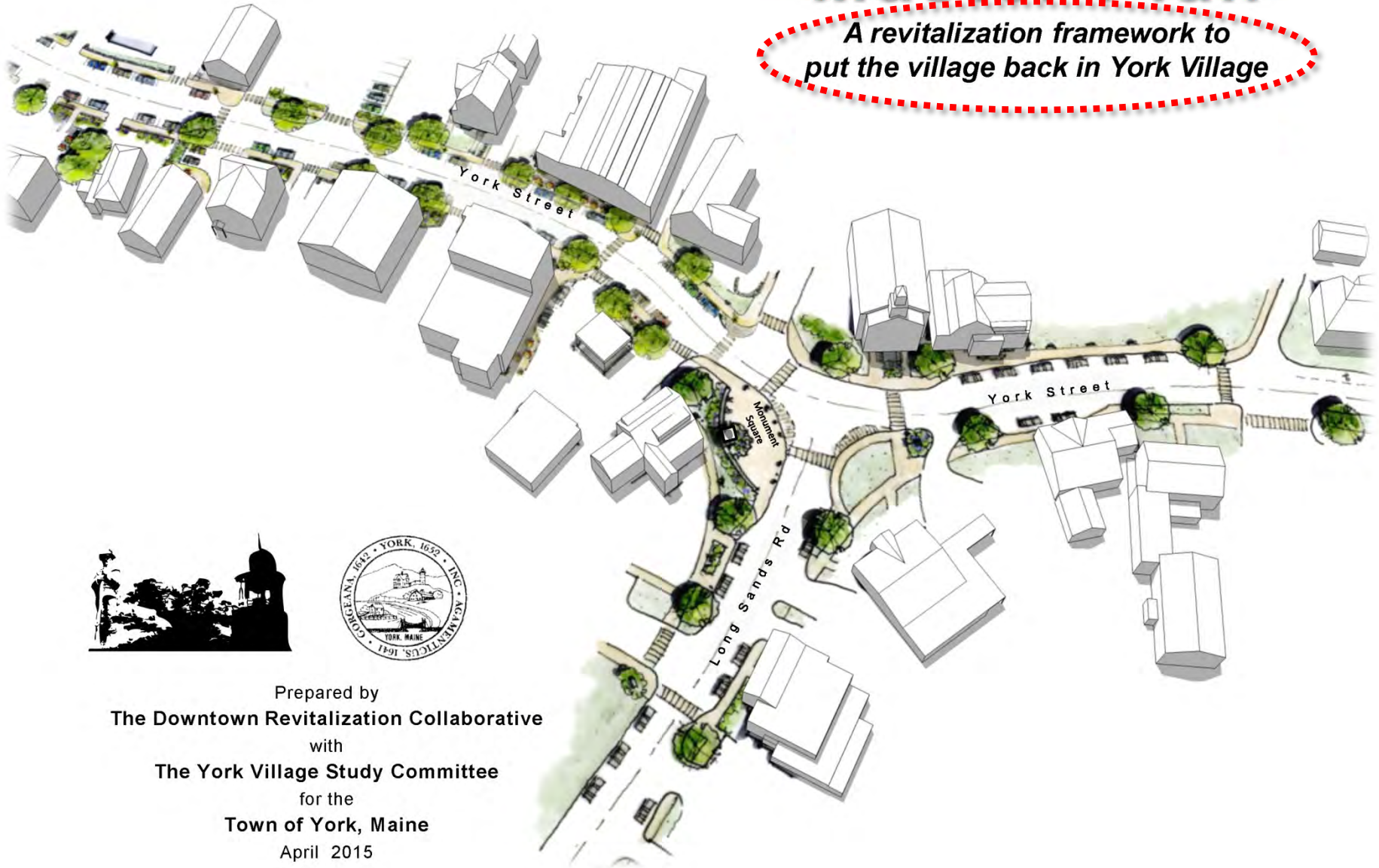


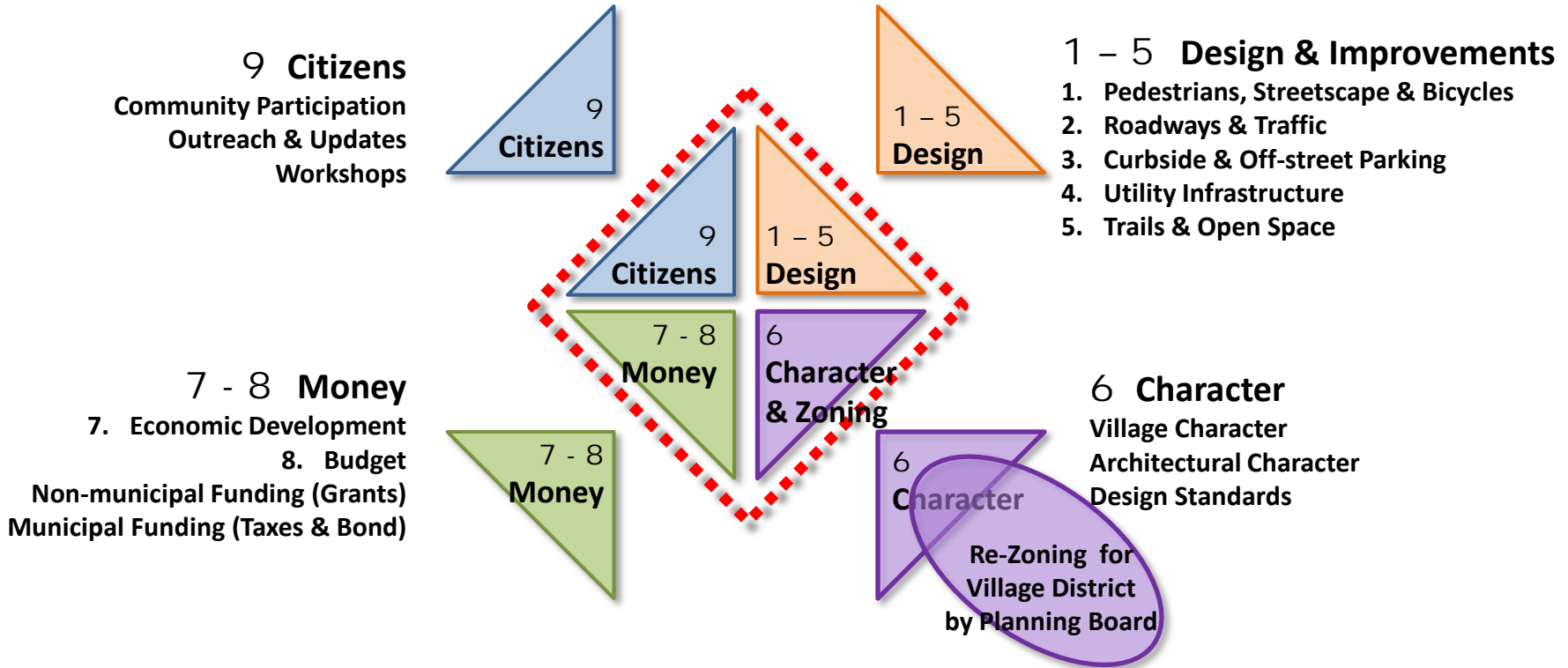
The York Village Master Plan

*A revitalization framework to
put the village back in York Village*

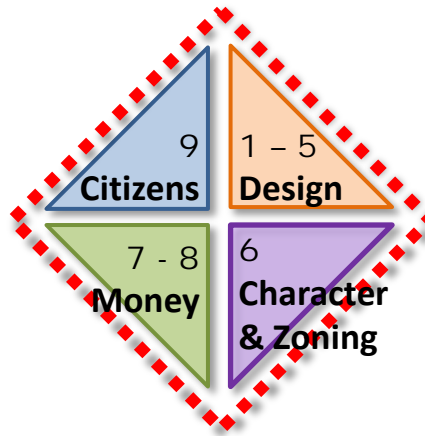


Prepared by
The Downtown Revitalization Collaborative
with
The York Village Study Committee
for the
Town of York, Maine
April 2015

Revitalizing York Village Requires Multiple Complementary Efforts



Revitalizing York Village Requires Multiple Complementary Efforts



Visual Table of Contents

The York Village Master Plan Report is a complex weave of interrelated and overlapping topics. A few topics are exclusively in the **Public Realm** (such as Roadway & Traffic, Chapter 2 and Utility Infrastructure, Chapter 4). Others are primarily in the **Private Realm** (such as Village Architectural Character, Chapter 6). Yet downtown revitalization is intrinsically interconnected, so most topics bridge **both Public and Private Realms**. The Visual Table of Contents below shows the physical locations of topics, correlated with the report's organization.

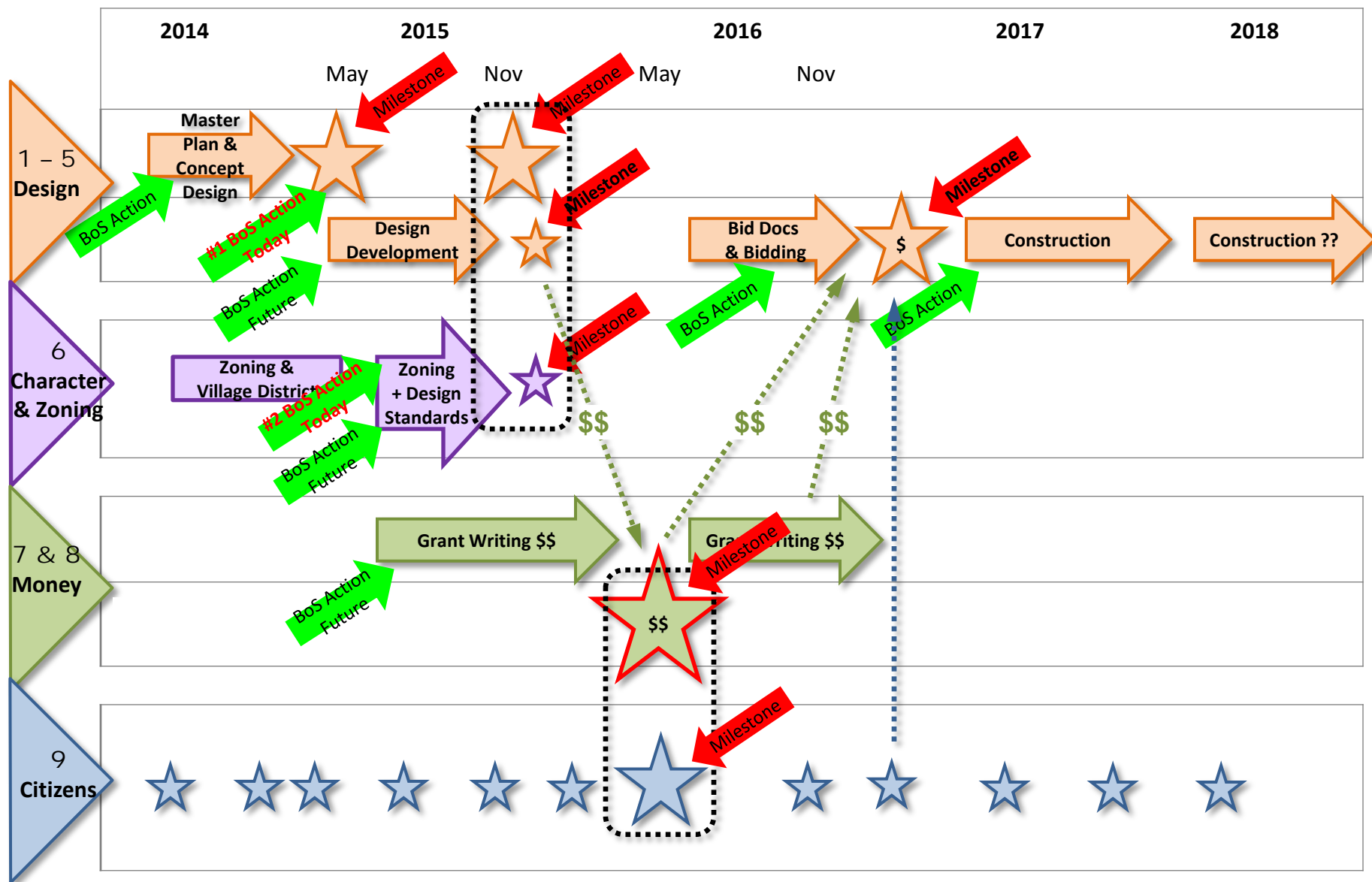
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Page 4

Overview of Coordination Required for Multiple Complementary Efforts to Revitalize York Village



Brief Introduction to the Master Plan

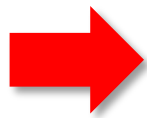
Table of Contents



This Master Plan Report document is intended for multiple audiences, each with distinct interests seeking various levels of information and/or guidance – from citizens with a cursory interest to community leaders with broad policy interests and responsibilities to engineers concerned with technical implementation


To address this full range of audiences the Plan document is in a 3-part format. The first is the **Summary Report**, which can be printed as a standalone document. It contains visual representations of all key aspects of the plan and summaries of top considerations and recommendations in each topic area. For broader and more in-depth information, nine **Chapters** follow on the topics illustrated at left. Back up and technical information to some of the Chapters can be found in the **Appendix** referenced by its corresponding chapter number. All

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Visual Introduction to the Master Plan

Visual Introduction to the Master Plan



LOCATION KEYS for SHEETS 1 – 6

To provide a visual representation of what the Village might look like upon implementation of this Master Plan, the Village is divided into numbered areas. For each of the six areas shown, an aerial view concept diagram has been created to show what that part of the Village would look like.

Village areas covered by these diagrams are:

- Sheet 1 - Lindsay Road Concept
- Sheet 2 - Intersection Concept
- Sheet 3 - Long Sands Road Concept -1
- Sheet 4 - Long Sands Road Concept -2
- Sheet 5 - York Street Center Concept
- Sheet 6 - York Street East Concept


In addition, concept drawings have been created to show one or more street segment (cross-cut views of the street) for each of the six areas. These cross-cut views show more details about the layout of the street segment. These segments are designated on each drawing with a letter that corresponds to the cross-cut segment drawings six areas. These cross-cut views show more details about the layout of the street segment.

PURPOSE

This Visual Introduction to the Master Plan includes conceptual design recommendations for the public right-of-way. The following sketches illustrate recommended treatments for the central Village, which is bounded to the west by Lindsay Road, to the east by Woodbridge Road, and extending southward to just beyond the Bagel Basket. The written portion of the Master Plan supplements and expands upon these conceptual ideas.

The Visual Introduction also includes section-elevations along the York Street and Long Sands Road central Village corridor. These cross-sections show both the existing and proposed treatments to illustrate how existing street rights-of-way can be modified to include pedestrian and bicycle enhancements.

KEY **Visual Introduction to the Master Plan**

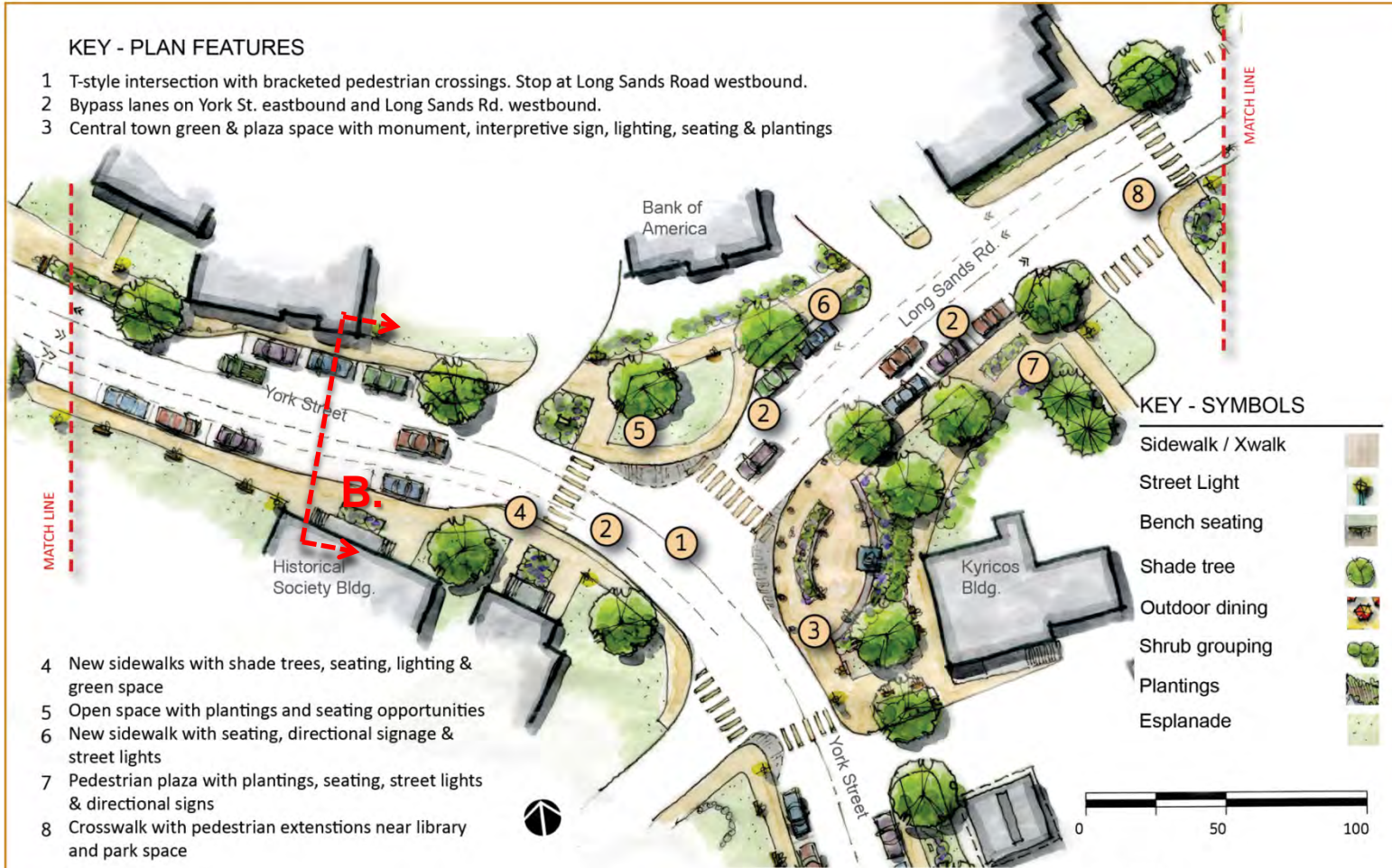


Location Key for Plan Sheets 1 - 6

Visual Introduction to the Master Plan

KEY - PLAN FEATURES

- 1 T-style intersection with bracketed pedestrian crossings. Stop at Long Sands Road westbound.
- 2 Bypass lanes on York St. eastbound and Long Sands Rd. westbound.
- 3 Central town green & plaza space with monument, interpretive sign, lighting, seating & plantings



- 4 New sidewalks with shade trees, seating, lighting & green space
- 5 Open space with plantings and seating opportunities
- 6 New sidewalk with seating, directional signage & street lights
- 7 Pedestrian plaza with plantings, seating, street lights & directional signs
- 8 Crosswalk with pedestrian extensions near library and park space

KEY - SYMBOLS

- Sidewalk / Xwalk
- Street Light
- Bench seating
- Shade tree
- Outdoor dining
- Shrub grouping
- Plantings
- Esplanade

DATE: March 27, 2015

INTERSECTION CONCEPT

YORK VILLAGE MASTER PLAN PROJECT 2015

Project Team:
Downtown Revitalization Collaborative
 Lachman Architects & Planners (Project Leader)
 Regina Leonard, RLA (Landscape Architecture)
 Milone & MacBroom (Traffic)
 Landmark Corporation (Civil)

prepared for:
YORK VILLAGE STUDY COMMITTEE
TOWN OF YORK
 186 YORK STREET
 YORK, MAINE 03909

SHEET

2

Visual Introduction to the Master Plan

SHEET 2.1

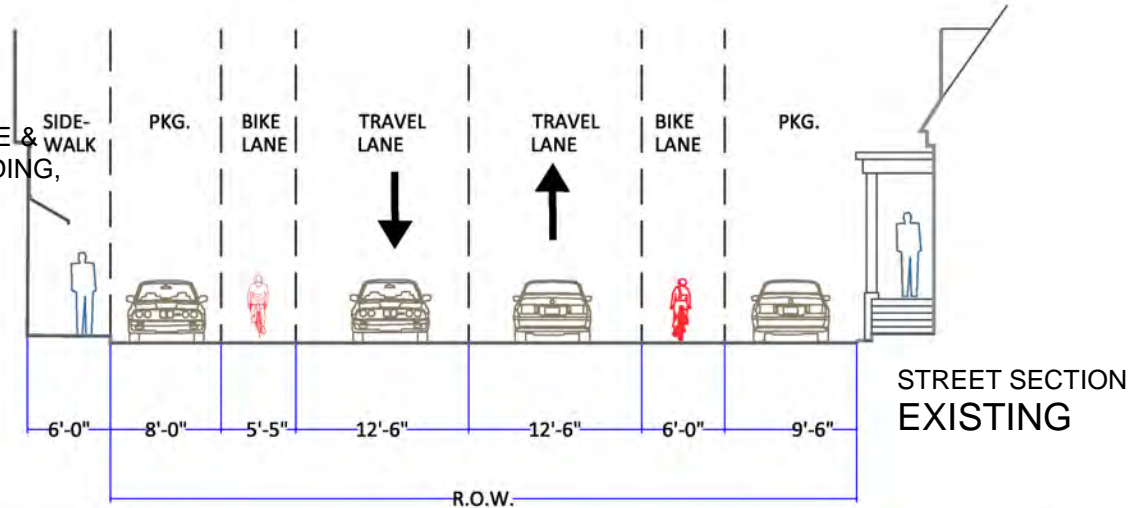
Visual Introduction to the Master Plan



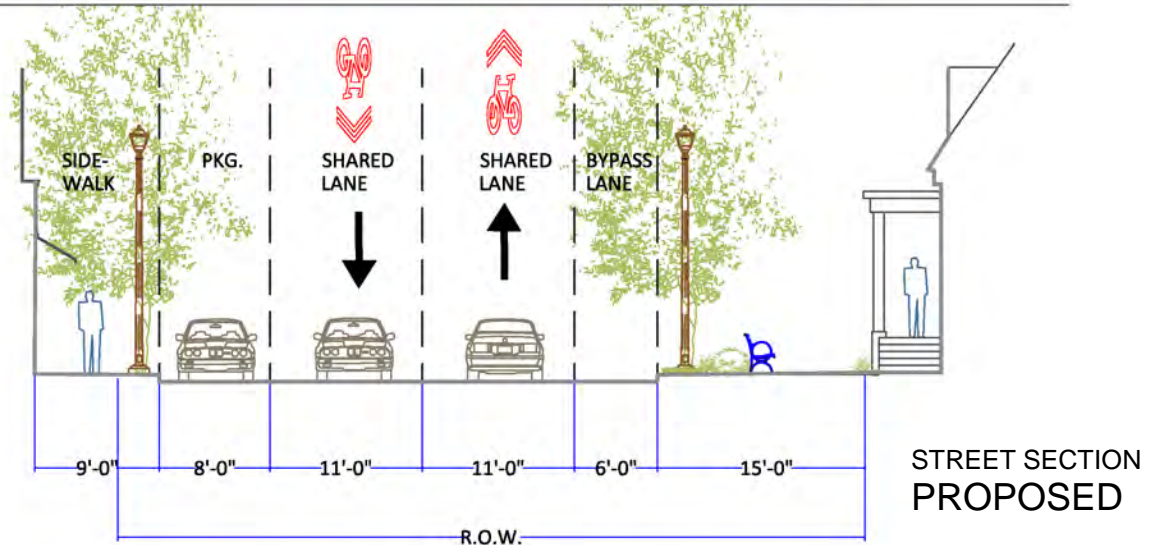
SECTION B

YORK STREET:

BETWEEN ELLIS INSURANCE &
HISTORICAL SOCIETY BUILDING,
FACING EAST



STREET SECTION
EXISTING



STREET SECTION
PROPOSED

Top Points & Recommendations - Examples

Top Points & Recommendations by Topic

Curbside & Off-street Parking Top Points & Recommendations

(For additional information see Chapter 3)

No Lack of Parking, But Lack of Managing Demand

Despite the fact that the majority of available space in the Village has been dedicated to the automobile, there remains a strong perception that parking is still insufficient. The parking study reveals that the issue is not parking supply, but a lack of managing demand. This Plan recommends enhancements to public parking in the Village center through adjustments in zoning, active management techniques, and public-private cooperation. It is important to note that these changes will require time and coordination. Change will happen incrementally and strategies may need to be adjusted over time, but one thing is clear: setting the stage for and adapting to the needs of a growing Village economy will require a significant investment to parking resources and management.

Recommendations & Actions

- Rethink Off-Street Parking Requirements for Zoning
- Initiate In-Lieu and Parking Credit Options & Unbundle parking
- Encourage Shared Parking and Convert Single-Use Parking to Public Parking Where Possible
- Define Existing Public Parking @ Western Perimeter of Library
- Acquire the Hodgkin Lot for Public or Shared Parking
- Initiate a Demand-Responsive Pricing System for Street Parking
- Update Fire Station Lot To Include Designated Public Parking
- Establish a Parking Benefit-Business Improvement District
- Delineate Loading Zones and Develop Loading Zone Policies
- Develop a Parking Way-Finding System & enhance connections

Utility Infrastructure

Top Points & Recommendations

(For additional information see Chapter 4)

Relocating Aerial Electrical Utility Lines Underground is recommended as part of the Master Plan to improve the visual appeal of the Village and to remove restrictions to implementing Master Plan concepts. Relocating overhead lines is possible and realistic, but the burden of cost to the Town is significant. Coordination with all of the utilities will be vital, while design and coordination for relocating electrical service underground may take the most effort.

Understanding the Solutions for Underground Utilities is Essential

The placement of utilities underground is a crucial part of the Master Plan which carries both high cost and high benefit. It would be prudent, even if funding of this utility work does not seem viable initially, to account for underground utility infrastructure during Schematic Design. During Schematic Design, constraints become evident and solutions are determined. Understanding the solutions for underground utilities is a great first step in coordinating with roadway, sidewalk, and landscape elements.

Recommendations & Actions

- During the Schematic Design phase, account for underground utility infrastructure because stormwater and utility infrastructure will be vying for the remaining underground space not already occupied by established water and sewer infrastructure.

Top Points & Recommendations by Topic

Trail & Open Space

Top Points & Recommendations

(For additional information see Chapter 5)

Trails and Open Spaces Help Define Community and Enhance Quality Of Life

If developed, trails and open spaces would play a critical role in the revitalization of York Village. They would connect and define community and enhance quality of life. Particularly within the Village center, park spaces would serve the public good as centers of community pride and activity – like the public greens around which villages were once built. Green spaces also serve critical environmental functions by providing habitat and offering opportunities for humans to engage with nature. These goal-oriented recommendations are aimed at enhancing the functionality and beauty of these important assets.

Recommendations & Actions

- Capitalize on York's Destination Resources
- Enhance the Connectivity between Residential Areas, Schools, and the Village
- Create Public Open Space in the Village Center
- Identify and Secure Critical Connections through Undeveloped Land Tracts
- Form Strategic Partnership
- Foster Sense of Place

Village & Architectural Character

Top Points & Recommendations

(For additional information see Chapter 6)

Maintain Village & Architectural Character

York Village is extremely fortunate to have as one of its greatest assets its village and architectural character. Maintaining and supporting this unique sense of place and heritage is a top priority for the Master Plan. Accomplish this by pursuing the classic tri-part revitalization approach: (1) existing historic buildings are a priority to maintain, keep economically viable and meet 21st century expectations; (2) new infill buildings and major remodels should complement the best existing village and architectural character; (3) ensure a complementary interface between buildings (private realm) and pedestrian-friendly sidewalks and roadways. These patterns mutually reinforce each other, and doing so create a web of character which is York Village's distinct sense of place.

Recommendations & Actions

- Promote Private Investment Incentives to Maintain & Improving Existing Historic Buildings.
- Formalize Desired Village Character as Part of the Comprehensive Plan Update With a York Village Zone
- Develop and Utilize Building Design Standards to Maintain & Foster Village & Architectural Character
- Follow Recommended Steps to Develop Design Standards.

116 Years of Planning to Improve York Village

20th Century Planning to Improve York Village

Throughout the 20th century, there have been periodic efforts to improve York Village.

During the 19th century, York Street was without shade trees, the old cemetery was overgrown and the "village green"—the area surrounding Town Hall and the First Parish Church—was a sometimes muddy, always unkempt knoll. In the early 20th century, York's business district, along with the "monument square" at the intersection of York Street and Long Sands Road began to "modernize" and achieved much of its character we recognize today. Power lines and paved asphalt roads for automobiles impacted the historical nature of York Village.



Early 19th century

In mid-century, even further changes to "autoize" caused some older residences to be demolished (the site of the Bank of America). Initiatives were created to address problems, but most were not implemented.

In 1946 the Comey Improvement Plan described York Village as "once convenient, charming if not beautiful, and safe. Today it is inconvenient, ugly and to a degree dangerous..." (For additional information about the evolution of York Village, see Introduction—From Then to Now).



Mid 20th century

1 1900-on Historic Properties

The Old York Historical & Improvement Society's first project—opened on the 4th of July, 1900—was the Old Gael Museum. The well established York Village as a tourist destination, and with the other museum properties it continues to do so.

2 1946 Improvement Plan for York Village

Arthur C. Comey—a nationally prominent city and town planner—created a plan for improvements to the village sponsored by the Old York Garden Club. The Comey plan involved traffic and parking improvements and what was thought to be the harmonious redesign of existing buildings to give them a "colonial" appearance.

3 1964-67 Village Square Project

Improvement Society directors began to discuss a variety of possible improvements that could be promoted in the village. Following the Comey report, their new thrust concentrated on "colonial" signage and facade renovations and burying utility lines throughout the village. The Society engaged James Garvin, architect and architectural historian then working at Strawberry Banke, to sketch plans for harmonious signs and buildings.

4 1975

1 1900

1902-1974 Landscaping
In 1902 the Improvement Society took all in hand. A landscape plan for the village green was created, so too for the Civil War monument in the square, trees and flowering shrubs were planted around Town Hall and the church, as well as along York Street and in the cemetery.

2 1946

4 1974-77 York Village Townscape Project

Improvement Society directors joined the Chamber of Commerce in a village townscape project envisioned as a broad-based community Bicentennial effort. At about the same time, the Society was in discussion with the National Trust for Historic Preservation's Main Street Program office concerning a possible storefront improvement initiative in York Village. By 1975, the planning firm Vision, Inc. had 100 York participants working on the townscape project.

Early 21st Century Revitalization



York Village c. 1910 (top); c.1976 (bottom)



Conditions evolved with the times into the 21st century, yet underlying problems, and the concerns they caused, persisted. Now, almost 70 years after the 1946 Improvement Plan, its fundamental assessment of the Village "...once convenient, charming if not beautiful, and safe. Today it is inconvenient, ugly and to a degree dangerous..." remains as appropriate now as it was then.

The recognition of persistent underlying problems prompted a renewed interest the village center. Unlike earlier 20th century initiatives focused primarily on physical improvements, 21st century revitalization is a comprehensive approach, including Pedestrians & Streetscapes, Roadways & Traffic, Parking, Utilities, Trails & Open Space, Village & Architectural Character, Budget & Funding, Economic Development and Community Participation.

5 2011 Maine Downtown Center

The Museums of Old York hosted the first in a series of community meetings on the topic "Revitalizing York Village" with presentations by the Maine Downtown Center.

5 2011

6 2011

7 2014

7a

7b

7c

7d

6 2011 – current The York Village Study Committee

The York Board of Selectmen appointed the York Village Study Committee (YVSC) to look into ways in which York Village might be revitalized. The mission of the committee is to establish a framework that will promote the vitality and beauty of York Village and create a dynamic, safe, and sustainable town center which reflects the history of a community and is both welcoming to visitors and supportive of local businesses.

7 2014 The Downtown Revitalization Collaborative

Advancing and executing the YVSC's visioning work required a multi-disciplinary consultant team to collaborate with in order to build on the progress made over the last three years and see this town project through to completion. The York Select Board in August 2014 unanimously approved allocation of funds for the Master Plan to be created through the services of The Downtown Revitalization Collaborative.



York Village 2014

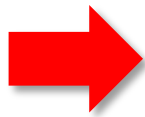
8 April 2015
Select Board Master Plan presented and formally adopted.

9 2015 – 2016
Design Concepts Advanced

10 2015 – 2016 Non-municipal Funding Explored and Applications Submitted

11 November 2015 General Referendum Election (Town Mtg)
Citizens vote to update the Comprehensive Plan, which includes the Master Plan.

12 May 2016 Referendum Warrant (Town Mtg)
Citizens vote whether to fund improvements



Beyond the Master Plan

Concepts Beyond the Master Plan

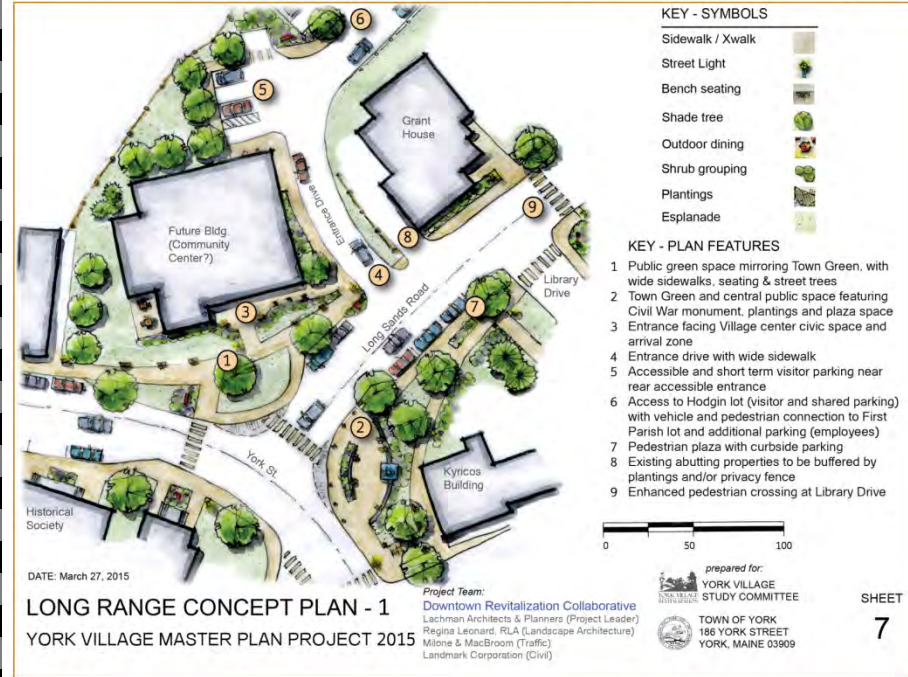
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Location Key for Plan Sheets 7 - 9

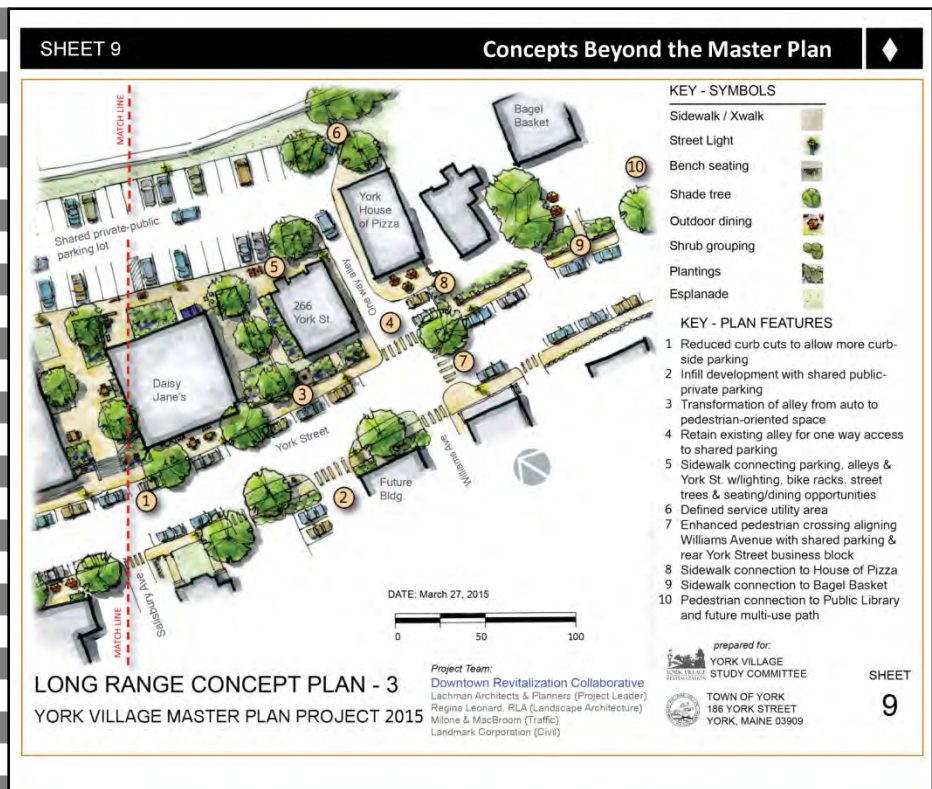
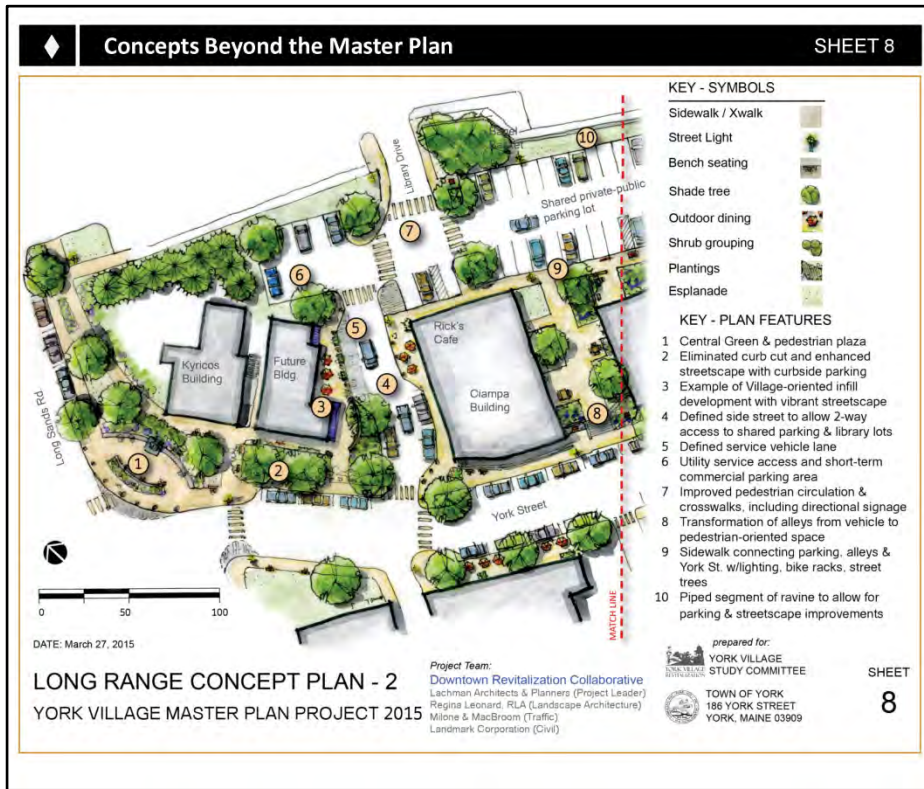
SHEET 7

Concepts Beyond the Master Plan



Concepts Beyond the Master Plan

- Long-range planning to support Village objectives, including:
 - Shared parking scenario
 - Infill & redevelopment opportunities
 - Pedestrian & village-focused improvements



➔ 1 Pedestrians, Streetscape & Bicycles

This chapter addresses:

- 1.1 Existing Conditions / Assessment
- 1.2 Considerations
- 1.3 Recommendations
- 1.4 Implementation

- *Traffic & parking*
- *Pedestrian connectivity*
- *Streetscape / Village arrival*
- *Bicycle routes & amenities*



Auto-Centric



Achievement of the Master Plan Objectives will require a better Balance of Uses.

Pedestrian-Friendly

Vehicle space needs to be Streamlined to make way for Pedestrians, Bicyclists and Streetscape.

1.3 RECOMMENDATIONS

- Create a Pedestrian-Oriented Village
- Integrate Bicycle Improvements
- Create Village Arrival Zones
- Initiate Wayfinding Improvements

The pedestrian, streetscape and bicycle recommendations included below encompass many layers of design considerations the need to create 21st century function without losing cherished qualities, balance competing pedestrian with vehicular needs and foster economic prosperity.

The following recommendations have been organized for ease of understanding and use by Town staff. Supplemental information, such as schematic plans, design details, costs, and phasing recommendations have been provided in other sections of the Master Plan.

Create a Pedestrian-Oriented Village

"Streets have become a void in the mind of city planners. Transportation planning has been made separate from city planning and, accordingly, streets separate rather than link the different pieces of the city" – Anne Vernez Moudon, Professor of Urban Design, University of Washington.

If suburban development is like Wonder Bread – "bland, easily digestible, convenient, but offering little in terms of nutrition for the soul," then it might be said that traditional downtowns are like Artisan Bread – made of local, quality ingredients and full of life-sustaining nutrients. For decades, places like York Village have sought to compete with vehicle-centric and sprawling commercial areas – often compromising those very qualities that make traditional downtowns special. York Village today is inarguably a much better place for vehicles than for people. Making space for pedestrians, cyclists, and the streetscape features that are necessary for revitalization requires reducing the amount of space that is

Reference resources include AASHTO (2012) Guide for the Development of Bicycle Facilities, FHWA (2009) Manual on Uniform Traffic Control, and NACTO (2012) Urban Bikeway Design Guide.



Top left: Master Plan sketch showing the proposed intersection and streetscape improvements at the center of the Village. The current traffic configuration is clarified, pedestrian crossing points are reduced, and the monument is shifted back to allow plaza space in front of the statue, where visitors can fully appreciate the monument. Top right: A sketch showing possible long-term improvements, including a consolidated shared parking lot, alleys repurposed as pedestrian spaces, and Village-oriented infill development that helps enliven the streetscape. This scenario will require buy-in from property owners. Above: Sketch showing improvements along York Street in the commercial center. The plan includes new sidewalks, outdoor spaces, and streetscape elements.



2 Roadways & Traffic

- Vehicular traffic
- Roadway & intersection safety
- Bicycle & pedestrian activity
- Improvement scenarios

This chapter addresses:

- 2.1 Study Area - Intersections
- 2.2 Study Area - Streets
- 2.3 Study Intersection Traffic Control
- 2.4 Safety/Accident Data
- 2.5 Intersection Sight Distances
- 2.6 Other Safety Concerns
- 2.7 Traffic Counts - Vehicles, Bicycles and Pedestrians
- 2.8 Alternatives Analysis – Rationale for Improvements
- 2.9 Alternatives Analysis – Traffic Operations
- 2.10 Alternatives Analysis – Process and Decisions
- 2.11 Preliminary Recommendations

analyzed utilizing the 2035 design traffic volumes previously developed. Each of these alternatives was analyzed with proposed improvements; i.e., turn lanes. For the "Y" concept and York "Tee" concepts, these were analyzed with a proposed left-turn lane on both the Long Sands Road approach and the York Street southbound approach. For both of these alternatives the minor Street was designed to be the Long Sands Road approach which would be controlled via a stop sign. The other two approaches would be "free flowing." The Long Sands "Tee" was analyzed with a right-turn lane on the York Street northbound approach. For this alternative the minor street was designed to be the York Street northbound approach, with the Long Sands Road and York Street southbound approaches being "free flow." The results of the analysis are shown below.

TABLE 3 - Traffic Operations Analysis

	"Y" Concept	York Tee	Long Sands Tee
Unsignalized	LOS / Average Delay(s) / 95% Queue (ft)		
Overall	E/42	E/39	D/30s
York St SB	B/11/240	A/10/210	A/3/ 30
York St NB	A/3/40	A/3/30	F /172/250
Long Sands Rd SB	F/128/700	F/119/630	A/8/290

As of a result of this analysis and review and discussion with the York Village Study Committee, it was felt that the "Y" and "York Tee" concepts should continue to be evaluated as a potential intersection layout.

The Long Sands Tee concept was eliminated from consideration primarily because it would result in significantly higher delay on the on the York Street northbound approach. Additionally, it would change the intersection layout and operations more significantly than the other two alternatives. Today the York Street northbound approach is "free flowing," however under the Long Sands Tee concept this would become a minor approach with

stop control. Due to the heavy free-flowing volumes on the other two approaches with this concept, the difficulty and delay experienced by vehicles attempting to exit the York Street northbound approach would more significant than the other concepts cause on their minor street stop controlled approach and could lead to motorists taking chances to exit and potentially causing accidents.

Once the York Tee and "Y" concept were selected for further review it was felt that we may need to provide additional traffic analysis conditions to assist in educating and informing the decision making process as to which alternative would serves the goals and objectives best.

To this end we analyzed them remaining under two additional conditions:

1. 2015 Summertime Peak Condition
2. 2035 Off-Peak (Non-Summer) Condition

We also analyzed the Saturday Peak Hour time period in addition to the weekday PM peak hour time period that had been utilized up to this point.

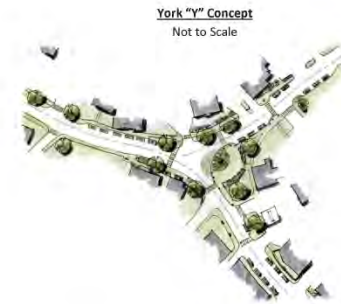
Detailed traffic operations tables are provided in the appendix, in section 4, to this chapter. A summary table for the results of the analysis based on overall intersection performance is provided here.

TABLE 4 - Traffic Operations Analysis

Unsignalized	Overall Intersection Performance [LOS / Average Delay(sec)]	
	York Tee	"Y" Concept
2015 Summer PM Peak Hr	B / 14	C / 17
2015 Summer Sat Peak Hr	B / 11	B / 10
2035 Summer PM Peak Hr	E / 39	E / 42
2035 Summer Sat Peak Hr	C / 24	C / 19
2035 Off-Peak PM Peak Hr	A / 4	A / 6

The results of this analysis indicated that generally both of the alternatives will operate similarly from an overall traffic operations (LOS, Delay and Queues) perspective. The York Tee concept does tend to operate slightly better when particular approaches are reviewed. Due to the similar traffic operations results we discussed and reviewed with the York Village Study Committee, Town Emergency staff and the public additional considerations which would inform our.

We analyzed the layout of both the "Y" concept and York Tee. Preliminary design sketches of these alternatives are shown here.



From an intersection layout perspective the York Tee was preferred over the "Y" concept layout. The York Tee is a more typical intersection layout where the minor street (in this case Long Sands Road) intersects the major street (York Street) at a 90 degree angle. The benefits of the York Tee layout included:

- Balancing the priority of all vehicle movements at the intersection better than the "Y" concept.
- Providing a simpler intersection for motorists, pedestrians and bikes.
- Providing better clarity for priority of movements and motorists right-of-way.
- Balancing the angle of ingress and egress movements between York Street and Long Sands Road which will benefit motorists and the larger emergency vehicles that typically utilize this intersection.

3 Curbside & Off-street Parking

This chapter addresses:

- 3.1 Existing Conditions / Assessment
- 3.2 Considerations
- 3.3 Recommendations

- Curbside parking
- Zoning requirements
- Off-street parking
- Parking management

providing the required off-street spaces – for example, a fee used in one small town yielded \$125/year/space. The low fees reduce barriers to new business establishment, encourage adaptive reuse of existing buildings, and create alternatives to high up-front costs of providing those parking spaces on-site or paying the more substantial in-lieu fees. Income from the program would be dedicated to a Village Parking Trust Fund for the maintenance and provision of public parking facilities. Parking credit programs do not relieve costs associated with leasing spaces or paying for off-street parking, so businesses or their employees pay for spaces as needed – just as other drivers.

Unbundle Off-Street Parking

Parking is often automatically included in rental unit pricing, which hides the true value of off-street parking spaces. As an example, the price for a two bedroom apartment with two parking spaces might be listed at \$1,500 per month. Unbundling the cost of the rental unit (\$1,200) from the cost of the parking spaces (\$150/each x 2) would create more flexibility to the renter who can reduce their cost of living, and the property owner, who can rent the space at a premium. Unbundling parking effectively identifies the economic cost of parking and incentivizes alternate modes of transportation to offset those costs. Most important, unbundled parking is an important step in setting a monetary value for in-town parking spaces. Unbundling parking from rental costs will require that the Town work closely with property owners in the Village to ensure that zoning language provides the necessary flexibility.

Encourage Shared Parking and Convert Single-Use Parking to Public Parking Where Possible

Shared parking is a key strategy for increasing off-street parking facility efficiency and use. Parking lots that serve multiple users or destinations are much more efficient than reserved or single-

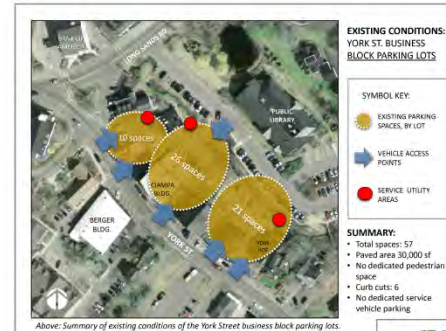
A centrally located public parking space can often substitute for two to three single-destination spaces.



Above: View across the commercial parking areas at the rear of the York business block off York Street.

use spaces. As other towns, York Village has an abundance of underutilized private parking facilities. Increasing shared parking can reduce parking demand and can provide great benefits for the Town as well as property and business owners. Shared parking addresses a public need, reduces traffic congestion, provides a potential revenue source for lot owners, and supports goals for downtown development. While the Town may conditionally allow shared parking, minimum parking standards are excessive and the process places the burden of proof on the applicant, which can be cost prohibitive. In reconsidering its zoning, the Town has an opportunity to develop innovative approaches to parking in the Village center.

Shared Parking that serves multiple users or destinations is most successful if the destinations have different peak parking times, or if there is an overlap in patronage, allowing customers to park once and walk to multiple destinations. Parking facilities can be shared in several ways. Individual spaces, which may otherwise be reserved,



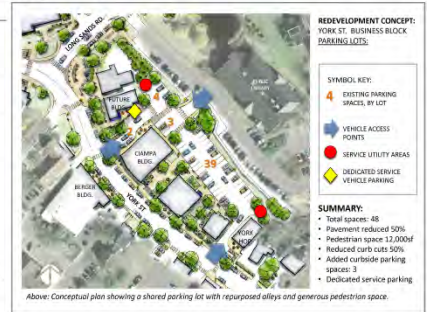
can be shared.

Todd Litman provides the following example of shared facilities in his book, *Parking Management Strategies, Evaluation and Planning*: 100 employees can usually share 60-80 parking spaces, since at any particular time some are on leave, commuting by an alternative mode, in the field, or working another shift. Hotels, apartments, condominiums and dormitories can share parking spaces among several units, since the number of vehicles per unit varies over time. Sharing can be optional, so for example, motorists could choose between \$60 per month for a shared space or \$100 for a reserved space.

Converting off-street parking from single-use to public parking in high priority areas allows more sharing and encourages "park once" trips that support multiple destinations. Single-use parking typically has a lower demand because activities serve only one destination, such as a specific business. A centrally located public

parking space, on the other hand, can often substitute for two to three single-destination spaces. For example, if three downtown businesses require 10 parking spaces each, adding 15 public spaces may provide the same benefit as adding 30 private, single-use spaces. This strategy allows for shared use of parking that can serve multiple destinations. Converting single-use parking to public parking will require both modifications to zoning as well as the development of long-term public-private partnerships. In-lieu fees or parking credits are great avenues for stimulating economic development and investing in a valuable public good.

Shared parking can work seamlessly with the Parking Credit Program by allowing business and property owners to pay in-lieu or parking credit fees to fund public parking instead of private, single-use destination parking at each site. The zoning codes should be updated to specify provisions for shared parking related to Off-Street Parking and Loading



Above: Conceptual plan showing a shared parking lot with reorganized alleys and generous pedestrian space.

4 Utility Infrastructure

The following infrastructure topics are addressed in this chapter:

- 4.1 Water System (York Water District)
- 4.2 Sewer System (York Sewer District)
- 4.3 Stormwater System (York Public Works Department)
- 4.4 Electrical Utility Relocation (Central Maine Power, Preferred Option & Reduced Option)
- 4.5 Cable Utility Relocation (Time Warner Cable)
- 4.6 Telecommunications Relocation (FairPoint Communications)
- 4.7 Municipal Wireless Wifi Network
- 4.7 Recommendations

Design of the storm drainage system replacement and upgrade is part of implementing the Master Plan. York Public Works department requests and recommends the design include the following:

- System infrastructure should be sized to handle a 100 year storm event
- Stormwater treatment such as filter systems and vegetative filters should be included with the collection and conveyance system design
- Stormwater treatment overflows should not be directed back to the street.

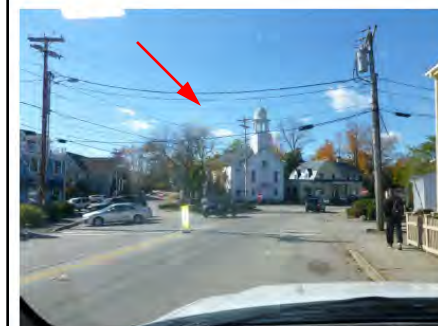
Ledge proximity to the ground surface in the Village area will also need to be taken into consideration during design of the replacement and upgrade of the stormwater system. In summary, replacement and upgrade of the stormwater system is recommended as part of the Master Plan, and coordination with the York Public Works Department will be vital during design and construction of Master Plan improvements.

4.4 ELECTRICAL UTILITY RELOCATION (Central Maine Power)

Background & Existing Conditions - One goal of the Master Plan was to evaluate the option or need to relocate aerial utility lines underground. Removing the unsightly overhead lines from the streets and the center of the Village – which has been an interest since at least the 1964-67 Village Square Project - would help to beautify the area and present a more welcoming entrance to the Village. In order to implement Master Plan concepts such as changes to roadway or intersection alignment and addition of sidewalks and green space, several utility poles and overhead lines would need to be relocated.



Village arrival view from York Street showing existing aerial wires (above) and wires relocated underground (below) - illustrating the significant visual benefit of underground relocation. (image provided by Lew Stowe)



Village arrival view from Long Sands Road showing existing aerial wires (above) and wires relocated underground (below) - illustrating the significant visual benefit of underground relocation. (image provided by Lew Stowe)

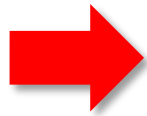
Central Maine Power (CMP) personnel were contacted, including Elaine Titherington, CMP Field Planner for the York area and Tom Atwood, CMP Engineer, to discuss the electrical supply system and potential impacts of implementing the Master Plan for the Village. From our phone and email correspondence, we learned that removing the overhead lines from along York Street and Long Sands Road in the Village area is possible and realistic, but the burden of cost is on the Town. One option would be to relocate aerial lines behind buildings along the main streets to hide them from prominent view. This option would be extremely difficult and likely unfeasible due to the lack of parallel streets or alleyways behind the buildings. A new right-of-way would likely need to be created across all of the properties that line the main streets. The other option is to relocate the aerial utilities underground.

The following is a summary of information provided by CMP regarding relocating electrical utility service underground.

Preferred Scope Option (For further information see Appendix A4) The exhibit below shows the preferred scope option for CMP aerial infrastructure to go underground.

There are two distinct electrical portions in the Village. One portion is three phase power and extends from the Long Sands Road and Woodbridge Road intersection, continuing by the monument (including service to York Hospital), heading northwest on York Street and stopping prior to the elementary school. The second portion is single phase and extends along York Street from Doctor's Lane southeast to Summit Lane. The total estimated cost includes both portions, but can be constructed separately.

An order of magnitude estimate to relocate electrical utility service underground for the preferred scope option described above is **\$3,900,000.00**. This estimate includes material and installation costs for the manholes, splice boxes, switchgear, duct banks, riser



5 Trails & Open Space

This chapter addresses:

- 1.1 Existing Conditions / Assessment
- 1.2 Considerations
- 1.3 Recommendations

- Destination resources
- Route connectivity
- Public open spaces
- Resource opportunities
- Strategic partnerships



Auto-Centric



Achievement of the Master Plan Objectives will require a better Balance of Uses.

Pedestrian-Friendly

Vehicle space needs to be Streamlined to make way for Pedestrians, Bicyclists and Streetscape.

The pedestrian, streetscape and bicycle recommendations included below encompass many layers of design considerations the need to create 21st century function without losing cherished qualities, balance competing pedestrian with vehicular needs and foster economic prosperity.

The following recommendations have been organized for ease of understanding and use by Town staff. Supplemental information, such as schematic plans, design details, costs, and phasing recommendations have been provided in other sections of the Master Plan.

Create a Pedestrian-Oriented Village

"Streets have become a void in the mind of city planners. Transportation planning has been made separate from city planning and, accordingly, streets separate rather than link the different pieces of the city." – Anne Vernez Moudon, Professor of Urban Design, University of Washington.

If suburban development is like Wonder Bread – "bland, easily digestible, convenient, but offering little in terms of nutrition for the soul," then it might be said that traditional downtowns are like Artisan Bread – made of local, quality ingredients and full of life-sustaining nutrients. For decades, places like York Village have sought to compete with vehicle-centric and sprawling commercial areas – often compromising those very qualities that make traditional downtowns special. York Village today is inarguably a much better place for vehicles than for people. Making space for pedestrians, cyclists, and the streetscape features that are necessary for revitalization requires reducing the amount of space that is

Reference resources include AASHTO (2012) Guide for the Development of Bicycle Facilities, FHWA (2009) Manual on Uniform Traffic Control, and NACTO (2012) Urban Bikeway Design Guide.

1.3 RECOMMENDATIONS

- Create a Pedestrian-Oriented Village
- Integrate Bicycle Improvements
- Create Village Arrival Zones
- Initiate Wayfinding Improvements



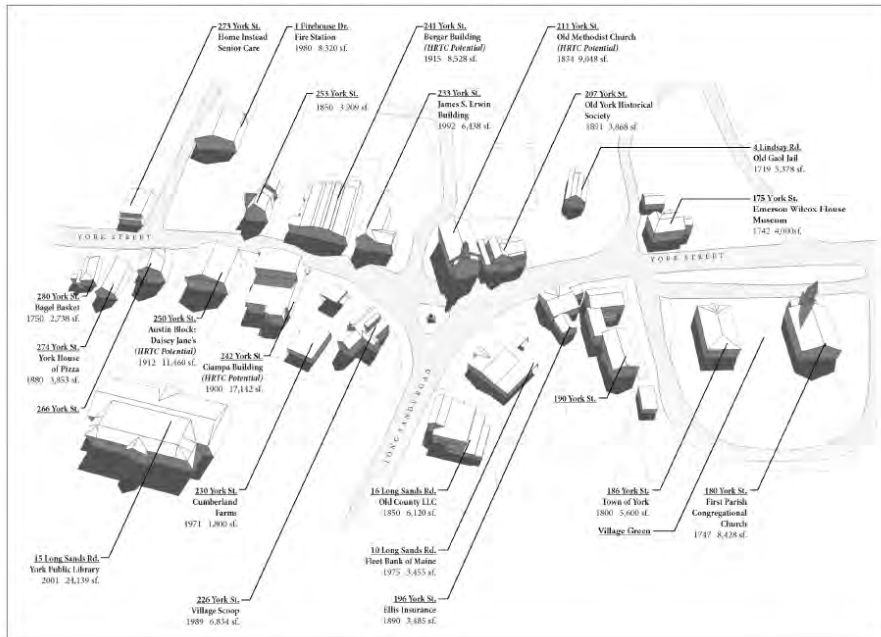
Top left: Master Plan sketch showing the proposed intersection and streetscape improvements at the center of the Village. The current traffic configuration is clarified, pedestrian crossing points are reduced, and the monument is shifted back to allow plaza space in front of the statue, where visitors can fully appreciate the monument. Top right: A sketch showing possible long-term improvements, including a consolidated shared parking lot, alleys repurposed as pedestrian spaces, and Village-oriented infill development that helps enliven the streetscape. This scenario will require buy-in from property owners. Above: Sketch showing improvements along York Street in the commercial center. The plan includes new sidewalks, outdoor spaces, and streetscape elements.

6 Village & Architectural Character

This chapter addresses:

- 6.1 Village and Architectural Character
- 6.2 Maintain and Improve Existing Historic Buildings
- 6.3 Formalize Desired Village Character
- 6.4 Maintain and Foster Village and Architectural Character
- 6.5 Example Design Standard Topics
- 6.6 Example Design Standards
- 6.7 Recommended Steps to Develop Design Standards
- 6.8 Recommendations

The graphic below provides a visual overview of these top character defining patterns. It also illustrates how these patterns mutually benefit each other, and doing so create a web of overall character which forms York Village's distinct sense of place.

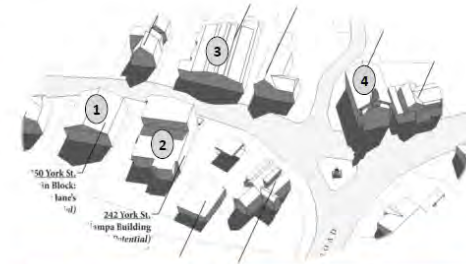


6.2 MAINTAIN & IMPROVE EXISTING HISTORIC BUILDINGS AS A PRIORITY (see also Economic Development, Chapter 7 and Funding, Chapter 8)

York Village's architectural character is one of its greatest assets. At the same time, repair, maintenance, and improving historic buildings to meet 21st century expectations for safety, function, efficiency, and convenience is expensive. Fortunately there are State and Federal Historic Rehabilitation Tax Credits (HTRCs) which are publicly-funded financial benefits that incentivize private property owners to invest in rehabilitation of certain historic structures, providing the structure is individually listed or a contributing building to a National Register (not local) Historic District. Under certain legal structures, private non-profit's ownership can also be eligible. As a direct dollar for dollar credit, HTRCs are the most powerful tool for private-side investment in revitalization. The Maine HRTC is 25% of eligible rehabilitation expenses and the Federal HRTC is 20%. When both programs are utilized, the combined total is 45% of eligible rehabilitation expenses.

Within the National Register York Historic District and the Master Plan Village core, several properties are both "contributing historic" and "commercial or income producing". The following are prominent examples of properties potentially eligible to utilize these powerful financial incentives, and there may be others.

- 1) 250 York Street houses Daisy Jane's and Yoga on York.
- 2) The York Realty Co. (Ciampa) building at 240 York Street houses the Village Art Gallery, Tayla Mac retail, Rick's Restaurant, a Laundromat and apartments.
- 3) The former automobile dealership and garage (Berger) building at 241 York Street which houses the Fat Tomato Grill, York Flower Shop, a barber, a salon, and Berger's Bike Shop.
- 4) The Old Methodist Church once was used as a retail outlet, is now vacant and is owned by York Hospital.



Design Standards are inherently connected to concurrent re-zoning efforts to create a new village district consistent with the York Village Master Plan.

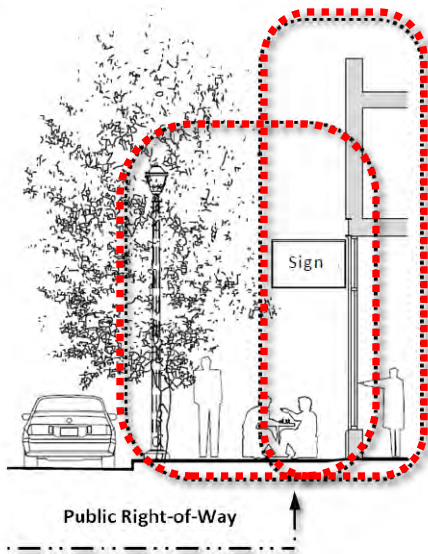
6.5 EXAMPLE DESIGN STANDARD TOPICS

Below is a list of topics typically addressed in Design Standards. These examples are excerpted from the York Beach Village Center Design Standards (by the York Beach Village Committee and Lachman Architects & Planners in 2010). Because they are only typical examples, some might be appropriate for York Village, others might not apply, and others might be added.

- **Building and Entrance Orientation** - Orientation to the sidewalk, building setbacks, facade offsets, multiple street frontage entrance locations, single street frontage entrance location, minimum number of stories, entrance door safety.
- **Buildings on Corner Lots** - Minimum number of stories, usable second floor space, entrance orientation.
- **Building Mass, Rhythm, & Scale** - Well-composed massing & scale.
- **Building Design** - New principal buildings, existing architectural features, exterior building materials, functional mechanicals, new accessory structures, trademark identities.
- **Facades** - Blank walls, design elements, first floor transparency, window size, trim, shutters, color, mixed-use buildings.
- **Roof Design** - Roof pitch, roof fronts, linear roofs, roof-mounted mechanicals, other roof design objectives.

York Village is fortunate to have many locally-owned and operated businesses with deep commitments to the Town whose owners recognize that promoting attractive and appropriate design makes good business sense.

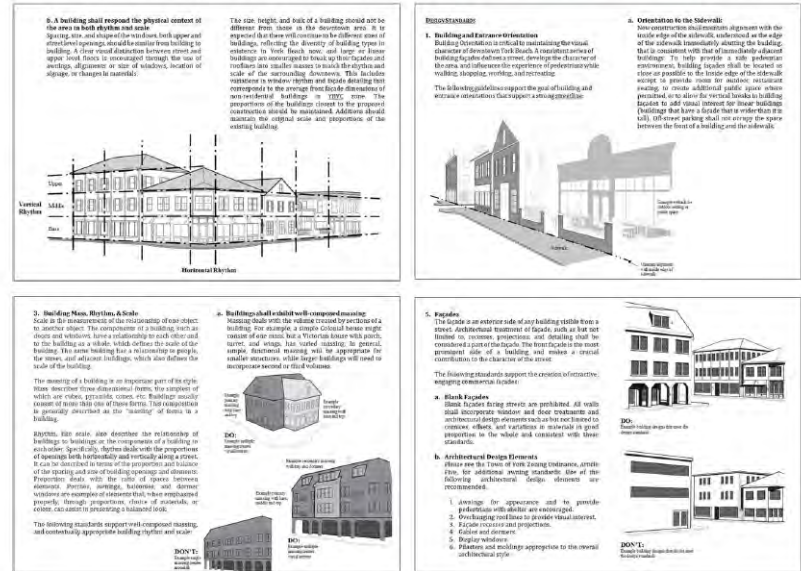
This example graphic illustrates where some different standards might apply, and how they might overlap and interface.



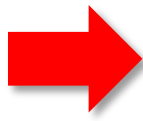
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6.6 EXAMPLE DESIGN STANDARDS (produced by the York Beach Village Committee and Lachman Architects & Planners in 2010)

Each standard is typically illustrated showing one way the standard could be met, but not the only possible design solution. They are intended to stimulate options and provide direction for applicants. The illustrations are purposefully generic in scope, and are not intended to represent specific buildings. These standards provide a visual pattern book that illustrates written standards and guides development into the future.



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7 Economic Development



The following topics are addressed in this chapter:

- 7.1 Leadership and the Economic Development Strategy
- 7.2 Purpose Statement and Point of Departure for the York Economic Development Strategic Plan
- 7.3 Pursuing an Incremental Economic Approach
- 7.4 Crafting an Economic Development Strategic Plan
- 7.5 Pursuing a Village tax increment financing district
- 7.6 Pursuing Municipal Wireless Wi-Fi Network
- 7.7 Joining the Maine Downtown Network
- 7.8 Recommendations

AN ECONOMIC DEVELOPMENT STRATEGIC PLAN IS A NECESSARY COMPANION TO THE MASTER PLAN

Physical improvements are important, but without economic vitality, the underlying causes of commercial district decline may remain unaddressed. Economic Development was not included in the scope of the Master Plan. Yet, because it is an integral cornerstone of revitalization, it is both essential and critical to success, and therefore must be addressed concurrently with funding and physical improvements.

Like the companion Master Plan, the purpose of the York Economic Development Strategic Plan should be to provide a framework and reference document with the following recommended goals:

- Sustaining a year-round economy
- strengthening existing businesses – which leads to jobs
- attracting new businesses – which leads to jobs
- increasing short and longer term employment opportunities
- growing the property tax base, valuations and revenues to assist financing the implementation of the Master Plan
- describing cohesive, incremental and practical measures the Town can take to increase economic vitality in the Downtown

There is no shortcut or silver bullet to Economic Development, only sustained effort guided by a shared vision which aligns economic, political and social variables for a common purpose. The purpose of the Economic Development Strategic Plan is to “set the stage” for an economically and socially robust downtown. The Plan should offer practical recommendations that progress steadily towards prosperity, rather than radical concepts that promise to transform it.

The following topics are addressed in this chapter:

- 7.1 Leadership and the Economic Development Strategy
- 7.2 Purpose Statement and Point of Departure for the York Economic Development Strategic Plan
- 7.3 Pursuing an Incremental Economic Approach
- 7.4 Crafting an Economic Development Strategic Plan
- 7.5 Pursuing a Village tax increment financing district
- 7.6 Pursuing Municipal Wireless Wi-Fi Network
- 7.7 Joining the Maine Downtown Network
- 7.8 Recommendations

7.1 LEADERSHIP IS REQUIRED TO CREATE, IMPLEMENT AND MANAGE THE ECONOMIC DEVELOPMENT STRATEGY

Strong clear leadership is critical while creating and managing the Economic Development Strategy. The preferred scenario is a dedicated Town staff person who is experienced, knowledgeable, and practical and who demonstrates expertise “in the office”, “on the street,” and interfacing between the office and the street. This role is typically described as a Community and Economic Development Director. Ideally, this individual would provide joint leadership for both Funding and Economic Development.

Examples of economic clusters include:

- Tourism and Visitors Cluster
- New Business Growth Cluster
- Technology Cluster
- Creative Arts Cluster
- Culture and Artistic Performance Cluster
- Public Events Cluster
- Recreational Activities Cluster
- Historic and Architecture Cluster

Step 3 – Cross-Coordinate Economic Development Clusters with Relevant Physical Improvements for an Integrated Action Plan
Downtown revitalization is most powerful and successful when economic and physical initiatives are aligned to reinforce each for mutual benefit thereby enhancing their individual potential

7.5 PURSUE A DOWNTOWN TAX INCREMENT FINANCING DISTRICT

TIFs are powerful and widely used economic strategies by which increased revenues accrue to the Town for the purpose of public improvements, which in turn “sets the stage” for improved business and commercial activity. In addition, the Town can incur debt to facilitate building facilities and utility improvements and/or public infrastructure improvements through the issuance of municipal bonds. The TIF revenues are then set aside for the relief or payment of this indebtedness. The advantage is that the Town would not have to wait for sufficient TIF revenues to accrue over time before undertaking needed improvements. In turn, this means growing property tax valuations in the Downtown so that additional captured property taxes can flow to the coffers of the TIFs to assist with plan implementation.

7.6 PURSUE MUNICIPAL WIRELESS WI-FI NETWORK

Municipal wireless network (Municipal Wi-Fi, Muni Wi-Fi or Muni-Fi) is the concept of turning an entire downtown or village into a Wireless Access Zone, with the ultimate goal of making wireless access to the Internet a universal service. This is usually done by deploying a wireless mesh network to provide municipal broadband via Wi-Fi to large parts or all of a municipal area. Municipal broadband deployments are broadband Internet access services provided either fully or partially by local governments.

Overview - Such networks go far beyond the existing piggybacking opportunities available near public libraries and some coffee shops. The basic premise of carpeting an area with wireless service in built-up centers is that it is more economical to the community to provide the service as an essential utility rather than to have households and businesses pay private firms for such a service.

The typical design uses multiple routers deployed outdoors, often on telephone poles as shown here. The operator of the network acts as a wireless internet service provider. In the build-out of such networks, radio communication is used both for the Wi-Fi service and also for the “backhaul” or pathway to the Internet. This means that the nodes only need a wire for power (hence the habit of installing them on power and light utility poles). This “all radio” approach means that nodes must be within range of each other and form a contiguous pathway back to special aggregation nodes that have more traditional access to the Internet. Nodes then relay traffic, somewhat like a fire-bucket brigade.



8 Conceptual Budget & Funding

Conceptual Budget & Funding

8

8.1 WHAT IS THE COST OF IMPLEMENTATION?

- **Master Plan Without Relocating Overhead Utilities Underground**
The Conceptual Budget, including Hard Costs (construction with overhead utilities remaining), Soft Costs (design), and a Contingency, is approximately **\$3.6 million.**
- **Relocating Overhead Utilities Underground** Placing the overhead utilities underground and removing numerous poles within the master plan area, with Soft Costs and Contingency will cost approximately **\$7.9 million.**
- **Total Master Plan Including Relocating Overhead Utilities Underground** will cost approximately **\$11.5 million.**

8.2 WHAT IS INCLUDED IN THE CONCEPTUAL BUDGET?

The Conceptual Budget includes costs to improve the public right-of-way within the Master Plan Area, as illustrated below. Not included are improvements to private property, such as the Hodgin Lot. Estimated costs to improve the Hodgin Lot are in Appendix A8.



The following topics are addressed in this chapter:

- 8.1 What is the Cost of Implementation?
- 8.2 What is Included in the Conceptual Budget?
- 8.3 What is the Conceptual Budget Based On?
- 8.4 Impractical to Phase Implementation
- 8.5 Funding Implementation Requires Multiple Sources
- 8.6 Combining Funding Sources Requires a Coordinated Strategy
- 8.7 Leadership is Required to Create and Manage the Coordinated Funding Strategy
- 8.8 Early Public Investment Leadership is needed
- 8.9 Public Investment in the Village is Good for Business
- 8.10 Municipal Wireless Wifi Network Another Asset
- 8.11 Continually Engage the Business Community
- 8.12 **Prioritize pursuit of Non-municipal Funding Opportunities**
- 8.13 Non-municipal Funding Opportunities Database
- 8.14 Pursue a Village Tax Increment Financing District
- 8.15 Promote Investment Incentives for Historic Buildings
- 8.16 Recommendations

**Master Plan Without Relocating
Overhead Utilities Underground**

Estimated Hard Costs (Construction)

Demolition & Site Work \$164,990

Includes: Temporary erosion control + Tree protection + Saw cut pavement + Pavement removal + Tree removal / selective clearing + Excavation for roadway & landscaping + Demo existing raised landing

Road Improvements \$641,020

Includes: Aggregate base course + Hot mix asphalt (3" base) + Hot mix asphalt (1" surface) + Pavement markings + Vertical Curb, straight & radius

Stormwater Improvements \$257,500

Includes: Storm drain (12") + Storm drain (18") + Storm drain (24") + Catch Basins + Stormwater Treatment (t.b.d.)

Streetscape Improvements \$1,375,595

Includes: Reset steps & cheek walls + Relocate monument + Brick sidewalk repairs + Sidewalk aggregate base course + Brick sidewalk + Detectable warning + Granite edging, straight + Seat wall + Retaining wall + Granite wall cap + Ornamental guardrail - railing + Granite steps + Signage, entrance & directional + Signage, interpretive + Signage, Professional services + Granite bollards + Ornamental bollards + Benches + Bicycle racks + Light pole assemblies + Utility Service

Landscape Improvements \$56,260

Includes: Loam + Shade trees + Shrubs + Herbaceous + Seeding + Mulch

Subtotal Hard Costs (w/o utility relocate US) \$2,495,365

Mobilization & General Conditions Fees \$249,600

Mobilization & General Conditions \$249,600

Total Hard Costs (w/o utility relocate US) \$2,744,965

Estimated Soft Costs & Contingency

Design & Engineering \$274,500

Contingency \$549,000

Total Soft Costs (w/o utility relocate US) \$823,500

Total Hard + Soft Conceptual Budget \$3,568,465

Relocating Overhead Utilities Underground

Estimated Hard Costs (Construction)

Utilities Relocation Underground

Includes: Electrical Utility (CMP) + Cable Utility (TWC) + Telecom Utility (Fairpoint) + Misc conduit, manholes

Hard Costs Subtotal \$6,080,000

Estimated Soft Costs & Contingency

Design & Engineering \$608,000

Contingency \$1,216,000

Soft Costs & Contingency Subtotal \$1,824,000

Total Hard + Soft Conceptual Budget \$7,904,000

8.4 IMPRACTICAL AND COST PROHIBITIVE TO PHASE IMPLEMENTATION

Large and expensive projects can sometimes be phased according to the following approaches:

- **Discreet Sub Projects** that can be initiated at different times (due to funding or other reasons) and completed independently to accomplish a whole project
- **Layering Multiple Steps** on the same project area over time (due to funding or other reasons) to eventually complete and accomplish a whole project.

For reasons described below, phasing the York Village Concept Plan is impractical and cost prohibitive and consequently most of the project must be completed at one time. Some opportunities for sequencing of scope may be evident once development design is advanced.

Non-Municipal Funding Opportunities (Grants)

8.12 PRIORITIZE PURSUIT OF NON-MUNICIPAL FUNDING OPPORTUNITIES

All possible non-municipal funding opportunities should be explored and developed to the greatest extent possible, in order to minimize dependency on property tax revenues for plan implementation. Listed below are all possible funding sources beyond the town's local tax base for this project. They are organized by category, created specifically for and tailored to York for the Master Plan. Some programs cover several categories. Please see Appendix A8 for full description of the programs.

Infrastructure

- CDBG (Community Development Block Grant) Economic Development
- MaineDOT Safe Routes to School and Transportation Enhancement
- Downtown Revitalization Grant (DR) Program (CDBG)
- CDBG Public Infrastructure (PI)
- York Village Tax Increment Financing (TIF) District
- The Three-Ring Binder (3RB) Project Broadband (High-Speed Internet Service Fiber Optic Cable)
- Department of Agriculture, Conservation and Forestry Maine Coastal Program's Communities Grant Program
- Maine Agriculture, Conservation and Forestry Project Canopy

- Maine Small Project Rehabilitation Tax Credit Administered by MHPC and Maine Revenue Service
- Micro-Enterprise Assistance: Business Façade Grants (CDBG)
- Belvedere Historic Preservation Grant

Trails, Open Space & Parks

- Maine Bureau of Parks and Public Lands (BP&L), Recreation Trail Program Development (RTP), Dept of Agriculture
- Bureau of Geology, Natural Areas and Coastal Resources Maine Coastal Program, Maine Dept of Agriculture
- National Park Service's (NPS) Rivers Trails and Conservation Assistance (RTCA)

Water Quality

- DEP 319 Watershed Program Matching
- MS4 Municipal Separate Storm Sewer System
- Department Conservation Maine Coastal Program
- Wild and Scenic River Designation

Downtown Revitalization

- Downtown Revitalization Grant (DR) Program (CDBG)
- Maine Downtown Center & Maine Downtown Network (MDN)
- Creative Communities = Economic Development (CCED) Grant

Transportation

- MaineDOT Municipal Partnership Initiative (MPI)
- MaineDOT Safe Routes to School and Transportation Enhancement

Buildings

- Federal Historic Rehabilitation Tax Credit Program Administered by Maine Historic Preservation Commission
- Maine Historic Rehabilitation Tax Credit administered by the MHPC and the Maine Revenue Service

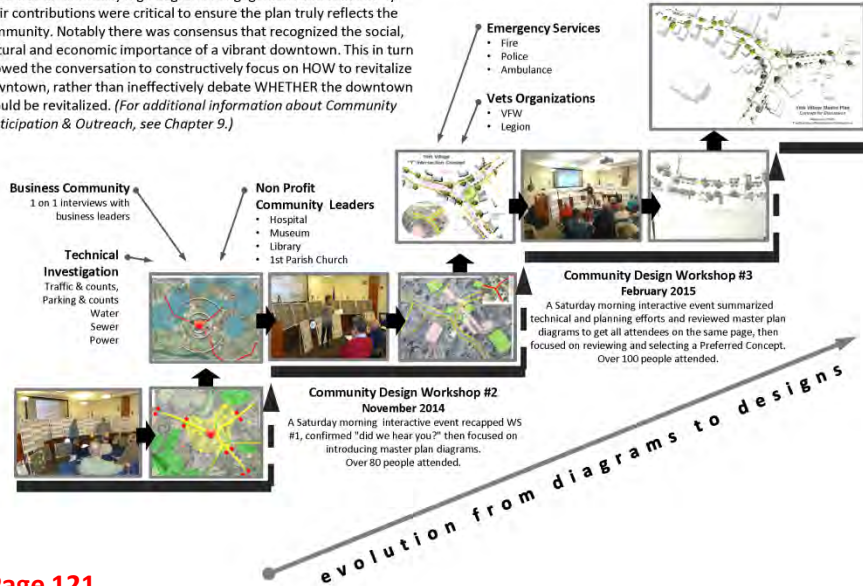
8.13 NON-MUNICIPAL FUNDING OPPORTUNITIES DATABASE

The same programs listed above are also in a database format which allows them to be sorted in a variety of ways. For example, by Short Term Activity (2015 to 2017), Medium Term Activity (2018 to 2022), Dates and Deadlines, Category, Program and Funding Entity, Source (Federal, State, Local, other), Funding Cycle (rolling, annual, semi-annual etc) and Possible Dollar Amount, etc. An excerpted example of the database is below. The full database is in Appendix A7. With this information easily understood and manipulated, it can be used to make informed choices about which sources to pursue when, and their likelihood of success.

Short Term 2015 to 2017 (Activity)	Med Term 2018 to 2022 (Activity)	Dates & Deadlines	Category	Program & Funding Entity	Source (Federal, State, Local, other)	Funding Cycle (rolling, annual, semi annual etc)	Possible \$	Notes
2015	TBD	2015 - 1/77	Approvals	Board of Selectman	Town		TBD	
2015	TBD	2015 - 5/16	Approvals	Town Meeting	Town	Triennially (3x/yr.)	TBD	
2015 (Planning)	none	2016- 7/1	Infrastructure	Department Agriculture, Conservation and Forestry Maine Coastal Program's Communities Grant Program	Coastal Program/Town	Annually	Up to \$50,000 with 25% local match	Storm water management, open space planning
2015 (Planning)	2017 (Application)	2017 - 12/19 Application	Infrastructure	Maine Department Agriculture, Conservation and Forestry Project Canopy	Me Forest Service/Town	Annually	Up to \$10,000 and 50/50 match	Tree planting and maintenance
2015 (Planning)	June Anytime	June Anytime	Water Quality	DEP 319 Watershed Program Matching	DEP/Town	Annually	\$23-598,000	Watershed plan, plan implementation
2015 (Planning)	2018 (Application)	March	Downtown	Maine Downtown Network Community	Downtown Center	Annually	None	4 Points: Organization Promotion, Design, Economic Restructuring
2015 (Village Plan)	2020 (Application)	2020 - 4/17	Infrastructure	CDBG Downtown Revitalization	State DECD/Town 25% local match.	Annually	Up to \$400,000	To be eligible adopted Downtown Revitalization Plan & area declaration of slum and blight.
2015 (Village Plan)	Construction	None	Transportation	MaineDOT Municipal Partnership Initiative (MPI)	State 50/50 Match	Anytime	Up to \$500,000	Roadway, sidewalks, curb, lighting
2015 (Village Plan)	2020 (Application)	2020 - 4/17	Downtown	Downtown Revitalization Grant (DR) Program (CDBG)	DECD/Town	Annually	Up to \$400,000	Streetscapes, sidewalks, curbing, cross walks, street lighting, parks, underground utilities.
2015 - 16 (Planning)	2018 (Application)	October	Downtown	Creative Communities = Economic Development (CCED) Grant:	Arts Commission	Annually	Up to \$75,000	Arts, vibrant downtown
2016 (Planning)	TIF Preparation	TBD	Infrastructure	York Village Tax Increment Financing (TIF) District	Adopted local district and DECD approval	Anytime	TBD by the town.	Storm sewer, streetscapes, parking.
2016 or 2017 (Planning & Application)	2018 to 2021 (Construction & Other)	1st Friday each month	Infrastructure	CDBG (Community Development Block Grant) Economic Development	State DECD/Town 25% local cash match.	Quarterly	Up to \$1,000,000	Grants to Municipalities in support of a local business for sewer, water & storm drainage.

2015 – 2016 Master Plan Diagrams to Designs with Community Participation

One of the cornerstones of early 21st century revitalization is community participation. From the start of this Master Plan, community participation was a priority. The plan was guided by significant input from multiple sources, who shared their thoughts and interest. Overall there was an unusually high degree of engagement and collectively their contributions were critical to ensure the plan truly reflects the community. Notably there was consensus that recognized the social, cultural and economic importance of a vibrant downtown. This in turn allowed the conversation to constructively focus on HOW to revitalize downtown, rather than ineffectively debate WHETHER the downtown should be revitalized. (For additional information about Community Participation & Outreach, see Chapter 9.)



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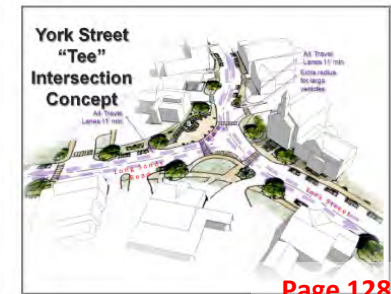
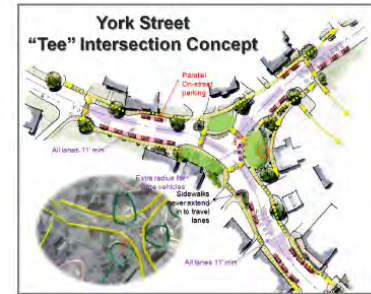
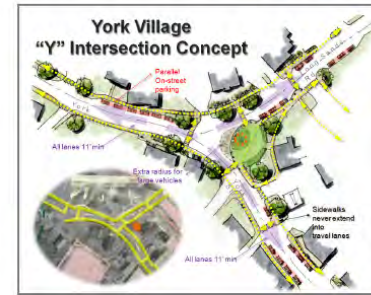
The following topics are addressed in this chapter:

- 9.1 Meetings and Events
- 9.2 Many Opportunities for Community Participation
- 9.3 YVSC Working Meetings Open to the Public
- 9.4 Special Meetings
- 9.5 Community Design Workshops
- 9.6 Outreach & Buzz
- 9.7 Recommendations

9 Community Participation & Outreach

The Downtown Revitalization Collaborative

Community Design Workshop #3, February 7, 2015



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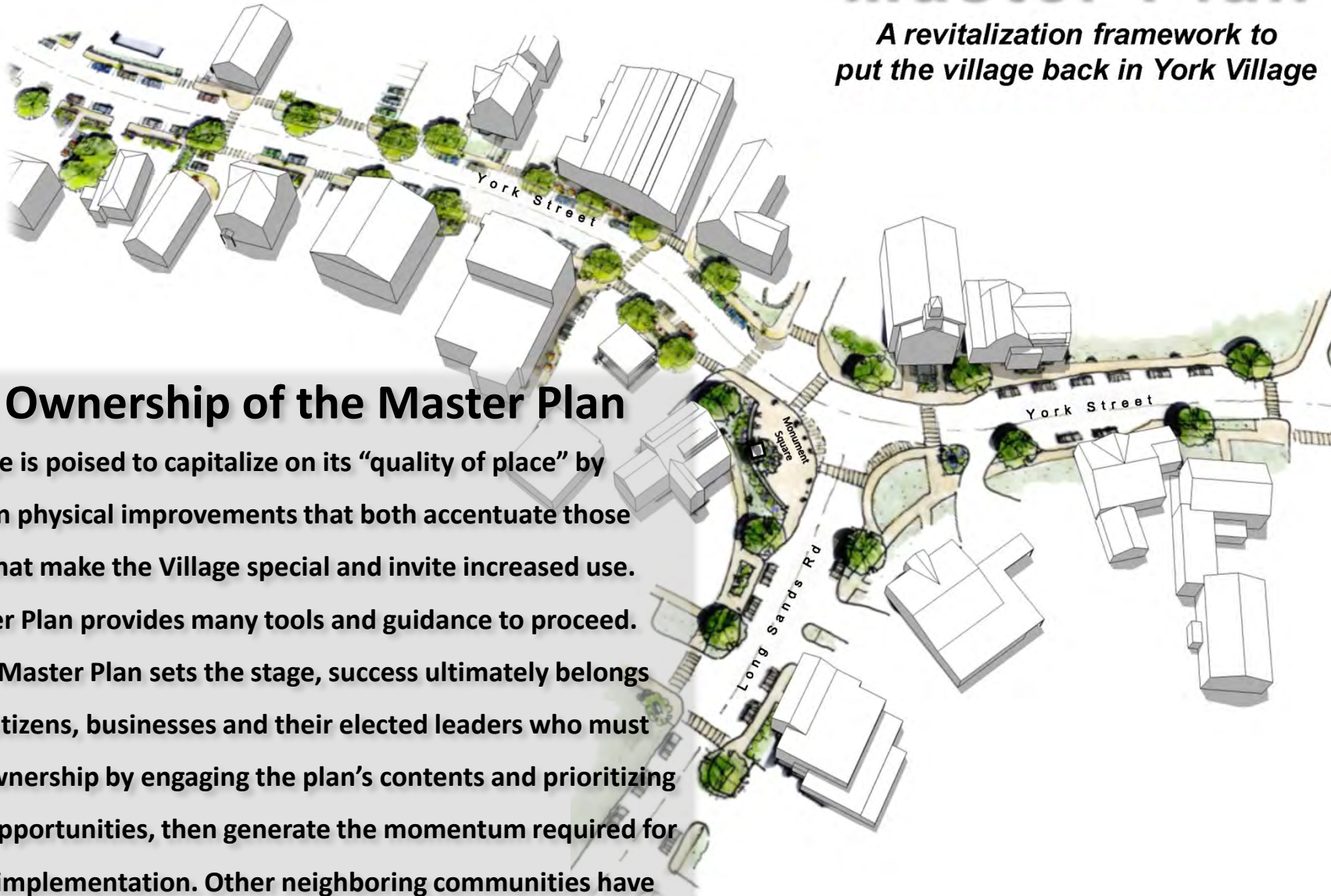
Community Design Workshop #3, February 7, 2015



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The York Village Master Plan

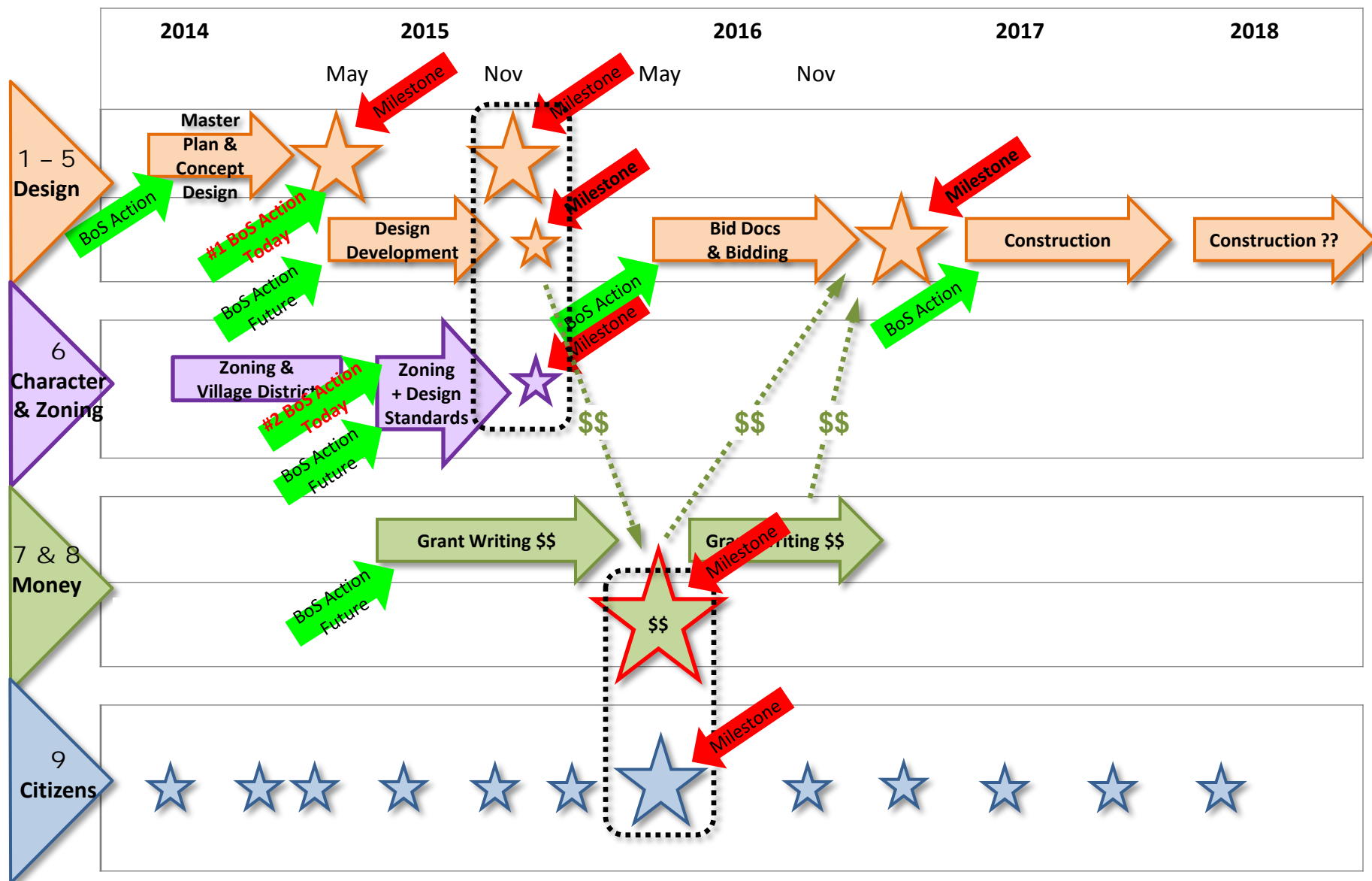
A revitalization framework to put the village back in York Village



York's Ownership of the Master Plan

York Village is poised to capitalize on its “quality of place” by investing in physical improvements that both accentuate those qualities that make the Village special and invite increased use. This Master Plan provides many tools and guidance to proceed. While the Master Plan sets the stage, success ultimately belongs to York's citizens, businesses and their elected leaders who must assume ownership by engaging the plan's contents and prioritizing its many opportunities, then generate the momentum required for sustained implementation. Other neighboring communities have accomplished revitalization, and so too can York Village.

Overview of Coordination Required for Multiple Complementary Efforts to Revitalize York Village



The York Village Master Plan

*A revitalization framework to
put the village back in York Village*

Thank You



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