

Town of Brunswick, Maine

Item 7

Back up
materials

Town of Brunswick, Maine

OFFICE OF THE TOWN ENGINEER

MEMORANDUM

TO: Town Manager

FROM: Trey Crews, PE, Town Engineer

DATE: January 8, 2026

SUBJECT: Conversion of Town Hall Place to One-Way Traffic and Related Parking and Loading Ordinance Changes

Town Hall Place is a public roadway approximately 200 feet long that connects Maine Street to the former Town Hall and Central Fire Station site. It currently allows two-way traffic and includes a single loading zone on the south side. On-street parking is restricted in order to maintain two-way travel.

During the design of the Maine Street Streetscaping project, a significant grading challenge was identified on the block between Pleasant Street and Town Hall Place. This area has a large change in elevation within a limited right-of-way, making it difficult to meet Americans with Disabilities Act (ADA) requirements. While the original design met ADA standards, it would have eliminated outdoor space in front of adjacent businesses. This would have negatively affected opportunities for outdoor dining, retail displays, and similar uses.

To both maintain ADA compliance and preserve usable outdoor space for these businesses, a curb extension (bump-out) was determined to be necessary. This additional sidewalk width allows the grade requirements to be met while still providing functional space for adjacent properties. However, this design change requires modifying the existing angled parking spaces on Maine Street along this block.

After consultation with the affected property owners, there was agreement to convert the angled parking spaces to parallel parking in order to accommodate the curb extension. This change would reduce the number of parking spaces on Maine Street from nine to five.

To offset this reduction, staff explored opportunities to add parking nearby. It was determined that converting Town Hall Place to one-way traffic would allow for the addition of parking spaces and a designated loading zone. Under this configuration, five new parallel parking spaces would be created on Town Hall Place. Overall, this results in a net gain of one parking space in the immediate area.

To implement this design, the Town Engineer recommends that the Town Council consider amendments to *Chapter 15 – Traffic and Vehicles*, including *Article III – Specific Street Regulations* and *Article IV – Stopping, Standing, and Parking*. The proposed ordinance changes would establish Town Hall Place as a one-way street, relocate an existing loading zone, and designate parking on the north side of Town Hall Place as two-hour parking, Monday through Saturday, from 8:00 a.m. to 6:00 p.m., consistent with parking restrictions on downtown Maine Street

Attachments: Ordinance Redlines, Proposed Curb Extension Design, Proposed Town Hall Place Configuration

Sec. 15-46. One-way streets.

The following public ways are one-way streets, and vehicles may move only in the indicated directions:

Bath Road, easterly from junction of Maine Street to C.M.P. Co. Pole No. 2.

Center Street, easterly from Maine Street to Federal Street.

Cleaveland Street, westerly from Federal Street to Maine Street.

Cumberland Street, westerly from Maine Street to Union Street.

Dunlap Street, easterly from Maine Street to Federal Street.

Elm Street, westerly from a point three hundred seventy (370) feet westerly from Maine Street to Union Street.

Gilman Avenue, westerly from Maine Street to Union Street.

Green Street, easterly from Park Row to Federal Street.

Harriet Beecher Stowe School Access Road, westerly from one hundred and ten (110) feet west of Spring Street to Armory Street.

Lincoln Street, easterly from Union Street to Maine Street.

Mill Street, northerly from a point east of the traffic island Pleasant Street to C.M.P. Pole No. 28.

Noble Street, westerly from Maine Street to Union Street.

Park Row, from "No Name Street," north bound to Fitch Place.

Park Row, northerly from College Street to Maine Street.

Park Row, southerly from Bath Road to College Street.

Pleasant Street, easterly from the junction of Mill Street to Maine Street.

Ramp A. on Route 1, relocation as shown on State Highway Commission Plan relating to Federal Aid Project #U-01-1(18), westerly from Maine Street to end of Ramp A.

Ramp B. on Route 1, relocation as shown on State Highway Commission Plan relating to Federal Aid Project #U-01-1(18), easterly from the westerly end of Ramp B. to Maine Street.

Ramp C. on Route 1, relocation as shown on State Highway Commission Plan relating to Federal Aid Project #U-01-1(18), westerly from U.S. Route 1 to Maine Street.

Ramp D. on Route 1, relocation as shown on State Highway Commission Plan relating to Federal Aid Project #U-01-1(18), easterly from Progress Road to U.S. Route 1.

School Street, westerly from Federal Street to Maine Street.

South Street, commencing one hundred fifty-five (155) feet east of Park Row to Coffin Street.

Town Hall Place, westerly from Maine Street to the terminus of the public way, approximately 200 feet west of Maine Street.

Unnamed public way, from the First Parish Church on Bath Road to Maine Street, northerly on this way.

Unnamed public way, from Sills Drive to U.S. Route #24, the easterly portion of the triangle, northerly on this way.

(Ord. of 5-2-88, § 11; Ord. of 8-7-95; Emergency/Regular Ord. of 6-16-97; Ord. of 1-18-00(3); Ord. of 2-7-00; Ord. of 2-22-00(2); Ord. of 12-21-05(1); Ord. of 1-17-12; Ord. of 5-6-13; Ord. of 2-16-16)

Sec. 15-74. No-parking areas.

The following areas are designated as no-parking areas:

Armory Street, west side, commencing at Weymouth Street and extending southerly to end.

Bank Street, both sides.

Baribeau Drive, westerly side, commencing twenty (20) feet north of the entrance of Mallard Pond, to twenty (20) feet south of the exit to Mallard Pond.

Barrows Drive, west side, commencing at Columbia Avenue and extending south six hundred and ninety-six (696) feet, 8:00 a.m. to 5:00 p.m., Monday through Friday.

Basswood Road, east side, commencing two hundred and forty (240) feet south of the intersection of Wildwood Drive and extending southerly for sixty (60) feet.

Basswood Road, west side, commencing at Wildwood Drive and extending southerly to Aspen Drive.

Bath Road, both sides, commencing from the Brunswick/West Bath Boundary westerly to a point one thousand (1,000) feet past Sawyer Road.

Bath Road, both sides, commencing at Cook's Corner and extending easterly three hundred (300) feet.

Bath Road (Route 24), both sides, commencing at Cook's Corner and extending westerly three hundred (300) feet.

Bath Road, north side reverse direction loop located across from the main entrance to Brunswick Naval Air Station, both sides, commencing at the east side entrance to the turn around and extending to the west side exit.

Bath Road, north side, commencing at Federal Street and extending westerly five hundred eighty (580) feet.

Bath Road, south side, commencing at Bowdoin College Campus Drive so-called and extending westerly one hundred forty (140) feet.

Bath Road, south side, commencing at Sills Drive and extending westerly forty (40) feet.

Bath Road, south side, commencing at Sills Drive and extending easterly one hundred fifty (150) feet.

Belmont Street, both sides, commencing at Maine Street and extending westerly for eighty (80) feet.

Boody Street, both sides, commencing at Maine Street and extending westerly four hundred ten (410) feet Monday a.m. through Friday p.m. except holidays.

Bowker Street, south side.

Cedar Street, south side.

Center Street, both sides.

Church Road, east side, commencing at Pleasant Street and extending southerly to Paul Street, and on the westerly side of Church Road commencing at Pleasant Street and extending southerly three hundred forty (340) feet.

Cleaveland Street, south side.

Coffin Street, both sides.

College Street, both sides.

Columbia Avenue, both sides, commencing at Maine Street and extending westerly to its intersection with Oakland Street.

Columbus Drive, both sides.

Columbus Drive, east side, commencing at the intersection of Cressey Road and extending southerly one hundred twenty (120) feet.

Cressey Road, both sides.

Cumberland Street, north side, commencing at Cushing Street and extending easterly one hundred twenty (120) feet.

Cumberland Street, north side, commencing at Cushing Street and extending westerly one hundred thirty (130) feet.

Cumberland Street, north side, commencing at Maine Street and extending two hundred twenty (220) feet in a westerly direction.

Cumberland Street, north side, commencing at Union Street in an easterly direction sixty-five (65) feet.

Cumberland Street, southerly side, from Maine Street to Cushing Street.

Cushing Street, west side, commencing at Pleasant Street and extending northerly one hundred twenty (120) feet.

Dunlap Street, south side.

Dunlap Street, north side commencing one hundred forty-six (146) feet east of Maine Street for a distance of twenty (20) feet in an easterly direction.

Dunning Street, south side.

Elm Street, south side, commencing at Maine Street and extending westerly three hundred seventy (370) feet; and on the north side commencing one hundred eighteen (118) feet westerly of Maine Street and extending westerly to Union Street.

Everett Street, south side.

Federal Street, east side, commencing seven hundred thirty-five (735) feet north of the intersection with Bath Road and extending north for four hundred and forty (440) feet.

Federal Street, west side, commencing at Bath Road and extending northerly to Green Street.

Federal Street, west side, commencing at Mason Street and extending southerly to Center Street.

Federal Street, west side, commencing at Center Street to a point three hundred eighty (380) feet extending southerly sixteen (16) feet.

Federal Street, west side, commencing at Center Street extending southerly thirty (30) feet.

Federal Street, west side, commencing at School Street extending southerly three hundred seventeen (317) feet.

Federal Street, east side, commencing at Bath Road and extending northerly three hundred sixty-five (365) feet.

Federal Street, east side, commencing at Jordan Avenue extending northerly to a point four hundred (400) feet north of Franklin Street.

Federal Street, east side, commencing at Mason Street and extending southerly one hundred thirteen (113) feet.

Fitch Place, both sides.

Franklin Street, both sides.

Gilman Avenue, north side.

Green Street, both sides.

Grover Lane, north side.

Gurnet Road, (Route 24), both sides, commencing at Cook's Corner and extending southerly nine hundred (900) feet.

Gurnet Road (Route 24), east side, within ten (10) feet from the edge of pavement, commencing at Princes Point Road and extending southerly to the Gurnet Bridge.

Harding Road, both sides, commencing at Bath Road and extending southerly five hundred (500) feet.

Harpswell Road, east side, commencing at College Street and extending southerly to Bowker Street.

Harpswell Road, west side, commencing at Bath Road and extending southerly forty (40) feet.

Harpswell Road, westerly side, commencing at College Street and extending southerly to Hambleton Avenue.

Harriet Beecher Stowe School Access Road, north side, commencing at Spring Street extending westerly one hundred (100) feet west of the intersection with Armory Street.

Harriet Beecher Stowe School Access Road Loop, north side, commencing at the western intersection with the Harriet Beecher Stowe School Access Road easterly to the eastern intersection with the Harriet Beecher Stowe School Access Road.

Harriet Beecher Stowe School Access Road Loop, south side, commencing at the western intersection with the Harriet Beecher Stowe School Access Road easterly forty-eight (48) feet.

High Street, south side, commencing at Union Street and extending westerly one hundred eighty (180) feet.

High Street, north side, commencing at Union Street and extending westerly to Cushing Street.

Jordan Avenue, north and south sides, commencing at Federal Street and extending easterly under the railroad overpass to Wadsworth Road.

Jordan Avenue, south side, commencing at the intersection with the driveway to Edwards Field and extending easterly to the intersection with Wheeler Park.

Landing Drive, both sides.

Lincoln Street, north side commencing one hundred (100) feet west of Maine Street and extending in a westerly direction to Union Street.

Lincoln Street, south side commencing at Maine Street and extending westerly for a distance of forty-three (43) feet.

Longfellow Avenue, south side, commencing at Maine Street and extending easterly three hundred (300) feet.

Longfellow Avenue, north side, commencing at Maine Street and extending easterly one hundred seventy-two (172) feet.

Longfellow Avenue, both sides, at its intersection with Coffin Street and extending westerly and easterly one hundred (100) feet from the intersection.

Magean Street, north side, commencing at Maine Street and extending westerly one hundred twenty-five (125) feet.

Maine Street, east side, commencing at Bath Road and extending southerly to Longfellow Avenue.

Maine Street, east side, commencing at its intersection with Bath Road and continuing north twenty-five (25) feet.

Maine Street, east side, commencing one hundred eighty-five (185) feet north of the intersection with Bath Road and continuing north to the intersection with No Name Street.

Maine Street, east side, commencing one hundred (100) feet south of the intersection with the Maine Eastern Railroad tracks and continuing north one hundred (100) feet to the Maine Eastern Railroad tracks.

Maine Street, east side, commencing at a point ninety (90) feet northerly from School Street and extending northerly sixty (60) feet.

Maine Street, east side, commencing at School Street extending southerly ninety-seven (97) feet.

Maine Street, north side, commencing at Pleasant Street and extending southerly one hundred fifty (150) feet.

Maine Street, west side, commencing at Potter Street and extending southerly forty-six (46) feet.

Maine Street, west side, commencing eighty-seven (87) feet southerly of the intersection of Potter Street, and extending southerly forty-eight (48) feet.

Maine Street, west side, commencing two hundred twenty-two (222) feet southerly of the intersection of Potter Street, and extending southerly one hundred eighty (180) feet.

Maine Street, west side, commencing one hundred eighty (180) feet southerly of the intersection of Page Street, and extending southerly one hundred eighty (180) feet.

Maine Street, west side, commencing at Pleasant Street and extending northerly thirty-five (35) feet.

Maine Street, west side, commencing at McKeen Street and extending southerly one hundred ten (110) feet.

Maine Street, west side commencing at the Maine Eastern Railroad tracks and extending southerly to Potter Street.

Maine Street, west side commencing at Noble Street and extending northerly sixty (60) feet.

Maine Street, westerly side, commencing at Boody Street and extending northerly for a distance of three hundred twenty (320) feet.

Maine Street, east side, commencing at the intersection of Whittier Street and extending south to the intersection of Atwood Lane.

Maquoit Road, easterly side, commencing at a point 0.13 miles southerly of the Maquoit Road, Mere Point Road, and Maine Street intersection and extending southerly 0.15 miles.

Maquoit Road, both sides commencing at the entrance to the Brunswick High School and extending southerly three hundred forty-five (345) feet.

Maquoit Road, both sides commencing at the entrance to the Brunswick High School and extending northerly three hundred thirty (330) feet.

Market Lane, south side.

Marriner Road, south side.

Mason Street, both sides.

Merryman Lane, west side, commencing on the west side of Merryman Lane twenty (20) feet south of the turnaround, thence northerly to the end of Merryman Lane, thence easterly across the end of Merryman Lane.

McKeen Street, north side, commencing at Maine Street and extending westerly to a point opposite 21 McKeen Street.

McKeen Street, north side, commencing at Spring Street and extending westerly five hundred fifty (550) feet.

McKeen Street, north side, commencing at Spring Street and extending westerly to Stanwood Street.

McKeen Street, south side, commencing at Spring Street and extending westerly to 63 McKeen Street.

McKeen Street, south side, commencing at Maine Street and extending westerly five hundred twenty-two (522) feet.

McLellan Street, south side, commencing at the intersection with Harpswell Road and extending east one hundred and forty-five (145) feet.

Middle Street, east side.

Middle Street, west side, commencing at Pleasant Street and extending southerly forty (40) feet, commencing at Elm Street and extending southerly to the southerly terminus of Middle Street, and commencing at Elm Street and extending northerly three hundred twenty-five (325) feet.

Mill Street, northerly side, between a point opposite Cumberland Street and a point opposite Swett Street.

No Name Street, east side, commencing at Bath Road and continuing northwesterly to Maine Street.

No Name Street, west side, commencing at Bath Road and continuing northwesterly thirty (30) feet.

No Name Street, west side, commencing one hundred fifteen (115) feet northwesterly of Bath Road and continuing north to Maine Street.

Noble Street, north side, commencing at Maine Street and extending westerly fifty (50) feet, and north side, commencing at the west side of the curb cut for the driveway to the Inn at Maine Street Station and extending in a westerly direction twenty-eight (28) feet.

Noble Street, south side.

Oak Street, north side, commencing at Union Street and extending westerly one hundred ninety (190) feet.

Oak Street, south side.

Old Bath Road, both sides, commencing from Bridge Road easterly to the Brunswick/Bath boundary.

Old Bath Road, both sides, commencing at New England Telephone Co., utility pole #148 and extending westerly for a distance of six hundred (600) feet to utility pole #152, such starting point being five hundred (500) feet, more or less, westerly from the junction of Old Bath Road and Baybridge Road.

Page Street, north side commencing at Maine Street and extending westerly thirty-six (36) feet.

Page Street, north side commencing one hundred and eighty-seven (187) feet west of Maine Street and extending westerly twenty-four (24) feet.

Page Street, north side, commencing at Spring Street, and extending easterly forty (40) feet.

Page Street, south side, commencing at Maine Street and extending westerly to Union Street.

Page Street, south side commencing at Union Street, westerly to Spring Street, 8:00 a.m. to 4:00 p.m., Monday through Friday.

Park Row, east side, commencing at School Street extending southerly to a point one hundred fifty (150) feet north of the Cleaveland Street intersection.

Park Row, east side, commencing at Longfellow Avenue and extending southerly to the end of Park Row.

Park Row, east side, commencing at Maine Street and extending southerly ninety (90) feet.

Park Row, east side, commencing one hundred fifty-four (154) feet south of the intersection of Maine Street and extending southerly to one hundred twenty-eight (128) feet.

Park Row, west side, commencing at Fitch Place southerly to Longfellow Avenue.

Park Row, west side, commencing at School Street extending southerly forty (40) feet.

Park Row, west side, commencing one hundred fifty (150) feet south of School Street extending to a point two hundred (200) feet in a southerly direction.

Pine Street, both sides, commencing at Bath Road and extending southerly and easterly to its intersection with Bowker Street.

Pleasant Street, north side, commencing at the west side of the curb cut for the driveway to 76 Pleasant Street, continuing westerly for forty (40) feet;

Pleasant Street, north side, commencing at Cushing Street and extending easterly one hundred ten (110) feet.

Pleasant Street, commencing at Cushing Street extending westerly for a distance of forty-five (45) feet.

Pleasant Street, south side, commencing at I-295 extending easterly to Spring Street.

Pleasant Street, north side, commencing at Mill Street and extending westerly to I-295.

Pleasant Street, south side, commencing at Maine Street and extending westerly one hundred twenty (120) feet.

Potter Street, north side, commencing at Maine Street and extending westerly one hundred eighty (180) feet.

Potter Street, north side commencing at Union Street and extending easterly thirty-six (36) feet.

Potter Street, south side.

River Road, north side, commencing at Pleasant Street and extending westerly four hundred seventy (470) feet.

School Street, north side, commencing at Federal Street and extending easterly forty (40) feet.

School Street, south side, commencing at Federal Street and extending easterly to Stetson Street.

School Street, south side, commencing at Maine Street and extending easterly to a point sixty (60) feet easterly of Federal Street.

Sills Drive, easterly side, commencing at Bath Road and extending southerly to College Street.

Simpson's Point Road, west side, commencing at mean high water and extending northerly to Pennell Way; and the east side, commencing at mean high water and extending northerly four hundred twenty-five (425) feet.

South Street, south side.

South Street, north side from Maine Street extending easterly two hundred twenty-four (224) feet.

Spring Street, east side, commencing at McKeen Street extending northerly to forty (40) feet south of Page Street, 8:00 a.m. to 4:00 p.m., Monday through Friday, and east side commencing forty (40) feet south of Page Street and extending to forty (40) feet north of Page Street.

Spring Street, west side, commencing at McKeen Street extending northerly to Weymouth Street.

Stanwood Street, east side, commencing at Pleasant Street and extending southerly to Hennessey Avenue; on the west side, commencing at Pleasant Street and extending southerly to a point seventy-five (75) feet northerly of the tracks of the Maine Central Railroad and extending southerly to Hennessey Avenue.

Station Avenue, north side, commencing at Maine Street and extending westerly one hundred sixty-four (164) feet.

Station Avenue, south side, commencing at Maine Street and extending westerly two hundred fifteen (215) feet.

Station Avenue, north side, commencing two hundred thirty-nine (239) feet west of the intersection of Maine Street and extending westerly one hundred and eighty-two (182) feet.

Station Avenue, south side, commencing at Union Street and extending easterly forty-five (45) feet.

Station Avenue, south side, commencing one hundred five (105) feet east of Union Street and extending easterly one hundred seventy (170) feet.

Station Avenue, north side, commencing at Union Street and extending easterly sixty (60) feet.

Station Avenue, north side, commencing one hundred thirty (130) feet east of the intersection of Union Street and extending easterly eighty (80) feet.

Stetson Street, west side.

Storer Road, both sides, commencing at Old Bath Road and extending northerly four hundred and twenty (420) feet.

Swett Street, east side.

Swett Street, west side, commencing at Mill St and extending southerly one hundred (100) feet.

Town Hall Place, both sides, south side.

Turner Street, north side, commencing at Webster Street and extending westerly to the end of Turner Street.

Union Street, east side, commencing at McKeen Street and extending northerly to one hundred twenty-five (125) feet north of Station Avenue.

Union Street, west side, commencing at McKeen Street and extending northerly to one hundred and ten (110) feet south of the intersection with Cedar Street.

Union Street, east side, commencing at its intersection with Cumberland Street and extending southerly for one hundred twenty (120) feet.

Water Street, both sides.

Webster Street, east side.

Webster Street, west side.

Weymouth Street, south side, commencing at its intersection with Union Street and extending west one hundred (100) feet.

Weymouth Street, north side, commencing at its intersection with Union Street and extending west for seventy-five (75) feet.

Connecting ramp, both sides, from U.S. Route 1 to Bath Road, commencing at Cook's Corner and extending northerly three hundred (300) feet.

An extension to the Lower Mall, west side, commencing at a point opposite the southerly sideline of School Street and extending northerly one hundred (100) feet.

(Ord. of 5-2-88, § 18; Ord. of 10-3-88, § 1; Ord. of 6-5-89; Ord. of 10-21-91; Ord. of 10-19-92; Ord. of 3-21-94; Emergency/Regular Ord. of 6-20-94; Ord. of 8-7-95; Ord. of 9-18-95; Emergency/Regular Ord. of 11-20-95; Ord. of 12-4-95; Ord. of 11-18-96; Ord. of 4-22-97; Emergency/Regular Ord. of 6-16-97; Ord. of 10-6-97; Emergency/Regular Ord. of 11-17-97; Ord. of 2-2-98; Ord. of 12-7-98; Ord. of 10-18-99(2); Ord. of 1-18-00(4); Ord. of 3-6-00; Ord. of 5-1-00(3); Ord. of 6-5-00(2); Ord. of 9-18-00(2); Ord. of 11-20-00; Emergency/Regular Ord. of 2-6-01(2); Ord. of 4-2-01(1); Ord. of 4-2-01(2); Ord. of 4-17-01; Emergency/Regular Ord. of 7-16-01; Emergency/Regular Ord. of 12-3-01; Emergency/Regular Ord. of 12-17-01(1); Emergency/Regular Ord. of 12-17-01(2); Ord. of 2-19-02(1); Emergency/Regular Ord. of 2-19-02(2); Emergency/Regular Ord. of 2-18-03(2); Emergency/Regular Ord. of 6-7-04(2); Ord. of 3-21-05; Ord. of 12-20-05; Ord. of 1-17-07; Ord. of 7-21-08(2); Ord. of 9-2-08(2); Ord. of 12-1-08(2); Ord. of 3-23-09(2); Ord. of 10-5-09; Ord. of 7-26-10(2); Ord. of 1-24-11; Ord. of 6-20-11(2); Ord. of 1-17-12; Ord. of 1-12-13; Ord. of 4-27-15; Ord. of 7-20-15(2); Ord. of 2-1-16(3); Ord. of 2-16-16; Ord. of 11-6-17; Ord. of 11-6-17; Ord. of 11-18-19(2); Ord. of 6-21-21; Ord. of 10-4-21; Ord. of 6-21-22; Ord. of 12-18-23; Ord. of 10-21-24)

Sec. 15-76. Restricted on-street parking areas.

(a) A person shall not park a vehicle for more than two (2) consecutive hours in any parking space adjacent to a curb, nor in any other parking space adjacent to a curb on the same block, between the hours of 8:00 a.m. and 6:00 p.m. on any day except Sunday, and a public holiday in the following areas:

Belmont Street, both sides, from eighty (80) feet west of its intersection with Maine Street to Spring Street.

Bow Street, north side, at 18-26 Bow Street.

Cleaveland Street, north side, from Federal Street to Maine Street.

Cumberland Street, north side, at Maine Street and extending westerly to Union Street.

Cumberland Street, south side commencing thirty (30) feet west of Maine Street, and extending one hundred ten (110) feet.

Dunlap Street, north side commencing one hundred ninety (190) feet easterly of Maine Street and extending to Federal Street.

Elm Street, north side commencing at Maine Street, and extending westerly one hundred eighteen (118) feet.

Federal Street, east side, commencing three hundred sixty-five (365) feet north of Bath Road and extending northerly three hundred seventy (370) feet.

Federal Street, east side, commencing at Mason Street and extending southerly to a point opposite Center Street.

Federal Street, west side, commencing at School Street and extending northerly to Center Street.

Gilman Avenue, south side, commencing at Maine Street and extending westerly one hundred (100) feet.

Lincoln Street, south side commencing one hundred fifty (150) feet west of Maine Street and extending west eighty-five (85) feet.

Lincoln Street, south side commencing two hundred eighty (280) feet west of Maine Street and extending to Union Street.

Lincoln Street, north side commencing one hundred ninety (190) feet west of Maine Street and extending for a distance of three hundred sixty-seven (367) feet from April 15 to November 15.

Maine Street, east side, commencing at Route #1 overpass and extending southerly to Bath Road.

Maine Street, west side, commencing at Mill Street and extending southerly to Potter Street.

Middle Street, west side commencing at Pleasant Street and extending southerly two hundred fifty (250) feet.

Mill Street, south side, commencing twenty (20) feet west of Maine Street and extending westerly two hundred eighty (280) feet.

No Name Street, west side, commencing thirty (30) feet northwest of Bath Road and continuing northwesterly forty-five (45) feet.

Park Row, commencing at the driveway/footpath on the south side of the Walker Art Museum and continuing north to the driveway/footpath on the north side of the Walker Art Museum.

Park Row, east side, commencing at Cleaveland Street and extending northerly one hundred fifty (150) feet.

Park Row, east side, commencing at a point one hundred thirty-five (135) feet north of South Street and continuing north to College Street.

Park Row, west side commencing at School Street and extending southerly to its intersection with Green Street.

Park Row, west side commencing at its intersection with Green Street and extending southerly to its intersection with Fitch Place, unless the vehicle has a farmer's market vendor permit and the farmer's market is open or a mall food vendor permit and the food vendor's stand is open.

Park Row, west side commencing at Fitch Place and extending southerly to the "No Name Street."

Pine Street, north side, commencing at Bath Road and extending easterly to Bowker Street.

Pleasant Street, north side, commencing at Union Street and extending easterly to Maine Street.

Pleasant Street, south side, commencing at Union Street and extending easterly to Maine Street.

Spring Street, east side, between Page Street and McKeen Street.

Station Avenue, all marked on-street parking spaces, both sides commencing at Maine Street and extending westerly to Union Street (excluding the seven (7) parking spaces located in front of the Midcoast Federal Credit Union).

Town Hall Place, north side, all marked on-street parking spaces extending two hundred (200) feet westerly of Maine Street.

Union Street, west side, commencing one hundred fifteen (115) feet southerly of Mill Street and extending southerly forty-five (45) feet.

(b) A person shall not park a vehicle for more than fifteen (15) consecutive minutes in designated zones as signed.

Federal Street, east side, commencing four hundred (400) feet north of Franklin Street and extending northerly forty (40) feet (two (2) parking spaces).

Lincoln Street, north side commencing forty (40) feet west of Maine Street and extending for a distance of forty-five (45) feet, between the hours of 8:00 a.m. and 6:00 p.m.

(c) A person shall not park a vehicle for more than three (3) consecutive hours in any parking space adjacent to a curb between the hours of 8:00 a.m. and 6:00 p.m. on any day except Friday, Sunday, and a public holiday and between the hours of 8:00 a.m. and 9:00 p.m. on Friday in the following areas:

School Street, north side, commencing at Maine Street and extending easterly to Federal Street.

(d) Notwithstanding any other provisions of this chapter, a person shall not park a vehicle for more than five (5) consecutive minutes in the following signed designated zone:

Middle Street, west side, the three (3) northernmost spaces between Elm Street and Pleasant Street.

(e) Notwithstanding any other provisions of this chapter, a person shall not park a vehicle for more than thirty (30) consecutive minutes in the following signed designated zones:

Maine Street, east side, the two (2) southernmost parking spaces (excluding any spaces which designated as disability parking spaces) on each block between School Street and Mason Street;

Union Street, Town Hall parking lot located at 85 Union Street, the three westernmost spaces in each of the two northernmost rows, 8:00 a.m. to 5:00 p.m. 7:30 a.m. to 4:30 p.m., Monday through Friday Thursday.

(Ord. of 5-2-88, § 28; Mo. of 12-4-89; Ord. of 3-21-94; Emergency/Regular Ord. of 6-20-94; Ord. of 8-7-95; Ord. of 1-18-00(5); Emergency/Regular Ord. of 12-3-01; Ord. of 8-4-03; Ord. of 12-20-05; Ord. of 12-21-05(2); Ord. of 5-

31-06; Ord. of 10-5-09; Ord. of 1-17-12; Ord. of 1-12-13; Ord. of 9-17-13; Ord. of 7-21-14; Ord. of 7-20-15(2); Ord. of 11-18-19(2); Ord. of 2-18-20; Ord. of 6-3-24; Ord. of 10-21-24)

Sec. 15-79. Loading zones designated.

Loading zones are established at the following locations:

Bath Road, south side, commencing one hundred forty (140) feet east of Maine Street and continuing east for eighty (80) feet.

Center Street, north side commencing thirty-five (35) feet west of Federal Street and extending thirty-six (36) feet in a westerly direction.

Church Road, west side commencing one hundred fifty (150) feet south of the intersection of Pleasant Street and extending southerly for a distance of fifty (50) feet.

Lincoln Street, south side commencing at a point of forty-three (43) feet west of Maine Street and extending in a westerly direction for a distance of ninety (90) feet.

Lincoln Street, south side, commencing at a point two hundred thirty-five (235) feet west of Maine Street and continuing in a westerly direction for forty-five (45) feet.

No Name Street, west side, commencing seventy-five (75) feet northwesterly of Bath Road and continuing northwesterly for forty-five (45) feet.

South Street, south side commencing one hundred ninety (190) feet east of the intersection of Park Row and extending easterly for a distance of one hundred and forty-five (145) feet, for a maximum of fifteen (15) minutes between the hours of 7:30 a.m. and 6:30 p.m. Monday through Friday.

Station Avenue, south side commencing five hundred thirty-five (535) feet west of the intersection of Maine Street and extending westerly sixty (60) feet.

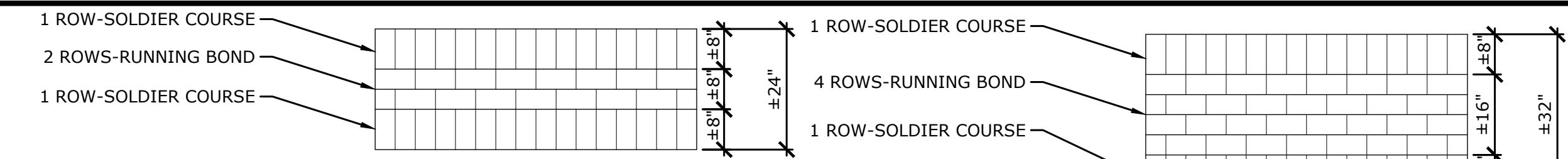
Station Avenue, north side commencing five hundred twenty-six (526) feet west of the intersection of Maine Street and extending westerly sixty (60) feet.

Town Hall Place, ~~south~~ north side, a space fifty (50) feet long, ~~at opposite of~~ 9 Town Hall Place.

(Ord. of 5-2-88, § 20; Ord. of 3-21-94; Emergency/Regular Ord. of 6-20-94; Ord. of 10-3-94; Emergency/Regular Ord. of 6-3-02; Ord. of 8-5-02; Ord. of 9-6-06; Ord. of 10-5-09; Ord. of 1-12-13)

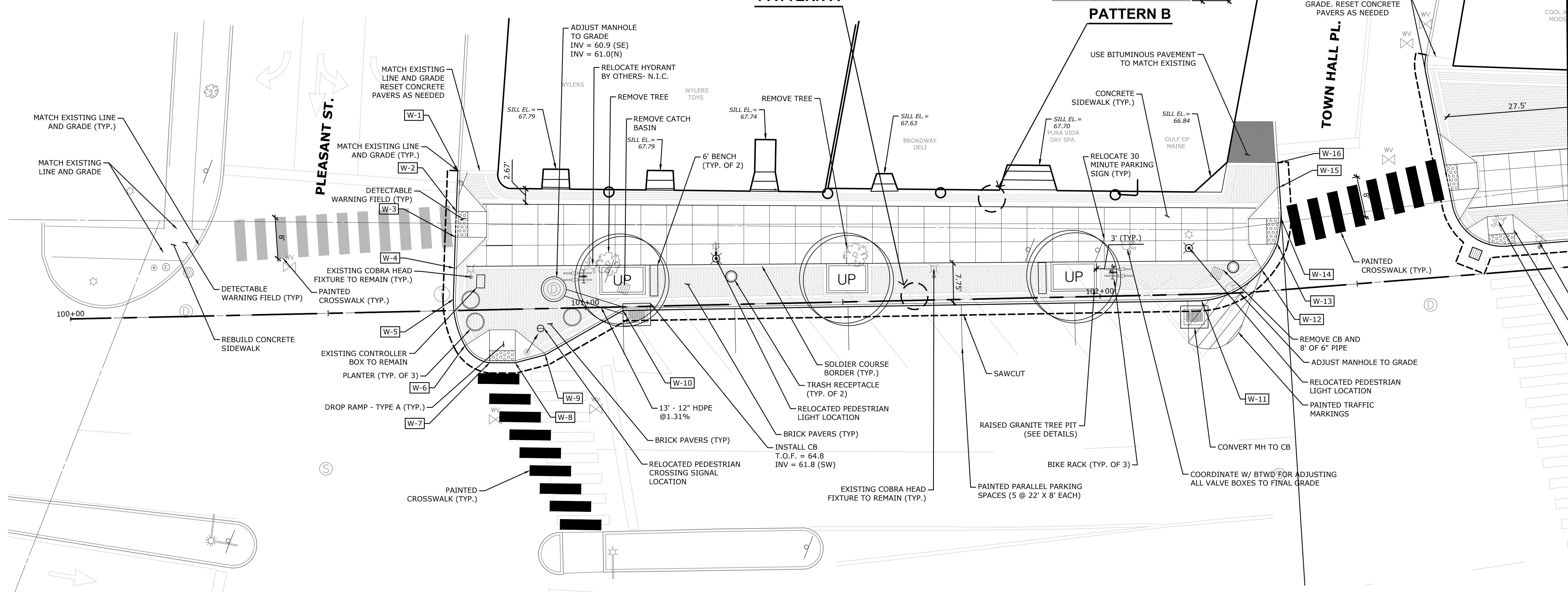
PLANT SCHEDULE

TREES UP	QTY 3	BOTANICAL NAME Ulmus americana 'Princeton'	COMMON NAME Princeton American Elm	SIZE 3"-3.5" Cal.	CONT. B&B	COMMENTS 6" MIN. BRANCHING HT.
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PATTERN A

PATTERN B



MATCHLINE SEE SHEET LM-2

CURB LAYOUT TABLE

START CURB POINT	ELEV.	START STATION	START OFFSET	END CURB POINT	LENGTH (feet)	RADIUS (feet)	CURB TYPE
W-1	65.31	100+75.79	-27.15	W-2	8.00		TDI
W-2	64.85	100+75.32	-19.25	W-3	5.00		FCI
W-3	64.85	100+75.02	-14.25	W-4	6.00		TDI
W-4	65.20	100+74.66	-8.26	W-5	6.00		I
W-5	65.20	100+74.38	-2.18	W-6	9.00	18	I
W-6	65.20	100+76.41	6.86	W-7	6.00	6	TDI
W-7	64.84	100+81.13	10.29	W-8	5.00		FCI
W-8	64.84	100+86.13	10.39	W-9	6.00		TDI
W-9	65.25	100+91.98	9.00	W-10	17.00		I
W-10	65.62	101+06.84	-0.26	W-11	113.00		I
W-11	65.21	102+19.67	1.29	W-12	13.50	17	I
W-12	65.00	102+23.73	-4.15	W-13	6.00	30	TDI
W-13	EX. GRADE	102+32.46	-8.95	W-14	5.00		FCI
W-14	EX. GRADE	102+35.14	-13.86	W-15	6.00		TDI
W-15	EX. GRADE	102+36.52	-19.88	W-16	5.00		I
W-16	EX. GRADE	102+36.52	-24.67				END OF RUN - TOWN HALL PLACE

LAYOUT NOTES

1. THE CONTRACTOR SHALL SUBMIT SHOP DRAWINGS FOR EACH SIDEWALK RAMP DEPICTING SPOT ELEVATIONS AT EACH CORNER AND CHANGE IN CROSS SLOPE OR SLOPE DIRECTION.

I = TYPE I VERTICAL GRANITE CURB
 TDI = TYPE I VERTICAL GRANITE CURB TIP DOWN
 FCI = TYPE I FLUSH VERTICAL GRANITE CURB

PROPOSED MATERIAL LEGEND		
-----	SAWCUT	
=====	RAISED GRANITE CURB	
=====	FLUSH GRANITE CURB	
	CONCRETE SIDEWALK	
	BRICK PAVERS	
●	STREET TREE	
●	EXISTING PEDESTRIAN LIGHT TO REMAIN	
●	RELOCATED PEDESTRIAN LIGHT	
●	RELOCATED PEDESTRIAN CROSSING SIGNAL	

LEMONT BLOCK REDESIGN - SITE PLAN - LAYOUT AND MATERIALS
 DOWNTOWN STREETSCAPE
 ENHANCEMENT PROJECT
 MAINE STREET
 BRUNSWICK, MAINE

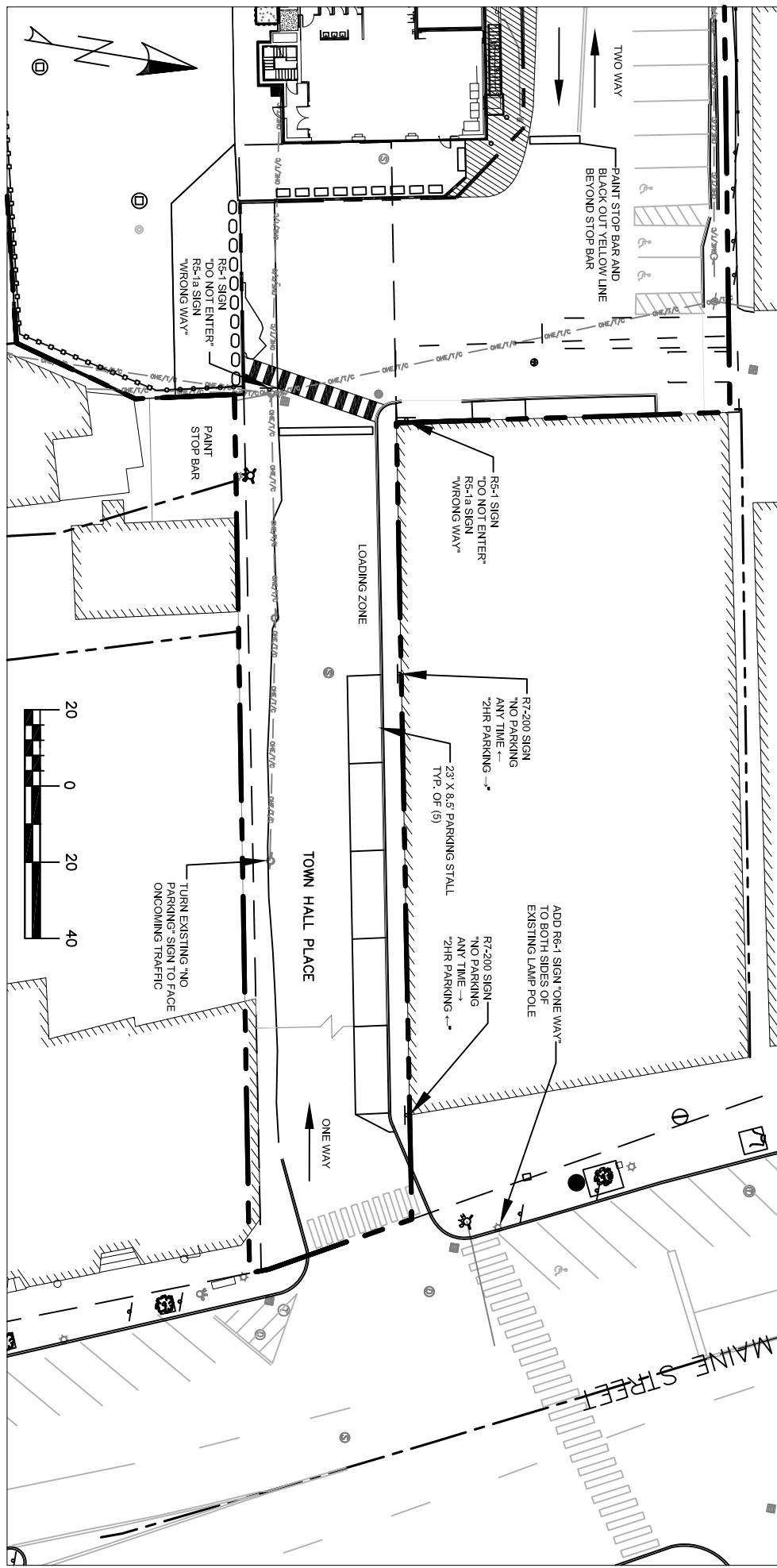
DDS DDS MFZ
 DESIGNED DRAWN CHECKED
 1"=10'
 OCTOBER 07, 2025
 DATE
 3516-11
 PROJECT NO.
 1 OF 2
 LM-RE
 SHEET NAME

SLR
 2 MARKET STREET, 5TH FLOOR
 PORTLAND, ME 04101
 207.543.9344
 SLRCONSULTING.COM

Town of Brunswick

Town Hall Place

One Way Conversion Concept Sketch



Base plan from Acorn Engineering, Inc.
 Development Review Plan for "Brunswick Fire Station Redevelopment," 8/14/2024.
 Not for Construction.