

The York Village Master Plan

A revitalization framework to put the village back in York Village

Appendix

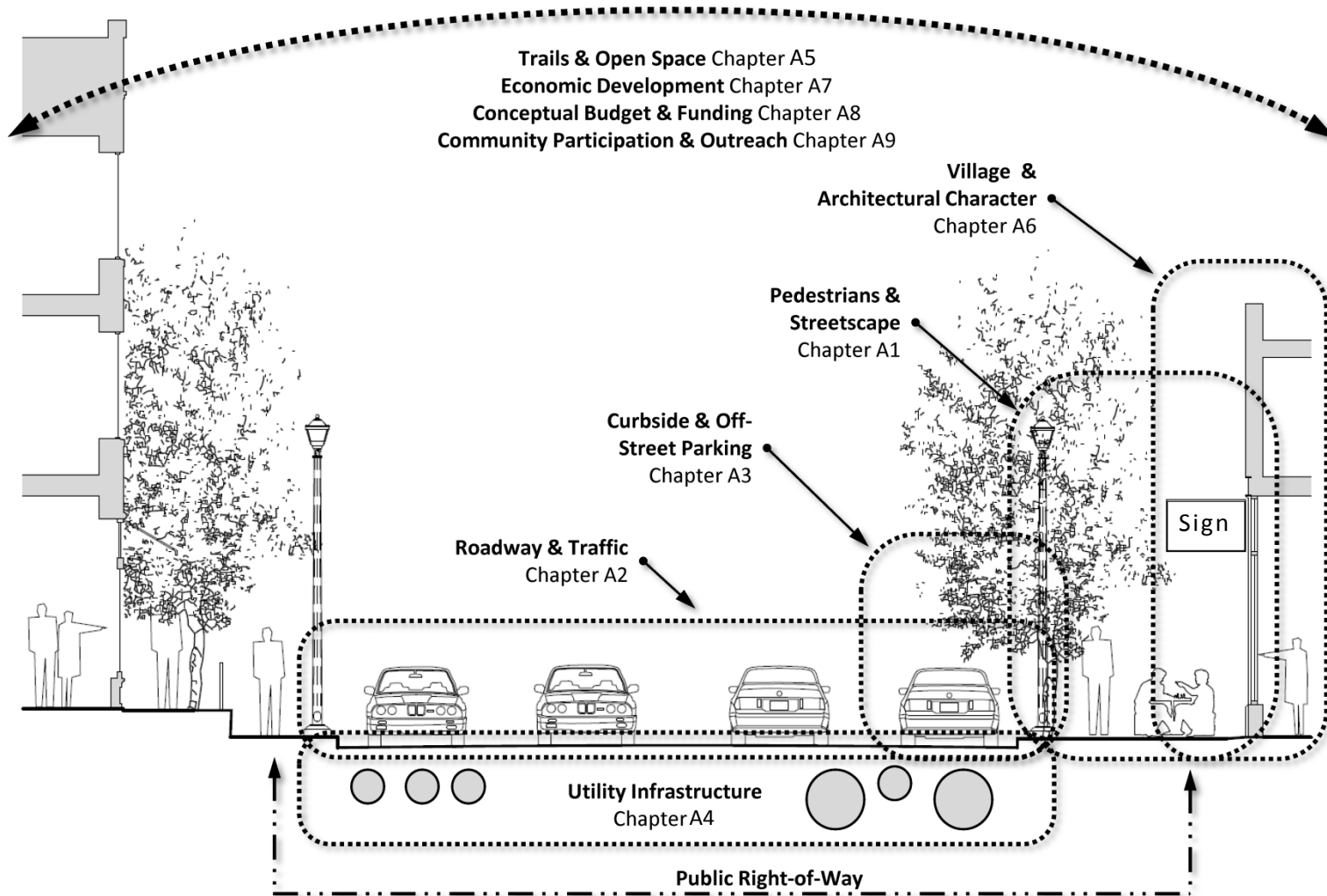


Prepared by
The Downtown Revitalization Collaborative
with
The York Village Study Committee
for the
Town of York, Maine
April 2015



Appendix 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.



Appendix 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 of the Master Plan Report can be found in pdf format online at www.YorkVillage.org.

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OVERVIEW

York Village, with its quaint New England character and abundance of historical destinations, holds a special charm that is closely tied to both its Maine coastal heritage and its community. The Village Center is rich with landmark architecture and important civic destinations such as the Town Hall, First Parish Church, Public Library, and the Museums of Old York. All centered upon the revered Civil War monument located in the heart of the village community.

Yet, conditions in the village and its underlying problems have been a concern, and its improvement a priority, since the beginning of the 20th century. Now, almost 70 years after the proposed 1946 Improvement Plan, its fundamental assessment of the Village as “...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 following topics are addressed in this chapter:

- (1) Concise History of York Village Through the 17th, 18th, and 19th Centuries**
- (2) Improvement Becomes a Priority in the 20th Century**
- (3) Revitalization Becomes a Priority in the 21st Century**
- (4) Village Study Committee Lays the Foundation for a Master Plan**
- (5) Advancing the Master Plan with a Multi-disciplinary Team**

(1) CONCISE HISTORY OF YORK VILLAGE THROUGH THE 17TH, 18TH, AND 19TH CENTURIES

Thanks to Joel Lefever, Director of Museums of Old York we have this concise history of York Village. In the 1630’s, York Village was originally settled by men with close ties to Sir Ferdinando Gorges, the English proprietary founder of Maine. Gorges granted tracts of land in divisions of several thousand acres at a time, and Edward Godfrey was one of those who received such an allotment. Godfrey, who served as an Agent for Gorges, is believed to have built the first homestead in York on Point Bolleyne [Steedman Woods] on the bank of what was later called Meetinghouse Creek / Barrels Mill Pond.

By 1633, Godfrey had two neighbors near Point Bolleyne, but the heaviest early concentration of settlement was near the harbor, also called "Lower Town" – the location for incoming supplies from England, and also the location of the first Anglican Church and burying ground (near the present site of St. George's Episcopal Church). Another concentration of settlement was upriver in the vicinity of Gorges' Manor of Point Christian.

In the 1640’s and 1650’s, perhaps owing to Godfrey's willingness to grant portions of his division of land to others, the nucleus of what then was known as the city of Gorgeana shifted northwest, nearer to what is now York Village. York was the center of government for the Province of Maine, with courts being held in the meetinghouse, and accused or convicted criminals held in a nearby gaol [jail]. Godfrey set aside parish glebe land (the rents of which supported the minister's salary), and a meetinghouse, a parsonage, and the gaol were built along Lindsay Road.

What became York Street connected the center of the village to several farmsteads at the western portion of Godfrey's holdings (sometimes called the Upper Village). Around 1643, families from Scituate, Massachusetts were granted plots of land between what is now Raydon Road and the First Parish Church. These families built houses and barns on the north side of York Street, but in addition they owned lower land across York Street that provided access to a creek and marshes used for haying. No houses were built on the south side of York Street until the 1890's, and the Preble Farm (now called the Davis Property) is the last remaining undivided and undeveloped long and narrow farmstead, existing on both sides of York Street, with its origins in the 17th century.

Changes in the location of York's meetinghouse or Parish Church indicated the shifting center of York Village. The first meetinghouse or "Oratory" was constructed in Lower Town (now York Harbor) in 1636. A second meetinghouse, completed in 1667, was built on parish glebe land near the creek later called Meetinghouse Creek. The third and fourth meetinghouses, completed in 1712 and 1747, were sited on the north side of York Street near the location of the present First Parish Church. Those meetinghouses were situated parallel and closer to York Street.

With the shifting of the meetinghouse to York Street, other buildings followed suit. The gaol, first built in 1653, was reconstructed around 1719 at the intersection of York Street and Lindsay Road. A gaoler's residence and courthouse also were built near the gaol, and later the buildings were connected under the gambrel roof seen today. Shops of skilled craftspeople were clustered at the base of Gaol Hill, and at least two of the small shop structures later were incorporated into 175 York Street (Emerson-Wilcox House). A town hall was constructed in the 1730's near its present location. It was reconstructed in 1811, and further remodeled in the Victorian Italianate style in the 1873.

In 1794, Judge David Sewall built Coventry Hall (34 Long Sands Road), the most significant Federal Style house in the York area. It, and other structures dating slightly later, such as the 1833 Methodist Church, was in keeping with York's earlier character. Mid to late 19th century buildings in York (such as the "Ice House" on Long Sands Road), with their intricate outlines and bright colors, were products of their own times and several were either demolished or remodeled into a more tasteful "Colonial" mode starting in the late 19th century.

In 1882, as part of a movement to beautify York, the First Parish Church was lifted from its foundation, turned perpendicular to York Street, set back twenty feet from the street, and remodeled with a new steeple. Several other houses were moved back on their lots as well. Examples are 31 Long Sands Road (Emerson Homestead) and 112 York Street (Joseph Banks House). Houses still on their original foundations closer to roadways are 175 York Street (Emerson-Wilcox House), and 20 Lindsay Road (Nicholas Sewall House).



View from the intersection of York St. and Long Sands Rd, the heart of the village and future site of the Monument. Note dirt streets with electric lines and trolley tracks. The building at the far left was originally a bank, and is currently the headquarters of the Old York Historical Society.



View from the intersection of York St. and Long Sands Rd, the heart of the village and future site of the Monument. Note dirt streets with electric lines. As part of a movement to beautify York, in 1882 First Parish Church was lifted from its foundation, turned perpendicular to York Street, set back twenty feet from the street, and remodeled with a new steeple.

(2) IMPROVEMENT BECOMES A PRIORITY IN THE 20TH C

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 the character we recognize today. Power lines and paved asphalt roads for automobiles impacted the historical nature of York Village. In some cases, older residences were demolished (such as at the site of the Bank of America), or significant new structures were built where little had existed before (York Hospital, fire station).

In mid-century, even further changes to "autoize" the village caused some older residences to be demolished (such as at the site of the Bank of America). A series of 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..."*

Thanks to York resident David Chase we include the following notes on past York Village improvement efforts which are a byproduct of research conducted in the Library & Archives of the Museums of Old York. In the course of reading the records of the Old York Historical & Improvement Society (OYH&IS) (1900-1983), David was struck by the Society's attention to York Village throughout the 20th century. The OYH&IS meeting minutes document three long-term village improvement projects and three targeted design initiatives that prefigure, to a degree, the work of the 21st-century Village Study Committee. The outline below is informative, but by no means definitive in terms of what all was going on to improve the village by the Society or by other organizations, including most importantly the Town. It shows how the conditions of the village have been a concern and its improvement a priority for over a century.

1900 and Beyond - Historic Properties

The Old York Historical & Improvement Society's first project, opened on the 4th of July, 1900, was the Old Gaol Museum. An enduring success, it remains the heart of a cluster of six historic village properties now part of the Museums of Old York, successor to the OYH&IS and two other organizations. The Gaol established York Village as a tourist destination, and along with other MOY properties it continues to provide educational perspectives and opportunities to the citizens of York, as well as visitors from away.

1902-1974 Landscaping

Prior to 1902, 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 1902 the Improvement Society took it 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.



View of the intersection of York St. and Long Sands Rd, with the Monument at the heart of the village. Note dirt streets with a buggy in background, and grass and trees around the Monument.



In the early to mid 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 achieve much of its character we recognize today. Power lines and paved asphalt roads for automobiles impacted the historical nature of York Village.



View today in the early 21st century. Conditions have continued to evolve with the times, yet the underlying problems, and the concerns they caused, persisted. Now, almost 70 years after the 1946 Improvement Plan, its assessment of the Village as “..... *inconvenient, ugly and to a degree dangerous...*” remains as appropriate as it was then.

1946 Development Plan for York Village

In August 1946, 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. His report begins: *“York Village center was once convenient, charming if not beautiful, and safe. Today it is inconvenient, ugly and to a degree dangerous.”* Comey went on: *“And yet, even today the solution is quite simple, it need not be achieved at once by a single burst of activity, but may be brought about over a series of years, accomplishing those improvements most easily brought about and those remedying the most glaring defects first.”* 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.

1964-67 Village Square Project

Late in 1964 the directors of the Improvement Society began to discuss a variety of possible improvements that could be promoted in the village. Their first step was to review the Comey report. Their new thrust concentrated on “colonial” signage, façade 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, and also entered into discussion with the New England Telephone Company and Central Maine Power.

1972-97 Window Box Project

As part of the effort to beautify the village, window boxes were placed on most commercial and institutional buildings and planted each spring. Initially this work was conducted jointly by the Village Improvement Committee of the OYH&IS, Piscataqua Garden Club and the Old York Garden Club. During the holiday season, the group created and placed dozens of wreaths on village buildings.

1974-77 York Village Townscape Project

On September 3, 1974 Improvement Society directors discussed a Chamber of Commerce letter seeking participation of the Society in a village townscape project: *“Although originally sponsored by the Chamber of Commerce, [the project] is 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 storefronts improvement initiative in York Village. By February 1975, the planning firm Vision, Inc. had 100 York participants working on the townscape project.

1973 York National Register Historic District and Character Defining Patterns

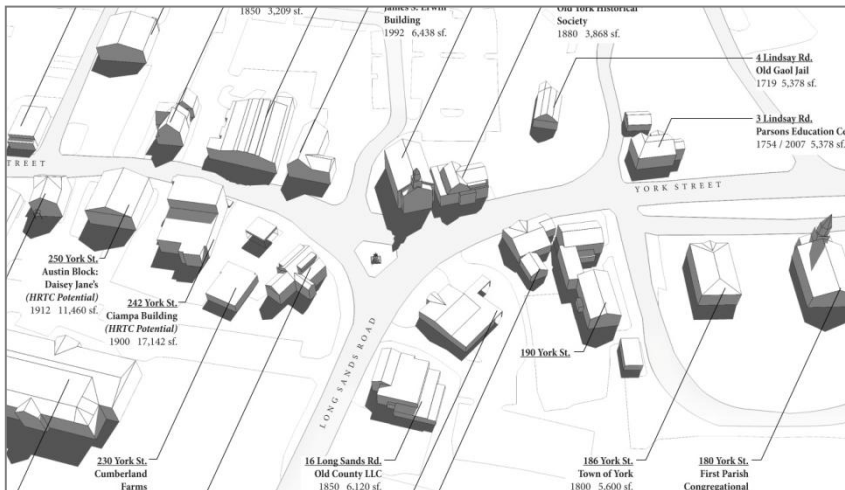
The York Historic District was accepted into the National Register of Historic Places in 1973. The nomination described *“The Town of York, especially York Village and York Harbor, remain in essentially the same condition as they did in the 18th and 19th centuries. The 17th century appearance of York has, of course, been changed. Architecturally, York is a surviving late 17th and 18th century town. Its buildings are not great mansions, but are the homes of the pioneers of this country. These homes and also the public buildings are in a remarkable state of preservation because of the work of local people who realize their proud history and the contributions of their ancestors to the history of this country”.*

Character Defining Patterns

Some of the underlying patterns that helped define the village's character are:

- **Main Street** - Buildings organized around a common commercial spine, such as York Street business area
- **Town Common** - Streets and buildings organized around a central public space, such as Monument Square
- **Downtown** - A concentration of commercial buildings surrounded by residential neighborhoods, such as the Village Center and neighborhoods
- **Density** - Buildings clustered near buildings, leaving little inbuilt area and few open sites, such as the Village Center
- **Scale** – Buildings typically 2 or 3 stories set the “village scale”
- **Street Edges** - Buildings fronting and close to the street, such as Ciampa and Berger buildings

These patterns mutually benefit each other, and in doing so create a web of overall character which forms York Village's distinct sense of place.



(3) REVITALIZATION A PRIORITY IN THE 21ST CENTURY

Conditions evolved with the times into the 21st century, yet underlying problems, and the concerns they caused, persisted. Almost 70 years after the 1946 Improvement Plan, its assessment of the Village as “.....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 in 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, Curbside & off-Street Parking, Utilities, Trails & Open Space, Village & Architectural Character, Budget & Funding, Economic Development and Community Participation.

2011 Revitalizing York Village with the Maine Downtown Center

To address a more comprehensive approach, the Museums of Old York hosted the first in a series of community meetings on the topic "Revitalizing York Village." The Maine Downtown Center came to present to those assembled. These sessions (with break-out groups) were held in April, May, June and July 2011.

2011 Village Study Committee Appointed to Begin the Village Master Plan

To advance and formalize the town's commitment to revitalization, in May of 2011, the York Board of Selectmen appointed the York Village Study Committee (YVSC) to look into ways in which York Village might be revitalized.

(4) COMMITTEE LAYS FOUNDATION FOR MASTER PLAN

The York Village Study Committee (YVSC) is an exceptionally dedicated and hardworking volunteer group. Starting in 2011, they did a great deal of “heavy lifting” to lay the Master Plan’s foundation. The YVSC accomplished many milestones, a few of which are described below:

Meetings to Understand the Community

Early on the YVSC met with business owners, residents and other interested parties to get their feedback on how York might achieve these objectives.

Mission

Over the summer of 2011 the VSC worked on a mission statement which resulted in the following:

Mission of the Village Study Committee

The mission of the Village Study Committee is to establish a framework that will promote the vitality and beauty of York Village as a dynamic, safe, and sustainable town center reflecting the history of the community.

Put the “village” back in York Village”

Community Participation & Outreach

During a strategic planning exercise the VSC created three sub-committees who began work in October 2011. These groups addressed: 1) Focal Points, 2) Traffic and Pedestrian Issues, and 3) Land Use. The idea to define project boundaries using three concentric geometric rings was presented to the BOS in our first report in January 2012. In January, March, and May 2012, the VSC held public sessions to which we invited participants (through one-on-one meetings) and where we asked people to reflect on their experiences and their ideas for improving with the village.



YORK VILLAGE REVITALIZATION

Logo of the York Village Study Committee

Master Plan Focus Area

Early on in the planning process, the committee conceptualized York Village in geographic terms, focusing on walking radii from the Civil War monument at the center of the primary York Village intersection. The area of concern for this particular stage of improvements is a portion of York Street and a portion of Long Sands Road, falling between the radii of a 2 and a 5 minute walk (or 1/8 and 1/4 of a mile) from the monument. An engineering survey of existing conditions in the area is currently being conducted. Inset maps show the study radii and the survey area, respectively.

Recommendations & Design Objectives

The YVSC developed 25 detailed recommendations related to public process, key properties, parking, sidewalks, traffic, streetscape, planning and zoning. Three possible options for the monument intersection at the heart of York Village were developed. The three options build upon each other in both size of green space and the features added. Please see the following pages for complete recommendations.

(5) ADVANCING THE MASTER PLAN WITH A MULTI-DISCIPLINARY TEAM

Advancing and executing the committee's visioning work then required multiple disciplines working as a team. These disciplines include architecture and landscape architecture, urban design and planning, civil and traffic engineering and funding. To create this multi-disciplinary team, the YVSC issued a Request for Qualifications seeking a consulting team to collaborate with, in order to build on the progress made over their first three years and to see this town project through to completion.

In August 2014 the Select Board unanimously approved the allocation of \$143,303 from the MaineDOT Municipal Partnership Initiative so that a Village Master Plan could be advanced through the services of a consulting firm, The Downtown Revitalization Collaborative. Founded on the four cornerstones of Revitalization – Economics, Streets, Buildings and Community Participation, the Team purposefully integrates the allied disciplines of Planning, Design, Engineering, Funding, Financing and Implementation to provide comprehensive services.

- Phase 1 (August 2014 through April 2015) includes the Master Plan with technical investigation, Design and Outreach.
- Phase 2 is anticipated to include Schematic Design
- Phase 3 is anticipated to include Advanced Design and Construction Documents

This appendix section includes traffic analysis and parking analysis plus their associated backup data, as presented in four meetings with the YVSC over the course of the project.

- **Section 1 - Meeting 1:** This first meeting presented general traffic analysis information for the study area and included a review and discussion of traffic volumes, accident data, sight distances traffic control, traffic observations and an existing conditions traffic model.
- **Section 2 - Meeting 2:** This meeting included the first significant discussion of the traffic modeling and analysis results for the six different intersection layout alternatives that were under initial consideration.
- **Section 3 - Meeting 3:** This meeting included a more detailed discussion of traffic operations for the three intersection layout alternatives that were selected at the previous meeting. The alternatives included; the “Y” Concept, the York “T” Concept, and the Long Sands “T” Concept.
- **Section 4 - Meeting 4:** This meeting provided further detailed traffic operations analysis of the two alternatives that had been selected at the previous meeting. The alternatives included; The “Y” Concept and the York “T” Concept
- **Section 5 – Traffic Volumes Figures** utilized in the study for analysis purposes

Meeting 1

This first meeting presented general traffic analysis information for the study area and included a review and discussion of traffic volumes, accident data, sight distances traffic control, traffic observations and an existing conditions traffic model.

TO: York Village Study Committee

FROM: The Downtown Revitalization Collaborative

DATE: September 18, 2014

RE: Progress Update Memo – Traffic Analysis
York Village Redesign Project
MMI #4606-02

1. INTRODUCTION

The purpose of this memo is to give an update to the Village Study Committee on the progress made on the traffic analysis study report which is part of the Technical Investigation Phase of the York Village Master Plan and Redesign project. We have coordinated with Dean Lessard on the required study area for this traffic analysis. Based on this, the traffic analysis study area includes the intersections of:

1. Route 1A (York Street) at Long Sands Road
2. Route 1A at Lindsay Road & Town Hall Drive
3. Route 1A at Lindsay Road #2 & Town Hall Drive
4. Route 1A at Hospital Drive
5. Route 1A at Williams Avenue
6. Long Sands Road at Public Library Drive
7. Long Sands Road at Woodbridge Road

Since the signing of the contract and the notice to proceed we have been progressing on the traffic analysis study portion of this project. To date we have completed the following tasks:

1. **Traffic Counts (Vehicles, Bikes & Peds):** Collection of vehicle turning movement data including bikes and pedestrians at the study intersection. This was completed on a weekday and Saturday in August; specifically on Tuesday August 12th and Saturday August 16th 2014.
2. **Parking:** Parking Observations and counts we also completed in August (Wednesday 8/27/14 and Saturday 8/30/14). The parking observations were done to assess the occupancy rates for on-street parking in the study area and also to determine what the average

duration of parking was for each space. Additionally, we collected gross parking counts at three off-street parking lots, including; in front of the hospital, the library lot and the lot behind the Bank of America.

3. **Accident Data:** Accident data was collected for each of the study intersections and evaluated. This was done to determine if any of the intersections were considered to be high crash locations by Maine DOT or if there were any significant accident patterns.
4. **Sight Distance:** Review of intersection sight distances at each of the study intersections. This was completed based on a posted speed of 25 mph. Maine DOT requires a minimum intersection sight distance (ISD) of 200 ft.
5. **Other Safety Concerns:** During our field visits to the study area we have noted that several of the utility poles are exposed to vehicular traffic and could become a fixed-object that vehicles could potentially hit.
6. **Preliminary Traffic Analysis:** We have begun to analyze traffic operations for the existing conditions and for the three alternative intersection layout plans that were selected by the VSC in an earlier phase of this project. We will have some initial discussion of the results at today's meeting, however, further analysis needs to be completed before final recommendations are presented to the VSC.

The collection of this traffic data will be a key component in the design process. This data will help to educate and inform all of us as we consider design options to meet the goals and objectives of this project.

Task 1 – Traffic Counts (Vehicles, Bikes & Peds)

Traffic counts were completed at the study intersections in August for a weekday and Saturday. This was done to capture traffic conditions which represent summertime conditions in York. Traffic volume stick diagrams were completed for the study area and are enclosed at the end of this memo. Sheet 1 of 2 shows the vehicular movements and Sheet 2 of 2 shows the combined Bike & Ped Movements. Some initial thoughts on the traffic volumes follow:

- Of the 3 time periods counted, the Saturday peak hour was the highest. Based on the traffic counts, we identified the weekday AM peak hour to be 8 to 9AM; the PM peak hour to be 4:30 to 5:30PM; and the Saturday peak hour to be 11 AM to Noon. These traffic volumes are shown on sheet 1 of 2 at the end of this memo.
- Heavy left-turn movement from York Street onto Long Sands Road (AM - 274, PM - 341, Sat - 462). This would tend to confirm the need for a separate left-turn lane.
- Overall traffic volumes are fairly high for only 1 travel lane in each direction in an area with a high number of side-streets and driveways.
- The Bike and Ped Volumes were highest on Saturday. These are shown on Sheet 2 of 2 at the end of this memo.

Task 2 – Parking Counts

Parking counts were taken for available on-street parking in the study area and at 3 off-street parking lots. We identified 57 existing on-street parking spaces in the study area. We also identified 3 off-street parking lots, including; in front of the hospital, the library parking lot and a lot located behind the Bank of Maine. Parking counts were taken for these areas on Wednesday August 27, 2014 and Saturday August 30, 2014 from 7 AM to 6 PM. The results indicated the following:

On-Street Parking

- 57 spaces available
- Average Occupancy; Weekday: 44% ; Saturday: 32%
- Average Duration of Parking; Weekday: 2.6 hrs; Saturday: 1.3 hrs

Off-Street Parking

- **Library Lot (Lot 1)** 89 spaces available
- Average Occupancy; Weekday: 37, 41% ; Saturday: 26, 28%
- **Hospital Lot (Lot 3)** 184 spaces available
- Average Occupancy; Weekday: 97, 52% ; Saturday: 45, 24%
- **Lot 2 Behind Bank of America;** 33 Spaces Available, Lot closed during counts

Task 3 - Accident Data

Accident Data from Maine DOT was reviewed for the study area intersections. The overall review indicated that 1 of the intersections was considered to be a high crash location by Maine DOT. Maine DOT considers intersections to be a high crash location (HCL) if it experiences 8 or more accidents in a three-year period and it has a critical rate factor (CRF) of greater than 1.0. This intersection was identified as York Street at its intersection with Long Sands Road. This intersection experienced 8 accidents during the time period of 2011 – 2013, and had a CRF of 1.51. A further breakdown of the accidents at this intersection revealed the following:

York St at Long Sands Road (MDOT Nodes 55615, 55616, 65906)

- 8 accidents; 2 in 2011, 4 in 2012, and 2 in 2013.
- Dates of accidents: Feb -1, May – 1, June – 2, July – 2, Oct - 2
- The primary accident patterns included; 4 rear-end/sideswipe type, 2 intersection movement type, 1 pedestrian and 1 bicycle.
- An accident diagram is included for the intersection at the end of this memo.
- 3 out of 8 accidents produced injury, others only property damage.
- Day of the week; Monday – 2, Tuesday - 1, Wednesday – 2, Thursday – 1, Friday – 2.
- All accidents during daylight hours; 7 in clear conditions and 1 in snow conditions.

Accident Summaries for the remaining study intersections follow:

Lindsay Rd #1 at York St (MDOT Node #55618)

- 1 accident; 1 intersection movement; date: 5/2011

Lindsay Rd #2 at York St (MDOT Node #55617)

- 1 accident; rear-end/sideswipe; date: 6/2010

Williams Ave at York St (MDOT Node #55614)

- 2 accidents; 1 rear-end/sideswipe, 1 intersection movement; dates: 1/2010 & 9/2012

Woodbridge Road at Long Sands Road (MDOT Node #56072)

- 5 accidents, 1 rear-end/sideswipe, 3 intersection movement 1 off-road; dates: 6/2012, 7/2010, 10/2010, 11/2011, 12/2011.

Task 4 – Sight Distance

Intersection sight distances were checked from each of the study intersection. Based on a 25 mph posted speed limit, Maine DOT requires minimum of 200 ft of sight distance. Below we have noted intersections where there was sight distance less than 200 ft.

Long Sands Road Looking Left onto York Street



Signs Clutter Sight Distance View Looking Left

Looking Left from Town Hall Driveway (Opposite Lindsay Rd #2)



On-street Parking Restricts Sight Distance & Utility Pole Obstructs View

Looking Left From Library Access onto Long Sands Road



On-street Parking Restricts Sight Distance Looking Left

Looking Left from Gas Station/Convenience Store Drives



On-street Parking Restricts Sight Distance Looking Left



On-street Parking Restricts Sight Distance Looking Left.

Looking Right from Williams Avenue onto York Street



On-street Parking Restricts Sight Distance Looking Right

Task 5 – Other Safety Concerns (Fixed Objects)



Looking North on Long Sands Road – Utility Poles



Looking South on Long Sands Road – Utility Poles

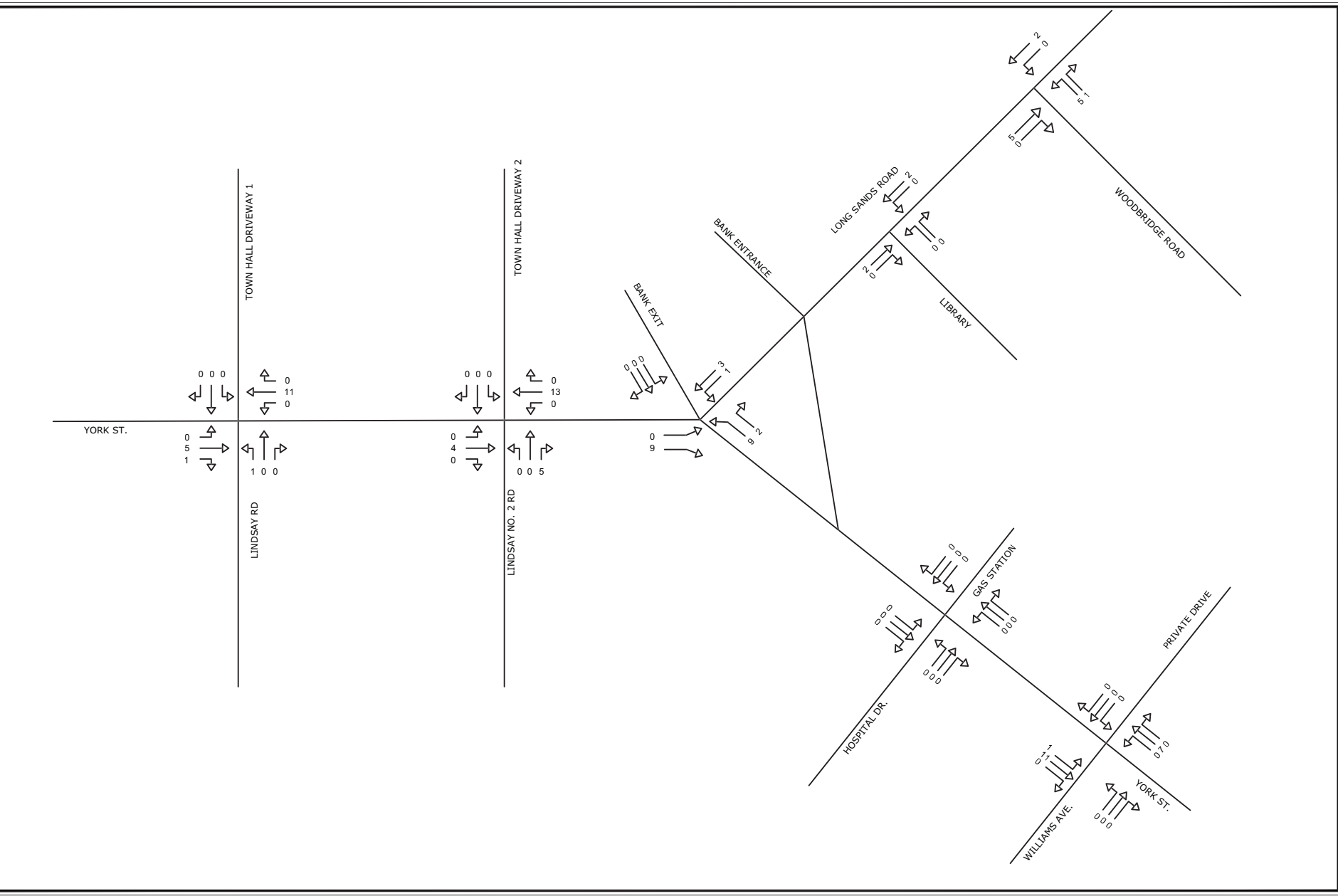
Task 6 – Preliminary Traffic Modeling & Analysis

- We have built the existing condition traffic model
- We have made initial field observations of traffic operations which we will use to calibrate the traffic model before we begin to analyze intersection layout alternatives.
- A copy of the model is attached at the in of this memo in the appendix

Appendix to Meeting 1

- **Traffic Volumes (Vehicle, Bike & Ped)**
- **Parking Counts (On-Street & Off-Street)**
- **Accident Diagram (York St at Long Sands Road)**
- **Synchro/Simtraffic Study Existing Conditions Model**

SHEET NO. 14 OF 14
 PROJECT: 2014 SATURDAY PEAK HOUR BIKE & PED VOLUMES
 DRAWN BY: JWA
 CHECKED BY: JWA
 DATE: 10/28/14
 SCALE: NTS
 PROJECT NO: 4606-02



2014 SATURDAY PEAK HOUR BIKE & PED VOLUMES	YORK STREET, LONG SANDS ROAD YORK, ME	 10 Commercial Street Suite 417 Portland, Maine 04101 Phone: 603.633.4444 www.miloneandmacbroom.com
DESIGNED: SMW DRAWN: JOA CHECKED: JWA SCALE: NTS DATE: OCTOBER 28, 2014 PROJECT NO: 4606-02		
5 OF 7		
REVISIONS		

On-Street Parking Weekday: York/Long Sands: Wednesday 8/27/2014

Time	7:00	7:30	8:00	8:30	9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	1:00	1:30	2:00	2:30	3:00	3:30	4:00	4:30	5:00	5:30	6:00	% Occupied	Average amount of time occupied (hrs)	
Parking Space																										
1							X	X	X				X									X	X	X	35%	1.33
2							X	X	X	X	X			X								X	X	X	43%	0.83
3								X	X	X	X									X	X				30%	0.88
4							X	X	X	X	X				X					X	X	X	X		52%	1.00
5	X								X	X	X	X	X							X	X				35%	1.00
6						X	X	X	X	X	X	X			X					X	X				48%	1.38
7					X	X	X	X	X	X	X	X	X		X		X		X	X					70%	8.00
8										X					X								X		22%	0.83
9	X	X	X	X	X	X	X	X	X	X	X	X								X					52%	2.00
10							X	X	X	X	X				X										35%	1.33
11							X	X	X	X	X				X					X	X				35%	1.00
12	X	X	X	X	X	X	X	X					X	X	X	X	X								52%	0.86
13	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	96%	11.00
14	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	100%	11.50
15	X	X	X	X	X	X	X	X	X	X	X	X					X	X	X	X	X	X	X	X	91%	5.25
16	X	X		X				X	X	X	X	X			X		X								52%	1.20
17										X													X		13%	0.75
18					X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X			74%	2.83
19	X	X	X	X	X	X	X	X	X	X	X	X					X	X	X	X					70%	2.00
20									X	X	X	X			X					X			X		35%	0.80
21	X				X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X			74%	2.83
22		X			X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X				70%	4.00
23											X				X		X		X	X	X	X	X	X	48%	5.50
24											X														9%	1.00
25														X		X									17%	1.00
26							X	X	X	X	X				X		X								39%	2.25
27					X	X	X	X	X						X		X		X	X					35%	0.80
28										X					X		X		X	X	X				26%	1.00
29				X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	78%	9.00
30	X										X				X		X								30%	0.88
31																									0%	0.00
32																									0%	0.00
33			X	X	X	X	X	X	X	X	X								X						48%	2.75
34	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X	X				X	X	X		78%	9.00
35							X	X	X	X	X														22%	1.25
36																									0%	0.00
37							X	X																	9%	1.00
38																									0%	0.00
39							X												X	X	X				17%	1.00
40											X														9%	1.00
41							X	X	X	X	X				X		X		X						48%	1.83
42			X		X	X	X	X	X	X	X		X	X	X										43%	5.00
43																									0%	0.00
44					X	X	X	X	X			X			X		X		X						43%	1.67
45				X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	78%	4.50
46			X	X	X	X	X	X	X	X	X	X			X		X		X	X	X				74%	2.83
47						X			X	X	X	X							X	X	X				35%	1.33
48				X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	74%	8.50
49						X	X	X	X	X	X	X							X	X	X	X			39%	1.50
50			X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	87%	5.00
51	X	X	X	X	X	X	X	X	X	X	X	X										X	X	X	61%	3.50
52			X	X	X	X	X	X	X	X	X	X							X						57%	1.63
53										X	X	X							X				X		26%	0.75
54									X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	61%	0.88
55						X	X	X	X	X	X	X							X	X					35%	0.80
56							X	X	X	X	X	X							X	X	X	X	X	X	39%	0.90
57					X	X	X	X	X	X	X	X													26%	1.00
58					X	X	X	X	X	X	X	X			X		X		X	X					70%	8.00
NEXT TO 57											X	X			X		X		X	X	X	X	X	X	57%	6.50
Time	7:00	7:30	8:00	8:30	9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	1:00	1:30	2:00	2:30	3:00	3:30	4:00	4:30	5:00	5:30	6:00	Avg % Occupied	Avg time occupied	
% Occupied	16%	19%	22%	28%	38%	47%	60%	62%	67%	62%	68%	68%	44%	44%	53%	53%	69%	67%	53%	47%	36%	27%	19%	44%	2.65	

On-Street Parking Weekend: York/Long Sands: Saturday 8/30/2014

Time	7:00	7:30	8:00	8:30	9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	1:00	1:30	2:00	2:30	3:00	3:30	4:00	4:30	5:00	5:30	6:00	% Occupied	Average amount of time occupied (hrs)	
Parking Space																										
1			X	X	X	X	X		X	X	X		X	X	X	X	X	X						X	65%	0.83
2			X	X	X	X	X	X	X			X	X	X	X	X		X							57%	1.30
3			X	X	X	X		X	X	X					X										35%	0.80
4			X	X	X	X	X	X	X	X	X	X	X	X		X									43%	0.83
5	X	X	X	X					X	X	X	X			X	X	X						X	X	43%	1.00
6					X	X	X	X	X			X	X		X	X	X					X	X		43%	0.83
7			X	X		X			X	X		X						X		X					35%	0.80
8			X	X	X		X	X	X	X				X	X				X		X				43%	1.00
9			X	X	X		X		X	X		X			X	X	X	X							48%	0.79
10			X	X	X		X	X	X	X				X	X	X	X								52%	0.86
11	X		X	X	X	X			X	X	X	X			X										43%	0.63
12	X	X	X	X	X	X	X	X	X	X	X	X			X	X									52%	0.67
13	X	X	X	X	X	X	X	X	X	X	X	X			X										48%	0.92
14			X	X	X	X	X	X	X	X	X	X								X	X				52%	3.00
15			X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X							57%	6.50
16	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	96%	11.00
17																									0%	0.00
18			X		X	X			X			X	X		X	X	X		X						39%	0.56
19					X	X	X	X	X	X	X	X	X	X	X	X									48%	2.75
20				X	X																	X			13%	0.50
21				X			X	X	X	X	X	X	X				X		X						43%	1.00
22									X	X	X	X			X	X									9%	0.50
23					X	X	X	X	X	X	X	X		X	X	X	X					X			48%	1.38
24	X																					X			4%	0.50
25					X	X				X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	70%	4.00
26																									0%	0.00
27			X								X	X		X											17%	0.50
28											X	X	X	X	X	X	X	X	X					X	35%	2.00
29					X																				4%	0.50
30	X															X	X								13%	0.75
31																									0%	0.00
32																									0%	0.00
33	X	X	X	X	X	X	X	X	X																39%	2.25
34	X	X	X			X							X	X	X	X	X	X	X	X	X	X	X	X	65%	2.50
35					X						X														9%	0.50
36					X					X	X											X			17%	0.50
37																									0%	0.00
38																									0%	0.00
39																									0%	0.00
40																									0%	0.00
41																									0%	0.00
42																									0%	0.00
43																									0%	0.00
44																									0%	0.00
45											X	X	X	X	X	X	X	X	X	X	X				39%	2.25
46								X	X	X	X	X	X	X	X	X	X	X	X	X	X	X			52%	3.00
47							X	X																	9%	1.00
48			X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X				70%	8.00
49									X	X															9%	0.50
50								X	X	X				X	X	X									26%	1.50
51	X	X	X	X	X		X	X	X			X	X	X	X	X	X	X	X	X	X	X	X	X	70%	1.14
52	X	X	X	X	X		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X				78%	3.00
53								X				X	X	X	X	X							X		30%	0.58
54							X	X	X					X	X	X	X					X	X		39%	0.64
55					X			X					X	X	X	X	X								26%	0.60
56					X	X	X	X	X			X	X	X	X	X	X			X	X		X		43%	0.63
57					X		X	X	X				X	X	X	X	X	X	X	X	X	X	X	X	22%	0.63
ILLEGAL							X	X	X				X	X	X	X	X	X	X	X	X	X	X	X	57%	1.30
BEFORE 51															X										4%	0.50
Time	7:00	7:30	8:00	8:30	9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	1:00	1:30	2:00	2:30	3:00	3:30	4:00	4:30	5:00	5:30	6:00	Avg % Occupied	Avg time occupied	
% Occupied	9%	19%	33%	34%	43%	34%	34%	37%	46%	43%	36%	40%	39%	37%	45%	44%	36%	31%	17%	22%	24%	12%	15%	32%	1.32	



Google earth

feet
meters



Google earth



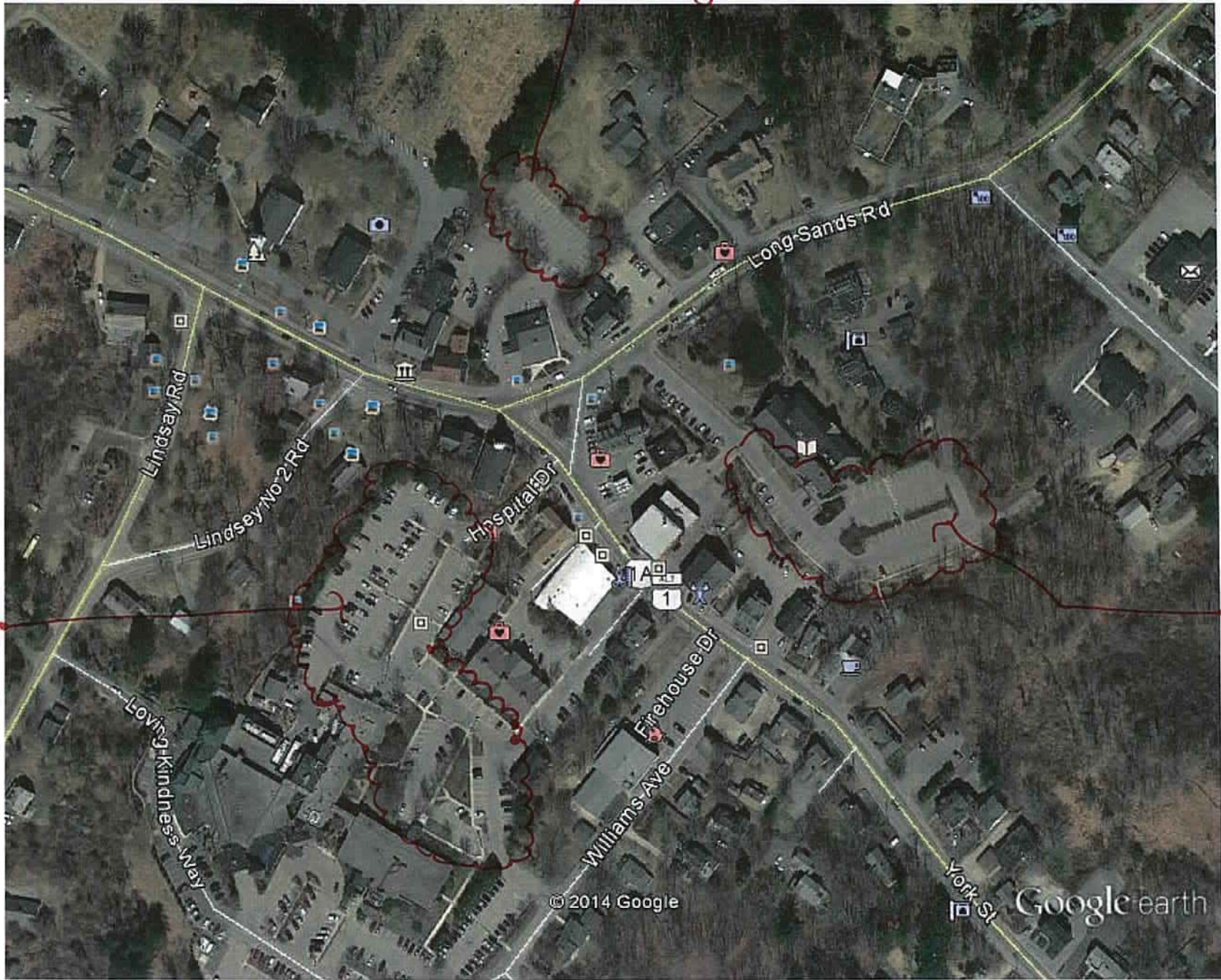


Google earth



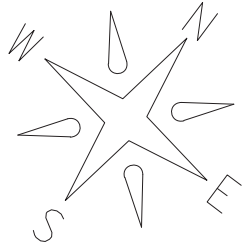
Parking Lot Counts - 8/27/14, York						
Start Time	Lot 1 Library (89)	AVG. Per Hour	% Occupied	Lot 3 Hospital (184)	AVG. Per Hour	% Occupied
07:00 AM	10			35		
07:30 AM	12	11	12%	75	55	30%
08:00 AM	17			91		
08:30 AM	24	20.5	23%	92	91.5	50%
09:00 AM	21			107		
09:30 AM	29	25	28%	113	110	60%
10:00 AM	39			129		
10:30 AM	45	42	47%	131	130	71%
11:00 AM	49			137		
11:30 AM	49	49	55%	137	137	74%
12:00 PM	46			107		
12:30 PM	46	46	52%	107	107	58%
01:00 PM	40			105		
01:30 PM	40	40	45%	105	105	57%
02:00 PM	55			99		
02:30 PM	55	55	62%	99	99	54%
03:00 PM	48			97		
03:30 PM	48	48	54%	97	97	53%
04:00 PM	54			82		
04:30 PM	45	49.5	56%	82	82	45%
05:00 PM	40			71		
05:30 PM	25	32.5	37%	67	69	38%
06:00 PM	16	16	18%	68	68	37%
Overall Average	37	36	41%	97	96	52%

Parking Lot Counts - 8/30/14, York						
Start Time	Lot 1 Library (89)	AVG. Per Hour	% Occupied	Lot 3 Hospital (184)	AVG. Per Hour	% Occupied
07:00 AM	11			27		
07:30 AM	11	11	12%	50	38.5	21%
08:00 AM	22			53		
08:30 AM	28	25	28%	55	54	29%
09:00 AM	38			57		
09:30 AM	48	43	48%	67	62	34%
10:00 AM	37			60		
10:30 AM	50	43.5	49%	54	57	31%
11:00 AM	47			53		
11:30 AM	39	43	48%	53	53	29%
12:00 PM	40			51		
12:30 PM	37	38.5	43%	46	48.5	26%
01:00 PM	38			43		
01:30 PM	36	37	42%	39	41	22%
02:00 PM	23			36		
02:30 PM	10	16.5	19%	37	36.5	20%
03:00 PM	10			38		
03:30 PM	11	10.5	12%	37	37.5	20%
04:00 PM	14			36		
04:30 PM	11	12.5	14%	33	34.5	19%
05:00 PM	10			34		
05:30 PM	9	9.5	11%	38	36	20%
06:00 PM	8	8	9%	37	37	20%
Overall Average	26	25	28%	45	45	24%



Google earth





York St (Rt 1A)

22034 6-8-11 8:41A D/C Fail to Yield

(C) P

Exit

Bank of America

55616

Stop

Entrance

York

Node # 55615p,

55616, 65906

Study period 2010-2012

of Crashes: 8 / CRF: 1.61

Prepared by M&O Traffic Engineering

(G.C. 9/30/13)

8435C 6-2-11 9:40A D/C Inattention

(B) B

(C)

4087C 2-25-11 8:3A S/S Fail to Yield

23907 10-27-10 1:30P D/C Fail to Yield

(B)

7582C 5-2-11 2:44P D/C Follow too Close

34280 7-30-12 1:40P D/C Follow too Close

40702 10-9-12 4:05P D/C Inattention

Stop

65906

Stop

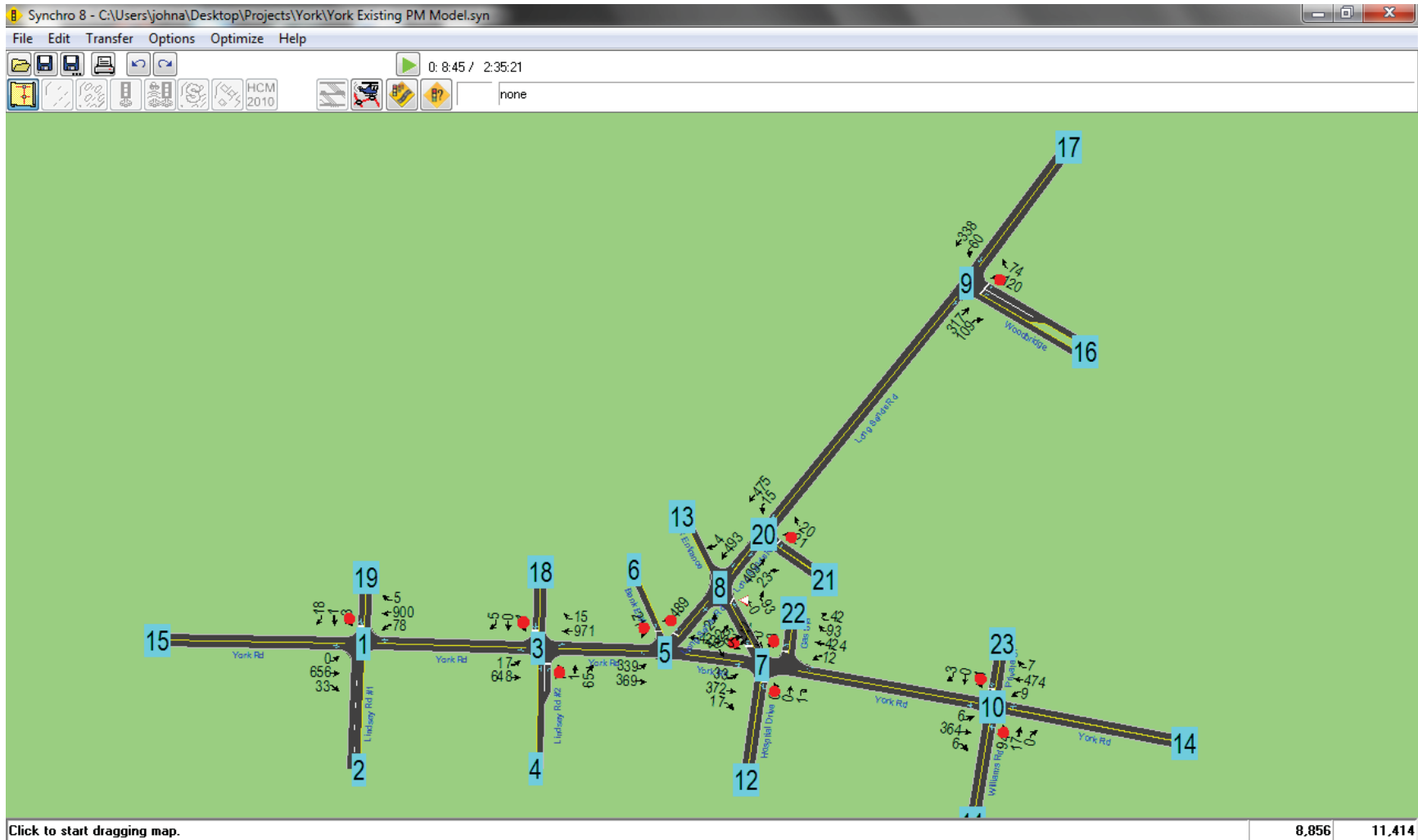
Yield

Long Sands Rd

147817-9-10 10:15A W/C Follow too Close

55615

Hospital Dr



Meeting 2

This meeting included the first significant discussion of the traffic modeling and analysis results for the six different intersection layout alternatives that were under initial consideration.

YORK VILLAGE STUDY - TRAFFIC REVIEW OF INITIAL 6 ALTERNATIVES

	Overall Delay (Secs.)	LOS	Delay/LOS at Nodes	Congestion/Queuing	Suggested Improvement	Comments on Improvements	Safety
Alt 1A - Monument Garden	40	E	NW - 20/C NE - 39/E SE 2/A	York St SB Q = 630ft. Long Sands Rd Q = 640ft.	-add LT Lane on York St SB	-Addition of LT lane reduces Q on York St SB to 210ft and improves Delay to 28 (LOS D)	Intersection more complex for motorists and decision making, also more complex (3 Nodes)for peds & bikes
Alt 1B - Village Park	54	F	NW - 17/C NE - 91/F SE 2/A	York St SB Q = 410ft. Long Sands Rd Q = 520ft.	-add LT Lane on York St SB -add LT on Long Sands Road	-Addition of LT lanes reduces Q on York St SB to 290ft and improves Delay to 35 (LOS E)	Intersection more complex for motorists and decision making, also more complex (3 Nodes) for peds & bikes
Alt 2 - Y Concept	100	F	Same	York St SB Q = 790ft. Long Sands Rd Q = 590ft.	-add LT Lane on York St SB -add LT on Long Sands Road	-Addition of LT lanes reduces Q on York St SB to 460 ft and does not reduce Q on Long Sands Rd improves Delay to 60 (LOS F)	Intersection less complex than Alt 1A & 1B, single intersection simplifies movement through area for motorists, bikes and peds.
Alt 3 - York Tee	81	F	Same	York St SB Q = 710ft. Long Sands Rd Q = 650ft.	-add LT Lane on York St SB -add LT Lane on Long Sands Road	-Addition of LT lanes reduces Q on York St SB to 270ft and does not reduce Q on Long Sands Rd and improves Delay to 56 (LOS F)	Intersection less complex than Alt 1A & 1B, single intersection simplifies movement through area for motorists, bikes and peds, curvature on York St should lower speeds
Alt 4 - Long Sands Tee	30	D	Same	York St SB Q = 30ft. Long Sands Rd Q = 240ft. York St NB Q = 290ft	-add RT Lane on York St NB & LT Lane on Long Sands Road	adding LT Lane reduces Q on Long Sands to 70 ft, improves Delay to 26 (LOS D) Overall seems to work the best of the alternatives from a vehicle perspective but does shift moderate Q to York St NB (300ft)	Intersection less complex than Alt 1A & 1B, single intersection simplifies movement through area for motorists, bikes and peds, speeds may increase on York SB/Long Sands and decrease on York NB
Alt 5 - Four-Way Concept	63	F	Same	York St SB Q = 690ft. Long Sands Rd Q = 490ft. York St NB Q = 70ft	-add LT Lane on York St SB, - add LT Lane on Long Sands	-Addition of LT lane reduces Q on York St SB to 320ft but does not reduce Q on Long Sands, and improves Delay to 41 (LOS E)	Intersection less complex than Alt 1A & 1B, single intersection simplifies movement through area for motorists, bikes and peds, introduces Hospital leg w/ potential for two-way traffic

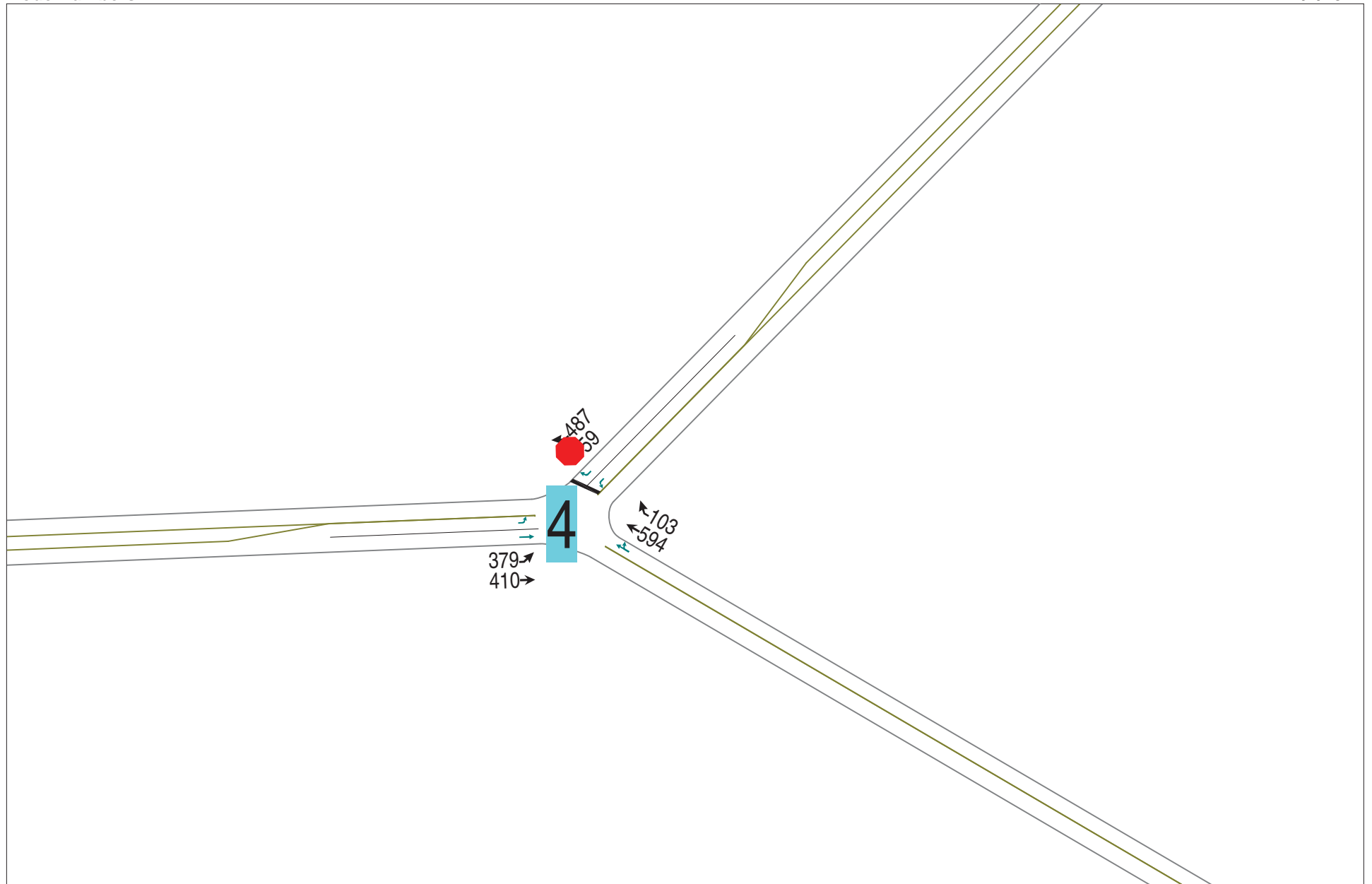
NOTE: Each Alternative was evaluated with out turn lanes initially, then turn lanes added to define improvements.

Meeting 3

This meeting included a more detailed discussion of traffic operations for the three intersection layout alternatives that were selected at the previous meeting. The alternatives included; the “Y” Concept, the York “T” Concept, and the Long Sands “T” Concept.

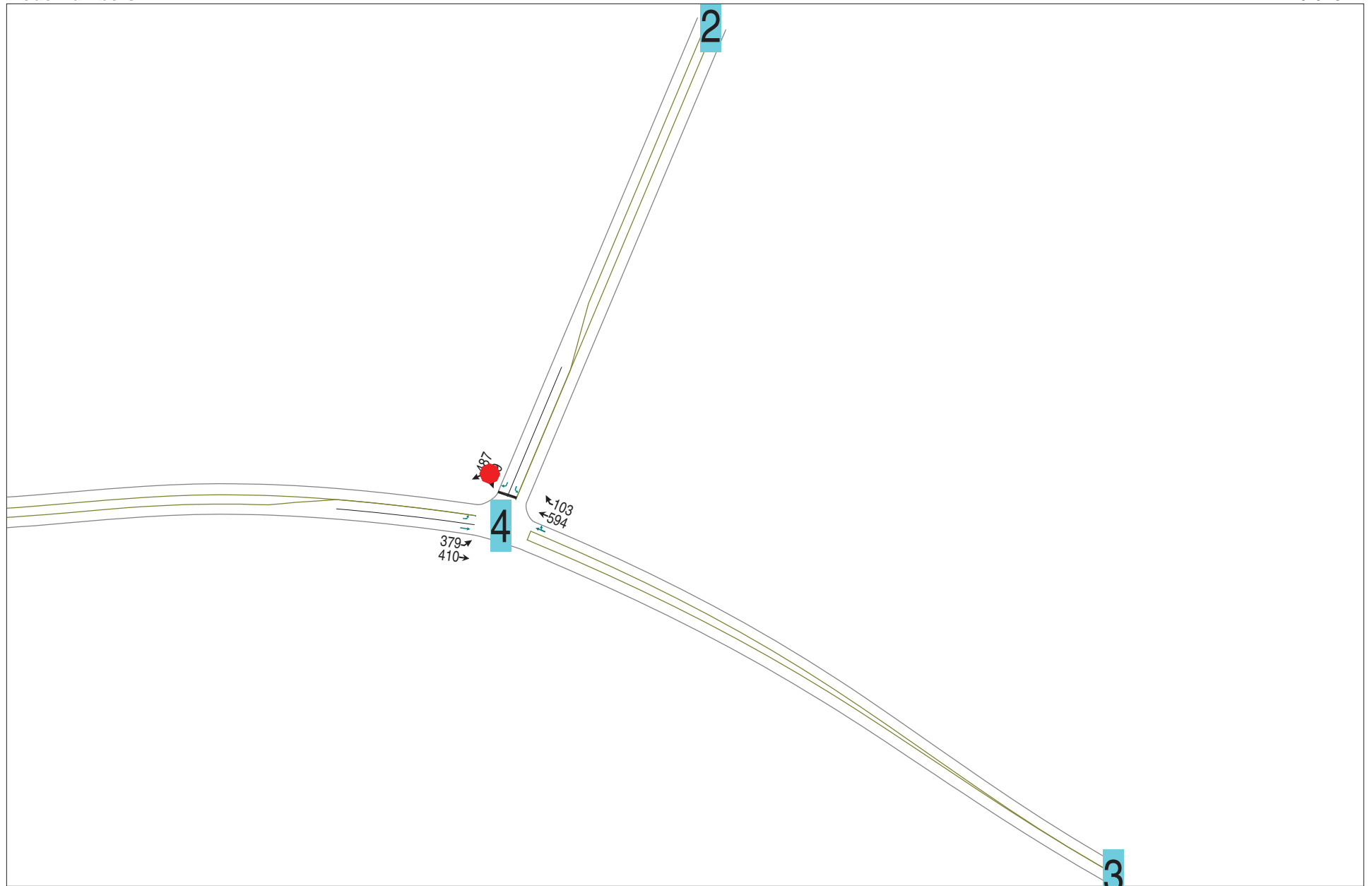
YORK VILLAGE – Y CONCEPT TRAFFIC ANALYSIS

	Unsignalized - Y Concept Single Lanes - Stop Sign on Long Sands Road	Unsignalized - Y Concept w/ 150 ft Left Turn Lanes on York St & Long Sands	Signalized - Y Concept w/ 150 ft Left Turn Lanes on York St & Long Sands
	LOS / Average Delay / 95th Q / Average Q	LOS / Average Delay / 95 th Q / Average Q	LOS / Average Delay / 95 th Q / Average Q
Overall	F / 76 seconds	E / 42 seconds	C / 20 seconds
York St EB	D / 31 seconds / 590 ft / 300 ft	B / 11 seconds / 240 ft / 110 ft	B / 11 seconds / 220 ft / 130 ft
York St WB	A / 2 seconds / 30 ft / 10 ft	A / 3 seconds / 40 ft / 10 ft	C / 24 seconds / 430 ft / 260 ft
Long Sands SB	F / 560 seconds / 650 ft / 630 ft	F / 138 seconds / 800 ft / 500 ft	C / 29 seconds / 340 ft / 190 ft



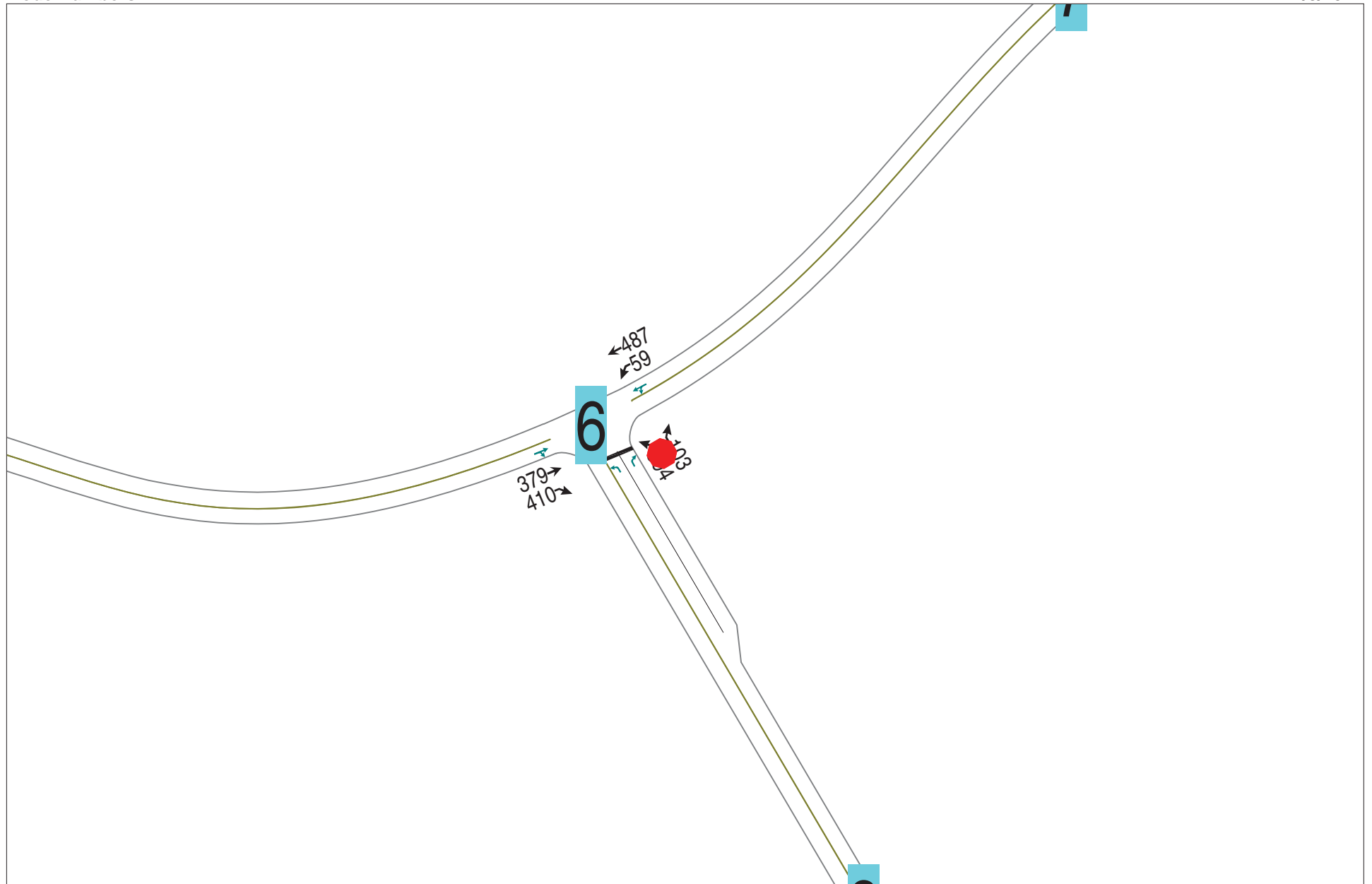
YORK VILLAGE – YORK T TRAFFIC ANALYSIS

	Unsignalized - YORK T Concept - Single Lanes - Stop Sign on Long Sands Rd	Unsignalized - YORK T Concept w/ 150 ft Left-Turn Lane on York St EB, 150 Left-Turn Lane on Long Sands SB - Stop Sign on Long Sands Rd	Signalized - York T Concept w/ 150 ft Left- Turn Lane on York St EB, 150 Left-Turn Lane on Long Sands SB
	LOS / Average Delay / 95th Q / Average Q	LOS / Average Delay / 95th Q / Average Q	LOS / Average Delay / 95 th Q / Average Q
Overall	F / 61 seconds	E / 39 seconds	B / 19 seconds
York St EB	D / 25 seconds / 520 ft / 260 ft	A / 10 seconds / 210 ft / 110 ft	B / 10 seconds / 200 ft / 120 ft
York St WB	A / 2 seconds / 20 ft / 10 ft	A / 3 seconds / 30 ft / 10 ft	C / 26 seconds / 460 ft / 260 ft
Long Sands SB	F / 372 seconds / 590 ft / 550 ft	F / 129 seconds / 730 ft / 480 ft	C / 24 seconds / 320 ft / 180 ft



YORK VILLAGE – LONG SANDS T TRAFFIC ANALYSIS

	Unsignalized - LONG SANDS T Concept - Single Lanes - Stop Sign on York St NB	Unsignalized - LONG SANDS T Concept w/ 150 ft Right-Turn Lane on York St NB - Stop Sign on York St NB	Signalized - LONG SANDS T Concept w/ 150 ft Right-Turn Lane on York St NB, 100 Left-Turn Lane on Long Sands, 150 Right-Turn Lane on York St EB
	LOS / Average Delay / 95th Q / Average Q	LOS / Average Delay / 95th Q / Average Q	LOS / Average Delay / 95 th Q / Average Q
Overall	D / 29 seconds	D / 30 seconds	B / 17 seconds
York St EB	A / 3 seconds / 20 ft / 10 ft	A / 3 seconds / 30 ft / 10 ft	B / 14 seconds / 290 ft / 160 ft
Long Sands WB	A / 7 seconds / 290 ft / 270 ft	A / 8 seconds / 290 ft / 270 ft	C / 21 seconds / 330 ft / 200 ft
York St NB	F / 166 seconds / 230 ft / 90 ft	F / 172 seconds / 250 ft / 100 ft	B / 17 seconds / 370 ft / 220 ft



Meeting 4

This meeting provided further detailed traffic operations analysis of the two alternatives that had been selected at the previous meeting. The alternatives included; The "Y" Concept and the York "T" Concept.

TO: **York Village Study Committee**

FROM: **The Downtown Revitalization Collaborative**

DATE: January 14, 2014

RE: **Update Traffic Operations & Parking Analysis**
York Village Redesign Project
MMI #4606-02

Purpose

The purpose of this memo is to update the traffic operations analysis for the critical intersection layout options and to update the parking analysis that was previously completed. The analysis provides additional information for the non-peak traffic volume times of the year. This will better inform the decisions that will be made to choose the preferred intersection layout alternative and to decide what areas may critical for on-street parking and what opportunities may existing in the York Village area to utilize off-street parking.

1. Previous Analysis and Decisions

We have previously analyzed three intersection alternatives including; the 1) York Tee Concept, 2) Y Concept and 3) the Long Sands T Concept. These were all analyzed based on the peak weekday PM peak hour summer design year 2035 traffic volumes. The design year traffic volumes were based on summertime traffic counts taken in August of 2014 that were increased by 0.5% per year (11% total) too account for background traffic volume growth for the years 2015 through 2035. Each of the alternatives was presented under three conditions for the weekday PM peak hour, including; unsignalized without improvements, unsignalized with improvements (turn lanes), and signalized with improvements (turn lanes). Based on the results of the Village Study Committee (VSC) Meeting on December 4, 2014, the Long Sands T concept was eliminated from consideration.

The Downtown Revitalization Collaborative team was then directed by the VSC to provide further analysis of the "York T" Concept and the "Y" Concept. The additional traffic analysis will involve reviewing both alternatives during the off-peak time of year as well as looking at the two concepts during the summer peak times without background growth (2015 volumes).

2. Additional Data Collection

To facilitate traffic analysis of the two intersection layout alternatives a second set of traffic counts were collected at the existing “Triangle” intersection during an off-peak time of year. These counts were taken on December 18th during the typical holiday shopping time of year. The traffic counts were taken for the weekday AM peak hour (7 to 9 AM) as well as the PM peak hours (230 PM to 6 PM). The weekday PM collection time was extended to capture the afternoon School exiting times. The results off the off-peak traffic counts indicated that the weekday PM peak hour counts were generally higher so this was the selected condition for analysis for the off-peak condition. For comparison, the weekday PM peak hour traffic volumes were approximately 70% of the summertime peak hour traffic volumes. In addition, a second set of parking counts were completed during this time to get a snapshot of on-street during an off-peak time of year. The parking counts were completed for the same on-street areas as the previous counts that were completed this past August.

3. Traffic Operations Analysis

In an effort to assist in the decision making process for choosing a single intersection alternative to move forward with additional traffic operations analysis was completed for the York T and the “Y” concepts. This analysis was completed for several design conditions, including:

- 2035 Summertime Weekday PM Peak Hour (this condition was previously analyzed)
- 2035 Summertime Saturday Peak Hour
- 2015 Summertime Weekday PM Peak Hour
- 2015 Summertime Weekday PM Peak Hour
- 2035 Off-Peak Weekday PM Peak Hour

For each of the alternatives an unsignalized traffic analysis was completed for the above conditions. The traffic control for both the York T and “Y” concept alternative included a stop sign on the Long Sands Road approach and free uncontrolled operations on both York St approaches. The result is shown in Table 1, 2, 3 and 4 below.

Table 1 – Unsignalized Traffic Analysis
York T Concept

CONDITION UNSIGNALIZED	OVERALL (LOS/Delay)	YORK STREET EASTBOUND (LOS/Delay/Ave Q/95th Q)	YORK STREET WESTBOUND (LOS/Delay/Ave Q/95th Q)	LONG SANDS ROAD SOUTHBOUND (LOS/Delay/Ave Q/95th Q)
2035 Summertime Weekday PM Peak Hr	E/39 secs	B/10 secs/110ft/210ft	A/3 secs /10ft/30ft	F/129 secs/480ft/730ft

2035 Summertime Saturday Peak Hr	C/24 secs	A/8 secs/110ft/190ft	A/2 secs/10ft/30ft	F/80 secs/260ft/580ft
2015 Summertime Weekday PM Peak Hr	B/14 secs	A/7 secs/90ft/170	A/2 secs/10ft/30ft	E/38 secs/180ft/360ft
2015 Summertime Weekday PM Peak Hr	B/11 secs	A/7 secs/100ft/170ft	A/2 secs/10ft/30ft	D/30 secs/110ft/230ft
2035 Off-Peak Weekday PM Peak Hr	A/4 secs	A/3 secs/50ft/90ft	A/1 secs/5ft/20ft	A/8 secs/60ft/110ft

For comparison purposes the York T concept was also analyzed for the 2035 summer PM peak condition. The result is shown in Table 2 below.

**Table 2 – Signalized Traffic Analysis
 York T Concept**

CONDITION SIGNALIZED	OVERALL (LOS/Delay)	YORK STREET EASTBOUND (LOS/Delay/Ave Q/95th Q)	YORK STREET WESTBOUND (LOS/Delay/Ave Q/95th Q)	LONG SANDS ROAD SOUTHBOUND (LOS/Delay/Ave Q/95th Q)
2035 Summertime Weekday PM Peak Hr	B/19secs	B/10 secs/120ft/200ft	C/26 secs /260ft/460ft	C/24 secs/180ft/320ft

**Table 3 – Unsignalized Traffic Analysis
 “Y” Concept**

CONDITION UNSIGNALIZED	OVERALL (LOS/Delay)	YORK STREET EASTBOUND (LOS/Delay/Ave Q/95th Q)	YORK STREET WESTBOUND (LOS/Delay/Ave Q/95th Q)	LONG SANDS ROAD SOUTHBOUND (LOS/Delay/Ave Q/95th Q)
2035 Summertime Weekday PM Peak Hr	E/42 secs	B/11 secs/110ft/240ft	A/3 secs /10ft/40ft	F/138 secs/500ft/800ft
2035 Summertime Saturday Peak Hr	C/19 secs	A/8 secs/110ft/190ft	A/2 secs/10ft/30ft	F/61 secs/190ft/500ft
2015 Summertime Weekday PM Peak Hr	C/17 secs	A/8 secs/100ft/180	A/2 secs/10ft/30ft	E/48 secs/200ft/420ft
2015 Summertime Weekday PM Peak Hr	B/10 secs	A/6 secs/90ft/170ft	A/2 secs/10ft/20ft	D/27 secs/100ft/230ft
2035 Off-Peak Weekday PM Peak Hr	A/6 secs	A/2 secs/70ft/120ft	A/11 secs/5ft/20ft	A/5 secs/70ft/130ft

**Table 4 – Signalized Traffic Analysis
 “Y” Concept**

CONDITION SIGNALIZED	OVERALL (LOS/Delay)	YORK STREET EASTBOUND (LOS/Delay/Ave Q/95th Q)	YORK STREET WESTBOUND (LOS/Delay/Ave Q/95th Q)	LONG SANDS ROAD SOUTHBOUND (LOS/Delay/Ave Q/95th Q)
2035 Summertime Weekday PM Peak Hr	C/20secs	B/11 secs/130ft/220ft	C/24 secs /260ft/430ft	C/29 secs/190ft/340ft

The results indicate that these two alternatives will generally operate similarly. In the 2035 design years with the 11% background traffic volume growth both options indicate that there will be significant Queuing on the Long Sands Road southbound approach. During the 2015 design years both concept function relatively well with shorter queuing.

Optional Layout Analysis

In an effort to reduce the size and scale of the pavement and lanes to balance the intersection with the other needs (bikes, pedestrians, green space, quality of life, etc.), we have further evaluated the concept with two alternative layout features. These include;

- Utilizing a “bypass” arrangement in lieu of a formal separate left-turn lane and through lane on the York Street eastbound approach, this allows us to reduce the pavement width from 21 ft. (11 ft. through lane and 10 left-turn lane) to 17 ft. (11 through lane and a 6 ft. shoulder), while still providing some accommodation for the heavy left-turning traffic volumes. This provides an additional 4 ft. of width that could potentially be utilized for on-street parallel parking or for wider sidewalks or shared-use paths. A trade-off is the the bypass will not handle the traffic volumes as efficiently as the formal left-turn lane arrangement.
- Relocating the Long Sands Road southbound left-turn movement to the east side of the statue. This removes a significant conflicting movement from the major intersection (Long Sands at York St) and also allows the relocated left-turn movement to turn against lower traffic volumes and one less conflicting movement. The trade-off is that we have created a secondary intersection and potentially made the overall intersection larger and more complex.

We have analyzed this alternative for comparison against the 1) York T concept and the 2) Y concept for the 2015 Summer Peak Weekday PM and Saturday Peak hour condition. Table 5, below summarizes the results.

**Table 5 – Unsignalized Traffic Analysis
 “Optional Layout Alternative” Concept**

CONDITION UNSIGNALIZED	OVERALL (LOS/Delay)	YORK STREET EASTBOUND (LOS/Delay/Ave Q/95th Q)	YORK STREET WESTBOUND (LOS/Delay/Ave Q/95th Q)	LONG SANDS ROAD SOUTHBOUND (LOS/Delay/Ave Q/95th Q)
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2015 Summertime Weekday PM Peak Hr	A/9 secs	B/10 secs/100ft/200	A/1 sec/20ft/50ft	C/18 secs/230ft/430ft
2015 Summertime Weekday PM Peak Hr	A/7 secs	B/10 secs/110ft/280ft	A/1 sec/10ft/40ft	A/8 secs/130ft/240ft

4. Parking Counts & Analysis

Additional parking counts were collected on December 18, 2014 during the typical holiday shopping season for the on-street parking. These counts were taken at the same areas as the previous counts completed in August of 2014.

The previous parking counts included both available on-street parking in the study area and at 3 off-street parking lots. We identified 57 existing on-street parking spaces in the study area. We also identified 3 off-street parking lots, including; in front of the hospital, the library parking lot and a lot located behind the Bank of Maine. Parking counts were taken for these areas on Wednesday August 27, 2014 and Saturday August 30, 2014 from 7 AM to 6 PM. The results indicated the following:

On-Street Parking

- 57 spaces available
- Average Occupancy; Weekday August 27, 2014: 44% ; Saturday August 30, 2014: 32%
Weekday December 18, 2014: 37%
- Average Duration of Parking; Weekday August 27, 2014: 2.6 hrs; Saturday August 30, 2014: 1.3 hrs
Weekday December 18, 2014: 1.77 hrs

Off-Street Parking

- **Library Lot (Lot 1)** 89 spaces available
- Average Occupancy; Weekday: 37, 41% ; Saturday: 26, 28%
- **Hospital Lot (Lot 3)** 184 spaces available
- Average Occupancy; Weekday: 97, 52% ; Saturday: 45, 24%
- **Lot 2 Behind Bank of America**; 33 Spaces Available, Lot closed during counts

Appendix to Meeting 4

Parking Data/Counts (On-Street & Off-Street)

1. On-Street Data:

- I. Weekday – December 18, 2014, Excel Table
- II. Weekday – August 27, 2014, Excel Table
- III. Weekend (Sat) – August 30, 2014, Excel Table
- IV. On-Street Parking Spaces 1 – 29, Google Map
- V. On-Street Parking Spaces 30 – 57, Google Map

2. Off-Street – Parking Lot Data:

- I. Weekday – August 27, 2014, Lot 1 Library, Lot 3 Hospital, Excel Table
- II. Weekend (Sat) – August 30, 2014, Lot 1 Library, Lot 3 Hospital, Excel Table
- III. Off-Street Parking Lot Spaces, Google Map

On-Street Parking Weekday: York/Long Sands: 12/18/14

Time	7:00	7:30	8:00	8:30	9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	1:00	1:30	2:00	2:30	3:00	3:30	4:00	4:30	5:00	5:30	6:00	% Occupied	Average amount of time occupied (hrs)		
Parking Space																											
1		0.5	0.5	0.5					0.5	0.5	0.5		0.5		0.5	0.5	0.5	0.5		0.5						52%	1.00
2		0.5	0.5	0.5		0.5			0.5	0.5	0.5			0.5	0.5	0.5		0.5	0.5	0.5						52%	0.86
3					0.5	0.5	0.5	0.5	0.5	0.5	0.5				0.5	0.5	0.5		0.5	0.5			0.5			39%	0.90
4		0.5	0.5	0.5					0.5	0.5			0.5				0.5	0.5	0.5	0.5	0.5	0.5	0.5			52%	1.20
5		0.5	0.5		0.5	0.5	0.5	0.5	0.5	0.5	0.5				0.5					0.5						39%	0.90
6								0.5	0.5	0.5	0.5		0.5	0.5	0.5					0.5						35%	0.80
7	0.5				0.5															0.5	0.5		0.5			22%	0.50
8		0.5	0.5					0.5			0.5	0.5			0.5		0.5			0.5	0.5					39%	0.75
9				0.5	0.5	0.5	0.5					0.5					0.5	0.5	0.5	0.5			0.5			43%	1.00
10		0.5					0.5					0.5						0.5								17%	0.50
11		0.5	0.5						0.5	0.5						0.5	0.5				0.5					30%	0.58
12				0.5							0.5				0.5				0.5	0.5		0.5	0.5			30%	0.50
13	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	74%	2.83
14	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	91%	5.25
15	0.5	0.5	0.5	0.5	0.5			0.5	0.5	0.5	0.5	0.5			0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	78%	3.00
16				0.5		0.5					0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	57%	2.17
17																										0%	0.00
18		0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5		0.5	0.5	0.5	0.5	0.5	0.5	0.5			0.5	0.5	0.5				74%	2.83
19		0.5															0.5									9%	0.50
20				0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5										0.5					35%	2.00
21																										0%	0.00
22				0.5			0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5						0.5					43%	1.25
23																						0.5				0%	0.00
24									0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	57%	6.50
25								0.5	0.5	0.5	0.5									0.5	0.5					26%	1.00
26								0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5		0.5			0.5	0.5	0.5				43%	1.67
27	0.5	0.5	0.5						0.5		0.5	0.5	0.5	0.5	0.5	0.5				0.5	0.5	0.5	0.5			57%	1.63
28										0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	30%	3.50
29		0.5	0.5						0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5						57%	3.25
30			0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5																30%	3.50
31																										0%	0.00
32																										0%	0.00
33												0.5	0.5	0.5												13%	1.50
34			0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5		0.5			0.5	0.5	0.5	0.5	0.5	0.5	0.5	70%	2.67
35							0.5																			4%	0.50
36							0.5																			4%	0.50
37													0.5					0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	30%	1.75
38																										0%	0.00
39															0.5		0.5									9%	0.50
40				0.5	0.5								0.5	0.5	0.5	0.5	0.5									30%	1.75
41	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5		0.5															35%	2.00
42				0.5			0.5	0.5																		13%	0.75
43	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5																39%	4.50
44						0.5	0.5	0.5	0.5																	17%	2.00
45			0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5			0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	57%	2.17
46		0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	83%	4.75
47				0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	70%	8.00
48				0.5				0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	65%	1.50
49				0.5	0.5	0.5	0.5	0.5	0.5					0.5		0.5	0.5									35%	1.00
50				0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	70%	4.00
51			0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5																35%	2.00
52	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	78%	3.00
53			0.5	0.5	0.5						0.5							0.5	0.5	0.5			0.5		0.5	35%	0.67
54											0.5	0.5	0.5					0.5	0.5	0.5						26%	0.60
55							0.5				0.5	0.5	0.5		0.5		0.5	0.5								26%	0.75
56										0.5	0.5				0.5	0.5			0.5	0.5						26%	0.60
57				0.5						0.5					0.5	0.5	0.5									22%	0.63
58				0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	78%	4.50
NEXT TO 57							0.5	0.5	0.5																	13%	1.50
Time	7:00	7:30	8:00	8:30	9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	1:00	1:30	2:00	2:30	3:00	3:30	4:00	4:30	5:00	5:30	6:00				
% Occupied	14%	21%	33%	33%	43%	41%	43%	45%	48%	47%	55%	45%	43%	41%	47%	43%	52%	38%	43%	43%	26%	28%	0%			37%	1.77

On-Street Parking Weekday: York/Long Sands:

Wednesday 8/27/2014

Time	7:00	7:30	8:00	8:30	9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	1:00	1:30	2:00	2:30	3:00	3:30	4:00	4:30	5:00	5:30	6:00	% Occupied	Average amount of time occupied (hrs)	
Parking Space																										
1							X	X	X			X										X	X	X	35%	1.33
2							X	X	X	X	X		X									X	X	X	43%	0.83
3								X	X	X	X									X	X				30%	0.88
4							X	X	X	X	X		X						X	X		X	X	X	52%	1.00
5	X								X	X	X	X	X							X	X				35%	1.00
6						X	X	X	X	X	X	X		X	X				X	X		X	X		48%	1.38
7					X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X				70%	8.00
8										X	X			X	X								X		22%	0.83
9	X	X	X	X	X	X	X	X	X	X	X	X								X					52%	2.00
10								X	X	X	X				X										35%	1.33
11							X	X	X	X	X				X					X	X				35%	1.00
12	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X	X	X	X	X	X	X	X	X	52%	0.86
13	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	96%	11.00
14	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	100%	11.50
15	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	91%	5.25
16	X	X		X				X	X	X	X	X		X	X	X	X	X	X	X	X	X	X	X	52%	1.20
17											X	X											X		13%	0.75
18					X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	74%	2.83
19	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	70%	2.00
20									X	X	X	X		X	X	X	X	X	X	X	X	X	X	X	35%	0.80
21	X					X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	74%	2.83
22			X		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	70%	4.00
23											X	X	X	X	X	X	X	X	X	X	X	X	X	X	48%	5.50
24											X	X													9%	1.00
25														X	X	X	X	X	X	X	X	X	X	X	17%	1.00
26							X	X	X	X	X	X		X	X	X	X	X	X	X	X	X	X	X	39%	2.25
27					X	X	X	X	X	X	X	X		X	X	X	X	X	X	X	X	X	X	X	35%	0.80
28										X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	26%	1.00
29				X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	78%	9.00
30	X										X	X	X	X	X	X	X	X	X	X	X	X	X	X	30%	0.88
31																									0%	0.00
32																									0%	0.00
33			X	X	X	X	X	X	X	X	X	X							X	X					48%	2.75
34	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	78%	9.00
35							X	X	X	X	X	X													22%	1.25
36																									0%	0.00
37							X	X																	9%	1.00
38																									0%	0.00
39							X												X	X	X				17%	1.00
40											X	X	X	X	X	X	X	X	X	X	X	X	X	X	9%	1.00
41							X	X	X	X	X	X		X	X	X	X	X	X	X	X	X	X	X	48%	1.83
42				X		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	43%	5.00
43																									0%	0.00
44						X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	43%	1.67
45				X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	78%	4.50
46			X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	74%	2.83
47						X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	35%	1.33
48				X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	74%	8.50
49							X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	39%	1.50
50			X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	87%	5.00
51	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	61%	3.50
52			X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	57%	1.63
53										X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	26%	0.75
54									X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	61%	0.88
55						X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	35%	0.80
56							X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	39%	0.90
57					X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	26%	1.00
58					X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	70%	8.00
NEXT TO 57											X	X	X	X	X	X	X	X	X	X	X	X	X	X	57%	6.50
Time	7:00	7:30	8:00	8:30	9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	1:00	1:30	2:00	2:30	3:00	3:30	4:00	4:30	5:00	5:30	6:00	Avg % Occupied	Avg time occupied	
% Occupied	16%	19%	22%	28%	38%	47%	60%	62%	67%	62%	68%	68%	44%	44%	53%	53%	69%	67%	53%	47%	36%	27%	19%	44%	2.65	

On-Street Parking Weekend: York/Long Sands: Saturday 8/30/2014

Time	7:00	7:30	8:00	8:30	9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	1:00	1:30	2:00	2:30	3:00	3:30	4:00	4:30	5:00	5:30	6:00	% Occupied	Average amount of time occupied (hrs)	
Parking Space																										
1			X	X	X	X	X		X	X	X		X	X	X	X	X	X						X	65%	0.83
2			X	X	X	X	X	X	X			X	X	X	X	X		X							57%	1.30
3			X	X	X	X		X	X	X					X										35%	0.80
4			X	X	X	X	X	X	X	X	X	X	X	X	X										43%	0.83
5	X	X	X	X					X	X	X	X			X								X	X	43%	1.00
6					X	X	X	X	X			X	X		X	X	X					X	X		43%	0.83
7			X	X		X			X	X		X						X		X					35%	0.80
8			X	X	X		X	X	X	X				X	X					X					43%	1.00
9			X	X	X		X		X	X	X	X	X		X	X	X	X			X				48%	0.79
10			X	X	X		X	X	X	X	X			X	X	X	X								52%	0.86
11	X		X	X	X	X			X	X	X	X			X										43%	0.63
12	X	X	X	X	X	X	X	X	X	X	X	X			X	X									52%	0.67
13	X	X	X	X	X	X	X	X	X	X	X	X			X										48%	0.92
14			X	X	X	X	X	X	X	X	X	X								X	X				52%	3.00
15			X	X	X	X	X	X	X	X	X	X	X	X	X										57%	6.50
16	X	X	X	X	X	X	X	X	X		X	X	X	X	X	X	X	X	X	X	X	X	X	X	96%	11.00
17																									0%	0.00
18			X		X	X			X			X	X		X	X	X		X						39%	0.56
19					X	X	X	X	X	X	X	X	X	X	X	X									48%	2.75
20				X	X																	X			13%	0.50
21				X			X	X	X	X	X	X						X		X					43%	1.00
22										X					X										9%	0.50
23					X	X	X	X	X	X	X	X		X	X	X	X					X			48%	1.38
24	X																					X			4%	0.50
25					X	X				X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	70%	4.00
26																									0%	0.00
27			X								X	X		X											17%	0.50
28											X	X	X	X	X	X	X	X					X		35%	2.00
29						X																			4%	0.50
30	X															X	X								13%	0.75
31																									0%	0.00
32																									0%	0.00
33	X	X	X	X	X	X	X	X	X																39%	2.25
34	X	X	X			X							X	X	X	X	X	X	X	X	X	X	X	X	65%	2.50
35					X						X														9%	0.50
36					X					X	X											X			17%	0.50
37																									0%	0.00
38																									0%	0.00
39																									0%	0.00
40																									0%	0.00
41																									0%	0.00
42																									0%	0.00
43																									0%	0.00
44																									0%	0.00
45												X	X	X	X	X	X	X	X	X	X				39%	2.25
46									X	X	X	X	X	X	X	X	X	X	X	X	X	X			52%	3.00
47								X	X																9%	1.00
48				X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X				70%	8.00
49										X	X														9%	0.50
50									X	X	X			X	X	X									26%	1.50
51	X	X	X	X	X			X	X	X			X	X	X	X	X	X	X	X	X	X	X	X	70%	1.14
52	X	X	X	X	X			X	X	X	X	X	X	X	X	X	X	X	X	X	X				78%	3.00
53									X				X	X	X	X							X		30%	0.58
54								X	X	X				X	X	X	X					X	X		39%	0.64
55					X				X				X	X	X	X	X					X	X		26%	0.60
56						X	X	X	X			X	X	X	X	X	X			X	X		X		43%	0.63
57					X		X	X					X	X	X	X	X	X	X	X	X	X	X	X	22%	0.63
ILLEGAL							X	X					X	X	X	X	X	X	X	X	X	X	X	X	57%	1.30
BEFORE 51															X										4%	0.50
Time	7:00	7:30	8:00	8:30	9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	1:00	1:30	2:00	2:30	3:00	3:30	4:00	4:30	5:00	5:30	6:00	Avg % Occupied	Avg time occupied	
% Occupied	9%	19%	33%	34%	43%	34%	34%	37%	46%	43%	36%	40%	39%	37%	45%	44%	36%	31%	17%	22%	24%	12%	15%	32%	1.32	



Google earth

feet
meters



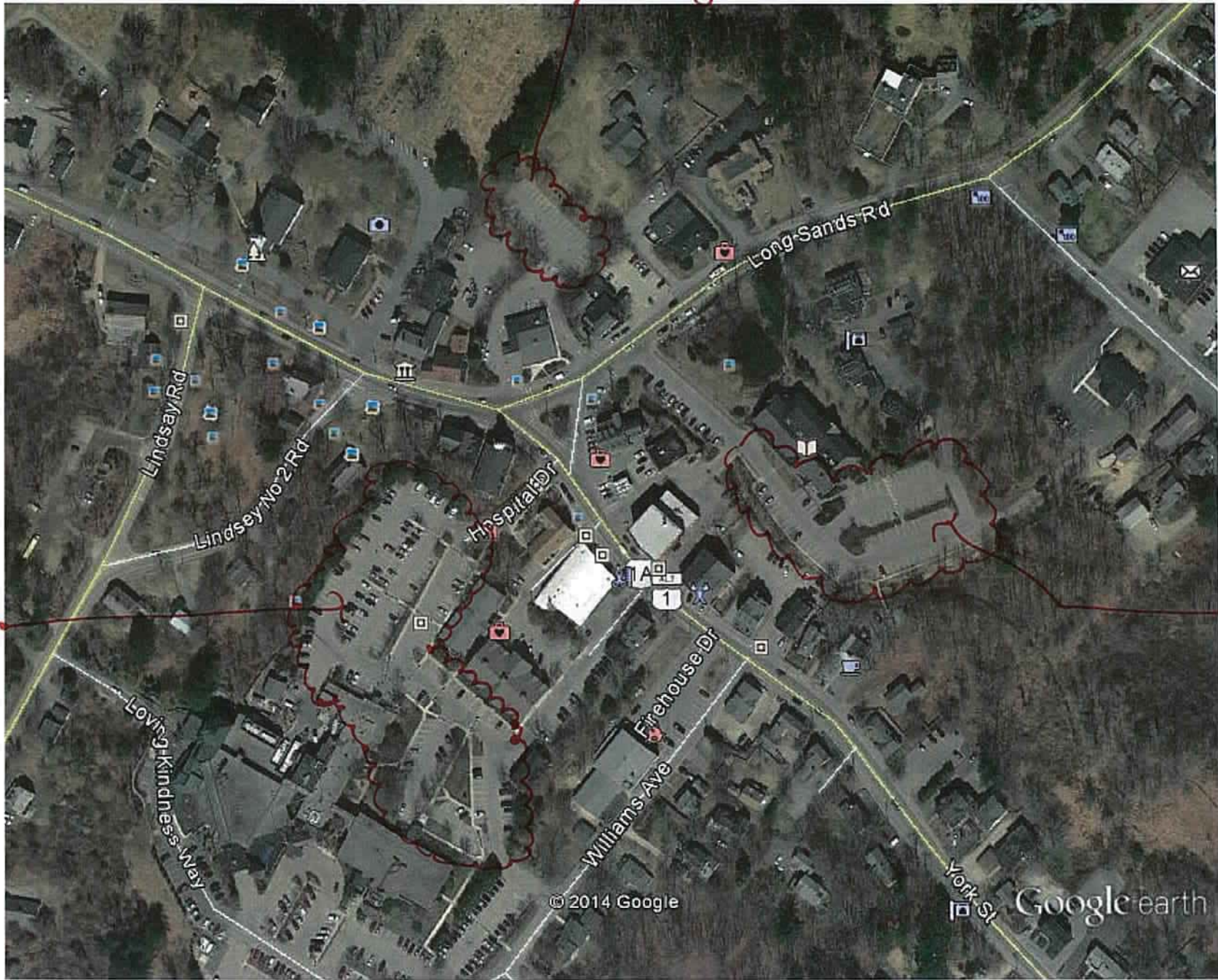


Google earth



Parking Lot Counts - 8/27/14, York						
Start Time	Lot 1 Library (89)	AVG. Per Hour	% Occupied	Lot 3 Hospital (184)	AVG. Per Hour	% Occupied
07:00 AM	10			35		
07:30 AM	12	11	12%	75	55	30%
08:00 AM	17			91		
08:30 AM	24	20.5	23%	92	91.5	50%
09:00 AM	21			107		
09:30 AM	29	25	28%	113	110	60%
10:00 AM	39			129		
10:30 AM	45	42	47%	131	130	71%
11:00 AM	49			137		
11:30 AM	49	49	55%	137	137	74%
12:00 PM	46			107		
12:30 PM	46	46	52%	107	107	58%
01:00 PM	40			105		
01:30 PM	40	40	45%	105	105	57%
02:00 PM	55			99		
02:30 PM	55	55	62%	99	99	54%
03:00 PM	48			97		
03:30 PM	48	48	54%	97	97	53%
04:00 PM	54			82		
04:30 PM	45	49.5	56%	82	82	45%
05:00 PM	40			71		
05:30 PM	25	32.5	37%	67	69	38%
06:00 PM	16	16	18%	68	68	37%
Overall Average	37	36	41%	97	96	52%

Parking Lot Counts - 8/30/14, York						
Start Time	Lot 1 Library (89)	AVG. Per Hour	% Occupied	Lot 3 Hospital (184)	AVG. Per Hour	% Occupied
07:00 AM	11			27		
07:30 AM	11	11	12%	50	38.5	21%
08:00 AM	22			53		
08:30 AM	28	25	28%	55	54	29%
09:00 AM	38			57		
09:30 AM	48	43	48%	67	62	34%
10:00 AM	37			60		
10:30 AM	50	43.5	49%	54	57	31%
11:00 AM	47			53		
11:30 AM	39	43	48%	53	53	29%
12:00 PM	40			51		
12:30 PM	37	38.5	43%	46	48.5	26%
01:00 PM	38			43		
01:30 PM	36	37	42%	39	41	22%
02:00 PM	23			36		
02:30 PM	10	16.5	19%	37	36.5	20%
03:00 PM	10			38		
03:30 PM	11	10.5	12%	37	37.5	20%
04:00 PM	14			36		
04:30 PM	11	12.5	14%	33	34.5	19%
05:00 PM	10			34		
05:30 PM	9	9.5	11%	38	36	20%
06:00 PM	8	8	9%	37	37	20%
Overall Average	26	25	28%	45	45	24%



Parking Lot 3

Parking Lot 2

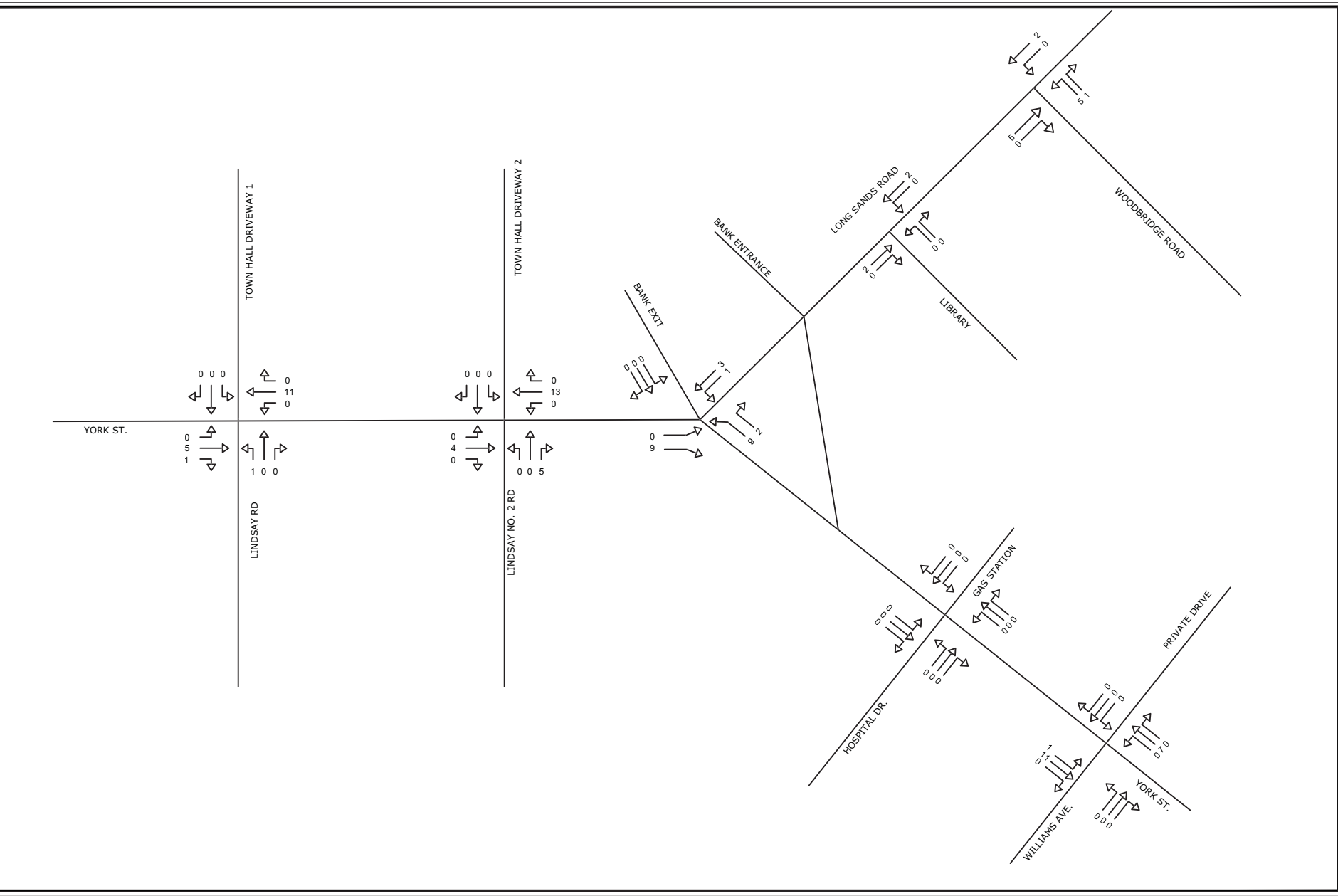
Parking Lot 1

Google earth



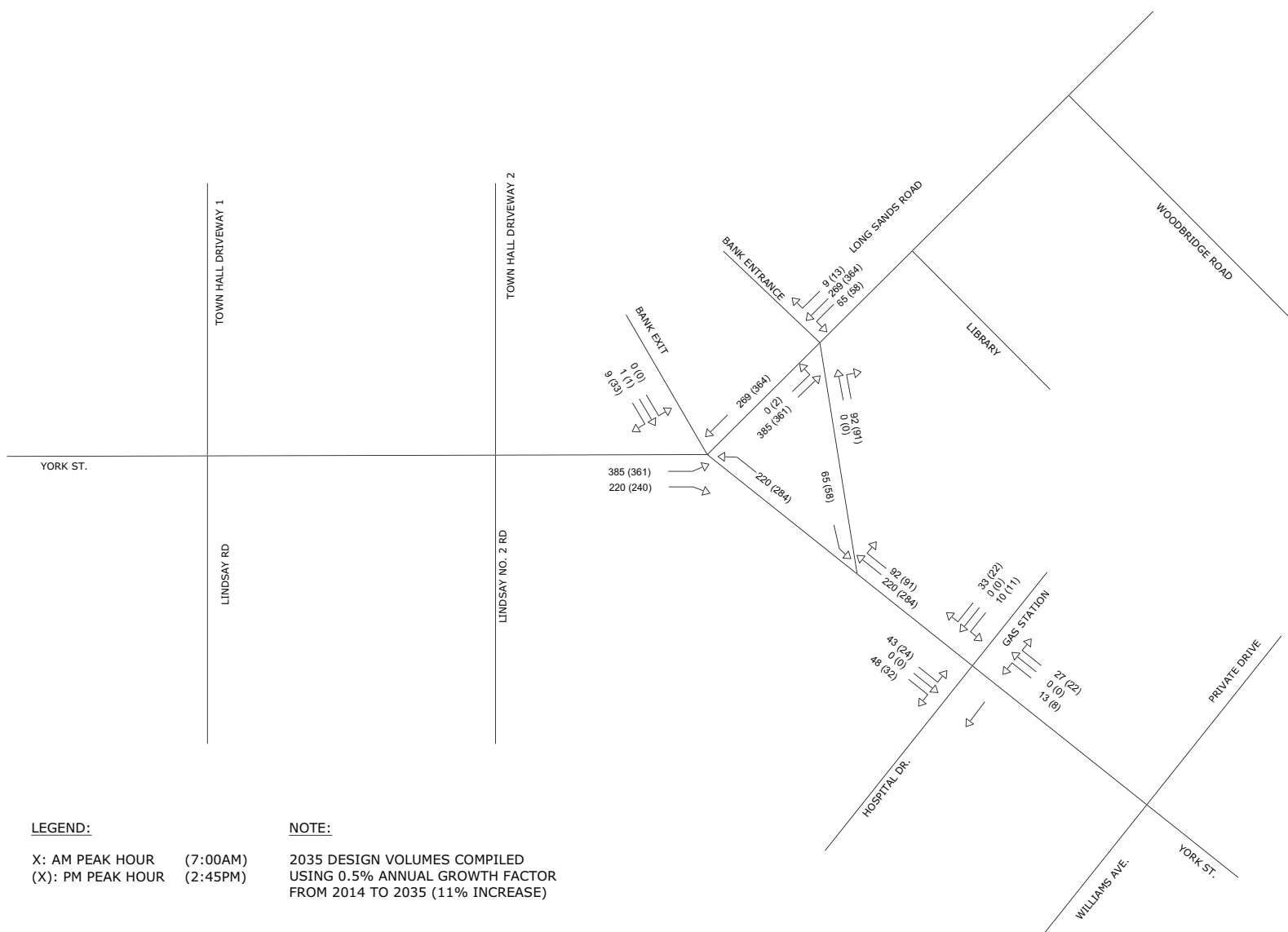
Traffic Volume Figures

SHEET NO. 14 OF 14
 PROJECT: 2014 SATURDAY PEAK HOUR BIKE & PED VOLUMES
 DRAWN BY: JWA
 CHECKED BY: JWA
 DATE: 10/28/14
 PROJECT NO: 4606-02



2014 SATURDAY PEAK HOUR BIKE & PED VOLUMES	YORK STREET, LONG SANDS ROAD YORK, ME
DESIGNED: SMW CHECKED: JOA	SCALE: NTS DATE: OCTOBER 28, 2014 PROJECT NO: 4606-02
5 OF 7	
REVISIONS	MILONE & MACBROOM 10 Commercial Street Suite 410 Portland, Maine 04101 Phone: 407.441.4446 www.miloneandmacbroom.com

DATE: 01/07/2015 10:58:11 AM BY: JQA

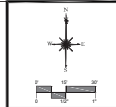


LEGEND:

X: AM PEAK HOUR (7:00AM)
 (X): PM PEAK HOUR (2:45PM)

NOTE:

2035 DESIGN VOLUMES COMPILED USING 0.5% ANNUAL GROWTH FACTOR FROM 2014 TO 2035 (11% INCREASE)



MILONE & MACBROOM
 99 Beale Drive
 (203) 271-1773 Fax (203) 272-9713
 www.miloneandmacbroom.com

DESCRIPTION	DATE	BY

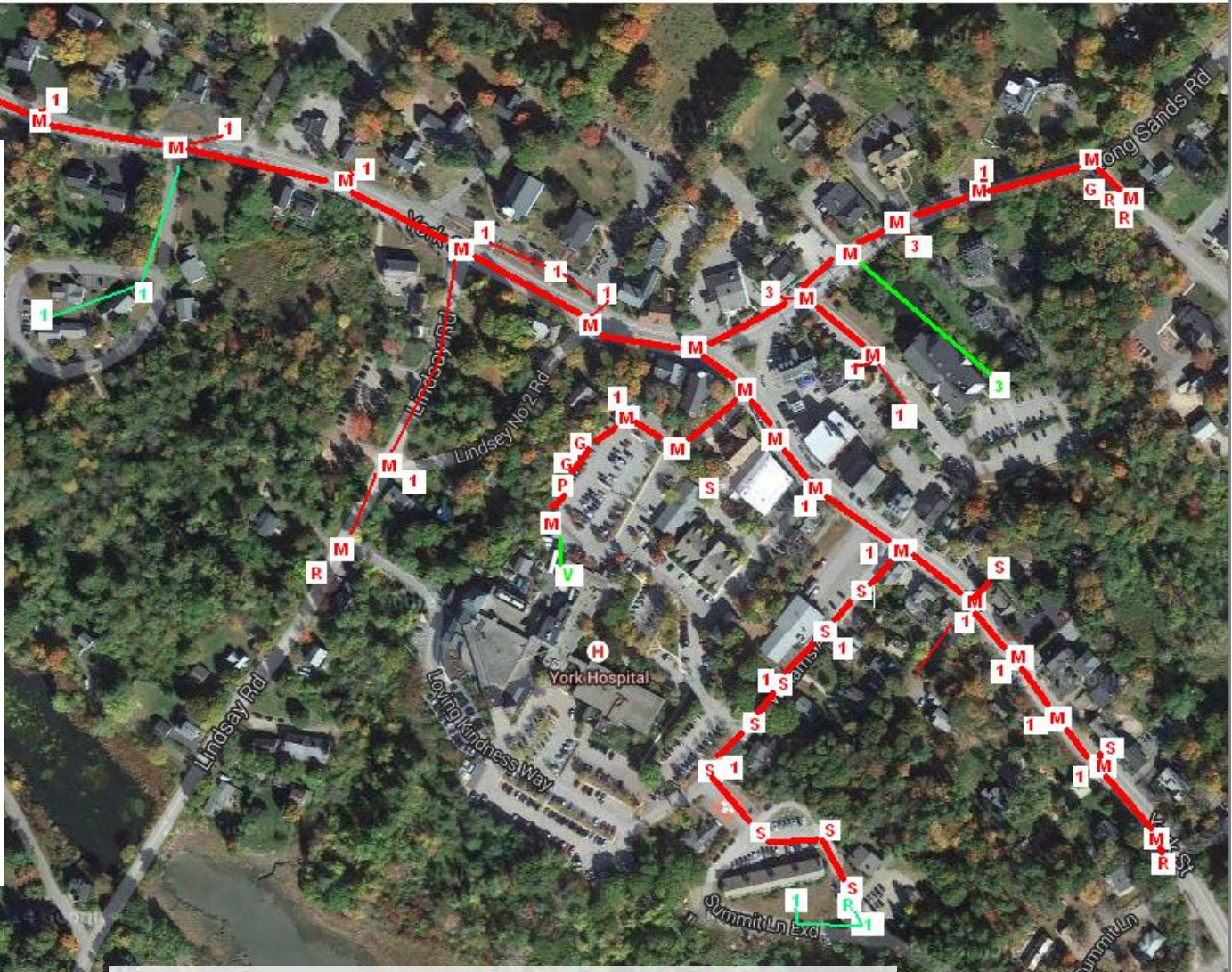
2035 OFF-PEAK HOUR TRAFFIC VOLUMES
 YORK STREET, LONG SANDS ROAD
 YORK, MAINE

DESIGNED	KJP	JQA
CHECKED	SEAN	
SCALE	NTS	
DATE	JANUARY 7, 2015	
PROJECT NO.	4606-02	
SHEET NO.	7 OF 7	

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- | | | | | |
|---------------------|----------------------------|--|---|------------------------------|
| M Manhole | G Switch Gear | 1 Single phase padmount transformer | 1 Existing single phase padmount transformer | R Existing Riser Pole |
| S Splice box | P Padmount Metering | 3 Three phase padmount transformer | 3 Existing three phase padmount transformer | V Existing vault |
| R Riser Pole | — Duct Bank | | | |

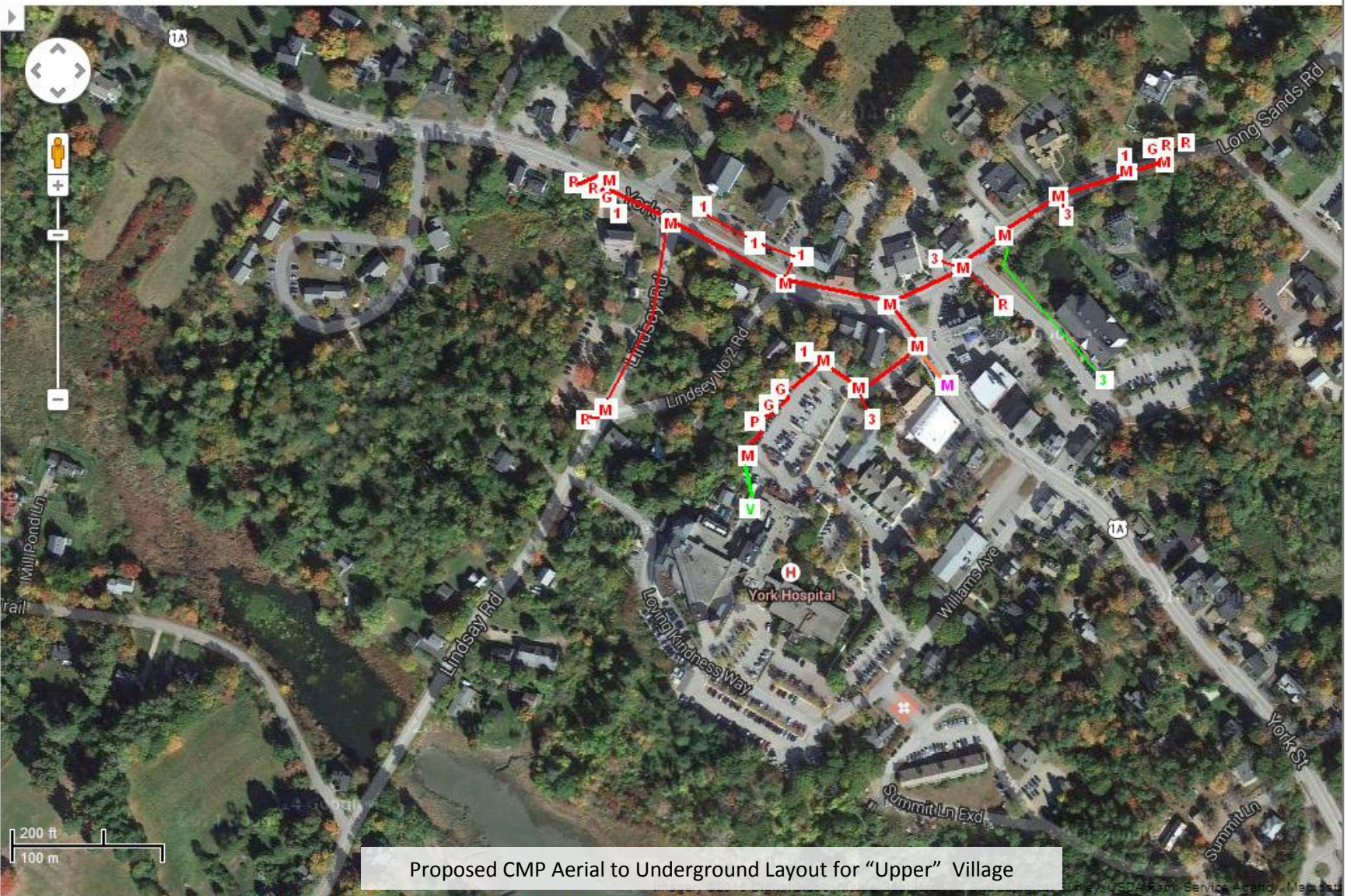
Aerial Electrical Utility Lines Underground is recommended as part of the Master Plan to improve the visual appeal of the Village and to remove restrictions to implement Master Plan concepts. Relocating the overhead lines is possible and realistic, but the burden of cost to the Town is significant. Coordination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



Proposed CMP Aerial to Underground Layout for York Village

Proposed CMP Aerial Overhead to Underground Layout for York Village - "Artist Conception"

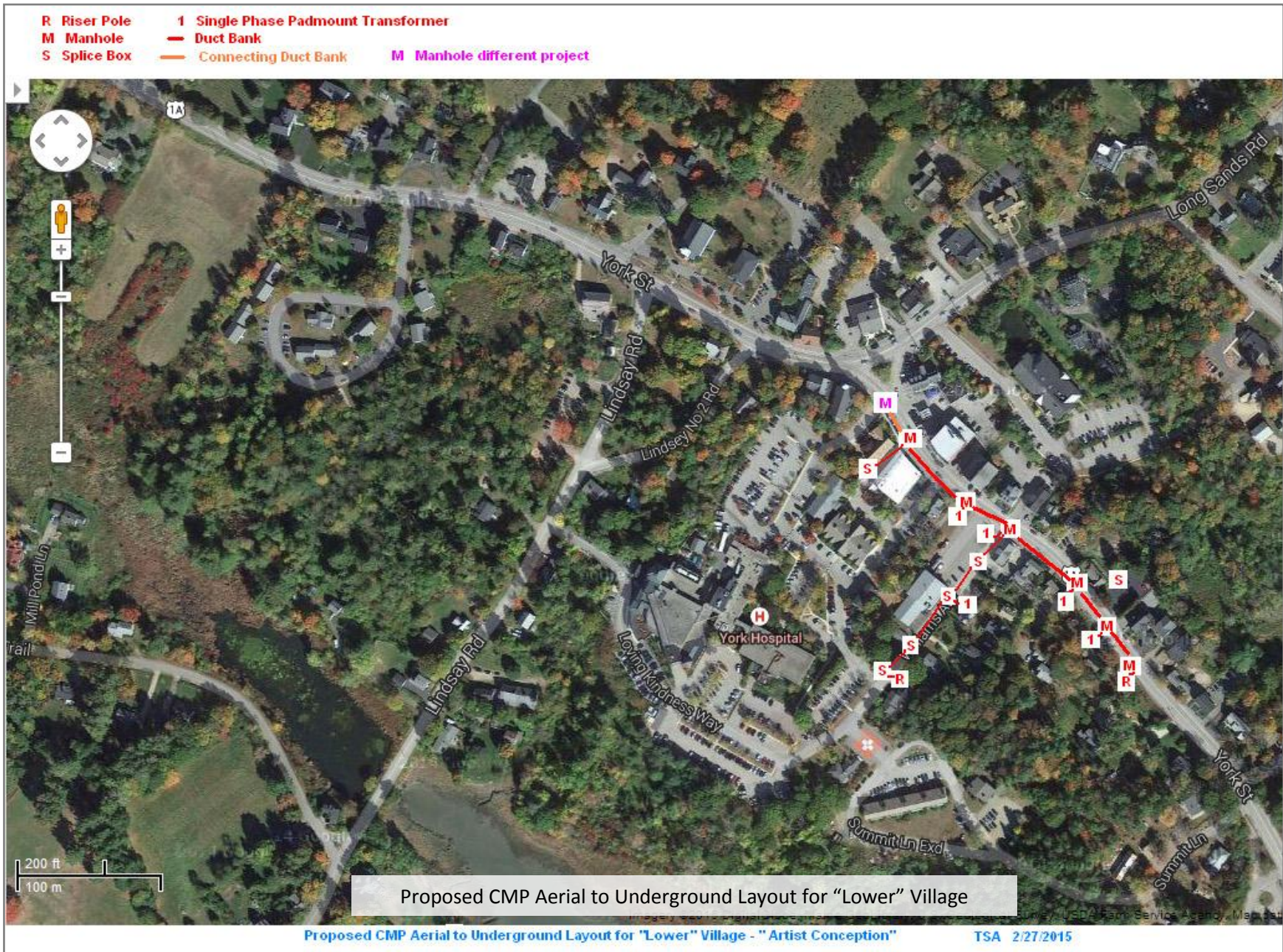
- R Riser Pole
- M Manhole
- S Splice Box
- G Switch Gear
- P Padmount Metering
- 1 Single Phase Padmount Transformer
- 3 Three Phase Padmount Transformer
- Duct Bank
- Connecting Duct Bank
- M Manhole different project
- 3 Existing Three Phase Padmount Transformer
- V Existing Vault
- Existing Conduit



Proposed CMP Aerial to Underground Layout for "Upper" Village

Proposed CMP Aerial to Underground Layout for "Upper" Village - "Artist Conception"

TSA 3/2/2015

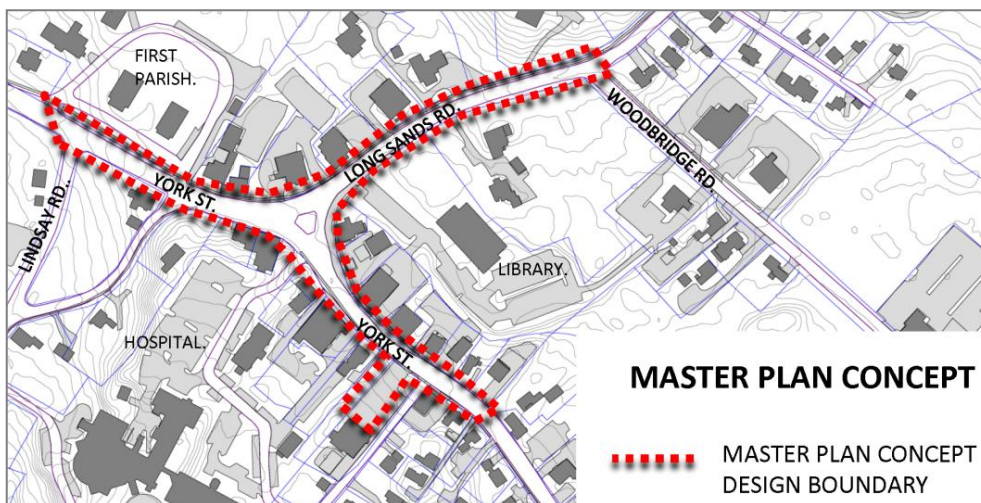


WHAT IS THE COST OF IMPLEMENTATION?

- **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 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.**

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.



WHAT IS THE CONCEPTUAL BUDGET BASED ON?

The Conceptual Budget was prepared with input from The Downtown Revitalization Collaborative (TDRC) team members. The budget includes:

- **Hard Costs (construction)** - Hard costs are organized into primary categories, and secondary scopes of work within each category. Associated costs are identified for each category and scope of work. Because this is a concept-stage budget, cost estimates are based on the ideas presented on the Concept Plans plus informed assumptions, rather than a detailed scope of work from design drawings.
- **Soft Costs (design)** - Soft Costs include fees for designers and consultants who prepare construction drawings, bid documents and contracts and monitor construction to ensure it meets the design.
- **Owner's Contingency** - The Contingency is purposefully left high at this point because of numerous assumptions and unknowns regarding scope. At a subsequent stage, design will be advanced, scope will be determined, and cost estimates will be refined. Estimate amounts then become the basis for budget discussions and potential funding.

York Village Master Plan

Conceptual Budget for Master Plan Improvements (Without Relocation of Utilities Underground)

Prepared by The Downtown Revitalization Collaborative April 2015

Estimated Hard Costs (Construction)					
Item	Material/Description	Quantity	Unit	Unit Cost	Subtotal
<i>Demolition & Site Work</i>					<i>\$164,990</i>
Temporary erosion control	Allowance	1	ls	\$5,000	\$5,000
Tree protection	Allowance	1	ls	\$1,000	\$1,000
Tree removal / selective clearing	(?) trees anticipated, lump sum	1	ls	\$5,000	\$5,000
Remove & reset signage	TBD, Allowance	1	ls	\$15,000	\$15,000
Saw cut pavement	Along pavement connections	650	lf	\$3	\$1,950
Pavement removal	3" depth	12780	sy	\$5	\$63,900
Excavation	18" removal for roadway, 6" for sidewalk (75%)	3870	cy	\$15	\$58,050
Excavation	Material removal for landscaping	93	cy	\$15	\$1,395
Demo existing raised landing	Ciampo building, allowance	1	ls	\$1,500	\$1,500
Miscellaneous demolition	Allowance, 10% excavation cost	1	ls	\$12,195	\$12,195
<i>Road Improvements</i>					<i>\$641,020</i>
Aggregate base course	18" base installation and compaction	4540	cy	\$30	\$136,200
Hot mix asphalt	1" surface course	500	ton	\$160	\$80,000
Hot mix asphalt	3" base course	1500	ton	\$150	\$225,000
Pavement markings	Striping, crosswalks, traffic arrows, handicap	1	ls	\$30,000	\$30,000
Vertical curb, straight	5" STD, granite	3360	lf	\$37	\$124,320
Vertical curb, radius	5" STD, granite	910	lf	\$50	\$45,500
<i>Stormwater Improvements</i>					<i>\$257,500</i>
Storm drain	12" HDPE Piping	2000	lf	\$40	\$80,000
Storm drain	18" HDPE Piping	300	lf	\$45	\$13,500
Storm drain	24" HDPE Piping	200	lf	\$50	\$10,000
Catch Basins	4' Diameter Catch Basin	18	ea	\$3,000	\$54,000
Stormwater Treatment	Allowance, TBD	1	ls	\$100,000	\$100,000
<i>Streetscape Improvements</i>					<i>\$1,375,595</i>
Reset steps & cheek walls	First Parish Church front yard at sidewalk	1	ls	\$2,000	\$2,000
Relocate monument	Allowance, TBD	1	ls	\$20,000	\$20,000
Brick sidewalk repairs	First Parish Church front yard at sidewalk	34	sy	\$120	\$4,080
Sidewalk aggregate base course	6" base installation and compaction	618	cy	\$30	\$18,540

Brick sidewalk	With asphalt base	3710	sy	\$150	\$556,500
Detectable warning	Both ends of sidewalks	32	ea	\$100	\$3,200
Granite edging, straight	4" STD, granite	300	lf	\$35	\$10,500
Seat wall	Stone faced	140	lf	\$85	\$11,900
Retaining wall	Stone faced	60	lf	\$100	\$6,000
Granite wall cap	3" thickness	145	sf	\$35	\$5,075
Ornamental guardrail - railing	Ciampa landing	60	lf	\$50	\$3,000
Granite steps	New, 6' wide - Ciampo building	15	ea	\$500	\$7,500
Signage, entrance & directional	Allowance	12	ea	\$1,500	\$18,000
Signage, interpretive	TBD	1	ls	\$15,000	\$15,000
Signage, Professional services	Planning & design (village signage)	1	ls	\$35,000	\$35,000
Granite bollards	6" square with chain assembly	10	ea	\$750	\$7,500
Ornamental bollards	Cast Iron or similar	10	ea	\$1,000	\$10,000
Benches	Ornamental, 6ft, allowance	25	ea	\$2,000	\$50,000
Bicycle racks	Dero hitch or similar, allowance	14	ea	\$1,200	\$16,800
Light pole assemblies	Allowance, TBD	48	ea	\$7,500	\$360,000
Utility Service	Elec service for lights, Allowance	1	ls	\$140,000	\$140,000
Utility Relocation	Aerial Utilities Pole Relocation & Coordination	5	ea	\$15,000	\$75,000

Landscape Improvements

\$56,260

Loam	lawn areas, 4" minimum depth	40	cy	\$90	\$3,600
Loam, amended	Planting beds, 12" depth	123	cy	\$100	\$12,300
Shade trees	TBD, Allowance	35	ea	\$600	\$21,000
Shrubs	TBD, Allowance	160	ea	\$75	\$12,000
Herbaceous	TBD, Allowance	200	ea	\$20	\$4,000
Seeding	Park mix std.	3	msf	\$100	\$300
Mulch	3" minimum, pine bark	34	cy	\$90	\$3,060

Subtotal, hard costs

\$2,495,365

Mobilization & General Conditions Fees

\$249,600

Mobilization & General Conditions	Approximately 10% total construction cost	1	ls	\$249,600	\$249,600
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Hard Costs Subtotal (no utility relocation) \$2,744,965

Estimated Soft Costs & Contingency

Design & Engineering	10.00%	\$274,500
Contingency	20.00%	\$549,000

Soft Costs & Contingency Subtotal \$823,500

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

York Village Master Plan

Conceptual Budget to Relocate Utilities Underground

Prepared by The Downtown Revitalization Collaborative April 2015

Estimated Hard Costs (Construction)					
Item	Material/Description	Quantity	Unit	Unit Cost	Subtotal
<i>Utilities Relocation Underground</i>					
Electrical Utility (CMP)	Relocate underground	1	ls	\$3,900,000	\$3,900,000
Cable Utility (TWC)	Relocate underground	1	ls	\$1,180,000	\$1,180,000
Telecom Utility (Fairpoint)	Relocate underground	1	ls	\$1,000,000	\$1,000,000
				Hard Costs Subtotal	\$6,080,000
Estimated Soft Costs & Contingency					
Design & Engineering		10.00%			\$608,000
Contingency		20.00%			\$1,216,000
				Soft Costs & Contingency Subtotal	\$1,824,000
Total Hard + Soft Conceptual Budget					\$7,904,000

Conceptual Budget for Hodgin Lot Improvements (Purchase cost not included)

Prepared by The Downtown Revitalization Collaborative April 2015

Item	Material	Quantity	Unit	Unit Cost	Subtotal
Estimated Hard Costs (Construction)					
<i>Demolition & Site Work</i>					<i>\$6,636.00</i>
Temporary erosion control	Silt socks, silt fence	1	l.s.	\$750.00	\$750.00
Tree protection	Allowance	1	l.s.	\$1,000.00	\$1,000.00
Saw cut pavement	Along pavement connections	186	lf	\$1.00	\$186.00
Pavement removal	3" depth	184	sy	\$5.00	\$920.00
Tree removal / selective clearing	(3) trees anticipated, lump sum	1	l.s.	\$1,500.00	\$1,500.00
Excavation	18" material removal for driveway base	190	cy	\$12.00	\$2,280.00
<i>Road & Parking Lot Improvements</i>					<i>\$36,700.00</i>
Aggregate base course	18" base installation and compaction	190	cy	\$30.00	\$5,700.00
Hot mix asphalt	1" overlay on existing lot	66	ton	\$200.00	\$13,200.00
Hot mix asphalt	3" on new access ways	63	ton	\$200.00	\$12,600.00
Hot mix asphalt	3" over stormwater trenches	21	ton	\$200.00	\$4,200.00
Pavement markings	Striping, crosswalks, traffic arrows, handicap	1	ls	\$1,000.00	\$1,000.00
<i>Stormwater Improvements</i>					<i>\$30,080.00</i>
Stormwater pump	Retrofit or replace	1	ls	\$3,000.00	\$3,000.00
Storm drain	12" HDPE Piping	277	lf	\$40.00	\$11,080.00
Catch Basins	4' Diameter Catch Basin	2	ea	\$3,000.00	\$6,000.00
Generator unit	Allowance, TBD	1	ls	\$10,000.00	\$10,000.00
<i>Site Improvements</i>					<i>\$123,955.00</i>
Brick sidewalk	With asphalt base	208	s.y.	\$150.00	\$31,200.00
Detectable warning	Both ends of sidewalks	2	ea.	\$100.00	\$200.00
Vertical curb, straight	5" STD, granite	475	l.f.	\$35.00	\$16,625.00
Vertical curb, radius	5" STD, granite	100	l.f.	\$50.00	\$5,000.00
Signage, entrance & directional	Allowance	4	ea.	\$1,500.00	\$6,000.00

Signage, parking stall	Allowance	2	ea.	\$400.00	\$800.00
Light pole assemblies	Post-top style, 12 foot	5	ea.	\$6,000.00	\$30,000.00
Utility Service	2" dia. Rigid Conduit (above ground)	40	lf	\$16.00	\$640.00
Utility Service	2" dia. PVC Conduit & Trenching/Backfill	180	lf	\$20.00	\$3,600.00
Utility Service	Wire, 600V Cu THHN, #2	880	lf	\$3.00	\$2,640.00
Utility Service	Panel and controls, Allowance	1	l.s.	\$5,000.00	\$5,000.00
Utility Service	1" diameter PVC Conduit & Trenching/Backfill	300	lf	\$20.00	\$6,000.00
Utility Service	Wire, 600V Cu THHN, #10	1500	lf	\$1.00	\$1,500.00
Utility Service	Concrete Pull Boxes (Installed)	2	ea.	\$1,000.00	\$2,000.00
Fence	Post and rail	30	l.f.	\$35.00	\$1,050.00
Fence	Privacy board, 6ft	180	l.f.	\$65.00	\$11,700.00
Landscape Improvements					\$7,575.00
Loam	6" minimum depth	10	c.y.	\$60.00	\$600.00
Shade trees	TBD, Allowance	6	ea.	\$700.00	\$4,200.00
Shrubs	TBD, Allowance	30	ea.	\$75.00	\$2,250.00
Seeding	Park mix std.	1	m.s.f.	\$100.00	\$100.00
Mulch	3" minimum, pine bark	5	c.y.	\$85.00	\$425.00
Subtotal, hard costs					\$204,946.00
Mobilization Fees					\$20,494.60
Mobilization	Approximately 10% total construction cost	1	l.s.	\$ 20,494.60	\$20,494.60
Hard Costs Subtotal					\$225,440.60
Estimated Soft Costs & Contingency					
Topo survey	Allowance				\$4,000.00
Design & Engineering	12.00%				\$27,052.87
Contingency	20.00%				\$45,088.12
Soft Costs & Contingency Subtotal					\$76,140.99
Total Hard + Soft Conceptual Budget					\$301,581.59

NON-MUNICIPAL FUNDING OPPORTUNITIES

All possible non-municipal funding opportunities should be explored then 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. These descriptions accompany the York Village Master Plan Funding Opportunities Database by providing the funding opportunities listed in the Database in more detail.

Infrastructure

- Community Development Block Grant (CDBG) 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

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

- 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 and 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

Infrastructure

The Community Development Block Grant (CDBG) Economic Program

The Economic Development program (EDP) provides communities with gap funding to assist identified businesses in the creation and retention of jobs for low-income and moderate-income persons. It is administered by the Maine Department of Economic and Community Development. It includes grants to Municipalities for up to \$1,000,000 for acquisition, relocation, demolition, clearance, construction, reconstruction, installation and rehabilitation associated with public infrastructure projects such as water and sewer improvements, flood and drainage improvements, publicly-owned commercial and industrial buildings, parking, streets, curbs, gutters, sidewalks, etc. All public infrastructure must be owned by the municipality or public or private utility and be in support of an identified business.

Maine Department of Transportation (MaineDOT) Quality Community Program Transportation Enhancement and Safe Routes to School

Federal Transportation Enhancement Program (TEP) and Safe Routes to School (SRTS) funding are offered through the MaineDOT Quality Community Program. Typical types of projects funded under this program include pedestrian sidewalks, crossing improvements, bicycle facilities, and downtown revitalization - all to enhance transportation systems. The goal of this program is to improve transportation, improve safety, and promote economic development.

The Transportation Enhancement Program (TEP) is a federally funded program to help communities improve safety for pedestrians and bicyclists, and to provide transportation improvements that relate to surface transportation under TEP eligible categories. Maine DOT's program principally supports locally initiated projects that improve economic vibrancy, safety for pedestrians and bicyclists, and downtown revitalization initiatives, such as the Union Block project. There is a required 20% local share under this program.

Safe Routes to School is a federally funded program to enable and encourage children, including those with disabilities, to safely walk and bicycle to/from school and after school activities. Major goals of the program are to increase bicycle, pedestrian and traffic safety, and to assist communities in improving conditions so that more students for walk or bicycle to school. MaineDOT seeks projects that substantially improve the ability of students to walk, and bicycle, within two miles of an elementary or middle school. Up to 100% federal funding is available for projects eligible under this program. Communities are encouraged to commit to a minimum 20% match so as to become eligible for the TEP program as well.

In summary, the department has essentially consolidated the TEP and SRTS application into a "common" Quality Community Application so that communities can apply for both at the same time, as long as they commit to the 20% local funding match. Typically, Letters of Intent for inclusion in the succeeding MaineDOT Biennial Capital Work Plan are due in May of an even calendar year, and the full applications are due in July or August of that same year.

The CDBG Downtown Revitalization Grant (DR) Program

Administered by the Maine Department of Economic and Community Development (DECD) Office of Community Development (OCD), this program provides funds to communities to implement comprehensive, integrated, and innovative solutions to problems facing their downtown districts. These community revitalization projects must be part of a strategy that targets downtown service and business districts and will lead to future public and private investment. Eligible activities include streetscapes and public infrastructure improvements. All communities applying for DR Program funds must certify that they will provide a cash match equivalent to 25 percent of the total grant award. Maximum DR Award is \$400,000. TIF funds and MeDOT Safe Route School grant funds can be used for the local match. Applicants must have completed a comprehensive downtown revitalization plan within the past five years of application. The proposed DR activities must be in the plan as recommended actions necessary for downtown revitalization. Applicants must also demonstrate that they have met the National Objective for preventing or eliminating slum or blighting conditions acceptable to the Maine Department of Economic and Community Development.

The CDBG Public Infrastructure Grant (PI) Program

This program provides gap funding for local infrastructure activities, which are part of a community development strategy leading to future public and private investments. Eligible activities in the PI Program are construction, acquisition, reconstruction, installation, relocation assistance associated with public infrastructure including water system installation/improvements, sewer system installation/improvements, water/sewer system hookups, storm drainage and utility infrastructure.

All communities applying for PI funds must certify that they will provide a cash match of at least 25 percent of the total grant award.

Municipal applicants must demonstrate that the project meets the National Objective of benefiting 51% or greater low to moderate income persons via Census information or a certified target area survey.

Tax Increment Financing (TIF) District

TIF is a state and local financing mechanism in which public and streetscapes improvements are funded through the dedication of increased local property tax revenues resulting from private investment within a designated TIF district. TIFs are further supported by sheltering new property valuation within the district from the community's state valuation so that the community avoids losses of revenues in state aid to education and state municipal revenue sharing, as well increases in its county tax and school district or school union tax or share. Increased revenue from the enactment of the TIF that is captured within the TIF district can be used to fund local costs for public infrastructure and streetscapes improvements which are included in the development program adopted by the municipal legislative body or a town meeting or a city council, and approved by the Maine Department of Economic and Community Development.

The Three-Ring Binder (3RB) Project

The purpose of this program is to provide high speed broadband internet service to more rural areas of the state. It involved stringing 1,100 miles of fiber optic cable on existing telephone poles so as to allow businesses, government and other entities to connect into the system by running their own fiber optic cable line to the 3RB fiber optic cable and connecting to it by physically splicing into it. The southern ring runs along Route 1 in York. Similar to the Town of Rockport, the village could install its own fiber optic cable and extend it along York Street to Route 1 where it could be spliced into the 3RB cable, thereby enabling the village to take advantage of a ultra-fast high speed internet network where large volumes of data can be quickly delivered anywhere in a fraction of the previous time. This is similar to road off-ramp connecting into the interstate highway.

**Maine Department of Agriculture, Conservation and Forestry,
Bureau of Geology, Natural Areas and Coastal Resources Maine
Coastal Program**

The Maine Coastal Program's Coastal Communities Grant Program (formerly part of the State Planning Office) provides grants up to \$50,000 for, water quality, stormwater management, habitat restoration and open space planning. The Program Statement and application information are expected to be available in the spring of each annual fiscal year grant round. There is a 25% cash or in-kind local match requirement.

Project Canopy Assistance Grants

Project Canopy Assistance Grants are available to municipal governments for developing and implementing community forestry projects and programs. Funding is for tree planting and maintenance and planning and education. Grants are allowed up to \$10,000 and require a local 50% match. Project canopy is funded by the United States Department of Agriculture (USDA) Forest Service Community Forestry Assistance Program. The Project Canopy Assistance program is part of the Maine Forest Service within the Maine Department of Agriculture, Conservation and Forestry.

Transportation

Maine Department of Transportation Municipal Partnership Initiative (MPI) Program

MPI was conceived and developed in early 2011. It is a creative method to develop, fund, and build projects of municipal interest on the state infrastructure system with DOT as a partner. It is Maine DOT's intention that this program remains simple, flexible, and fast moving. It will respond to municipal interests, leverage economic opportunities, and improve safety whenever possible while ensuring the public gets good value for their tax dollars.

When a municipality indicates interest in making an eligible improvement or adding to the scope of an existing Maine DOT Project, the request is forwarded to the DOT Regional Office for action. Shortly thereafter, the Region Engineer meets with a municipal official to scope out the project. The scoping, approval, agreement, and development processes will be as lean and simple as possible so that a Cooperative Agreement can be signed within 2 months if all goes well. These projects will not go through the normal planning process. Unless waived by the Commissioner, the state funding contribution for a project will be capped at \$500,000 and generally have a state share of 50% or less. (This means at least a 100% local match.)

**Maine Department of Transportation (MaineDOT) Quality
Community Program Transportation Enhancement and Safe
Routes to School** (See previous description in the Infrastructure
Section.)

Buildings

Federal Historic Rehabilitation Tax Credit Program is the nation's largest federal incentive program for downtown and village economic development involving private investment in the re-use of historic buildings and, the single most powerful financial incentive available to private property owners in Maine. Companion to the Federal Tax Credit is **Maine's State Historic Rehabilitation Tax Credit Program**, which consists of:

- The Substantial Rehabilitation Credit, a “piggyback” onto the 20% Federal Tax Credit.
- The Small Project Rehabilitation Credit for projects with qualified rehabilitation expenditures of between \$50,000 and \$250,000. The advantage of this it that it does not need to be eligible for the Federal credit. Please note that the Maine Program specifically allows non-profit organizations, under certain circumstances, to participate in the Rehabilitation Tax Credit Program.

The Maine program is available through 2023 and the rehabilitation must meet all of requirements of the Federal tax incentive program. The 25% and 20% State and Federal programs, respectively, provide tax credits for qualifying exterior and interior improvements to contributing income producing buildings in the York Historic District. This district includes York Village which was listed in the National Register Historic Places in 1973. Historic districts generally have two types of properties, “contributing” and “non- contributing.” Broadly defined, a contributing property is any property, structure, or object, which adds to the historical integrity or architectural qualities that make a historic district, listed locally or federally, significant. The programs are administered at the state level by the Maine Historic Preservation Commission (MHPC).

The Community Development Block Grant (CDBG) Micro-Enterprise Assistance Program: Business Façade Grants.

The purpose of this program is to make exterior or facade improvements on existing commercial or mixed-use buildings that take place in a designated slum and blight area or on existing structures that qualify under the spot blight category. A stand alone spot designation must be documented.

The Maine Community Foundation's (MCF) Belvedere Historic Preservation Fund

In partnership with Maine Historic Preservation Commission, this program offers grants to support the preservation or restoration of historic buildings statewide. The grant program focuses on preservation, reuse, and restoration of historic buildings that serve as civic, cultural, or economic hubs for communities. Grants will primarily be focused on capital or physical projects. The committee will consider the following criteria:

- The property's historical significance at the local, state, or national level.
- Extent to which the property is threatened.
- All proposed projects must be for historic buildings listed or in the process of being listed in the National Register of Historic Places.

Trails and Open Space

Maine Department of Agriculture, Conservation and Forestry Bureau of Parks and Public Lands (BP&L), Recreation Trail Program (RTP)

The Recreational Trail Program (RTP) is a federal assistance program to help States provide and maintain recreational trails for both motorized and non-motorized use. It provides funds for a variety of trails including single use and multi-purpose trails. Administered at the federal level by the Federal Highway Administration and at the state level by the Maine Department of Agriculture, Conservation and Forestry, Division of Parks and Public Lands, RTP grants can provide up to \$35,000 of allowable costs with a 20% local cash or in-kind match or matches from other state, local, and certain federal grants. Eligible Development and Acquisition Grant activities include: development or rehabilitation of any trailside or trailhead facility; construction of new recreational trails including new trail bridges and trail signage; acquisition of easements and fee simple title to property for trail purposes. A pre-approval site inspection of a potential project is required by state staff in August, a preliminary application is due in September with a full application submitted in November. An RTP manual is available to provide general information about the Recreational Trail Program.

**Maine Department of Agriculture, Conservation and Forestry,
Bureau of Geology, Natural Areas and Coastal Resources Maine
Coastal Program** (See previous description in the Infrastructure section.)

National Park Service's (NPS) Rivers Trails and Conservation Assistance (RTCA)

This program is located in Brunswick, Maine. RTCA often acts as a catalyst to help assemble the necessary pieces of a river trail planning project, identify resources, navigate the planning process, and convert ideas into actions. Program staff can provide technical assistance in conceptual planning, organizational development, grant research, grant writing, and capacity building at no cost. RTCA applications are due in August.

Water Quality

DEP 319 Non-point Source Water Pollution Control Grants

DEP administers Non-Point Source (NPS) grants to help communities make progress restoring NPS-impaired waters or protecting waters threatened by NPS pollution. NPS grants are available to:

- Develop a watershed-based plan - A plan that provides assessment and management information and describes actions needed to restore NPS-impaired water bodies or protect water bodies threatened by NPS pollution;
- Implement a watershed-based plan - A plan previously accepted by the DEP is a prerequisite for submitting a proposal for an implementation grant. Since 2005 DEP has accepted 38 plans.

Grants for projects are funded with monies provided to DEP by the U.S. Environmental Protection Agency under Section 319(h) or Section 604(b) of the Clean Water Act. These are matching grants and in 2013, DEP "319" grants awarded varied from \$23,000 to \$98,000. Annually, in June, DEP issues a request for proposals (RFP) for NPS Water Pollution Control Projects.

**Department of Environmental Protection (DEP) MS4
(Municipal Separate Storm Sewer System) Community**

York is a MS4 permit municipality which, under DEP/EPA regulations, requires that such municipalities obtain this permit (known as a National Pollutant Discharge Elimination System, or NPDES, permit) and renew it every 5 years. Under this permit, a municipality must develop a storm water management program designed to control the discharge of pollutants into and from the storm water sewer or drainage system (or from being dumped directly into the storm sewer system). It includes roads with drainage systems, municipal streets, catch basins, curbs, gutters, ditches, man-made channels, or storm drains. These drainage systems typically dump their water (and any associated pollutants) directly into streams, bays, and/or the ocean without being treated. The purpose is to protect these local water bodies.

One example is the drainage stream or ditch in front of the library which eventually dumps or discharges into York Harbor. Under MS4, non-point source storm water treatment is usually by non-mechanical means such as natural or man-made wetlands absorption/infiltration, filtration inserts in catch basins, drainage ponds, and other similar methods. One potential funding source is the DEP “319” grant application.

**Maine Department of Agriculture, Conservation and Forestry,
Bureau of Geology, Natural Areas and Coastal Resources Maine
Coastal Program.** (See previous description in the Infrastructure section.)

York River Wild and Scenic River Designation

“National Wild and Scenic River” is a Federal designation for certain protected areas in the United States. Selected rivers in the United States are preserved for possessing outstandingly remarkable scenic, recreational, geologic, fish and wildlife, historic, cultural, or other similar values. Rivers or sections of rivers so designated are preserved in their free-flowing condition. The York River is important because it forms the southerly boundary of historic York Village and draws its water from a large watershed area including the Berwicks and Eliot. To assist in protecting the York River a group in York Harbor is looking to have the York River designated as wild and scenic. Funding has been provided for a study to determine the feasibility of a Wild and Scenic River designation pursuant to the National Wild and Scenic Rivers Act.

Downtown Revitalization

The CDBG Downtown Revitalization Grant (DR) Program (See previous description in the Infrastructure section)

Main Street Maine Communities

Established in 1999, the Maine Downtown Center’s (MDC) mission is to advance preservation-based economic development in Maine’s downtowns through its Main Street Program consisting of the Main Street Maine Communities and Maine Downtown Network Communities programs. The MDC is part of the Maine Development Foundation (MDF). The Center’s staff and its advisors serve as a resource for all Maine communities undertaking downtown revitalization projects or developing economic restructuring programs. Currently there are 10 Main Street Maine and 20 Maine Downtown Network communities, representing every county.

The Maine Downtown Center serves as the state coordinator for the National Trust for Historic Preservation's Main Street Program. Developed by the Trust in 1980 it has a reputation as one of the most powerful economic development tools in the nation for vibrant, healthy downtowns and for downtown revitalization. The underlying premise of the Main Street approach is to encourage economic development within the context of historic preservation, such as within York Historic District's York Village.

The **Maine Downtown Network** (MDN) was launched in 2009 as a sister-program to Main Street Maine using the same Four Points but at a lighter, less rigorous pace. The MDN is ideal for communities already engaged in village revitalization, communities which do not want to bear the expense of full time staffing of a downtown organization, and for towns who wish to engage in the Four Points program of organization, promotions, design, and economic restructuring. Of particular assistance to York Village are promotions, which presents a positive image of the commercial district by marketing a its unique characteristics to businesses, residents, and visitors through advertising, promotional activity and special events.

Creative Communities = Economic Development (CCED) Grant

The Maine Arts Commission is offering this grant program to activate the concept that Maine's quality of place is an economic development asset. Successful applications will come from communities that have vibrant cultural nonprofits such as the York Art Association with a tax exempt status 501(c) (3) from the Internal Revenue Service. The nonprofit arts organizations are expected to plan and oversee the application project. Grants are for up to \$75,000 over a 3 year period with a 1:1 cash or in-kind match.

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), Possible Dollar Amounts etc. 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/??	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-\$98,000	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	Upto \$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.

2017 (Survey)	2019 (Application)	2019 - 3/6	Infrastructure	CDBG Public Infrastructure (PI)	State DECD/Town 25% local match.	Annually	\$400,000	Storm drainage improvements benefitting majority low/mod income persons. 2017 village income survey.
2017 (Planning)	2018 to 2020 (Application)	2018 - 8/1	Infrastructure & Transportation	MeDOT Quality Community Safe Routes to School & Transportation Enhancement Programs	MeDOT/Town 80%/20% match	Biennial (every 2 years) 2018-2019	\$100,000	Sidewalks, curbs, crosswalks
3Ring Binder	Fiber cable 1A	None	Infrastructure	Broadband High-Speed Internet Service Fiber Optic Cable	Town/Private Internet Provider	Anytime	TBD	Financing: TIF district, internet server, payment to connect town facilities, increase customer fees,
Anytime	Anytime	On -going	Buildings	Federal Historic Rehabilitation Tax Credit Program Administered by Maine Historic Preservation Commission	Federal/ Property Owner	On-going	20% Federal Credit Income properties	Major rehabilitation of historic income producing buildings on the National Historic Register.
Anytime	Anytime	On -going	Buildings	Maine Historic Rehabilitation Tax Credit administered by the MHPC and the Maine Revenue	State/Federal/Pro perty Owner	On-going	20% Federal Credit + 25 % State Credit	25% State tax credit thru 2023 for substantial rehab of buildings qualifying for Federal credit.
Anytime	Anytime	15-Sep	Buildings	Belvedere Historic Preservation Grant	Me Community Foundation	Annually	Upto \$15,000	Physical restoration historic buildings.
Anytime	Anytime	On -going	Buildings	Maine Small Project Rehabilitation Tax Credit Administered by MHPC and Maine Revenue Service	MHPC/Property Owner	On-going	\$50,000 to \$250,000 tax credits	Small projects w/o federal tax credits
Anytime	Anytime	2016 - 11/13	Trails, Open Space & Parks	Maine Bureau of Parks and Public Lands (BP&L), Recreation Trail Program Development (RTP), Dept of Agriculture	State/Town	Annually	\$35,000 with local \$/in-kind match	Trail construction or rehabilitation
Anytime	Anytime	2015 - 7/15	Trails, Open Space & Parks	Bureau of Geology, Natural Areas and Coastal Resources Maine Coastal Program, Maine Dept of Agriculture	Coastal Program/Town	Annually	Up to \$50,000 with 25% match	Open space planning.
Anytime	Anytime	August 1 each year	Trails, Open Space & Parks	National Park Service's (NPS) Rivers Trails and Conservation Assistance (RTCA)	Federal	Annually	No Cost Technical Services to towns	River trail planning, conceptual planning, convert ideas into action, organizational development.
Anytime	Anytime	2015-7/1	Water Quality	Department Conservation Maine Coastal Program	Local 25% match	Annually	Upto \$50,000	Storm water management
Façade survey	2019 Application	1st Friday of month	Buildings	Micro-Enterprise Assistance Program: Business Façade Grants (CDBG)	MeDECD/Town/Private Owner	Annually	\$150,000	Exterior façade improvements to existing buildings qualified under spot blight.
On-going	On-going	On -going	Water Quality	MS4 Municipal Separate Storm Sewer System	DEP/EPA	Annually	CDBG PI , DEP 319, Maine Coastal Program	MS4 is DEP/EPA storm water treatment through non-mechanical means such as natural wetlands absorption/infiltration
On-going	On-going	On -going	Water Quality	Wild and Scenic River Designation	Federal	On-going	DEP 319, Maine Coastal Program	Study for determining designation

SUMMARY COMMENTS FROM BUSINESS COMMUNITY INTERVIEWS October 14 - 17, 2014

A better functioning, more active, safer and more prosperous village requires strengthening businesses, along with physical improvements. In order to thoroughly understand how best to support the existing business community, The Downtown Revitalization Collaborative's community and economic development planner, Rodney Lynch, AICP met one-on-one with business leaders, property owners and merchants to learn how this effort might help support their aspirations, meet their challenges, address their concerns, and to understand the level of support they need. Please note personal identifying information has been removed from comments below.

Individual Business Considerations

Prompts

A village center is only as strong as its businesses. What are your individual business needs? Are there obstacles (physical or other) to your success? How might the Master Plan help meet your challenges, address your concerns and strengthen your business?

Parking

- Owner does not want to lose the parking in front of business.
- Does not want to have the angle parking in front of the older Chevrolet dealership building.
- Biggest impact will be parking, especially if parking is removed in front of business. Also need places for employee parking.
- Want to ensure that parking spaces in front of business stay, as elderly customers, who are not on line, like to come into office to do business.
- Want to keep 60 degree angle parking in front of the Kyricos building by the monument square.
- In and out and pick-up business, does not want to lose the parking spaces in front of restaurant.
- Keep the parking spaces in front of business. Because business is quick 15 minutes in and out, needs to retain 60 degree angle parking in front of shop located in the former Chevrolet dealership building.

- Overall insufficient parking for owners, employees and tenants in the rear area parking lots, which are now disjointed and not connected. No on-street unloading and instead needs designated unloading zone(s) in the village. Utilizing the parking lot behind the Bank America would take off some of the village parking pressure.

Walkability

- If there were sidewalks there would be more walk-in traffic.
- Concerned that during construction, such as installing new sidewalks, customer access to store will be disrupted, thereby impacting business, and may also impact the structural integrity of older buildings. Any construction should be phased-in and minimized. Wants to know how the town will handle construction such as night time/evening construction schedule.
- Sidewalks in front of the business.
- More walkability will bring people from the village core to the restaurant, which is on the village fringe but within walking distance.
- The way the road is laid out, cars and persons pay more attention to avoiding speeding traffic, so they often don't notice the shops. Need sidewalks or pathways so pedestrians can safely walk and notice the shops. Love being in the village and supporting other businesses. A lack of sidewalks makes it difficult to talk to neighboring business to share mutual concerns and cross pollinate. Presently the York Street lay-out can isolate businesses.

- Sidewalks to Moulton Street and street lighting. Status of the road right of way, how much land in front is private and whether any public improvement construction will affect business.
- Parking access to York Street from rear parking area is disorganized with no ingress or egress directional signs or traffic islands to guide drivers. Park, and then have walkable sidewalks and pathways that allow people to visit multiple businesses. Likes doing business in the village and there is a cohesive business community.
- Customers do not feel they have safe access to buildings and stores, due to dodging traffic

Economics

- Plaza has barber shop, card/gift shop, York Hospital satellite facilities and offices, laundry, dry cleaners, and hair salon - all of which compliment and are near village businesses and services.
- Town native felt the businesses in the village were financially self-sufficient and could self-finance.

Buildings

- Energy conservation and insulation to reduce business overhead costs.

Overall Business Community Considerations

Prompts

In addition to individual business needs, what concerns are common across the overall business community, so we can design the funding strategy to address them?

Identity

- Need to better identify the village and make it more visible that it exists. Village boundary needs to be defined.

- Village needs more visibility; people driving through need to know that there is a traditional Northern New England village.
- There is a lack of village identity. It would be helpful if people knew there was an actual village as they pass through it. Now, many don't realize there is a village. York village signage needed as you enter the village.
- York Village is not a night and evening town like Kittery, Portsmouth or Ogunquit, but a family village with little night time activity. Make the village a destination and take advantage of its history as an asset. Not really being done now, except for the York Museum.
- Creation of events to attract persons to the village. There needs to be improved village promotion and more use of banners.

Design

- Village is not deteriorating, but worn and needs upgrading. Village signage needed.
- Need improved street lighting as there are dark spots in the core.
- Lack of attention by municipal services in the village such as street sweeping and sidewalk trash bins.
- Tree plantings, street lighting.
- Village aesthetics and visual presentation. Village not bad but need sprucing up to make it look better.
- Universal lighting and village flower planting.
- Access by steps because of grades changes.
- Shared dumpsters in rear parking lots and sidewalk trash bins.
- Improved and safer crosswalks by the monument and Ellis Ins.
- New street lighting and tree and flower plantings would light up the village.
- Keep angled building parking between the monument and building.

Economics and Other

- Business assistance and counseling not a big issue in the village as most business have been there a long time and can obtain own capital.
- High speed internet provided by GWI/Fairpoint is sufficient.
- York Hospital has a responsibility to be a partner/part of the village.
- Removal of Cumberland Farms and allow outdoor seating in zoning ordinance.
- Future of village seems to be retail.
- Future of the town may be eco/cultural/heritage tourism based on historic/heritage and natural assets. Pathways might connect village to the shore and recreational facility at Mount Agamenticus.

Parking

- Finding employee parking is always a problem and at the same time need to provide accessible spaces for clients. Identify in the master plan potential parking spaces, such as Hodgins property behind the bank which is now un-used.
- The family that owns a vacant asphalt parking area would like to sell to the town as off-site overflow and relief parking for the village. Otherwise it may be turned into a private rental parking lot. Access is through a 14 foot wide easement on an adjacent lot but no access through Bank America. Ensure that the parking lot site is illustrated on the Master Plan as a possible parking lot location

Town and Grant Writing Considerations

Town staff will ultimately write grant and program applications. Please describe funding opportunities and challenges.

Comments

- Business assistance and counseling not a big issue in the village as most business have been there a long time and can find own capital.
- York has a \$4B property tax based mostly from seasonal properties. About 70% of year round residents are not from York. Population and economy are stable.
- Village infrastructure is getting worn and needs to be improved and upgraded.
- Challenges of making the village a four season business community and destination.
- Within the village, there is a locally adopted Historic District codified in the zoning ordinance, which is in the National Park Service Certified Local Government Program. The local district boundary can be found on the webpage under GIS Geocortex as well as in the zoning ordinance.
- In addition to the local historic district, York has a National register York Historic District which encompasses the Village Master Plan area and more specifically its core. This is an opportunity for promoting and informing property owners about available historic tax credits for commercial income producing properties.
- Town has done little grant writing and mostly the responsibility of the Community Development Director; however the Public Works Director has been effective in obtaining matching grant funding from the Maine Department of Transportation.
- Town is able to fund local grant matching funds from its tax base. Specific grants include DEP 319 watershed program, MS4 which is DEP/EPA storm water treatment through non-mechanical means such as natural wetlands absorption/infiltration, MDOT Municipal Partnership Initiative which approved the \$500,000 for the work The Downtown Collaborative is doing and any infrastructure follow ups, and the Wild and Scenic River designation.

Water Quality

- Town has a major storm water quality problem.
- York is a MS4 (Municipal Separate Storm Sewer System) permit municipality which under DEP/EPA regulations requires that such municipalities obtain this permit (known as a National Pollutant Discharge Elimination System, or NPDES, permit) and renew it every 5 years. Under this permit a municipality must develop a storm water management program designed to control the discharge of pollutants into and from the storm water sewer or drainage system.
- DEP 319 Nonpoint Source Water Pollution Control Grants ("319"). DEP administers Non-Point Source (NPS) grants to help communities make progress restoring NPS-impaired waters or protecting waters threatened by NPS pollution. NPS grants are available to develop a watershed-based plan or Implement a watershed-based plan.
- National Wild and Scenic River is a Federal designation for certain protected areas in the United States. Selected rivers in the United States are preserved for possessing outstandingly remarkable scenic, recreational, geologic, fish and wildlife, historic, cultural, or other similar values. Rivers or sections of rivers, so designated are preserved in their free-flowing condition. The York River is

important because it forms the southerly boundary of historic York Village and draws its water from a large watershed area including the Berwicks and Eliot. To assist in protecting the York River a group in York Harbor is looking to have the York River designated as Wild and Scenic. Funding is being sought for a study to determine the feasibility of Wild and Scenic River designation pursuant to the National Wild and Scenic Rivers Act.

Transportation

- *Municipal Partnership Initiative (MPI) Program:* MPI is a state program funded with state bonds and includes no federal funds. It was conceived and developed in early 2011. It is a creative method to develop, fund, and build projects of municipal interest on the state infrastructure system like Route 1A York Street in York with DOT as a partner. It is Maine DOT's intention that this program remains simple, flexible, and fast moving. It will respond to municipal interests, leverage economic opportunities, and improve safety whenever possible while ensuring the public gets good value for their tax dollars. In summary MPI provides for making an eligible improvement or adding to the scope of the existing MaineDOT Route 1A Project.

Crafting the Master Plan with Community Participation was a high priority from the beginning. Consequently it was guided by significant input from many sources, including during 20 working meetings with the York Village Study Committee, one-on-one interviews with many Business Leaders, and Property Owners and Merchants plus meetings with Non-profit Community Leaders, Emergency Services, Veterans and Utility Districts. In particular, over 240 people attended three Community Design Workshops.

The following summarize comments from **Community Design Workshop #1, October 4, 2014.**

<div style="display: flex; align-items: center; justify-content: center;"> <div style="background-color: black; color: white; padding: 10px; font-size: 2em; margin-right: 10px;">1</div> <div style="text-align: center;"> <h2 style="margin: 0;">A Village Vision</h2> <p style="margin: 0;">is a vital and beautiful York Village with a dynamic, safe, and sustainable town center reflecting the history of a community that is both welcoming to visitors and supportive of local businesses.</p> <ul style="list-style-type: none"> • <i>Does this vision speak for you? Why?</i> • <i>Does this vision inspire you? How?</i> </div> </div>	
• Yes, active words, understandable words	• Yes, inspires me & captures what it should
• What is history (different views) and what are we trying to provide?	• Narrow roads to make space for walking/biking paths
• Particularly interested in seeing a safe and comfortable public gathering space	• Form based zoning?
• Pedestrian & bike friendly	• Make it safe for pedestrians/ bikers to access current and future businesses and parks
• Parking on the perimeter of central downtown zone	• Maintain history
• No chains or franchise stores – local businesses	• Pedestrian / bike friendly
• Safety: slow traffic down, traffic calming	• Supportive for both locals + tourists
• More trees	• Strong vision statement
• Underground utilities	• Include language for residents
• Emphasize history as key asset and key opportunity for future	• A good statement with additions: residents, future, community functions adaptable
• Overall agreement with vision	• Statement not particularly inspiring – but some liked it

2

Arrival

is experiencing the distinct beginning of the village.

- *Where does the village begin? Why?*
- *Think qualitatively – what shifts or changes clue us to village arrival?*
- *Using red dots on the plan identify where arrival clues should occur.*
- *Imagine how better or new Arrivals might enhance the village and reinforce the vision.*

<ul style="list-style-type: none"> • Visual cues – church/cemetery, business/commerce and architecture, garden club areas 	<ul style="list-style-type: none"> • Pedestrians and drivers experience arrival at different points: At Church, At Bagel Basket, At Woodbridge Rd. & Long Sands
<ul style="list-style-type: none"> • We would like to expand it 	<ul style="list-style-type: none"> • Signs: “Welcome to York Village Established in 1632”
<ul style="list-style-type: none"> • Entrance at Lindsey Rd. 	<ul style="list-style-type: none"> • Expand locations considered arrival
<ul style="list-style-type: none"> • At York St – See first parish spire or closer 	<ul style="list-style-type: none"> • Variety of Opinions
<ul style="list-style-type: none"> • At Woodbridge Rd 	<ul style="list-style-type: none"> • Driving vs. walking -- biking
<ul style="list-style-type: none"> • At Moulton Lane 	<ul style="list-style-type: none"> • Larger visions than map
<ul style="list-style-type: none"> • Uphill past pond 	<ul style="list-style-type: none"> • Define by: signage, lighting, distinctive paving, trees
<ul style="list-style-type: none"> • Key services or places (schools) or neighborhoods 	<ul style="list-style-type: none"> • Accessible parking
<ul style="list-style-type: none"> • Visual 	<ul style="list-style-type: none"> • At York St. W. and Organug or at Route 1
<ul style="list-style-type: none"> • Walkability 	<ul style="list-style-type: none"> • At Long Sands and Ridge Road
<ul style="list-style-type: none"> • Core/ nucleus to broader view 	<ul style="list-style-type: none"> • At York St. E. and 103
<ul style="list-style-type: none"> • Changes in architecture / landscape 	<ul style="list-style-type: none"> • At Lindsay Rd – Indian Trial
<ul style="list-style-type: none"> • Historical Entrance signs 	<ul style="list-style-type: none"> • At Organug Road (Baptist Church, Middle School, Architecture changes)
<ul style="list-style-type: none"> • At the statue 	<ul style="list-style-type: none"> • At Coastal Ridge
<ul style="list-style-type: none"> • At Village Elementary 	<ul style="list-style-type: none"> • At Fire Dept

3

Anchors & Destinations

are cultural, civic, commercial or spiritual icons & destinations that help define a community’s identity. In addition, “3rd places” (neither home nor work) offer places to pause, gather and linger.

- *What and where are village Anchors and Destinations?*
- *Using yellow dots on the plan identify the most significant. Are any lacking? Why?*
- *Imagine how improved or new Anchors might enhance the village and reinforce the vision.*

<ul style="list-style-type: none"> • Anchors: churches, post office, historical society, town hall, library, hospital 	<ul style="list-style-type: none"> • Hospital
<ul style="list-style-type: none"> • Bagel Basket 	<ul style="list-style-type: none"> • Hospital, First Parish, Parsons Center, Town hall, Library, Old Goal, Cumberland/Rick’s, Bagel Basket
<ul style="list-style-type: none"> • Library 	<ul style="list-style-type: none"> • Family restaurant (Davis land)
<ul style="list-style-type: none"> • Rick’s 	<ul style="list-style-type: none"> • Galleries
<ul style="list-style-type: none"> • Village Scoop 	<ul style="list-style-type: none"> • Skating at Library
<ul style="list-style-type: none"> • Statue 	<ul style="list-style-type: none"> • Public buildings (Town Hall, Post Office)
<ul style="list-style-type: none"> • Market/ coffee shop/ bakery 	<ul style="list-style-type: none"> • Historical / architectural interest
<ul style="list-style-type: none"> • Business/ residential mixed use 	<ul style="list-style-type: none"> • Future / potential – Town property (parking); improvements (e.g. Cumby’s); Fire house (relocate?)
<ul style="list-style-type: none"> • Gaps – more retail , restaurants, park, access to river 	<ul style="list-style-type: none"> • Essential services are gone (hardware, pharmacy, clothes, coffee shops, family style sit-down restaurants)
<ul style="list-style-type: none"> • Schools 	<ul style="list-style-type: none"> • Evening attractions
<ul style="list-style-type: none"> • Workforce housing 	<ul style="list-style-type: none"> • Destinations: Bagel Basket, Cumberland Farms, Rick’s
<ul style="list-style-type: none"> • Needed Destinations: Upscale & Family restaurants, Evening restaurants/pub, Bakery, Bookstore, Retail stores (gifts, shoes, clothing, middle priced), Park (play, music performances, rest on benches, gathering), More access to river, Local shops, Movie theatre, Theatre, evening commerce/ activity 	

4

Village Pedestrian Connectivity

allows people to safely get to, from, and between Destinations.

- *Is there a clear, convenient and safe network connecting Anchors & Destinations? Why? Why not?*
- *What works, and what does not?*
- *Using yellow strips, identify three improved or new connections to receive top-priority.*
- *Imagine how Connections might enhance the village and reinforce the vision.*

<ul style="list-style-type: none"> • Clear network? – No! 	<ul style="list-style-type: none"> • Safe sidewalk or designated walkway connecting village businesses and natural beauty we have
<ul style="list-style-type: none"> • Find parking, move or get rid of monument 	<ul style="list-style-type: none"> • Parsons Center to Village Center
<ul style="list-style-type: none"> • Get rid of parking in front of Cox's 	<ul style="list-style-type: none"> • Woodbridge to Village Center
<ul style="list-style-type: none"> • Need – more bike and pedestrian friendly 	<ul style="list-style-type: none"> • Immediately around monument
<ul style="list-style-type: none"> • Need – signage of bike paths on pavement 	<ul style="list-style-type: none"> • Bagel Basket to monument
<ul style="list-style-type: none"> • Need – slow traffic (unsafe) 	<ul style="list-style-type: none"> • Southside access to Village
<ul style="list-style-type: none"> • Lack of safe, continuous, pedestrian paths/sidewalks 	<ul style="list-style-type: none"> • Not clear connectivity – sidewalks and crosswalks not contiguous or clear
<ul style="list-style-type: none"> • Sidewalks at both sides (especially York St.) 	<ul style="list-style-type: none"> • Pull-in parking dangerous
<ul style="list-style-type: none"> • New parking lot (Town Hall property) to Village 	<ul style="list-style-type: none"> • Perpendicular crosswalks/ fewer crosswalks
<ul style="list-style-type: none"> • Woodbridge Road to Village 	<ul style="list-style-type: none"> • Improve York St./ sidewalks
<ul style="list-style-type: none"> • Long Sands Road sidewalks 	<ul style="list-style-type: none"> • Connection from Woodbridge to York St.
<ul style="list-style-type: none"> • Improve hospital (access/ egress) 	<ul style="list-style-type: none"> • Rethink cross walks
<ul style="list-style-type: none"> • Trolley 	<ul style="list-style-type: none"> •
<ul style="list-style-type: none"> • Rethink walking paths (plan where people actually walk, not where want them to walk). Do video studies in different seasons to see where actually walk. 	

5

Natural Features, Recreation & Open Space

are essential to Quality of Life.

- *Using green dots and strips identify Features & Open Space in and around the village.*
- *Are there undiscovered or unused features?*
- *Imagine how a network of Features, Trails & Open Space might enhance the village and vision.*

<ul style="list-style-type: none"> • Would be nice to have a park within walking distance of town for picnicking and playground. 	<ul style="list-style-type: none"> • Path behind Long Sands Plaza
<ul style="list-style-type: none"> • Recreational walking trails surrounding town could be enhanced. 	<ul style="list-style-type: none"> • Golf Course (snowshoe)
<ul style="list-style-type: none"> • Green space and access to already-owned town land, and to beautiful parts like ice skating (library) 	<ul style="list-style-type: none"> • From green spaces to village center
<ul style="list-style-type: none"> • Davis Property 	<ul style="list-style-type: none"> • From Southside to village center
<ul style="list-style-type: none"> • Library pond to Remick Barn 	<ul style="list-style-type: none"> • Davis Property to village center
<ul style="list-style-type: none"> • Moulton Park 	<ul style="list-style-type: none"> • South Side Rd. -- hospital
<ul style="list-style-type: none"> • Creek between library and Bagel Basket 	<ul style="list-style-type: none"> • Davis Property (both sides)
<ul style="list-style-type: none"> • Behind First Parish Cemetery 	<ul style="list-style-type: none"> • First Parish (both sides of York St.)
<ul style="list-style-type: none"> • Property behind Country Hall 	<ul style="list-style-type: none"> • Town-owned property (proposed Town Hall)
<ul style="list-style-type: none"> • Davis Property to Village 	<ul style="list-style-type: none"> • Parsons Property
<ul style="list-style-type: none"> • Shore to library 	<ul style="list-style-type: none"> • Upper and lower Mill Pond
<ul style="list-style-type: none"> • Cemeteries, Parish Island, Davis Property 	<ul style="list-style-type: none"> • Path on railroad bed
<ul style="list-style-type: none"> • Path on Lindsay Rd. to Steedman Woods 	<ul style="list-style-type: none"> •

6

Village Special Events & Activities

such as parades, festivals, celebrations and markets, bring people together and help define community identity.

- *What Special Events and Activities occur in the village? List them and their season.*
- *Imagine how improved or new Special Events and Activities might enhance the village and vision.*

<ul style="list-style-type: none"> • Winter - Christmas (parade), Festival of Lights 	<ul style="list-style-type: none"> • Drive-thru Nativity
<ul style="list-style-type: none"> • Spring - Memorial Day (parade), Village Firemen's Muster (parade) 	<ul style="list-style-type: none"> • HarvestFest locally driven
<ul style="list-style-type: none"> • Summer – Book sale at Library, Movies, Concerts – 4th of July 	<ul style="list-style-type: none"> • Move farmers' market – Moulton Park or behind VES
<ul style="list-style-type: none"> • Fall - Halloween Parade, Market Fest, Turkey Trot 	<ul style="list-style-type: none"> • MarketFest / HarvestFest
<ul style="list-style-type: none"> • MarketFest 	<ul style="list-style-type: none"> • Road races
<ul style="list-style-type: none"> • Show House 	<ul style="list-style-type: none"> • Want – Concerts, Farmers' Market, 4th of July, family oriented
<ul style="list-style-type: none"> • Parades – Memorial Day, Christmas 	<ul style="list-style-type: none"> • Be conscious whether events are for locals or not or both
<ul style="list-style-type: none"> • Village fair 	<ul style="list-style-type: none"> • Frequent smaller summer events
<ul style="list-style-type: none"> • New – Farmers' market in the village 	<ul style="list-style-type: none"> • Winter Farmers' Market
<ul style="list-style-type: none"> • York days in the village – summer? 	<ul style="list-style-type: none"> • More events for residents

7

Models of Success

of villages that “work” well, are informative and inspiring for others.

- Identify a villages or villages that work well. Why?
- How does York Village compare?
- Identify 3 things that might help make York Village a model of success for others.

<ul style="list-style-type: none"> • This town could be a destination for beautiful walks 	<ul style="list-style-type: none"> • “Village Flowers” competition
<ul style="list-style-type: none"> • Kittery great example of restructuring. Focus on parking once and walk from there 	<ul style="list-style-type: none"> • Kennebunk
<ul style="list-style-type: none"> • Kennebunk – Revitalization: lights, storefronts, flowers, sidewalks 	<ul style="list-style-type: none"> • Newburyport
<ul style="list-style-type: none"> • Exeter – Parking, variety of stores 	<ul style="list-style-type: none"> • Kittery Foreside
<ul style="list-style-type: none"> • Portsmouth – Sidewalks, lights, crosswalks, parking 	<ul style="list-style-type: none"> • York Beach Short Sands (traffic calmers)
<ul style="list-style-type: none"> • Streetlights 	<ul style="list-style-type: none"> • River – user friendly
<ul style="list-style-type: none"> • Damariscotta 	<ul style="list-style-type: none"> • “It’s the little things that count”
<ul style="list-style-type: none"> • Kittery 	<ul style="list-style-type: none"> • Kennebunk revitalized
<ul style="list-style-type: none"> • Exeter, NH 	<ul style="list-style-type: none"> • TIF district fund set aside for improvements
<ul style="list-style-type: none"> • Kennebunk 	<ul style="list-style-type: none"> • York beach (+ greenery)
<ul style="list-style-type: none"> • Charming combination of new and old business 	<ul style="list-style-type: none"> • Portsmouth (debated) not city
<ul style="list-style-type: none"> • Newburyport 	<ul style="list-style-type: none"> • Newburyport: shops, food, walkability, beauty, off-street parking
<ul style="list-style-type: none"> • Short Sands traffic calming (model of success) 	<ul style="list-style-type: none"> • Kennebunk: historic nature emphasized, pedestrian friendly
<ul style="list-style-type: none"> • Delivery trucks can be difficult 	<ul style="list-style-type: none"> • Kittery: activity, retail, food, bars, dance hall
<ul style="list-style-type: none"> • Develop and follow master plan; public/ private: 	<ul style="list-style-type: none"> • York doesn’t have restaurants or many shops (mostly service)
<ul style="list-style-type: none"> • Bar Harbor: walkability, parking in back 	<ul style="list-style-type: none"> • 1. Walkability 2. Food and shops 3. Aesthetics
<ul style="list-style-type: none"> • 1. Preservation of historical buildings 2. Focus on community 3. Retain/ enhance beauty 4. Things to do in evening – all ages (community center) 	