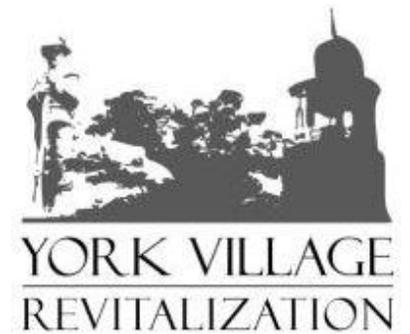




York Village Revitalization

SCHEMATIC DESIGN / DESIGN DEVELOPMENT PHASE

PROJECT UPDATE – OCTOBER 2015



Background / Overview

Past work

Present work

Future work

Project Progress Report

Roadway: draft horizontal alignment

Preliminary schematic design

Materials selection / streetscape treatment

Next Steps

Upcoming tasks / schedule

TOPICS



Village Study Committee

- Goals and objectives
- Intersection concepts
- Outreach with community
- RFQ – York Village revitalization work

Master Plan 2014-15

- Outreach with community
- Road map for revitalization
- “Soft” design (concept level)
- Concept-level cost estimates

2011

2014

2015

BACKGROUND – YORK VILLAGE REVITALIZATION

The York Village Revitalization project has been a committed, long-term effort. In 2011, the Town’s Board of Selectmen (BoS) established the Village Study Committee (VSC) to initiate a process of visioning and community outreach with business and property owners, residents and Town officials. The VSC developed goals and objectives for village revitalization and began exploring intersection improvements through conceptual design. In 2014, the VSC issued a request for qualifications (RFQ) for revitalization planning, design and engineering. Consultants with the Downtown Revitalization Collaborative guided the master planning process, which included significant public outreach and close collaboration with the VSC. The BoS accepted Master Plan in May 2015. The plan serves as a road map for revitalization. It includes analysis and written recommendations as well as a concept-level design showing visual improvements and associated costs.

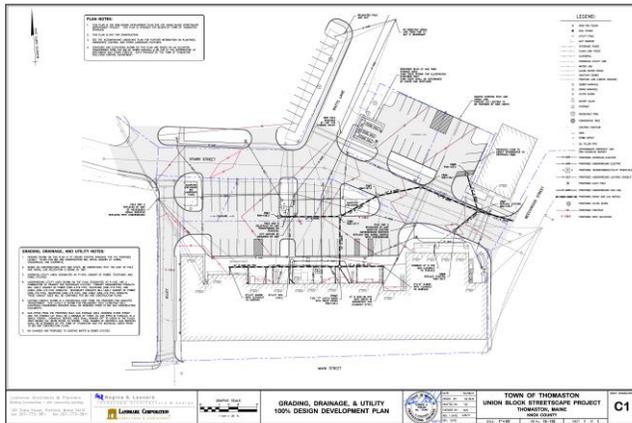
SD / DD PHASE 2015-2016

“Hard” Design (technical)

Refined cost estimates

Phasing and implementation

MaineDOT LAP Phase One



ROAD TO BID DOCUMENTS & CONSTRUCTION

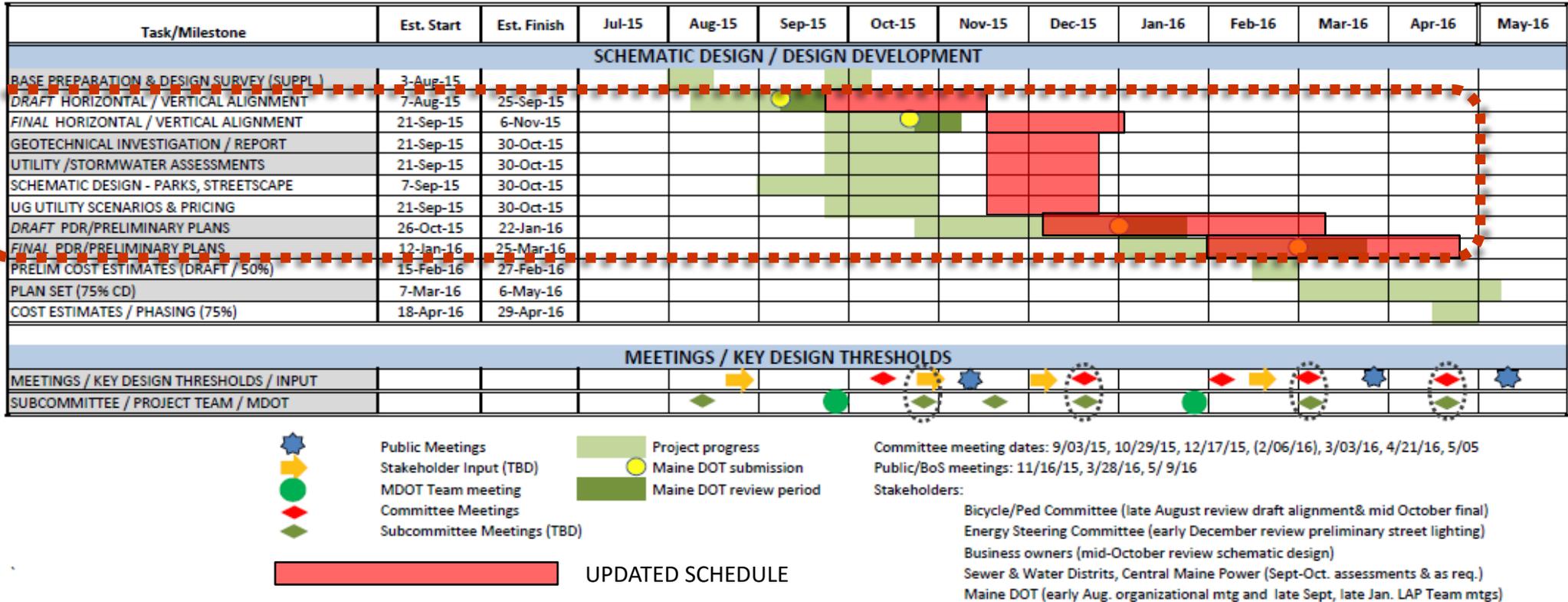
DESIGN & ENGINEERING					CONSTRUCTION
0%	25%	50%	75%	100%	
Blue	Blue	Blue	Blue	Blue	Green
Yellow	Yellow	Yellow	Yellow	Yellow	Orange
			Dark Blue		

-  75% Design (this proposal)
-  Bid Documents (100% Design) - by phases (future)
-  Construction Phase
-  MDOT LAP PHASE I PROCESS - to be completed in conjunction with this project
-  MDOT LAP PHASE II / FEDERAL REVIEWS - to be completed in conjunction with bid documents (future)
-  MDOT LAP PHASE III PROCESS - to be completed in conjunction with construction (future)

SCHEMATIC DESIGN / DESIGN DEVELOPMENT PHASE

The Schematic Design (SD) and Design Development (DD) phase of the York Village Revitalization Project moves conceptual level planning from “soft” design to “hard” or technical design. This phase of work involves a close collaboration between allied disciplines: Traffic, civil, geotechnical, electrical engineering and landscape architecture, as well as coordination with public safety, utilities, state and federal agencies. This highly technical design and engineering process produces a detailed understanding of the project, which helps refine cost estimates and determine feasible approaches for phased implementation. The SD/DD Phase of the project will move the Master Plan concept to an advanced level of design in preparation for the Bidding & Construction Phases. In anticipation of future State and Federal funding, the MaineDOT Locally Administered Project Phase I process will be completed in the SD/DD Phase.

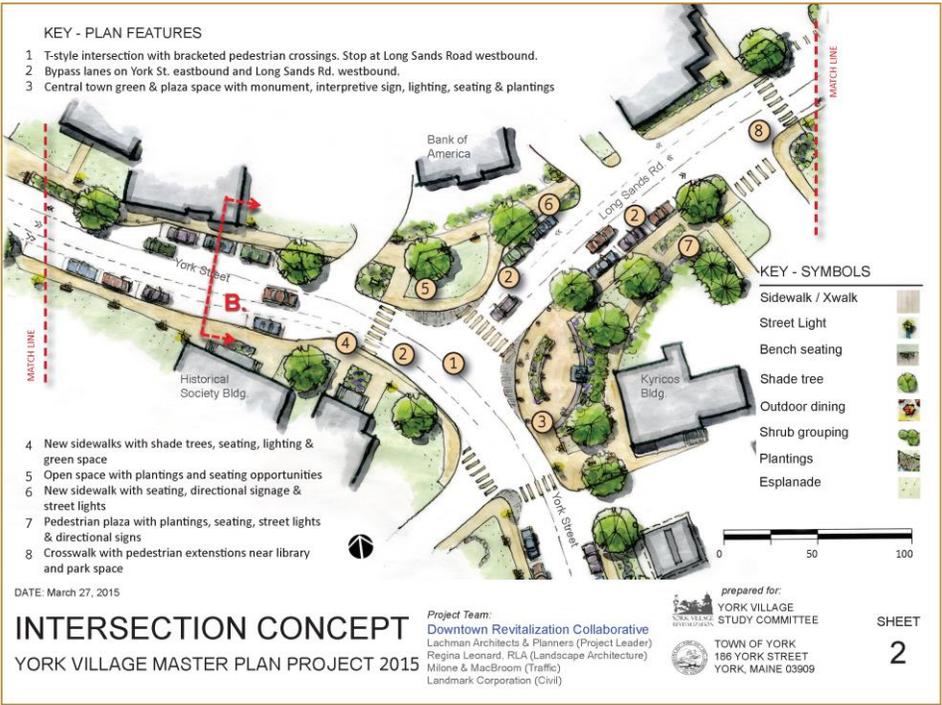
SCHEDULE - YORK VILLAGE REVITALIZATION PROJECT



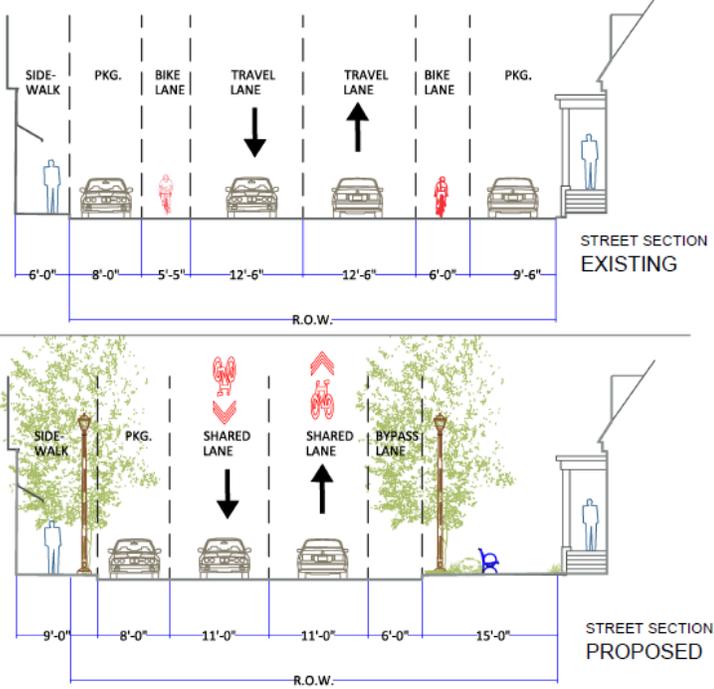
The originally outlined schedule has been delayed as the Town awaits a proposal from MaineDOT for review and support from the agency as part of the State and Federal permitting and review requirements for projects receiving public funds. An updated schedule is highlighted in red. The design and engineering team has completed the draft horizontal alignment and is awaiting formal feedback from the State. The team has advanced some schematic design work in order to keep the project moving forward. However, this work is subject to change should MaineDOT require substantive changes in the road layout.

Horizontal Alignment Process

Master Plan Concept



SECTION B
YORK STREET:
BETWEEN ELLIS INSURANCE & HISTORICAL SOCIETY BUILDING, FACING EAST



The horizontal alignment of the roadway is based upon the Master Plan design concept, which proposed realignment of the roadway to meet the broader goals and objectives for revitalization: calm traffic, improve safety, and to balance vehicle and pedestrian space. Section elevations were developed at key locations to illustrate the proposed changes within the street corridor.

ALIGNMENT OVERVIEW



Vehicle bypass lanes



Shared bike lanes

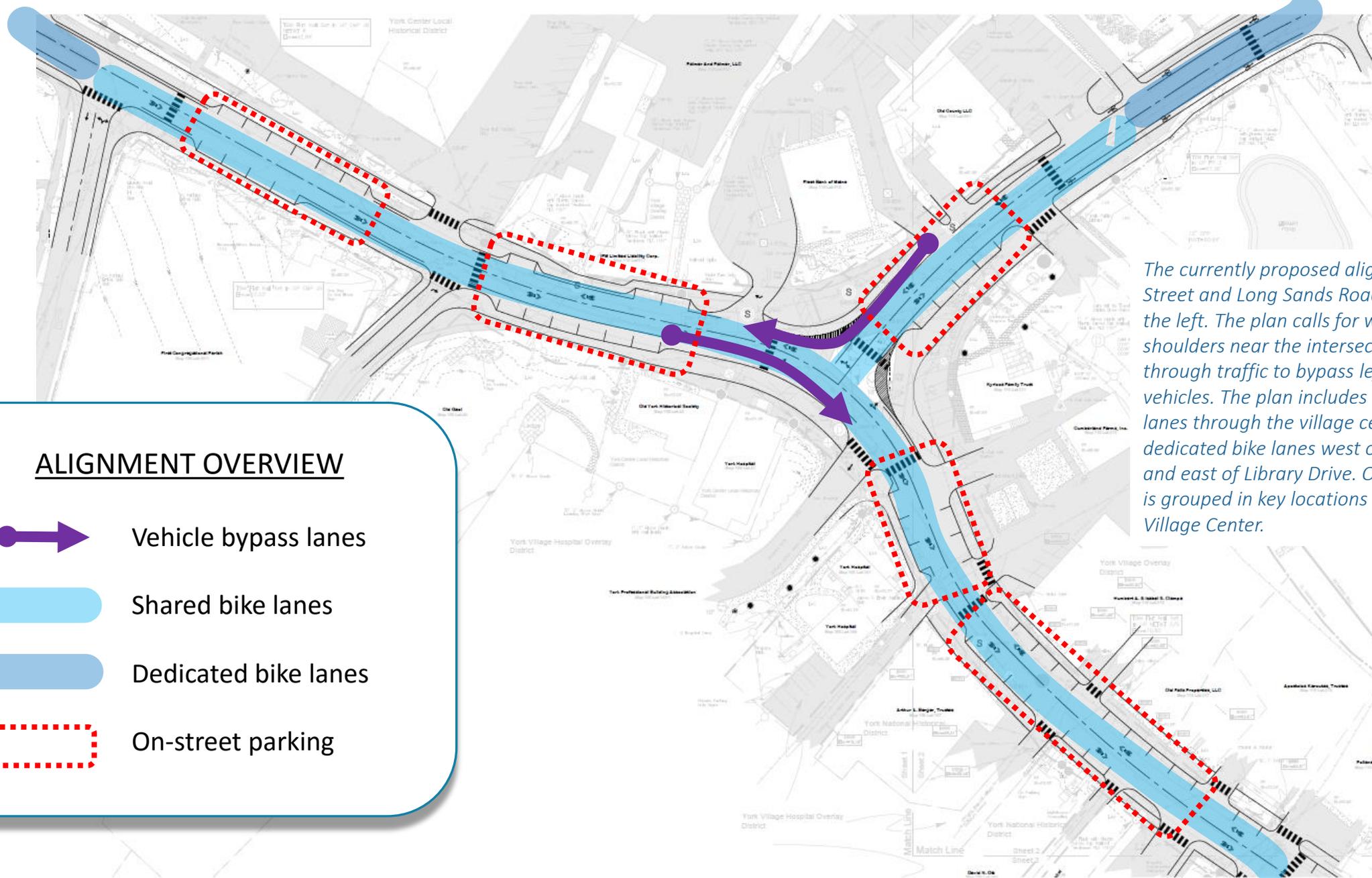


Dedicated bike lanes



On-street parking

The currently proposed alignment for York Street and Long Sands Road is shown on the left. The plan calls for widened shoulders near the intersection to allow through traffic to bypass left-turning vehicles. The plan includes shared bicycle lanes through the village center and dedicated bike lanes west of Lindsay Road and east of Library Drive. On-street parking is grouped in key locations through the Village Center.



VILLAGE PARKING – EXISTING CONDITIONS

 CURBSIDE PARKING – SURVEY AREA

 CURBSIDE PARKING – NON-SURVEY AREA

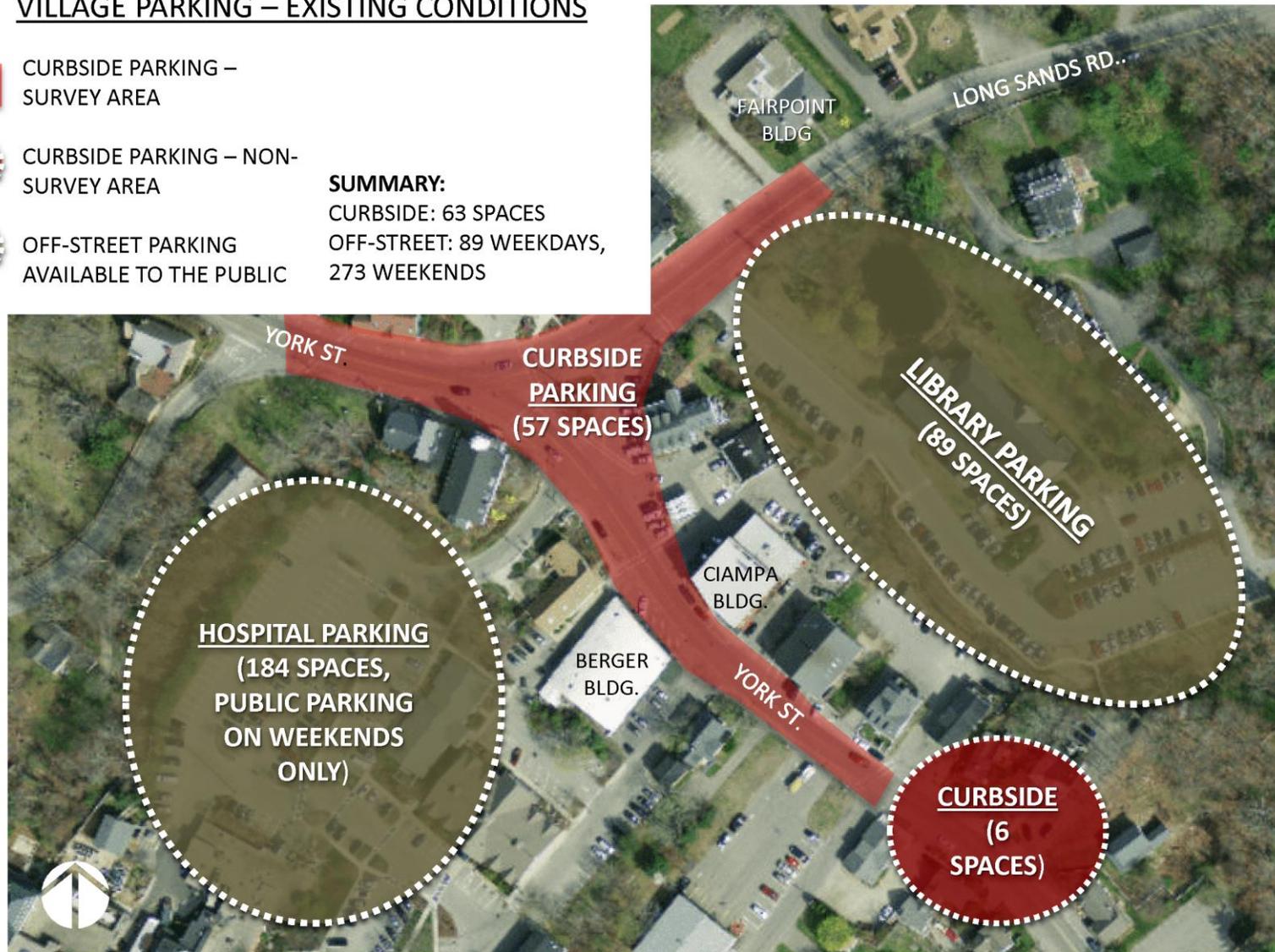
 OFF-STREET PARKING AVAILABLE TO THE PUBLIC

SUMMARY:

CURBSIDE: 63 SPACES

OFF-STREET: 89 WEEKDAYS,

273 WEEKENDS



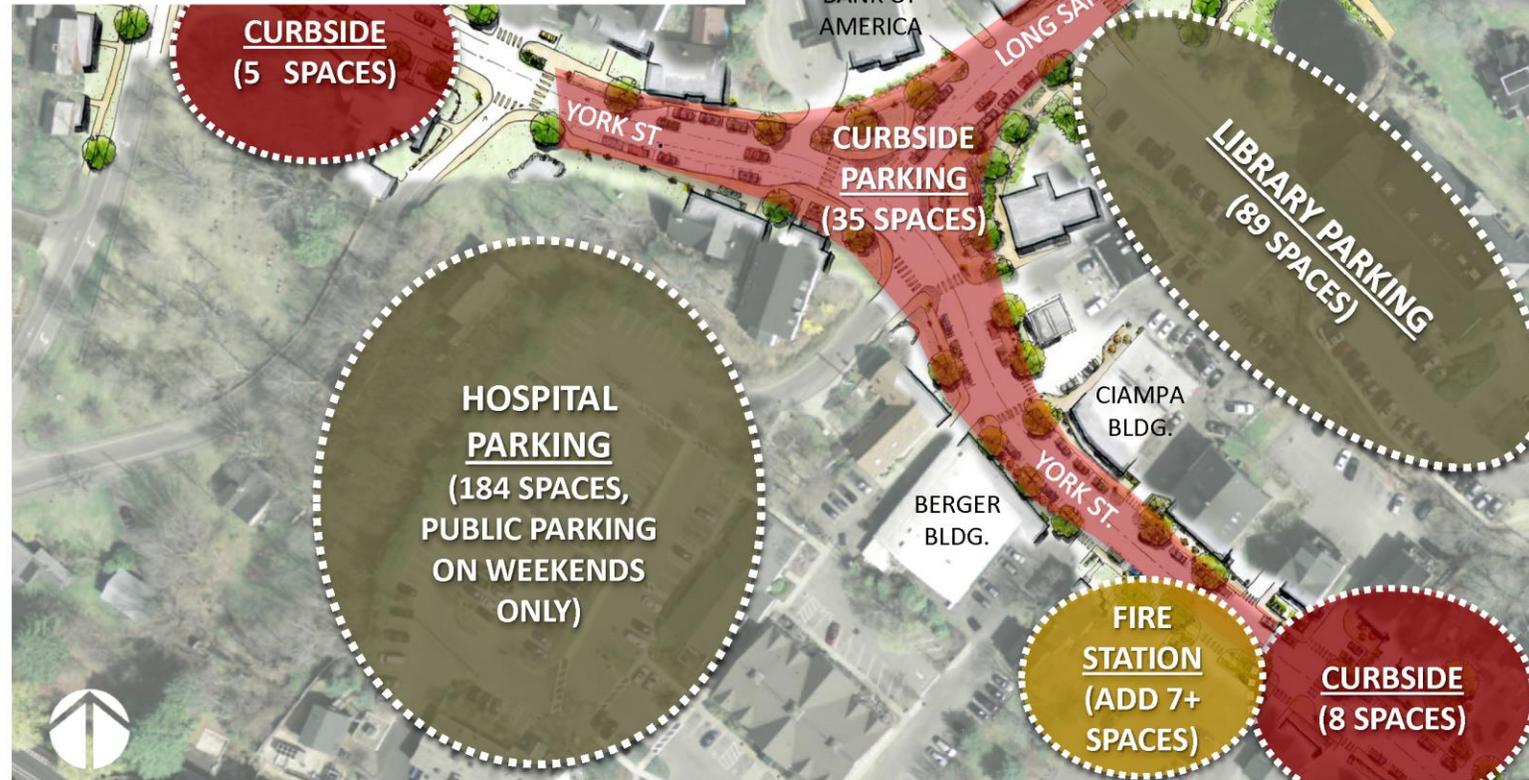
Above: Breakdown of parking spaces in the Village Center. The area of the parking survey is shown in red.

The graphic shown on the left illustrates the existing parking resources that were surveyed as part of the parking survey conducted during the master planning phase.

The creation of a pedestrian-friendly streetscape requires a rebalancing of the space currently dedicated to automobiles and increased use of under-utilized off-street parking resources.

VILLAGE PARKING – PH. 1 IMPROVEMENTS

-  CURBSIDE PARKING – SURVEY AREA
 -  PROPOSED ADDED OFF-STREET PARKING
 -  CURBSIDE PARKING – NON-SURVEY AREA
 -  OFF-STREET PARKING AVAILABLE TO THE PUBLIC
- SUMMARY:**
 CURBSIDE: NET LOSS 15
 OFF-STREET: NET GAIN 40



Above: Breakdown of parking spaces in the Village Center. The area of the parking survey is shown in red.

SUMMARY:

CURBSIDE PARKING:
 MASTER PLAN: 48
 CURRENT PLAN: 51
 EXISTING: 63

OFF-STREET PARKING:
 FIRE STATION: +7 SPACES

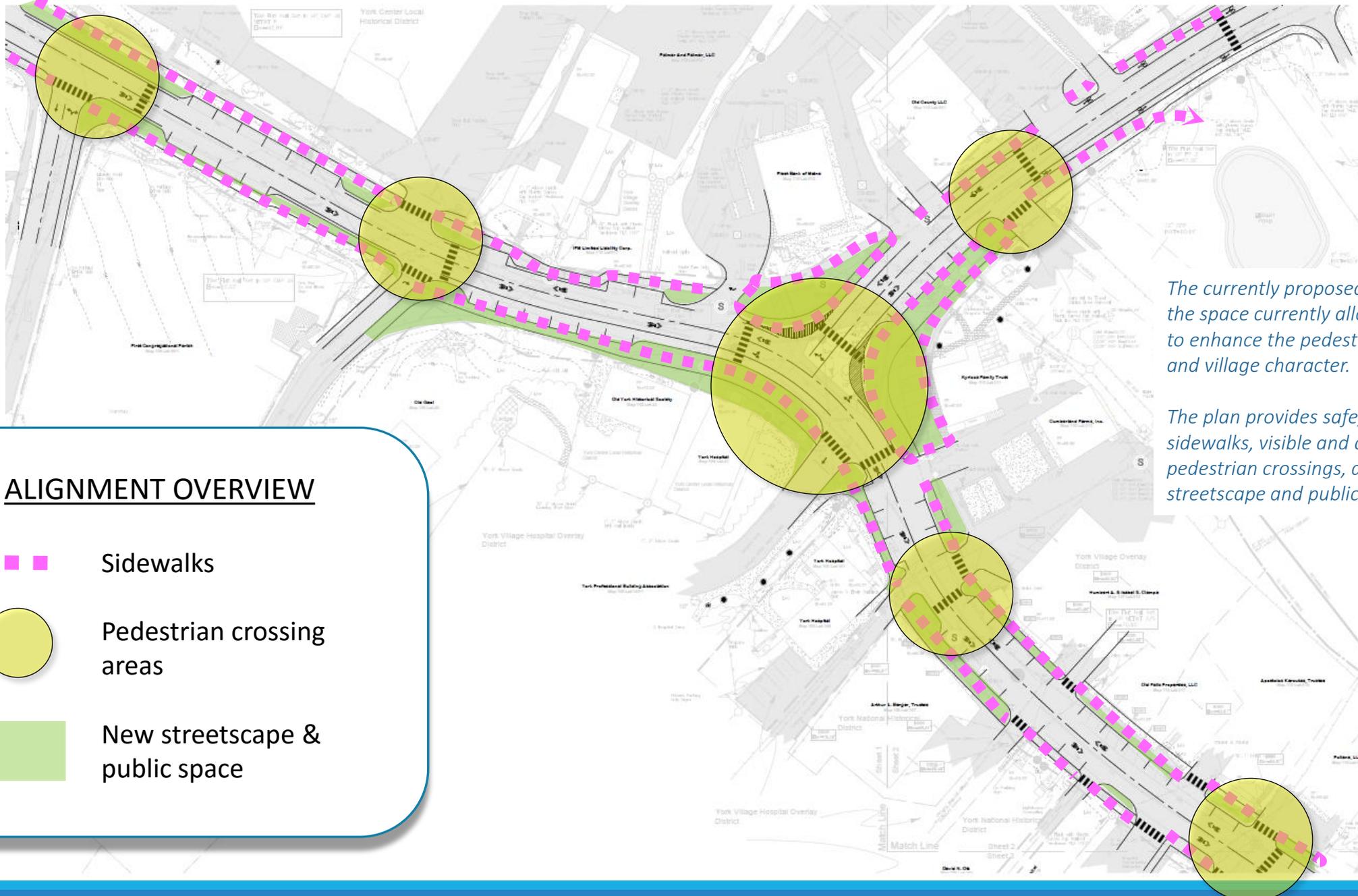
ANTICIPATED NET PARKING
 ADJUSTMENTS (PHASE ONE):
 NET LOSS 10 SPACES

WITH PURCHASE OF HODGIN
 LOT: +33:
 NET GAIN 23 SPACES

The graphic (right) reflects the anticipated parking organization proposed by the Master Plan.

The currently proposed design provides 51 curbside parking spaces and proposes up to 7 new public parking spaces on the fire house lot for a net loss of 10 spaces.

The Hodgkin Lot, if acquired by the Town, would provide a net gain of 23 spaces.



The currently proposed plan reorganizes the space currently allocated to vehicles to enhance the pedestrian environment and village character.

The plan provides safe, contiguous sidewalks, visible and convenient pedestrian crossings, and generous streetscape and public space.

ALIGNMENT OVERVIEW

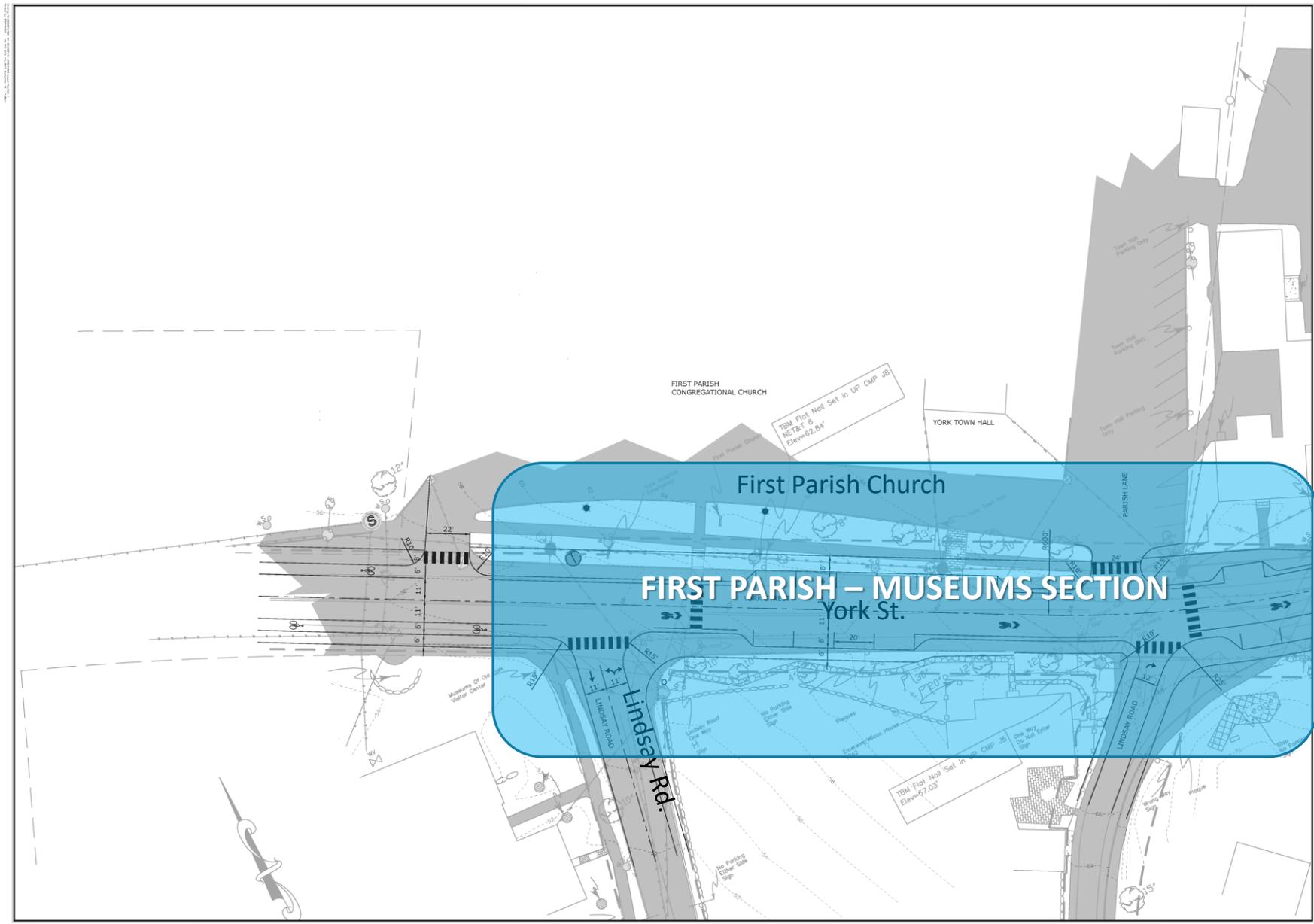
-  Sidewalks
-  Pedestrian crossing areas
-  New streetscape & public space



Putting the “village” back into York Village

Schematic design

The Master Plan provided guidance for reestablishing the scale, character and vibrancy of the village. The schematic design process refines the conceptual ideas of the Master Plan to respond to the existing physical conditions and technical considerations of all aspects of the project.







123 Middle Street
 Boston, MA 02111
 (617) 452-1000
 www.miloneandmacbroom.com

DESCRIPTION	DATE	BY

ROADWAY LAYOUT

DRAFT HORIZONTAL ALIGNMENT - REVIEW SET

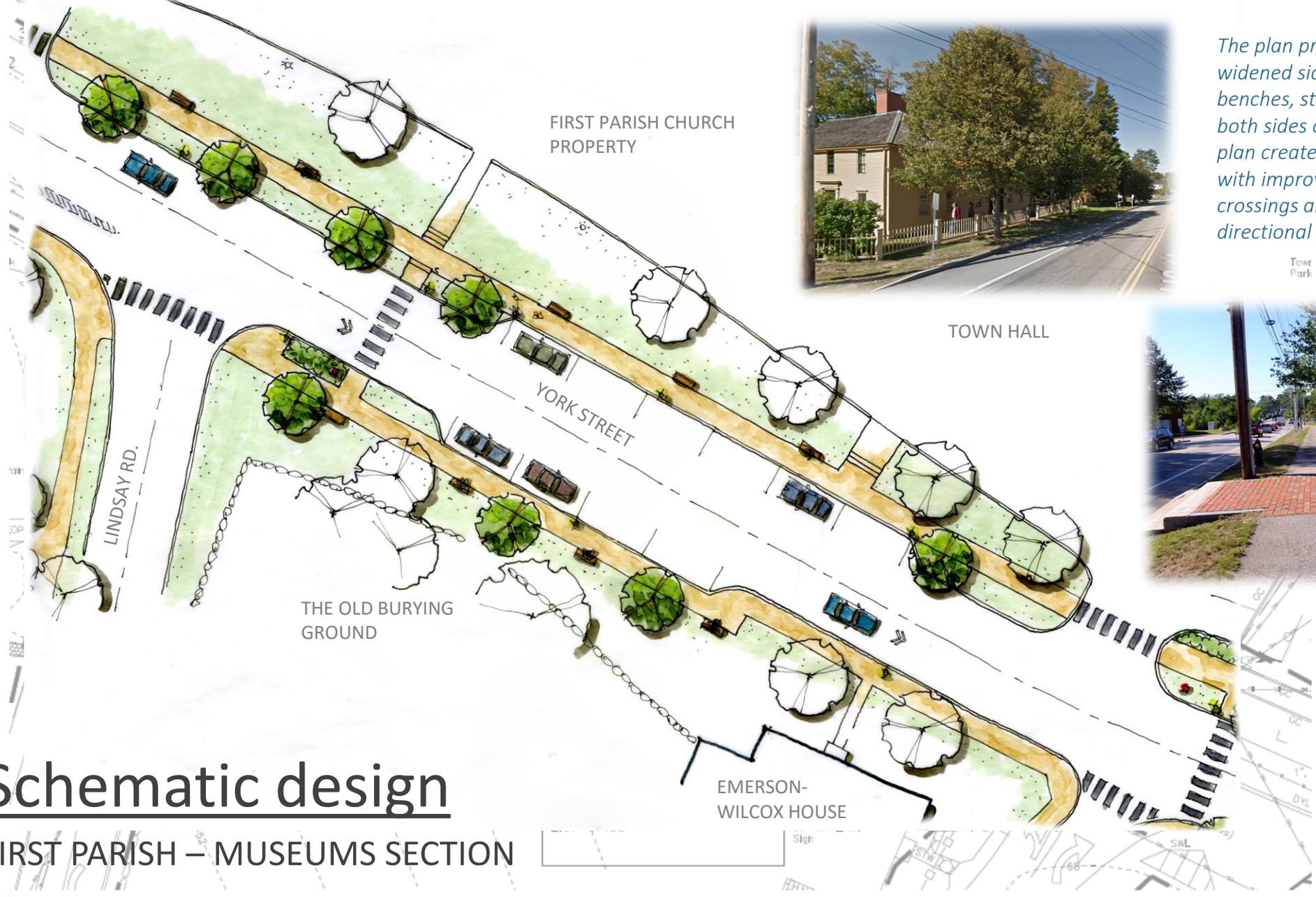
YORK STREET
YORK, ME

SMW 10/15/15	SMW 10/15/15	JQA 10/15/15
1"=20'		
SEPTEMBER 15, 2015		
4506-04		
1 OF 5		

PLN-1

The schematic designs that follow are organized by area and respond to the unique aspects of each.

The *First Parish-Museums section* includes the sloped green along the First Parish Church frontage and the cluster of historic Museums of Old York properties to the south.



The plan proposes new and widened sidewalks, street trees, benches, street lighting along both sides of York Street. The plan creates ten curbside spaces with improved pedestrian crossings and places for directional signage.

Schematic design

FIRST PARISH – MUSEUMS SECTION




MILONE & MACBROOM
 123 Middle Street
 Portland, Maine 04101
 Phone: 603.633.1100
 www.miloneandmacbroom.com

DESCRIPTION	DATE	BY

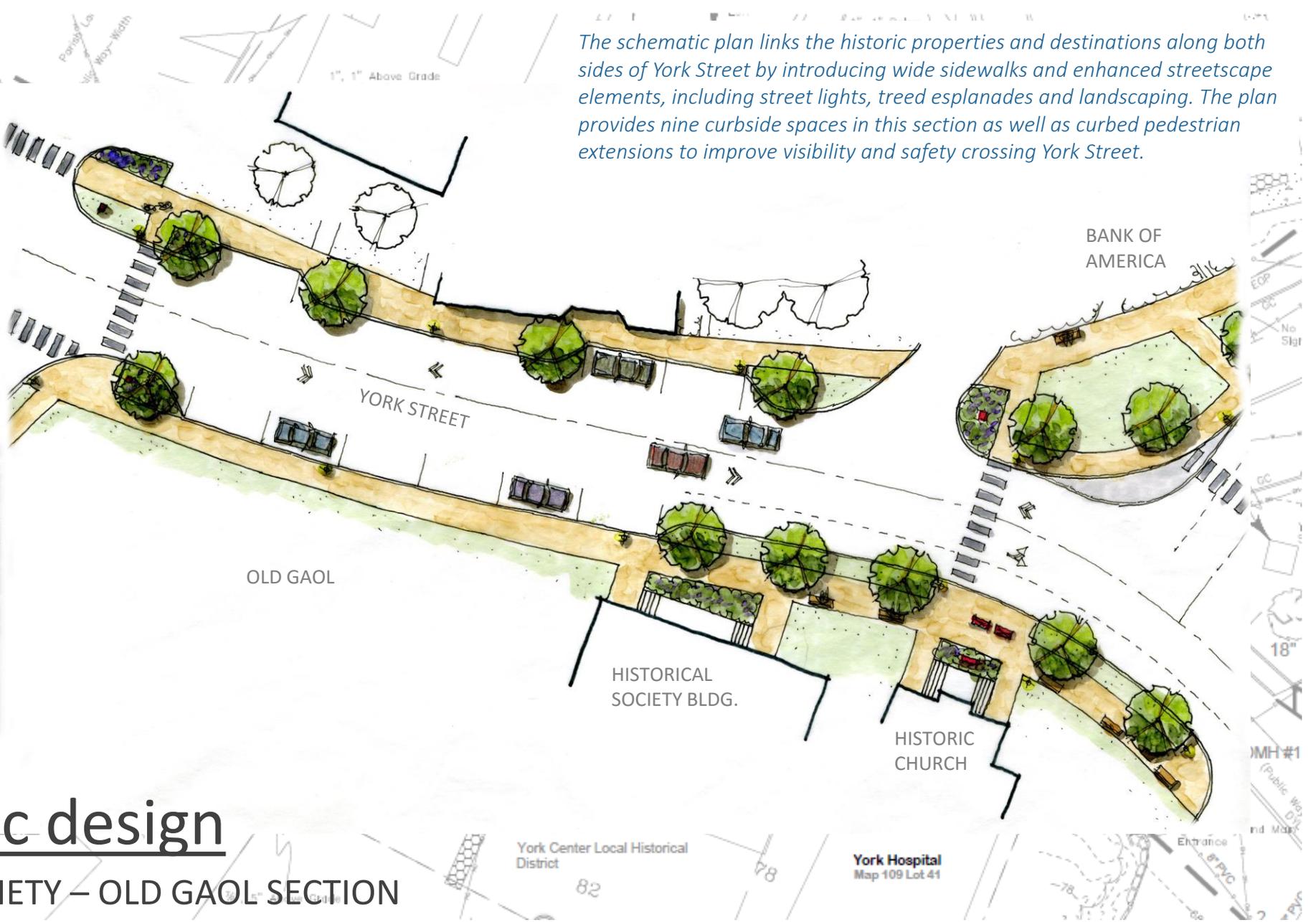
ROADWAY LAYOUT
DRAFT HORIZONTAL ALIGNMENT - REVIEW SET
 YORK STREET
 YORK, ME

SMW	SMW	JGA
Scale: 1"=20'		
Date: SEPTEMBER 15, 2015		
Project: 4606-04		
Sheet: 2 OF 5		
PLN-2		

The Historical Society-Old Gaol section includes the historic old jail property and several architecturally significant buildings. Together with the Museums of Old York properties, this section sets the tone for the Village Center as a historical destination.

The Village Square section is the heart of the Village, as well as an important arrival and destination zone with a lively pedestrian environment.

The Ciampa-Berger section includes the frontage along the Cumberland Farms property as well as the right-of-way bordering the Ciampa and Berger buildings. This is an active commercial area with retail shops and restaurants.

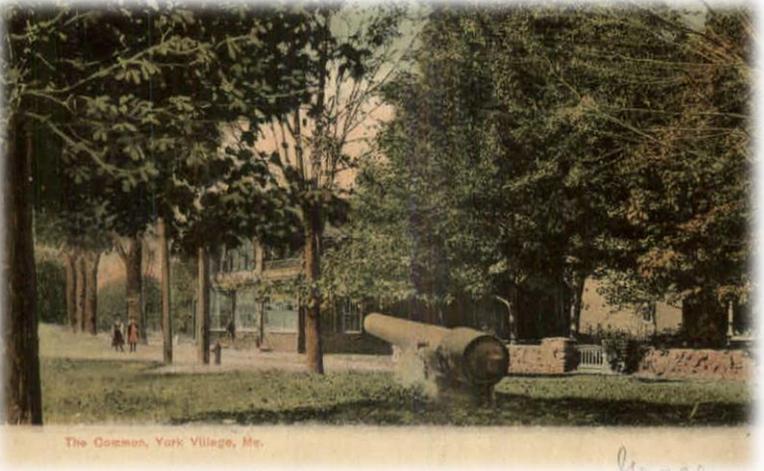


The schematic plan links the historic properties and destinations along both sides of York Street by introducing wide sidewalks and enhanced streetscape elements, including street lights, treed esplanades and landscaping. The plan provides nine curbside spaces in this section as well as curbed pedestrian extensions to improve visibility and safety crossing York Street.



Schematic design

HISTORICAL SOCIETY – OLD GAOL SECTION



The Common, York Village, Me.

Schematic design

VILLAGE SQUARE SECTION



The schematic plan for the Village Square section includes the creation of a significant new public space that embraces the Village Center and creates a sense of arrival and place.

The Soldiers Monument is located as a visual focal point and to allow gathering in front of the statue.

Pedestrian crossings are reorganized to be more visible to vehicles moving through the area.



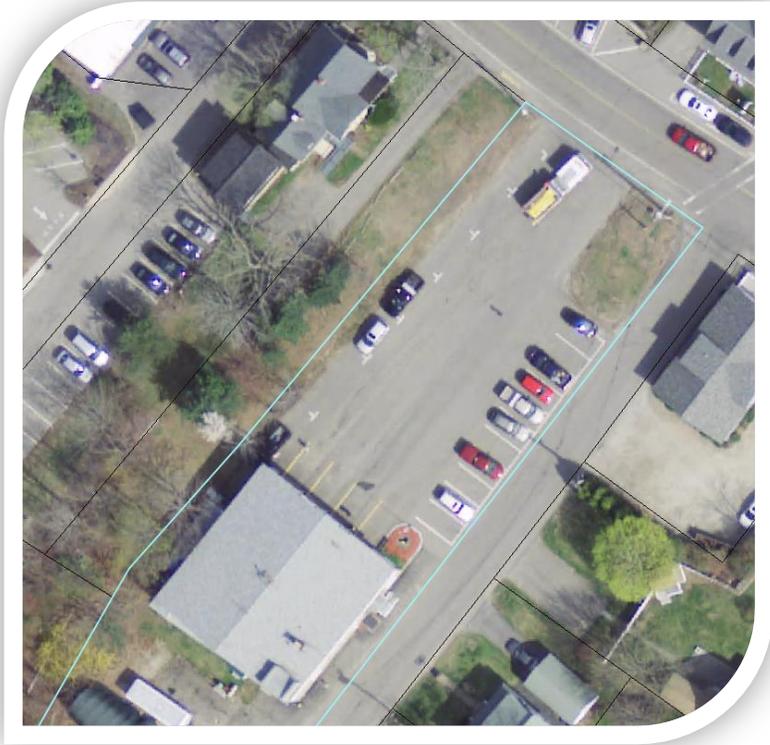
The schematic plan for the Berger-Ciampa Buildings section provides new, contiguous sidewalks along both sides of York Street. Street trees and pockets of landscaping soften the streetscape, particularly along the Cumberland Farms frontage.

The plan includes a widened sidewalk in front of the Fat Tomato and bike shop as well as Daisy Jane's. The wide sidewalks offer opportunities for outdoor dining, plants, displays and bicycle parking.

The design proposes to rebuild the raised landing along the Ciampa building to allow room for a continuous, street-grade sidewalk and curbside parking spaces.

Schematic design

BERGER – CIAMPA BUILDINGS SECTION

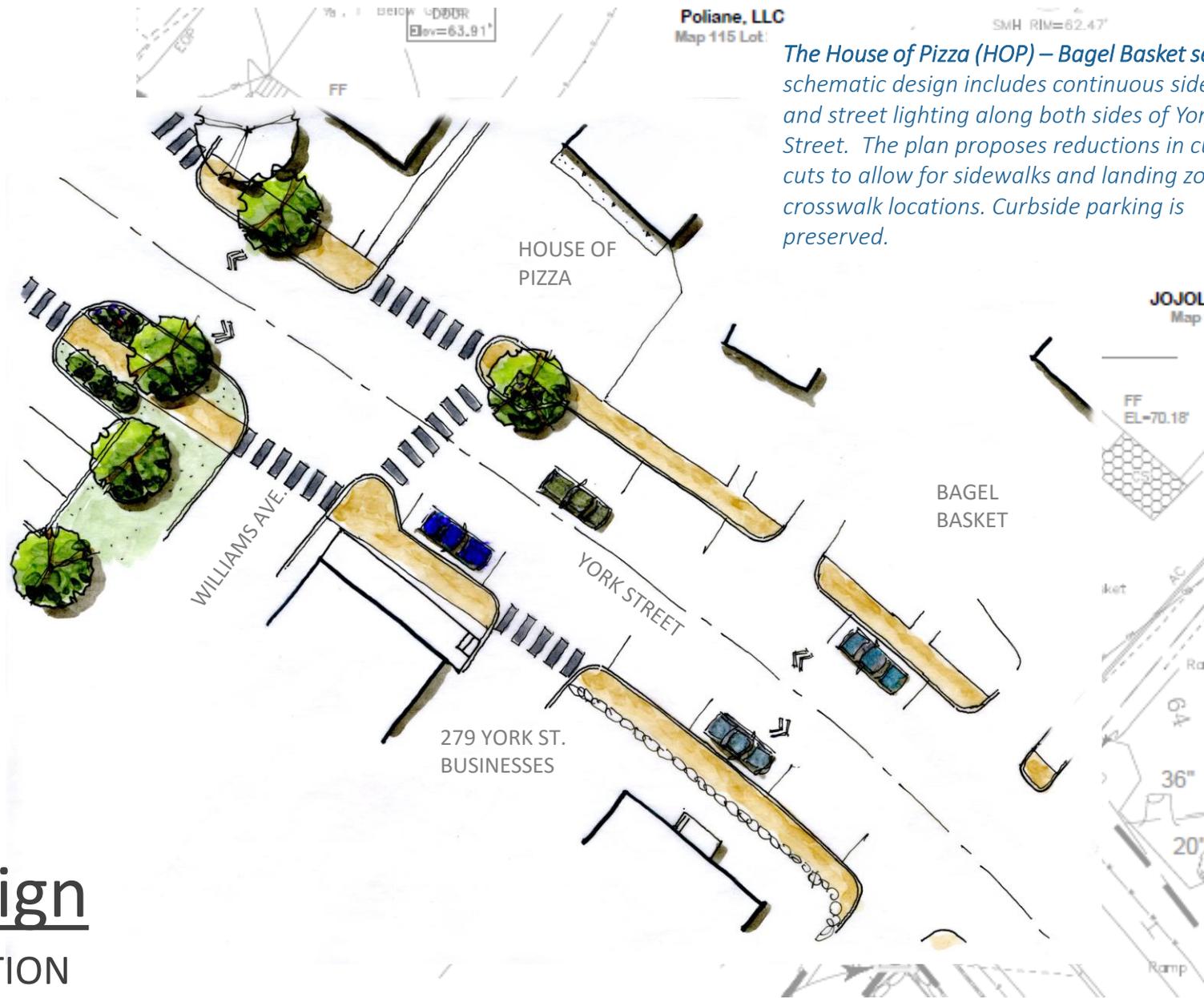


*The schematic design examines potential improvements to the **Fire House property** to accomplish two specific goals: to reduce the width of the existing curb cut on York Street and to provide additional parking spaces that could be shared with the public for short-term use. The design is being reviewed by the Fire Department.*



Schematic design

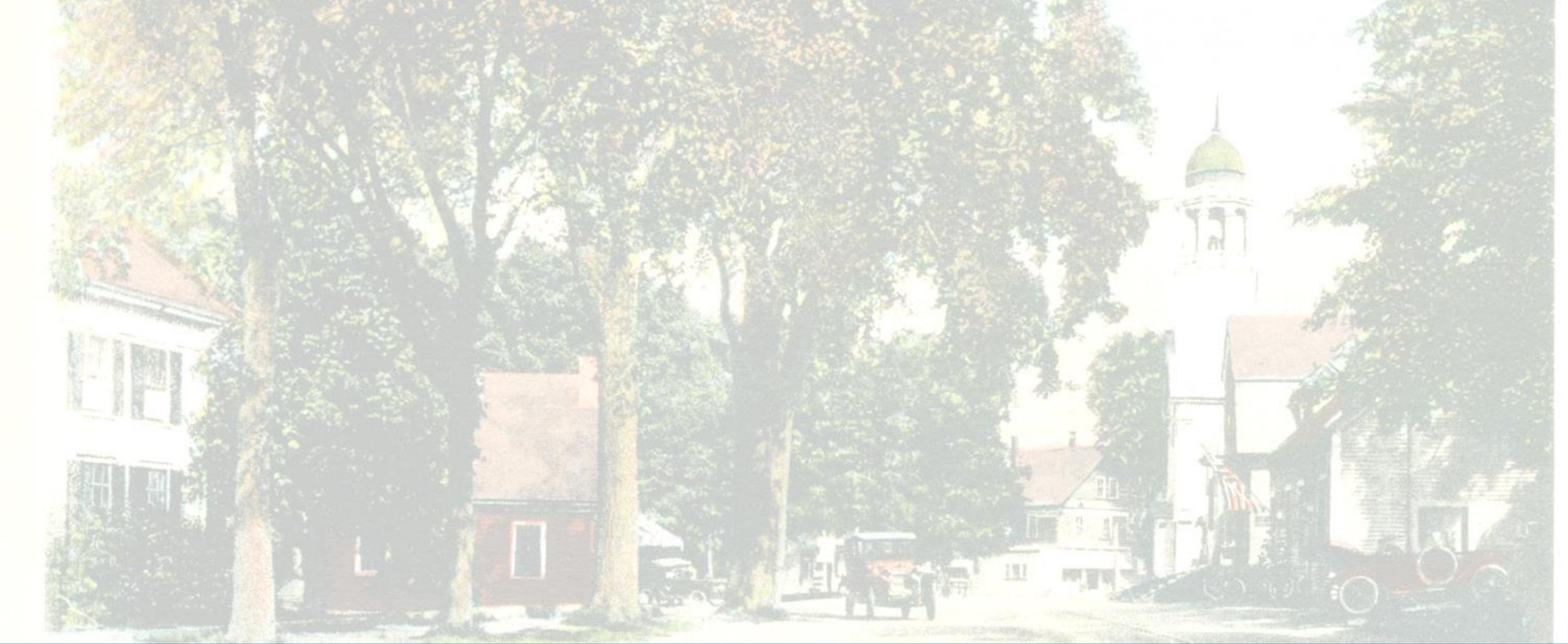
FIRE STATION SECTION



The House of Pizza (HOP) – Bagel Basket section schematic design includes continuous sidewalks and street lighting along both sides of York Street. The plan proposes reductions in curb cuts to allow for sidewalks and landing zones at crosswalk locations. Curbside parking is preserved.

Schematic design

HOP - BAGEL BASKET SECTION



Putting the “village” back into York Village

Materials selection

Putting the “village” back in York Village includes the appropriate selection of materials that are in keeping with the visual character of the historic center. The streetscape treatment involves the coordination of different site elements, such as paving, street lighting and furnishings, to form a cohesive and distinctive setting.

STREETSCAPE TREATMENT

PROPOSED MATERIALS



STREET LIGHTING



PAVING MATERIALS



SITE FURNISHINGS



LANDSCAPE

STREETSCAPE TREATMENT

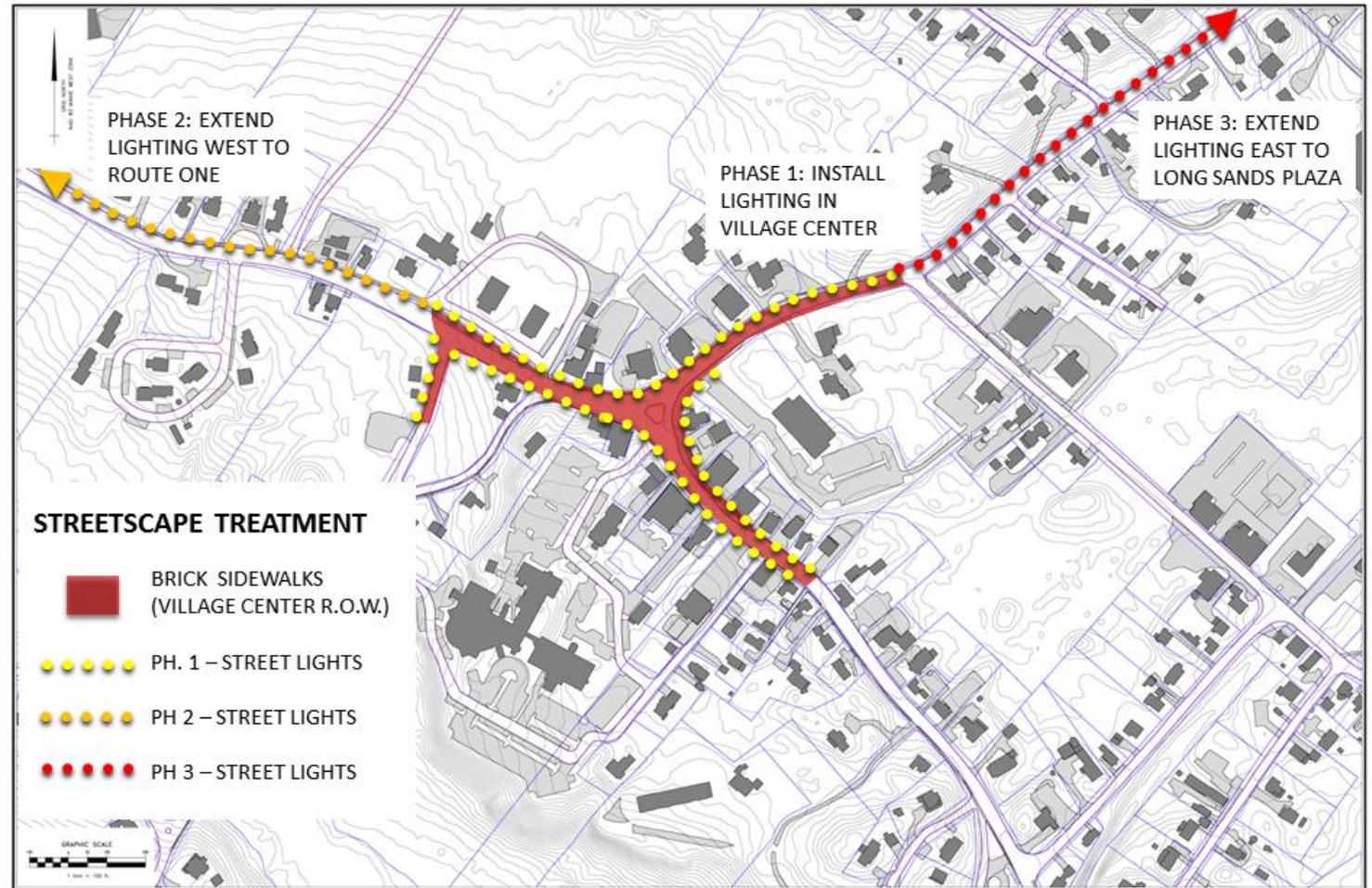
HIGHLIGHTS:

Estimated Phase One: Village Core

Sidewalk treatment – for discussion

Street lighting extent – for discussion

Street lighting treatment – for discussion



Above: Proposed sidewalk and street lighting treatment and phasing in York Village.

This phase of work will continue to examine and refine the implementation of the improvements as the plans are further developed. The above graphic represents one possible approach for phasing in street lighting, for example.

STREETSCAPE TREATMENT

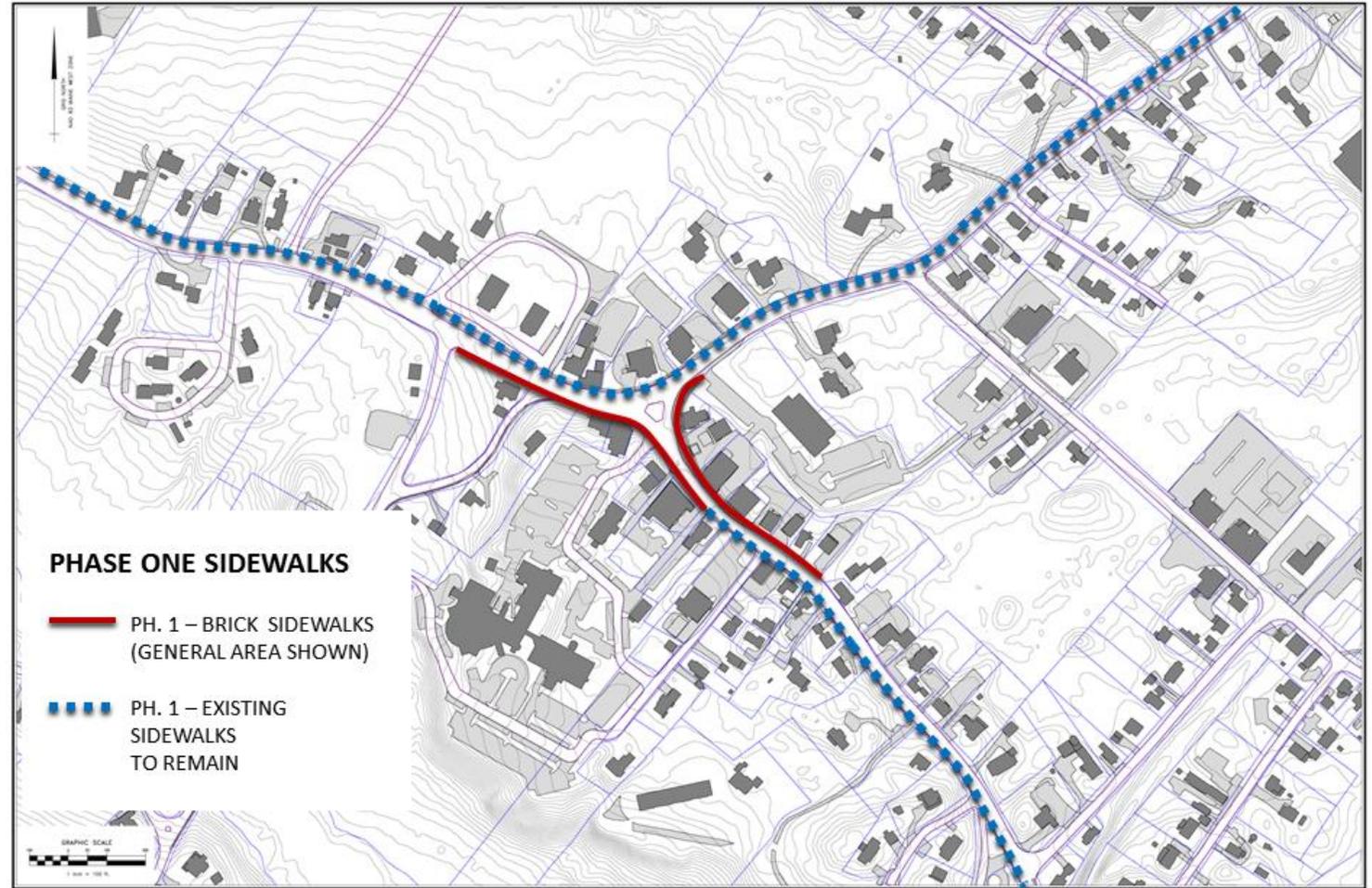
SIDEWALKS:

Estimated Phase One: Village Core

Extent TBD at 50% design

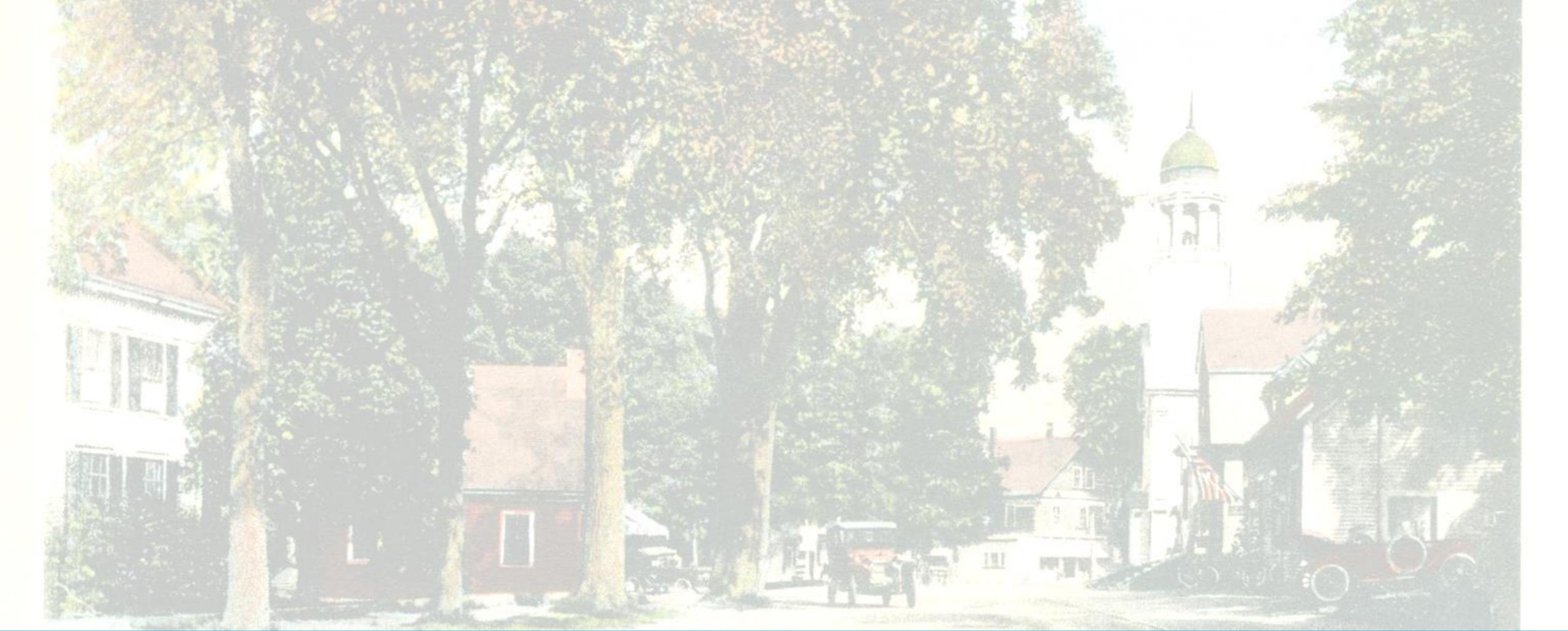
Plaza improvements – future phase

Expanded sidewalk improvements –
future phases



Above: Summary of potential phasing for sidewalk improvements in York Village based upon the Master Plan recommendations.

The above graphic represents one possible approach for phasing in sidewalk improvements. The implementation of the improvements will be refined as the plans are further developed.



Putting the “village” back into York Village

NEXT STEPS

In the coming months, the design and engineering team will be working closely with Maine Department of Transportation to finalize the horizontal alignment and to determine the next steps related to both State and Federal reviews. In the meantime, the team will continue to move the project forward and to reach out to stakeholders. A public outreach event will likely be announced next month.