Canal Street—reestablish trees and create a gracious green corridor.

Make the District More Walkable

- Create a Canal Walk network.
- Improve Oxford Street as a walkable place.
- Narrow Cedar Street to three lanes and incorporate bike lanes.

Insist on Quality

- Use design guidelines to shape new development and rehabilitation.



Retail/civic use on redeveloped Bates Mill #5 site

New Canal Park with performance area

Expansion of Lincoln Street garage

New Simard-Payne Park connection to Lincoln Street

Create Canal Walk and plant trees along walkways

Continued use of Hill Mill for craft businesses/light industry

Expansion of Chestnut Street garage

Possible bridge over Canal

New Canal Walk connection links River to Lisbon Street

New restaurant at Depot building

Incorporate new retail/commercial infill on Lincoln Street

Main Street streetscape improvements

New office/institutional development at Island Point

Great Falls

Overlook

Expand use of the River

Existing Auburn Riverwalk

Riverwalk overlook at Falls

New Riverwalk link below Main Street Bridge

New Lincoln Street hotel

Destination playground within park

Infill housing along Oxford Street

Enhance Simard-Payne Park; maintain flexibility of use for programs/events

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Existing boat launch

New amphitheatre, water steps and boat launch in Simard-Payne Park; kayak rental; bank fishing

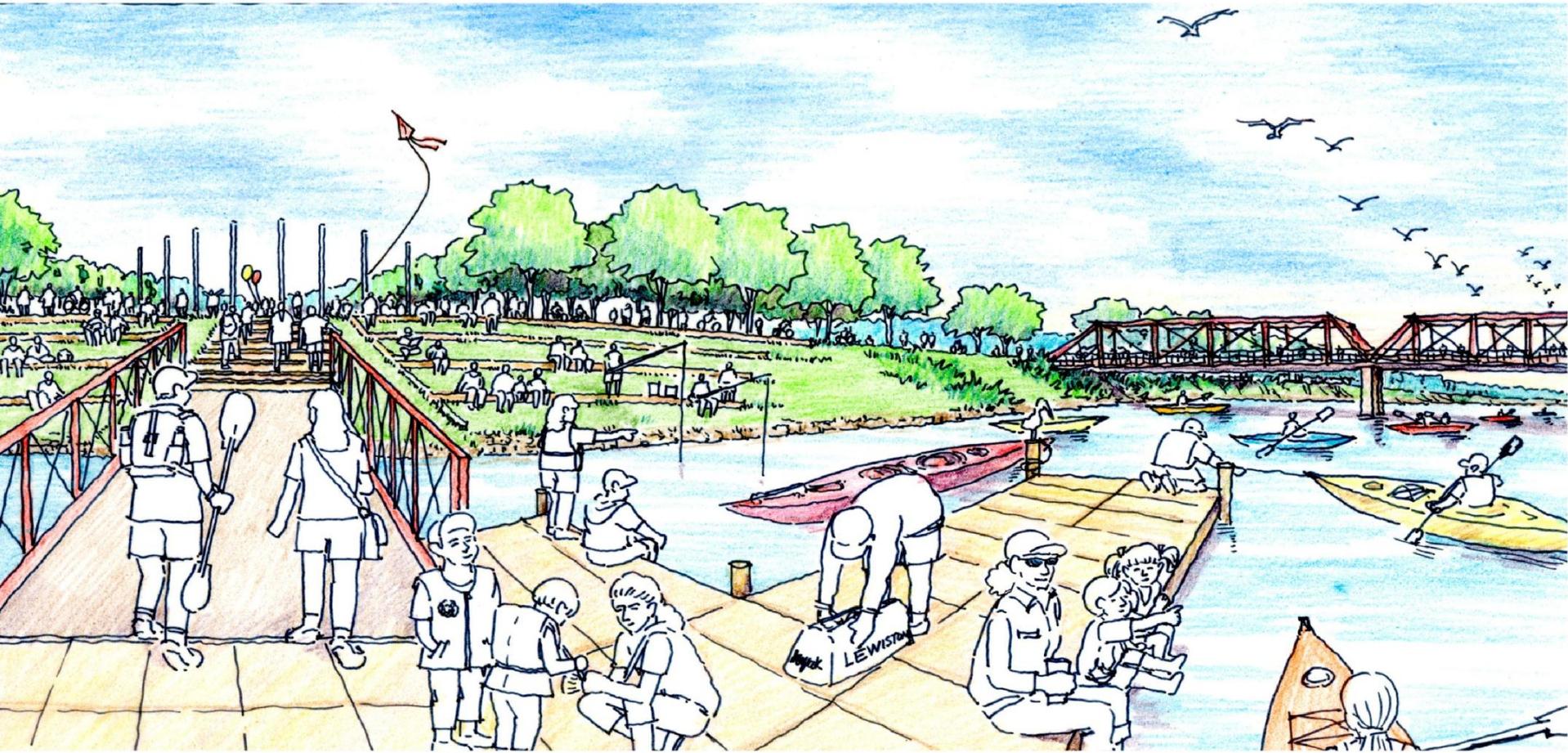
Streetscape improvements along Oxford Street and Canal

Temporary structures for events

Future home of Museum L-A

Continental Mill reuse as housing

New Riverwalk along Continental Mill/Museum L-A



A new waterfront amphitheatre and launch area at Simard-Payne Park could become a major community destination on the Riverwalk.

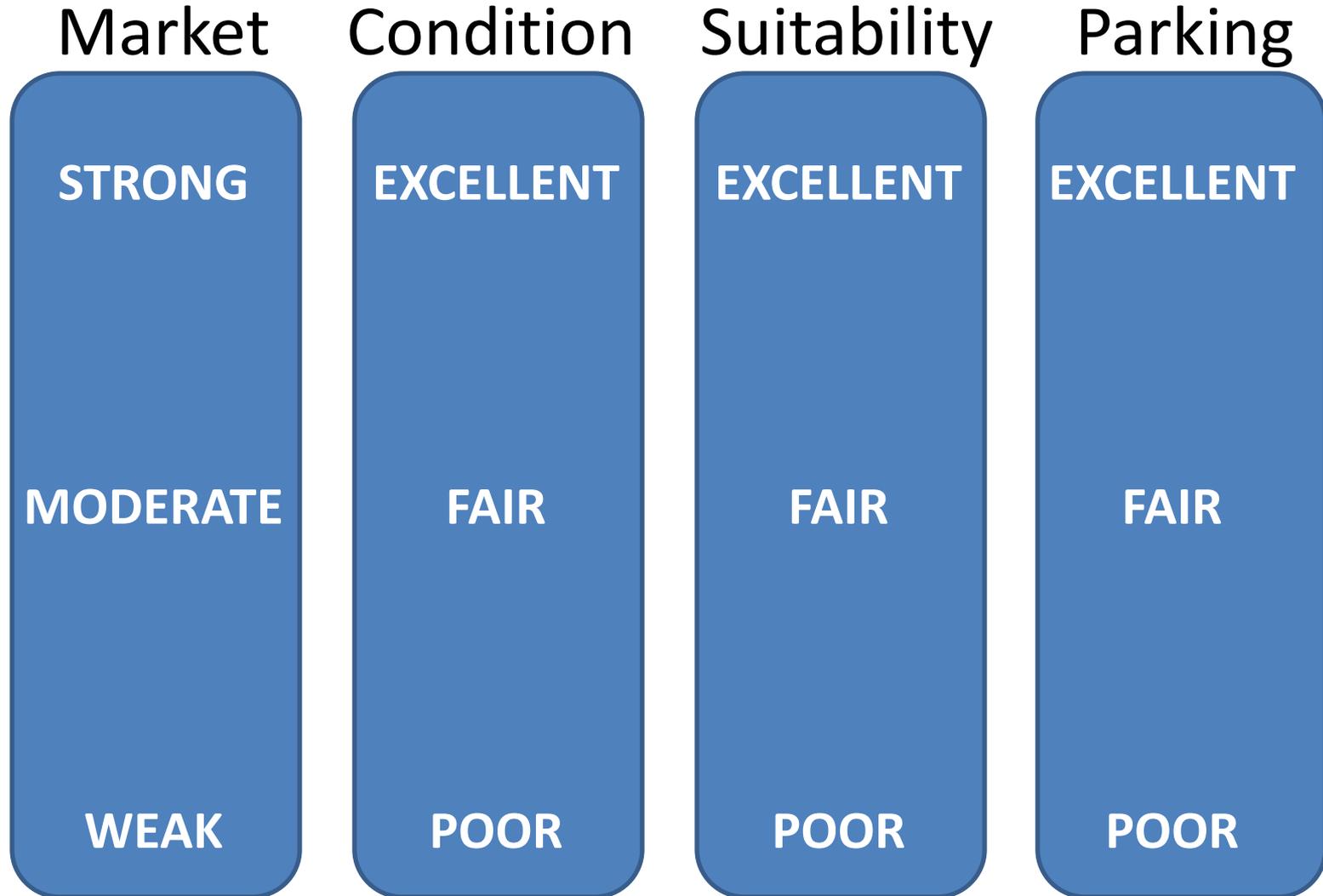


Oxford Street could become a much more walkable and attractive place through creation of a canal walk and development of new infill housing around Simard-Payne Park.

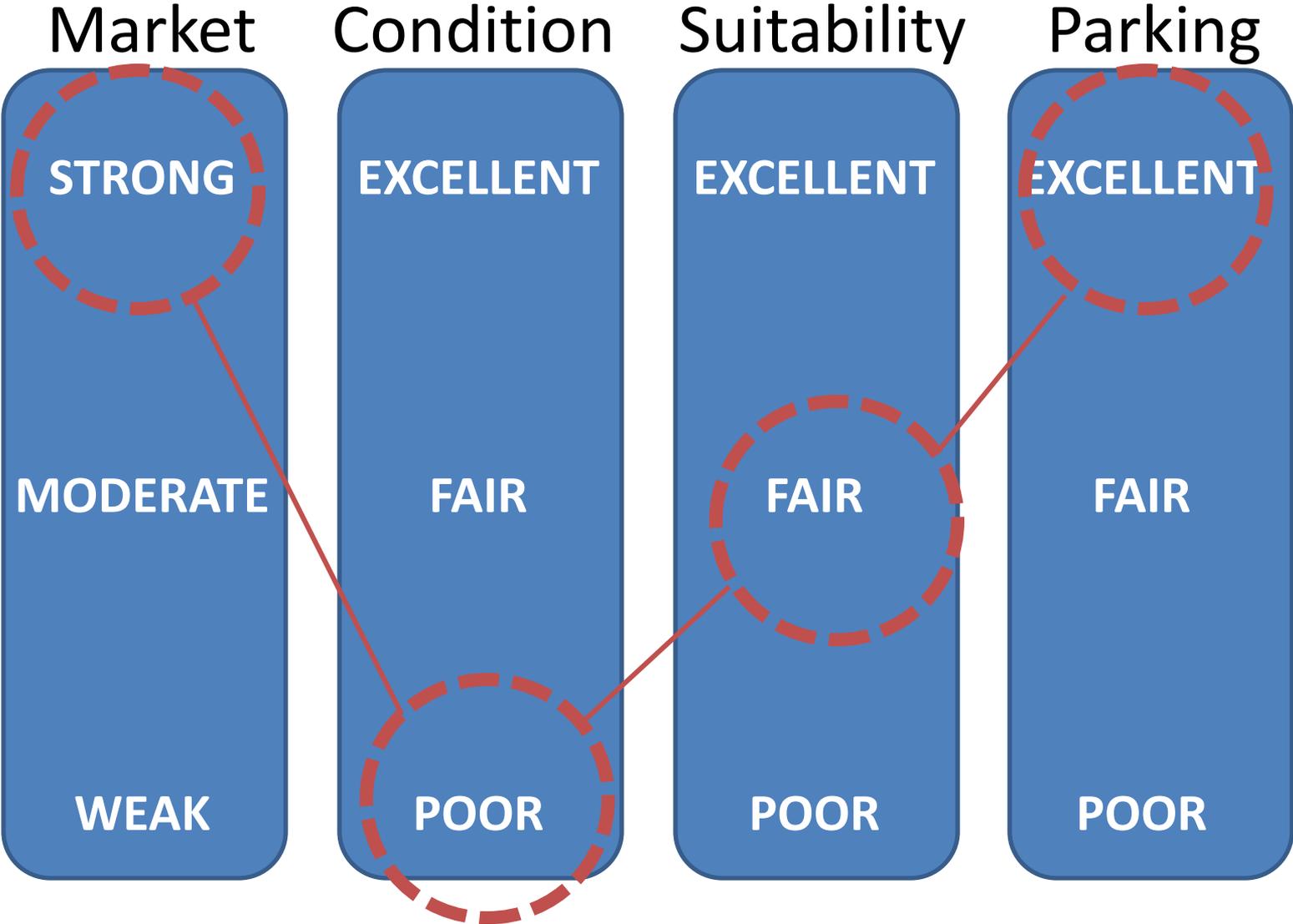


Lewiston can reestablish the network of tree-shaded paths that once lined the canals.

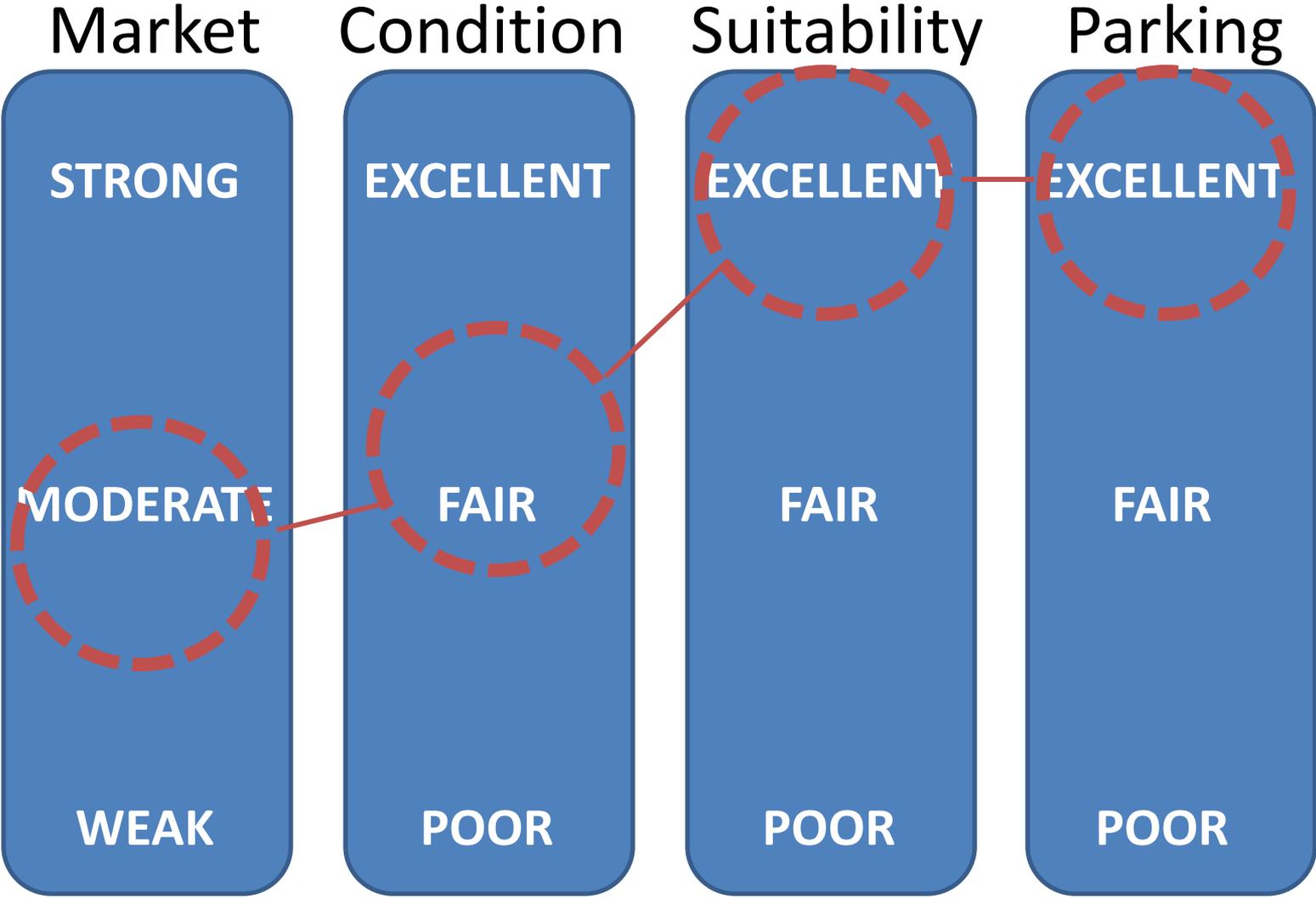
Reuse Potential: Vital Signs



Vital Signs



Vital Signs



4 Mills

Bates Mill #5

Bates Mill

Hill Mill

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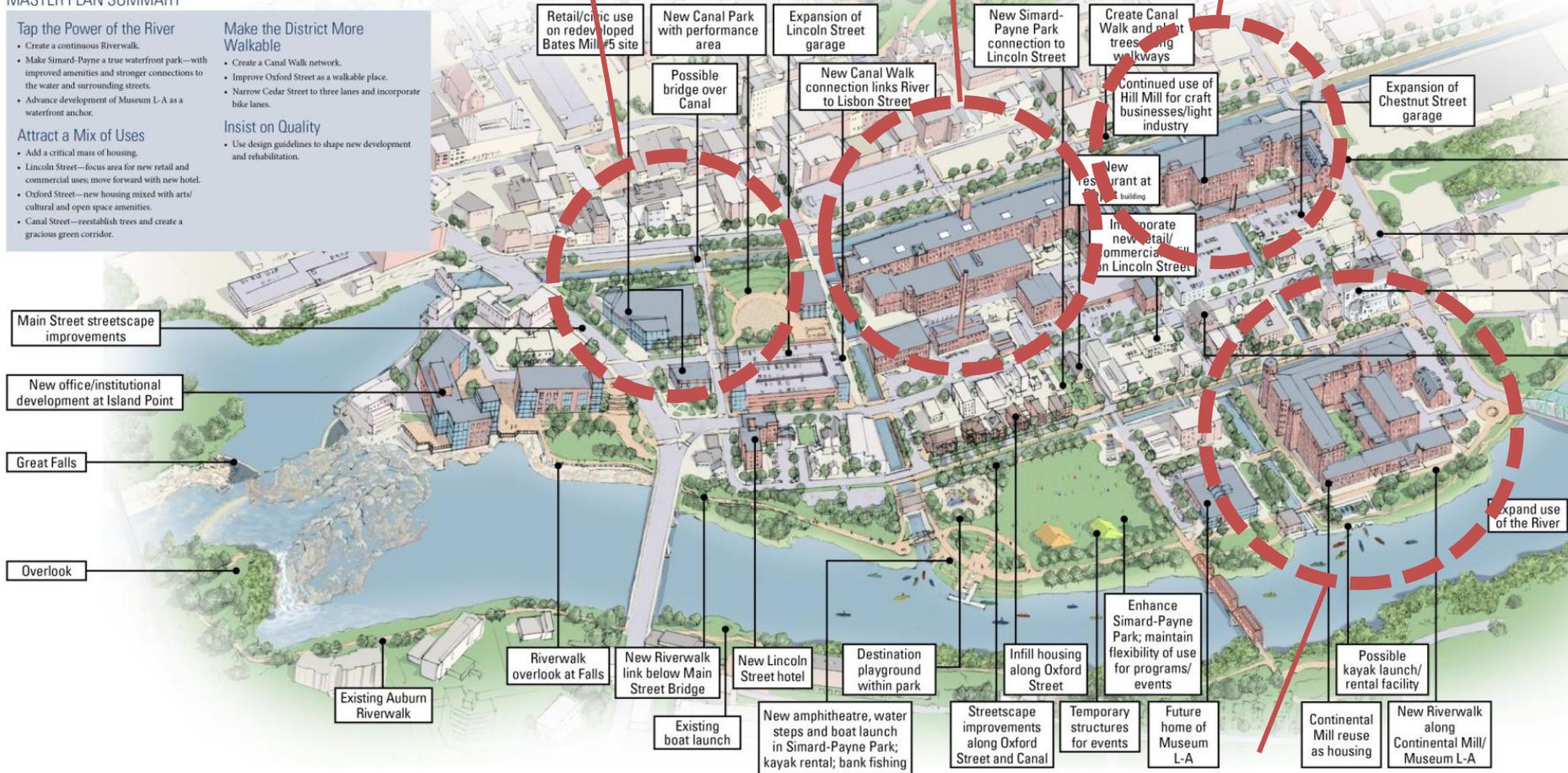
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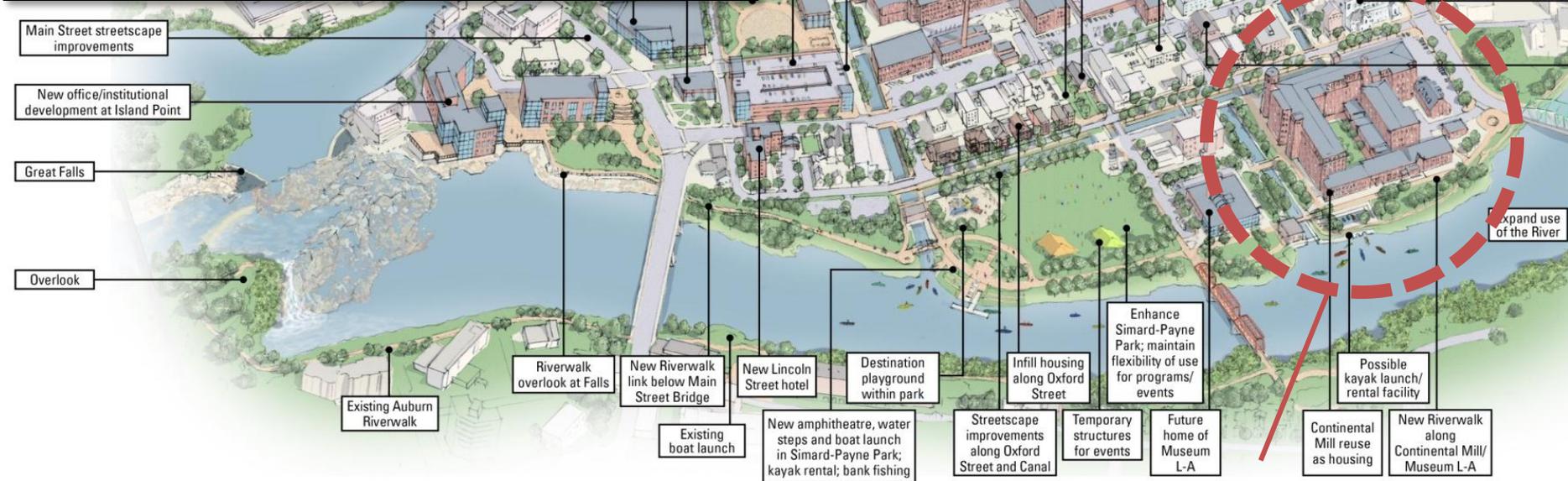
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Expand use of the River

Continental Mill



Continental Mill



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Elements of a Lewiston Riverwalk: Showcasing a Great Riverfront and connecting it to the community

NORTHERN SEGMENT Island Point to Simard-Payne ("Railroad") Park

Island Point: Uninterrupted public access along the each segment of downtown riverfront is critical. The Riverwalk should extend through Heritage Park and along Island Point, linking back to Main Street at the Upper Canal and should be incorporated into future development plans for Island Point. Overlooks along this segment of the Riverwalk could provide dramatic views of the Great Falls.

Riverwalk under Main Street: A walkway under the Longley Bridge, beneath Main Street, is critical to continuous access along the River's edge. On the south side of the bridge, this "sister path" to the under-bridge segment of the Auburn Riverwalk could begin approximately

halfway up the grade toward Main Street, bear toward the River traversing the riverbank contours, and then follow the riverbank (likely on an elevated structure) under the bridge before returning to grade in Heritage Park.

Simard-Payne Park to Main Street: The Simard-Payne Park segment of the Riverwalk—which now ends abruptly near the intersection of Lincoln and Main streets—could be fully connected to Main Street through a walkway along the top of the riverbank. The existing walkway and handrail in this area could be replaced with a restored stone parapet along the top of the mill walls.

CENTRAL SEGMENT Simard-Payne Park

Bikepath and Simard-Payne Park access: The riverwalk will have a major cross axis intersection with the bikepath at the end of the Railroad Bridge, and that location should be a focal point for people gathering and wayfinding.

Simard-Payne Park enhancements: Several Simard-Payne Park enhancement are proposed: improved park connectivity with connector walks on the northern end of Oxford street; development of a public amphitheatre facing the river at the northern end of the park; development of a more formal walkway to the water's edge, also at the northern park area where topography allows.

Amphitheatre: a tiered stone amphitheatre for outdoor performances and observing the balloon festivals is proposed on the northwest corner of the park.

Water-access steps: stone steps and a ramp for ADA access and boat walk-in to the shallow shorelines at the ends of the branch canal exit are also proposed so that boats and people can access the waters edge in the park landscape. This location could include a kayak-rental operation.

Canal crossing: Relocation of the present bridge closer to the canal terminus is also proposed so that the bridge offers views up and down the river.

SOUTHERN SEGMENT Cedar Street to Simard-Payne Park

Cedar Street/ Peace Bridge Gateway: Create a Riverwalk gateway that defines the pedestrian entrance to the area, provides parking for Riverwalk users as part of the Continental Mill redevelopment, reclaims old paved areas as greenspace for the river, and includes reclamation of a natural riverbank environment and integration of stormwater treatment for the Continental Mill property.

Continental Mill yard crossing for the Flume gateway and water access: Open the back yard of the mill to pedestrian access to the River and the unique "flumes" that carry exiting waterpower from under the mill. Rehabilitate

the open area where the flumes were blasted open for a sewer line project. The collapsed flumes offer access to the river for paddlers in a dramatic yet protected way. The flumes that exit through the stone arches monitor safe water levels (if the water level of the river is too high, they are impassible). Stabilization of the slopes with stonework and other retention will make the area safe for access via an elevated walkway and ramp/ stair system to the waters level. A drop of approximately 20-25' into the chamber will be required, and a way to sluice kayaks into the basin will need to be devised. Once in the basin, kayakers can paddle through the flumes to the main River for river

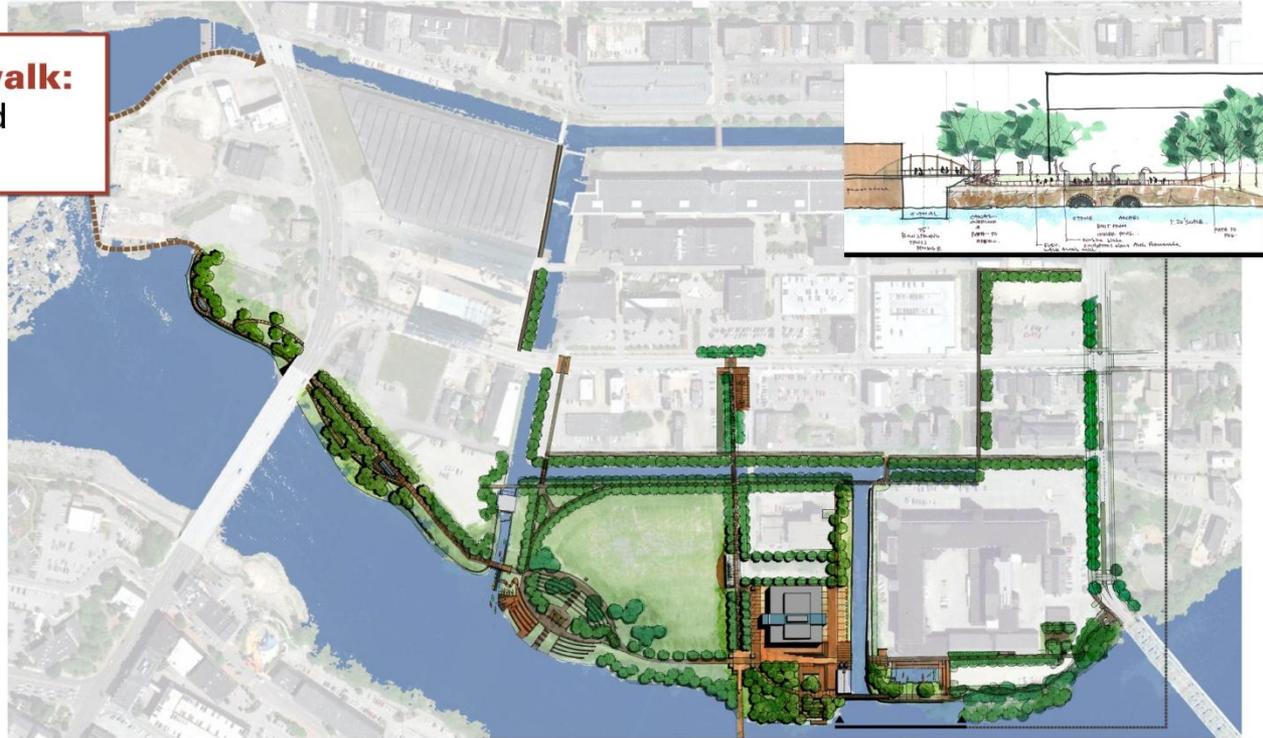
tours and recreation. A kayak-rental outlet could also be staged from this location.

Branch canal crossing: Crossing from the Continental Mill site to the Museum L-A Property and Simard-Payne (Railroad) Park requires a bridge over the canal. Recent site clean-up on the Museum L-A site elevated grades to a long gradual slope, so the bridge will need to be sited and designed to fit an exit path at ADA grades and to meet the grade of the path at the Railroad Bridge entrance. It would also be desirable for the pathway to have a sight line of visibility from the walkway at the Continental Mill to the Museum L-A site. The elevated grade for the bridge will require

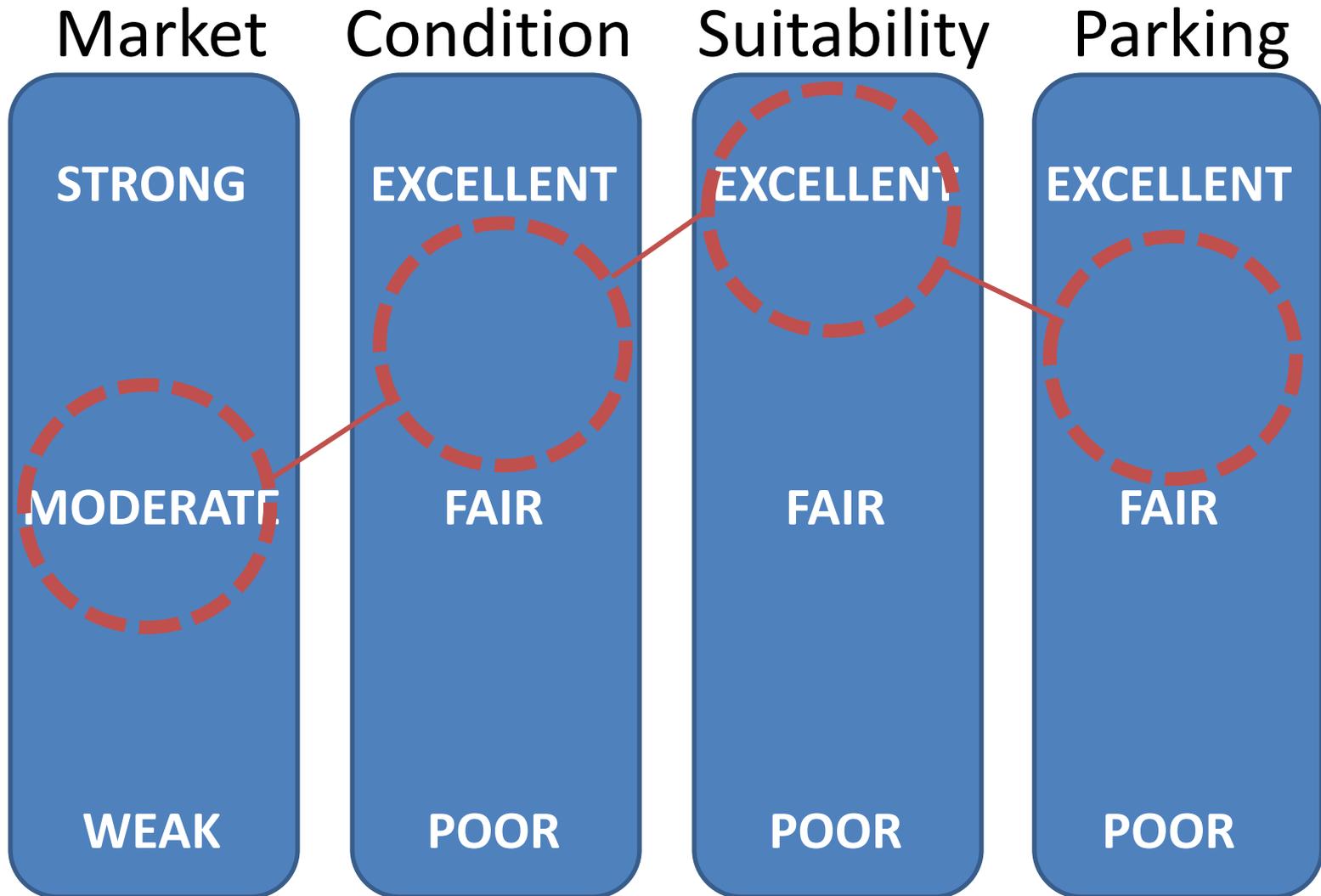
its Continental Mill end to meet an equal elevation. Many types of bridges could be considered for this site, with cost and design being strong influences.

River overlooks: A unique river-overlook opportunity exists above the stone-arched-flume exits to the Androscoggin where kayaks and canoes can access underneath. An elevated platform could offer dramatic views up and down the river and interpret the site's waterpower history.

Museum L-A Access and Cross Canal walk: At the Museum L-A side of the canal, walkways head in two directions: along the branch canal towards Oxford Street and toward Simard-Payne Park.



Continental Mill: Housing Reuse



Bates Mill #5

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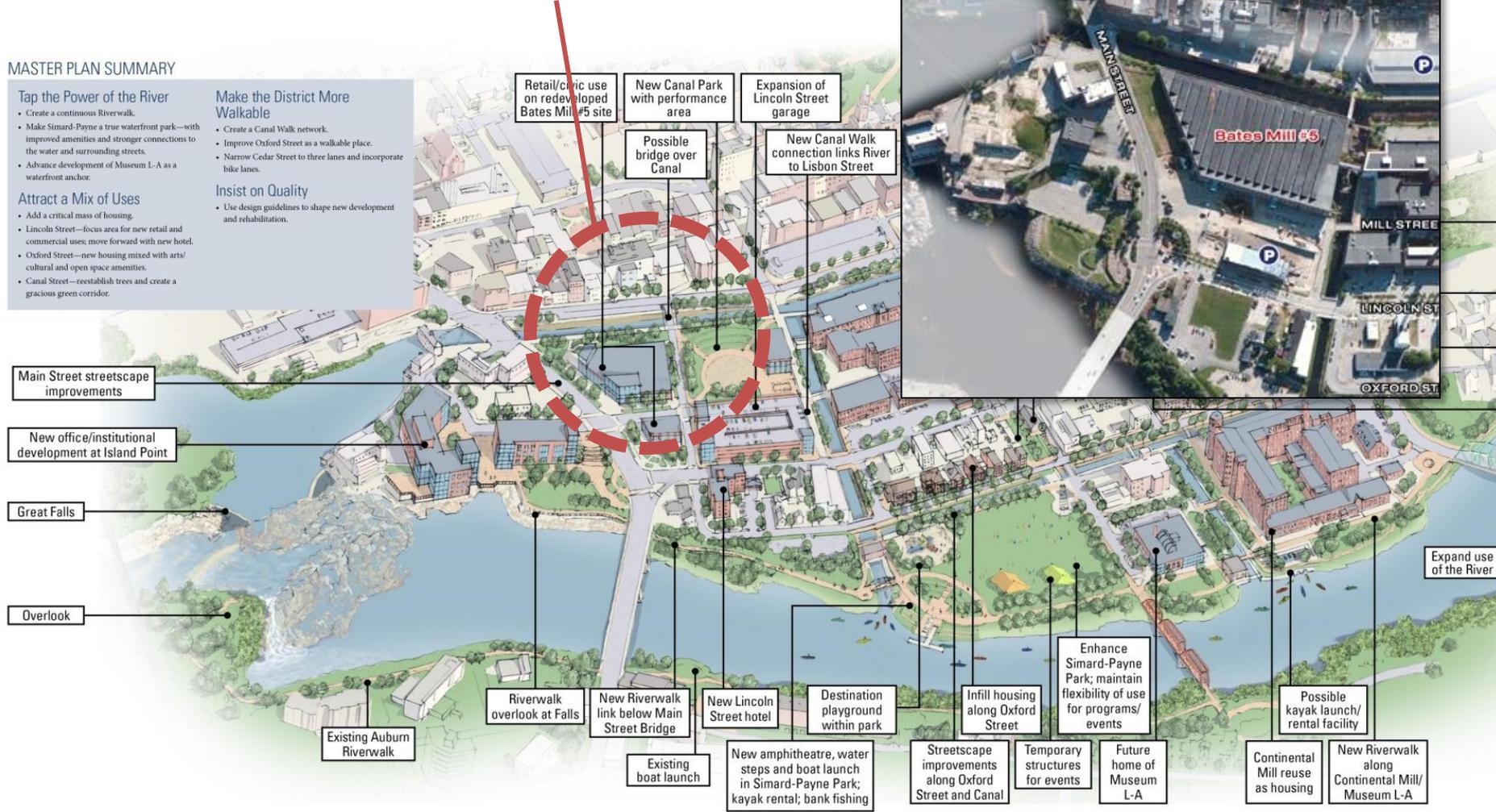
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SCENARIO 1

Restore Bates #5 as community anchor



PRELIMINARY ASSESSMENT

| BENEFIT | | FEASIBILITY/ IMPLEMENTATION | COST |
|--------------|----------------------|--------------------------------|----------|
| Urban Design | Economic Development | | |
| Very Good | Very Good | Low (Significant Barriers) | \$\$\$\$ |

SCENARIO 2

Redefine community gateway with a signature public space



PRELIMINARY ASSESSMENT

| BENEFIT | | FEASIBILITY/ IMPLEMENTATION | COST |
|--------------|----------------------|--------------------------------|-------------|
| Urban Design | Economic Development | | |
| Very Good | Good | Moderate (Barriers) | \$\$-\$\$\$ |

SCENARIO 3

Capture near-term market opportunities



PRELIMINARY ASSESSMENT

| BENEFIT | | FEASIBILITY/ IMPLEMENTATION | COST |
|--------------|----------------------|--------------------------------|---------|
| Urban Design | Economic Development | | |
| Fair | Good / Fair | Good | \$-\$\$ |

Bates Mill: Economic Anchor

Market

Condition

Suitability

Parking

STRONG

EXCELLENT

EXCELLENT

EXCELLENT

MODERATE

FAIR

FAIR

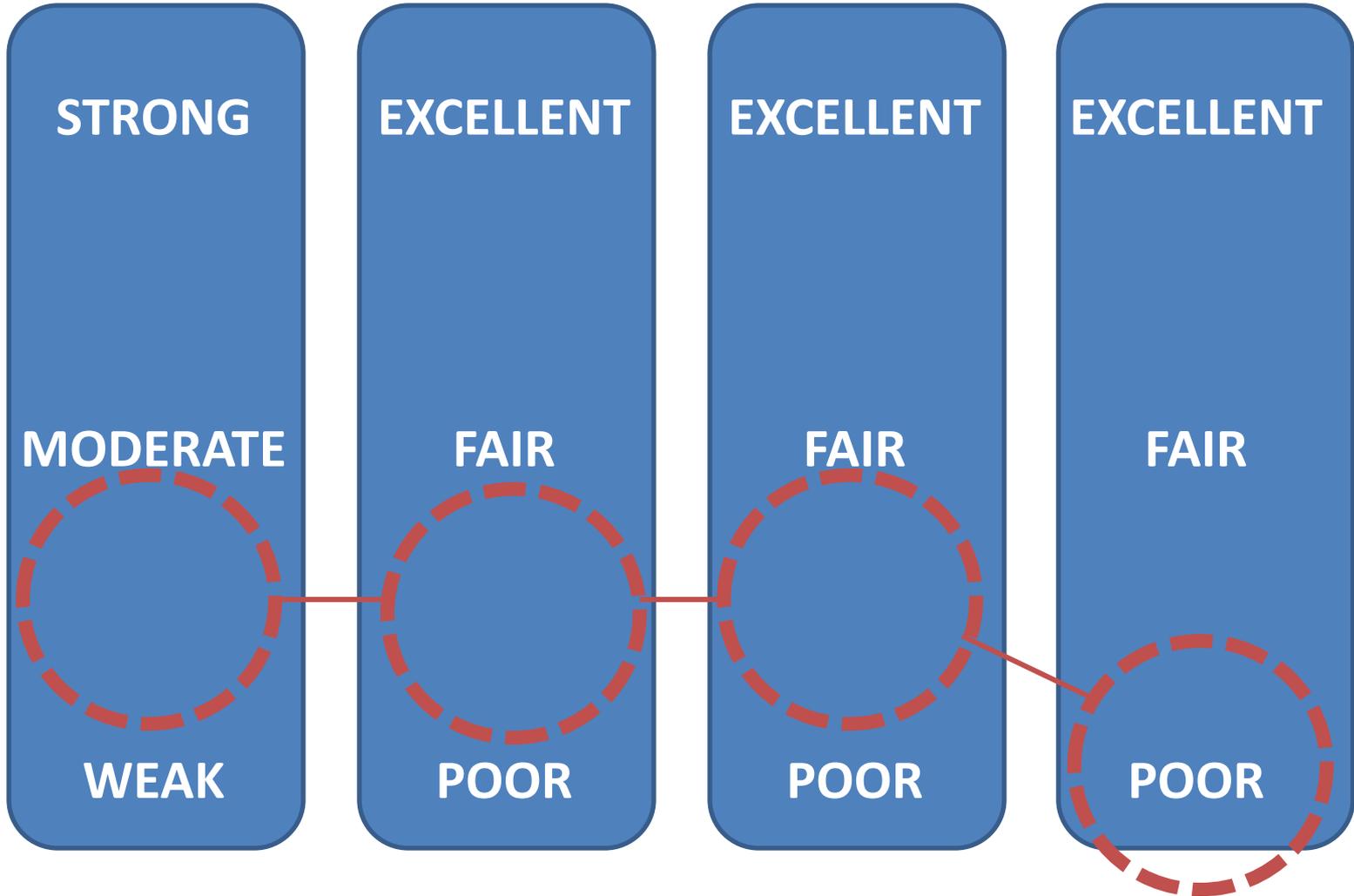
FAIR

WEAK

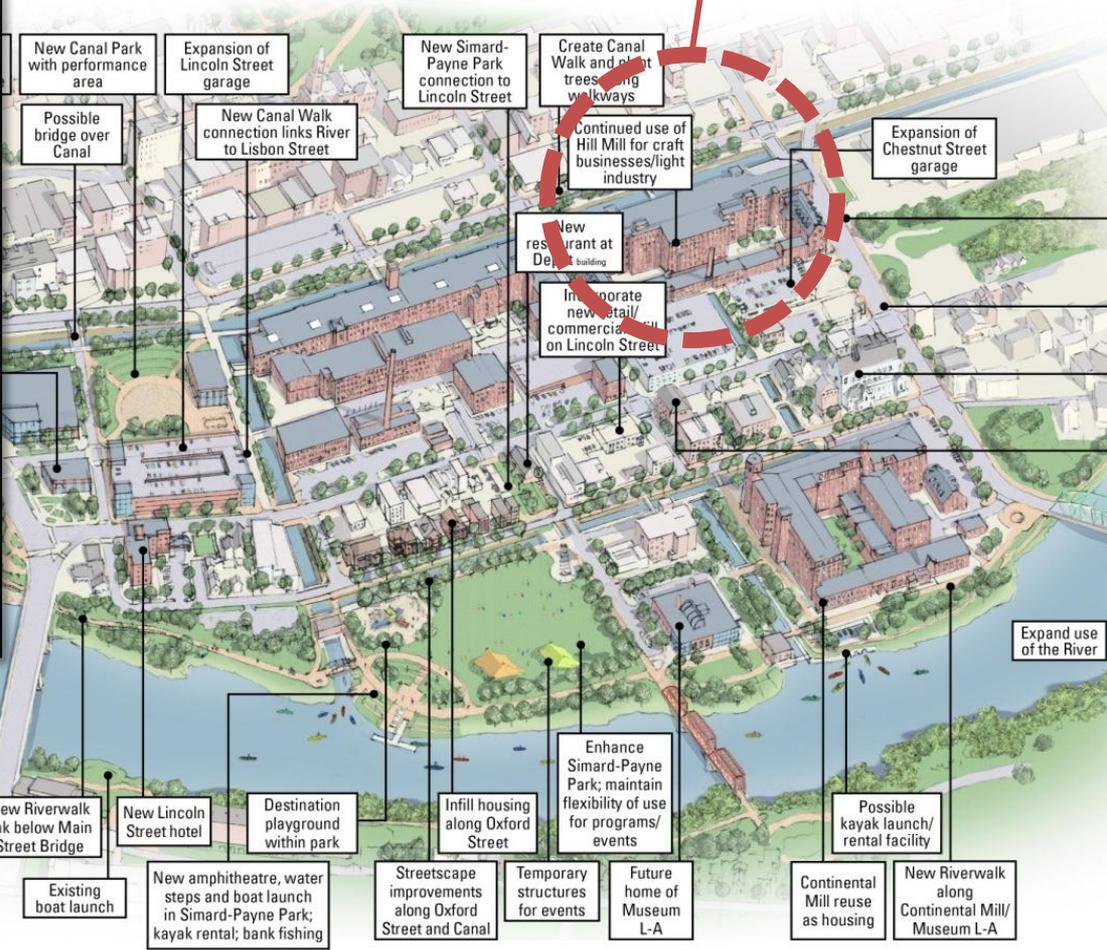
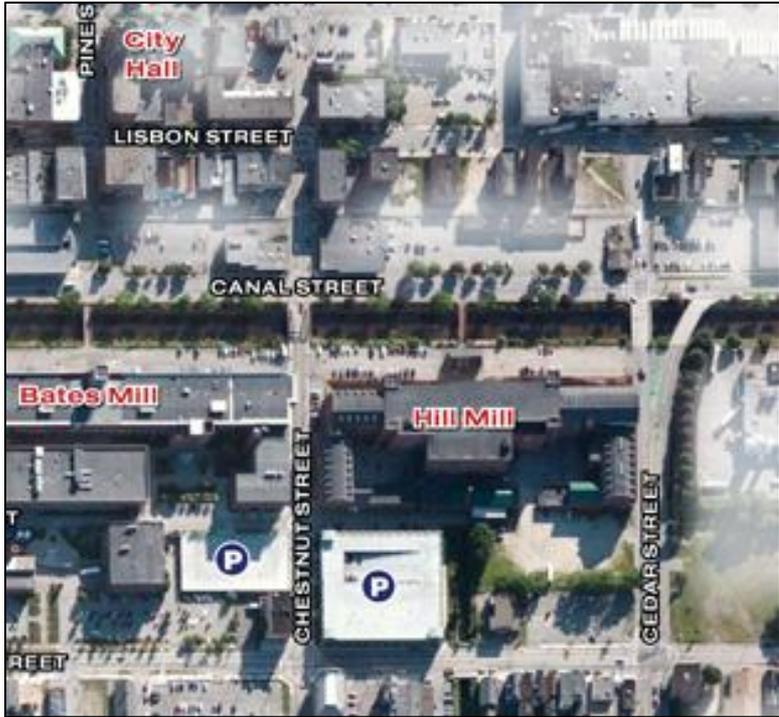
POOR

POOR

POOR



Hill Mill





Hill Mill: Artisan Uses

Market

Condition

Suitability

Parking

STRONG

EXCELLENT

EXCELLENT

EXCELLENT

MODERATE

FAIR

FAIR

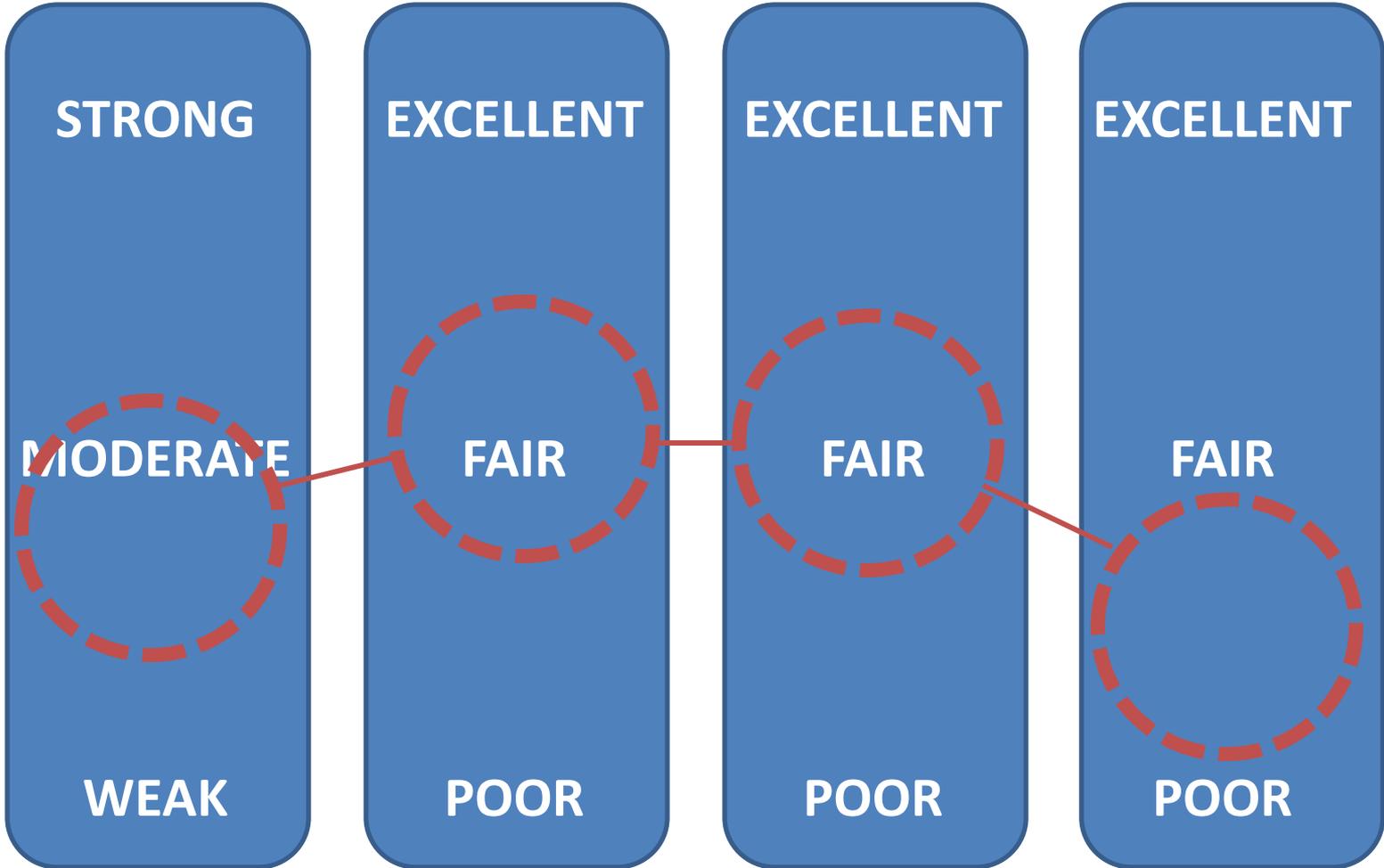
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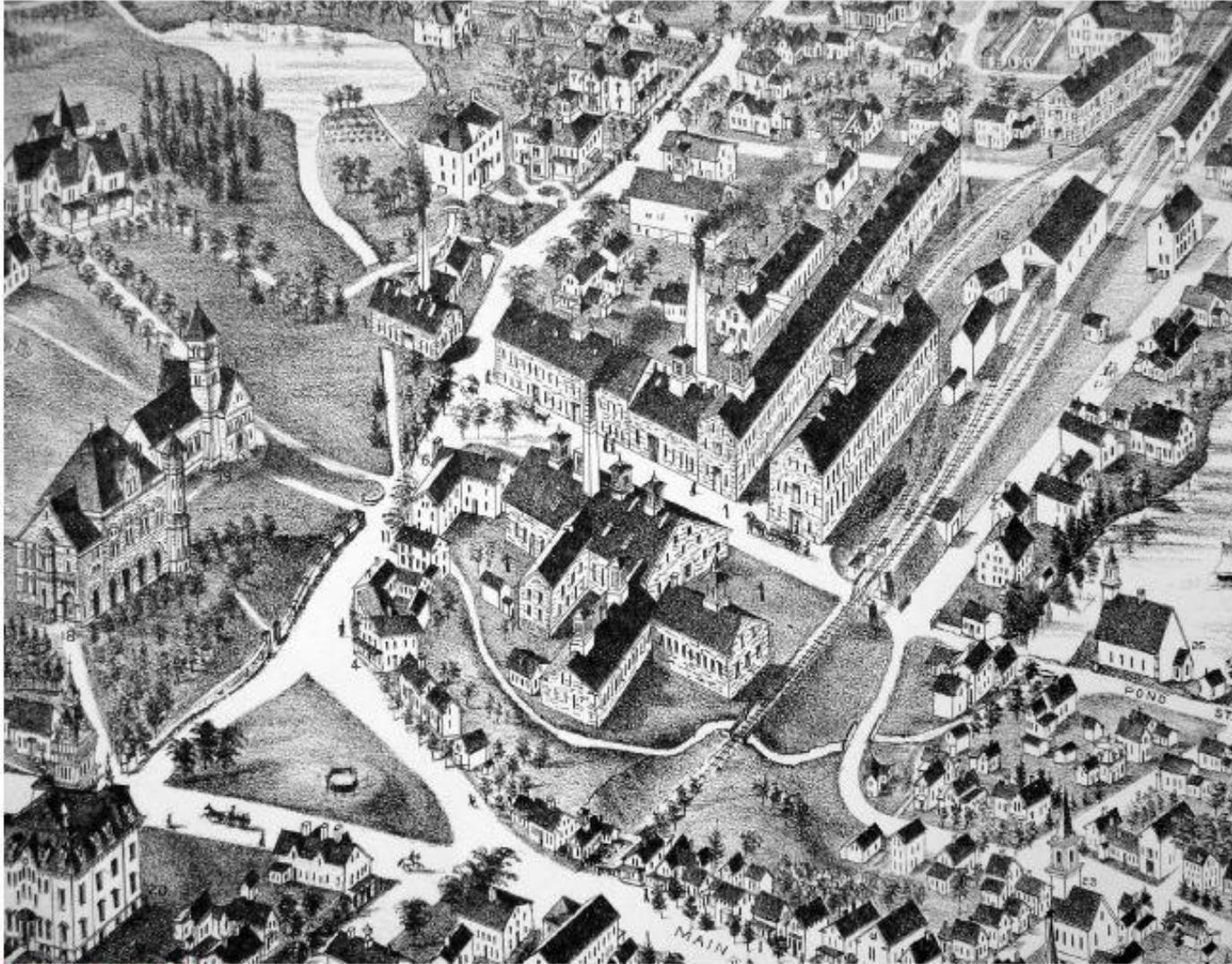
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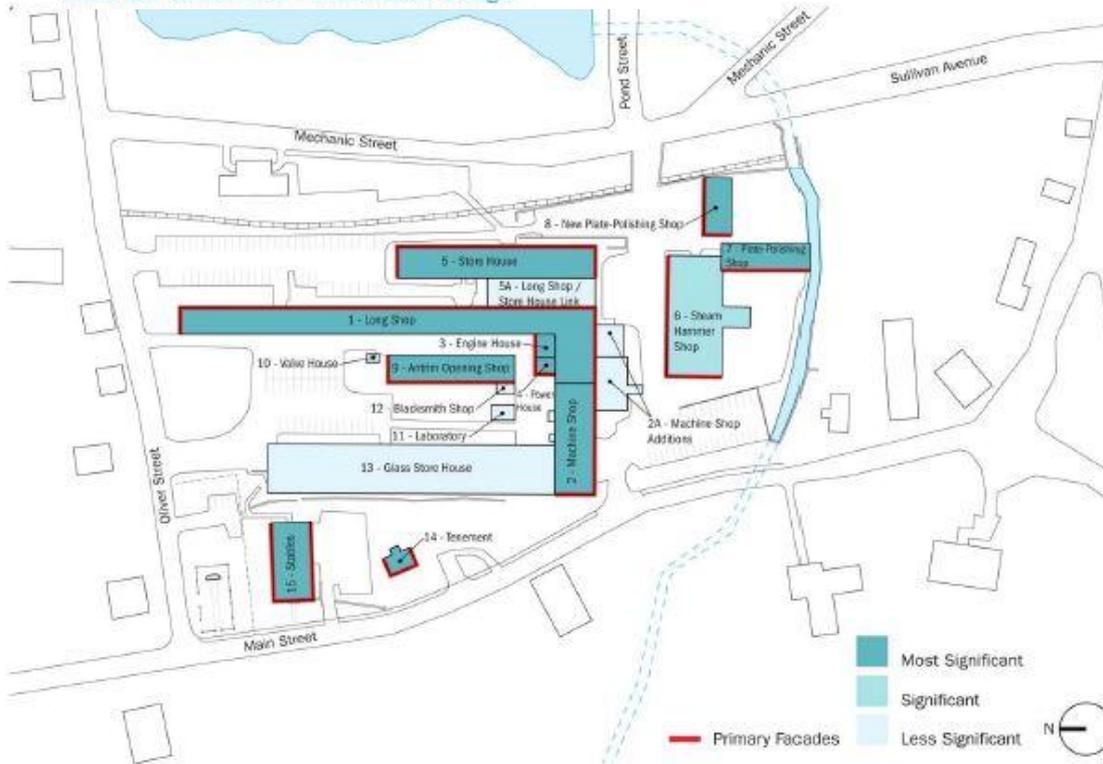
Reuse Guidelines



Consultant Team:

Utile, Inc. - Architecture and Planning
 GLC Development Resources - Development Feasibility
 Milford & Ford - Historic Preservation
 Noble and Wickersham - Coordination & Legal

Historic and Architectural Significance



| Structure | Most Significant | Significant | Less Significant | Comments |
|--|------------------|-------------|------------------|---|
| 1. Long Shop (1852) | * | | | First and largest building in the Shovel Works, housing all stages of manufacturing process; set architectural style for the rest of original granite factory complex. |
| 2. Machine Shop (1857) | * | | | Together with the Long Shop, the core of the original granite factory complex; housed key element of manufacturing process. |
| 2A. Machine Shop Additions (1980s) | | * | | Post-dates chief period of industrial significance; inconsistent with architectural character of original complex. |
| 3. Engine House (1853) | * | | | Housed key element of manufacturing process; architectural character consistent with rest of original granite factory complex. |
| 4. Power House (1907) | * | | | Together with Engine House, housed key element of manufacturing process; architectural character consistent with rest of original granite factory complex. |
| 5. Store House (1870) | * | | | Housed key stage of manufacturing process; architectural character consistent with rest of original granite factory complex. |
| 5A. Long Shop / Store House Link (1930s / 1980s) | | * | | Post-dates chief period of industrial significance; inconsistent with architectural character of original complex. |
| 6. Steam Hammer Shop (1853) | * | | | Highly significant historically, housing key stage in the manufacturing process. Exterior granite walls and highly significant and should be preserved; original pitched roof has been removed. |
| 7. Plate-Polishing Shop (1867) | * | | | Housed key stage of manufacturing process; architectural character consistent with rest of original granite factory complex. |
| 8. New Plate Polishing Shop (1880) | * | | | Housed key stage of manufacturing process; architectural character consistent with rest of original granite factory complex. |
| 9. Antrim Opening Shop (1868) | * | | | Housed key stage of manufacturing process; architectural character consistent with rest of original granite factory complex. |
| 10. Valve House (1906) | | * | | Post-dates chief period of industrial significance; inconsistent with architectural character of original complex. |
| 11. Laboratory (1926) | | * | | Post-dates chief period of industrial significance; inconsistent with architectural character of original complex. |
| 12. Blacksmith Shop (pre 1934) | | * | | Post-dates chief period of industrial significance; inconsistent with architectural character of original complex. |
| 13. Glass Store House (1928) | | * | | Post-dates chief period of industrial significance; inconsistent with architectural character of original complex. |
| 14. Tenement (1840s) | * | | | Sole on-site example of workers housing; well-preserved vernacular Greek Revival structure; landscaped site contributes to civic and residential character of Main Street. |
| 15. Stables (1897) | * | | | Played key role in firm's history as stables and then offices; presents ceremonial public face of Shovel Works to Main Street, with its other civic and residential buildings. |



1. Long Shop



5. Store House



9. Antrim Opening Shop



2. Machine Shop



15. Stables



3. Engine House / 4. Power House

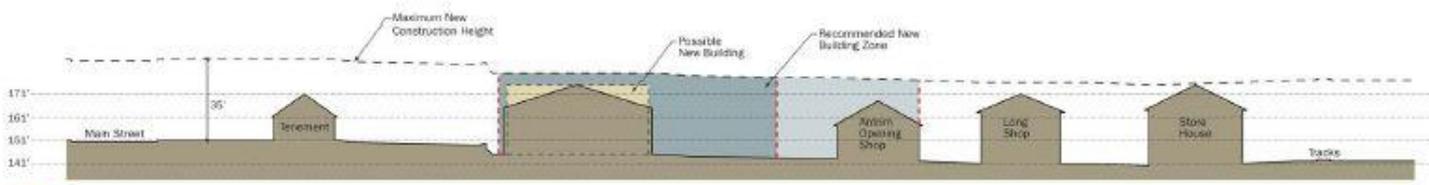
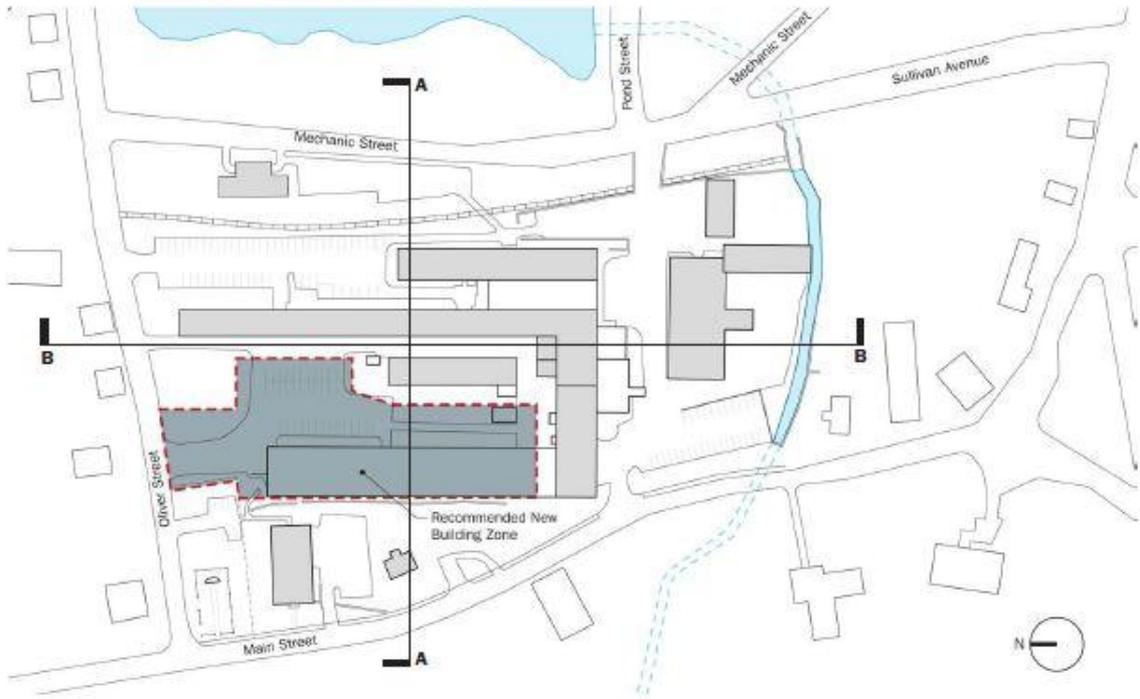
Building Limitations and Recommended Zones

Plan Limitations:

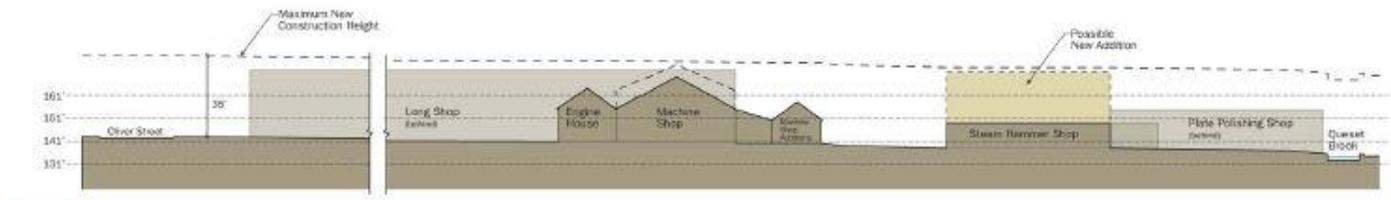
The acceptable new building zone was determined from the site edge analysis, and the scale and massing of the existing historic structures. Within the boundaries of this new zone, the overall footprint of new construction should be limited to the footprint of the existing Glass Store House.

Height Limitations:

The height limitations of new structures should be limited to 35' above grade, throughout the site. New construction should register the cornice lines of the existing long buildings in massing and potentially in architectural detailing.



Section A-A



Section B-B

Summary

- Keys to Success:
 - Clear goals:
 - reuse
 - revitalization
 - Getting the right use fit:
 - Market
 - Building condition
 - Building suitability
 - Financial parameters



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