



**Downtown
Streetscape and
Mid-Town Block
Master Plan**

Prepared for:
**Town of Sanford,
Maine**

In association with:
**Sanford Downtown
Legacy**

Prepared By:

GLA

Gates, Leighton & Associates, Inc.
LANDSCAPE ARCHITECTURE

WRIGHT-PIERCE 
Engineering a Better Environment

**Kent Associates
Planning and Design**

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Final Draft
December 18, 2011**

EXECUTIVE SUMMARY

Sanford Downtown Streetscape and Mid Town Block Master Plan

The development of a cohesive plan for Downtown Sanford and the Mid Town Block is critical as Sanford is poised to take advantage of redevelopment opportunities within the setting of a walkable downtown rich in architectural resources and well placed to attract residents, businesses and visitors from coastal Maine and central New Hampshire. Initiated in the fall of 2010, the process of developing a plan document to guide investment that reflected community wide objectives and ambitions was to include over a dozen meetings including two well attended Stakeholder meetings. One of the most memorable statements from this process came from a stakeholder participant asked to develop a 'Sanford Brand' tagline at the first workshop. Her offering: *Sanford: The Heart of York County*. This slogan, in many ways, is an encapsulation of what the Downtown Master Plan seeks to offer: A blueprint for Sanford to become a recognized regional center, through solid planning, innovative public and private partnerships and purposeful civic improvements which converge to form a vibrant, walkable downtown, with viable businesses, and a future with sustainable prosperity.

The Master Plan encompasses three, inter-related, main components that serve to connect the mills to the downtown:

- I. Streetscape Master Plan
- II. Mid Town Block Master Plan
- III. Stairway Revitalization Plan

I. General: The overarching goals of the planning effort are straightforward and have been accepted at the workshops and meetings:

1. Recognize, protect and enhance the community's existing assets such as cohesive, high quality Main Street architecture, rich local history, a river running through the Downtown, a tradition of focusing economic opportunity on the waterfront, and diverse opportunities for infill development in the Downtown.
2. Develop design concepts for the key downtown streets and Mid Town Block that create a cohesive downtown district with human scaled spaces, interconnectivity for pedestrians and the creation of uniform street edges with viable businesses and active storefronts.
3. Create a walkable downtown where visitors and residents alike are encouraged to get out of their cars. This is dependent on storefront businesses, in-town destinations, and streetscape elements such as wide sidewalks, varied pavement textures and colors, ornamental lighting, site furniture, well marked crosswalks and appropriately scaled streets with street trees.

II. Specific: The details of how these concepts apply specifically to the secondary streets, sidewalks and Main Street was the subject of extended discussion at many of the meetings, culminating at Town Council Meetings in March and April 2011. Key design recommendations and discussions surrounding them follow:

1. Curb-line Bump-outs: In general, bump-outs were recommended for key intersections. They create definition, and reduce pedestrian crossing distances while calming traffic. In discussions, it

became clear that the community wanted to minimize the number of bump-outs, particularly at the intersection of Main and Washington, in part to maintain the current parking spaces on the Westside of the intersection in front of Bergeron Shoes. People were however, in favor of bump-outs for the length of a pedestrian plaza in front of Town Hall

2. Main Street Table Top: In addition to bump-outs, a large raised paver table top with crosswalks was designed to provide visual connectivity between Town hall and Center Park, enhance pedestrian safety, and again calm traffic. Most people supported the pavers in the street as a connection between the buildings and the park, but the community appeared to be evenly divided as to the need and value of actually raising the surface to create the table top (surface would be flush with the road curbs with sloped transition zones in the street).
3. Roberts Street and Dunkin Donuts: Adjacent to the table top, the plan recommends additional aesthetic and safety related improvements along Main Street by way of eliminating wide curb cuts to create safer sidewalk connections for pedestrians heading south toward Sunset Towers. The plans currently show left and right turn lane from Roberts at the intersection of Main Street, but there was considerable discussion that the un-signalized left turn from Roberts onto Main Street is dangerous, particularly at times when ball games let out and there is concentrated traffic pressure at that intersection. The issue of possibly removing the left turn lane to reduce congestion warrants more discussion; it is likely the existence of a raised table top would enhance pedestrian safety both at Roberts and Main: it would slow the speed of cars approaching from the North and South of Roberts, and perhaps result in easier turning movements.
4. Washington Street: The Plan proposes slightly reducing the width of Washington Street (as is proposed for on most streets) two (2) 11'-0" travel lanes and one (1) turning lane with an on street parking lane to re-scale the street and reduce speeding. Additional definition is created by curb-line bump-outs at the Western intersection with School Street, and at the mid-point intersection with Riverside. From a planning perspective, Washington Street is perhaps a greater priority than Main Street, for it serves as the connector between the downtown and the mills, and is a direct link to the waterfront. The plan proposes a wide esplanade scaled sidewalk with site furniture and continuous tree pits on the northern side of the street to enhance pedestrian connections to the Mills, The Mid Town Mall, No. 1 Pond and the falls.
5. Riverside Boulevard The reorganization of Riverside Avenue into a pedestrian scaled boulevard garnered much discussion throughout the planning process. The plan proposes reducing the street width from 34'-0" to a 24'-0" travelled way with segments of street parking defined by bump-outs. The plan calls for durable, modular street pavers rather than asphalt surfacing, to give the street a unique character and scale, common to pedestrian friendly spaces and other waterfront districts in various parts of the state.

The Master Plans goals of slightly narrowing of Riverside Avenue and the installation of pedestrian friendly traffic calming measures such as bump-outs and street pavers was observed to be potentially at odds with the Proposed Mill Yard Redevelopment Traffic Improvement Plan. The Plan, required as part of the Mill Yard Development, proposes routing anticipated Mill Yard traffic from High Street through Riverside Avenue to connect to Winter Street (Rte. 202) Walgreens and the Hannaford Supermarket further North. The traffic improvements are designed

to facilitate the flow of cars, and include installation of wide, sweeping radius curb-lines and a dedicated left turn lane which will reduce sidewalk widths within the R.O.W. and increase pedestrian crossing distances.

Routing additional traffic onto Riverside Avenue will serve to isolate the waterfront area from Main Street and will reinforce the Mid-Block Mall as an 'island' disconnected from the abutting attractions like the Mills, the Waterfront and Main Street by areas of land dedicated to cars in the form of wide and busy streets (Washington, Riverside) and vast areas of parked cars. One of the over-arching goals of the plan is connectivity, and visually enhancing the street that runs parallel to the waterfront and frames the eastern edge of the Midtown block is essential to establishing civic pride and value along the waterfront, creating a walkable downtown with linked destinations, and reinforcing the re-development goals of the abutting parcels. It is envisioned that the street could be closed down with bollards or barricades for special events, to act as a pedestrian mall for festivals, or seasonal events, thus allowing the entire block of land from Main Street to the waterfront to become a pedestrian space, capitalizing on the reconfigured mall stair linkage to Main Street and goal of creating a park at the corner of Washington and Riverside Avenue.

6. Green space: The plan proposes an overall 'greening' of Sanford through various approaches. While these include the planting of street trees along all streets they also include elements such as continuous tree strips, shrub beds, planted traffic islands, pocket parks, esplanade sidewalk treatments, and the enhancement of pedestrian spaces that create destinations and encourage walking.
 - A. **Street Trees:** The proposed street trees located in the sidewalks though-out the plan is source of much conversation, with concerns voiced regarding maintenance, visibility of business signage, and the increased complication for snow removal operations. When pressed however, people have a difficult time describing places they enjoy that are without trees. Aside from the health benefits, environmental benefits, shade and beautification they provide, they add scale and humanize what would otherwise be open expanses of pavement abutting building facades. Trees need to be an integral part of the streetscape.
 - B. **Center Park:** The Plan proposes making the park less isolated and inward looking by proposing a small plaza on the Northern tip, effectively making the park part of the intersection streetscape, and enhancing the visual connection between Main Street to Washington Street and beyond. Related park improvements seek to improve the path connections to Town Hall and establish pathway connections outward to School Street.
 - C. **Waterfront Park:** The plan proposes the establishment of an xxx acre Waterfront Park at the Falls. A public green space on the bank of Mill Pond 1 and at the Falls provides focus and energy for the redevelopment of the Mid-Town Block and surrounding mills, creates a draw down Washington from Main Street, and adds a waterfront as a

true community amenity. The space is envisioned to consist of small open lawn areas, shade trees, a waterfront esplanade with seating, and small pavilion with perhaps an amphitheater.

7. **Utility Coordination:** Utilities within the downtown area consist of public water mains and services operated and maintained by the Sanford Water District, public sewer operated and maintained by the Sanford Sewerage District, storm drains, overhead and underground electrical, telephone and communication lines. Any future work within the Downtown area should be coordinated with all affected utilities. The Sanford Sewerage District will be responsible for completing a sewer separation project within the downtown area in the future. Existing utilities have capacity to continue to serve existing and proposed uses identified in the Master Plan. A desire to clean up the visual impacts of overhead utility lines was expressed by many stake holders by installing these overhead utilities in underground conduit systems.
8. **Probable Costs:** Consisting of over a mile of streets, the R.O.W. improvements for the Downtown include limited utility work, drainage, curbing, asphalt paving, traffic signals, ornamental street lighting, concrete and paver sidewalks, paver crosswalks, planters, site furniture, and street trees. For the purposes of developing an opinion on probable project cost, the entire project area was separated into sub-districts by street segment, with a 10% level of material quantity takeoffs developed by area and then compiled to provide a segment by segment cost estimate.

Broadly, the estimated total cost of the improvements listed above and envisioned in the Master Plan can be averaged at \$1,100.00 per linear foot, or \$5.8 Million. This figure does not include engineering for final design, or physical improvements within the Mid Town Block or for the creation of the Waterfront Park. The 10% level detail and segment by segment cost breakdown can be found in Section IV of this report.

III. **Conclusion:** At first glance, the scope of the Master Plan improvements may seem daunting. But completing the vision is the first step is toward what will be phased implementation. The adopted Master Plan will foster citizen involvement, business inspiration, and will attract investment. Sanford will grow and prosper because its citizens are committed to cooperation and have a shared vision for the future. Using this Downtown Master Plan as a blueprint, Sanford will stand on its rich history and restore lost architectural scale, embrace solid urban design goals, invest in high quality, durable, place making site improvements, and distinguish itself by establishing its Downtown, Waterfront and Mill District as the core of a community where people can live, raise a family and find a career with meaning in the Heart of Southern Maine.

INTRODUCTION

In the fall of 2010 Sanford retained a design team to prepare a Master Plan for the Downtown Streetscape and Mid-town Block.

The challenge was to develop plans and strategies to guide the revitalization of the downtown – particularly in the Mid-town Mall area, including the problematic public stairway in the center of the mall area.

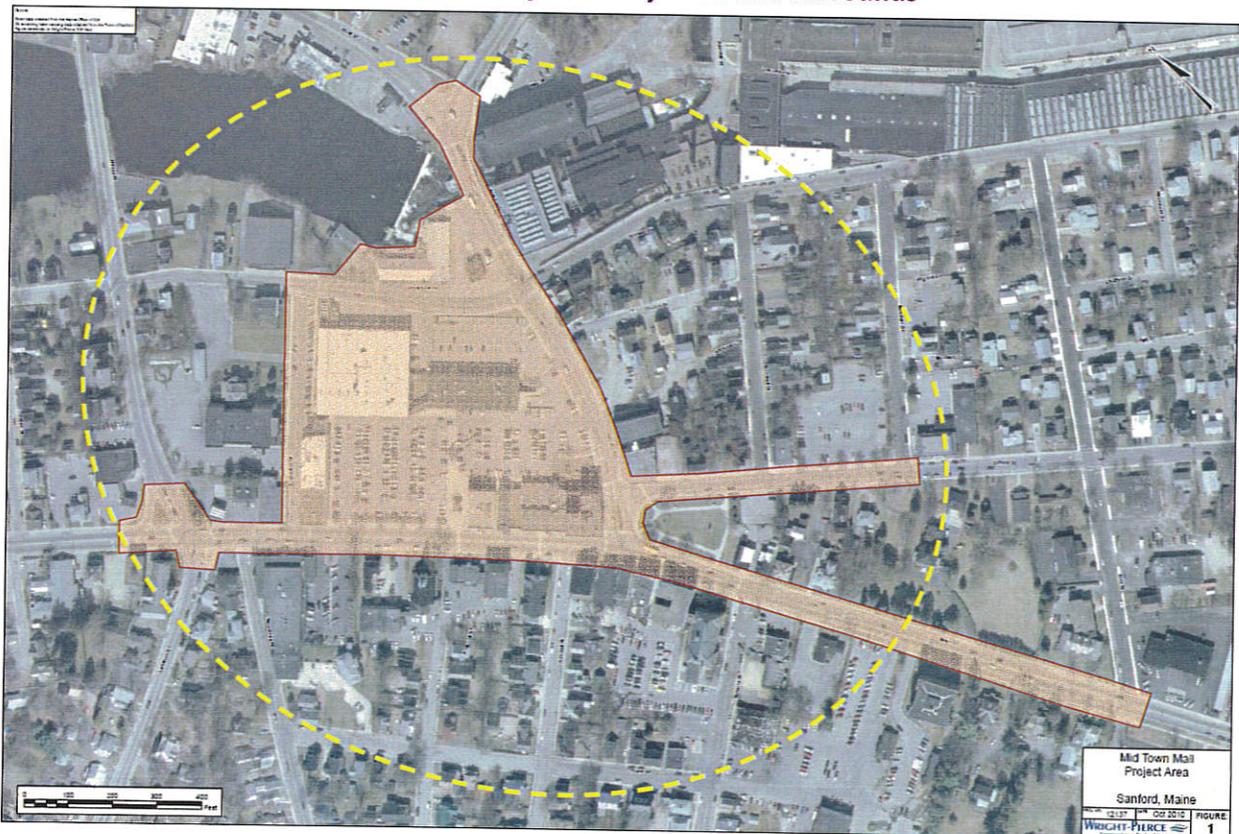
The overall goal was to prepare creative and practical designs for improvements to the public infrastructure and to provide cost estimates to help address future capital needs. A secondary goal was to show how public investments can help trigger private investment in downtown and identify strategies to stimulate and support private investment. The vision statement (next page) describes how the Downtown Advisory Committee and other Sanford stakeholders envision downtown in 2020.

This Master Plan encompasses three, inter-related, main components:

- I. **Streetscape Master Plan**
- II. **Mid-town Block Master Plan**
- III. **Stairway Revitalization Plan**

An additional section of the plan is included summarizing a project phasing approach, funding opportunities, and planning-level cost estimates (Section IV).

Downtown Sanford Study Area and Surrounds



THE VISION

Sanford in 2020 – The Heart of Southern Maine

The heart of downtown Sanford in 2020 will encompass an area that includes historic Main Street, a revitalized Mid-town Mall, trails along the Mousam River, restored mill buildings, a waterfront park and thriving residential neighborhoods.

This vibrant, revitalized area will incorporate mixed uses that offer opportunities to live, work, shop, and recreate in a quality, exciting urban environment.



Downtown Sanford will emerge as a center of growth in southern Maine because of its strategic location and its citizens' commitment to recognize it as the cultural and economic hub of the region.

By 2020 downtown Sanford seeks to have:

- Welcoming “gateways” on the main roads to Downtown;
- Strong, attractive walkways between Main Street, the "Mid-town Mall", the mills, and in-town recreational facilities;
- Broad, well-lit, handicap accessible sidewalks and landscaped streetscapes;
- A redesigned, improved Mid-town Block area;
- Fully occupied, refurbished mill and Main Street buildings that accommodate offices, businesses, residences, specialty retail, places of entertainment, and restaurants;
- A system of trails and pedestrian ways that reach into the neighborhoods, follow waterways, and make Downtown easily accessible.



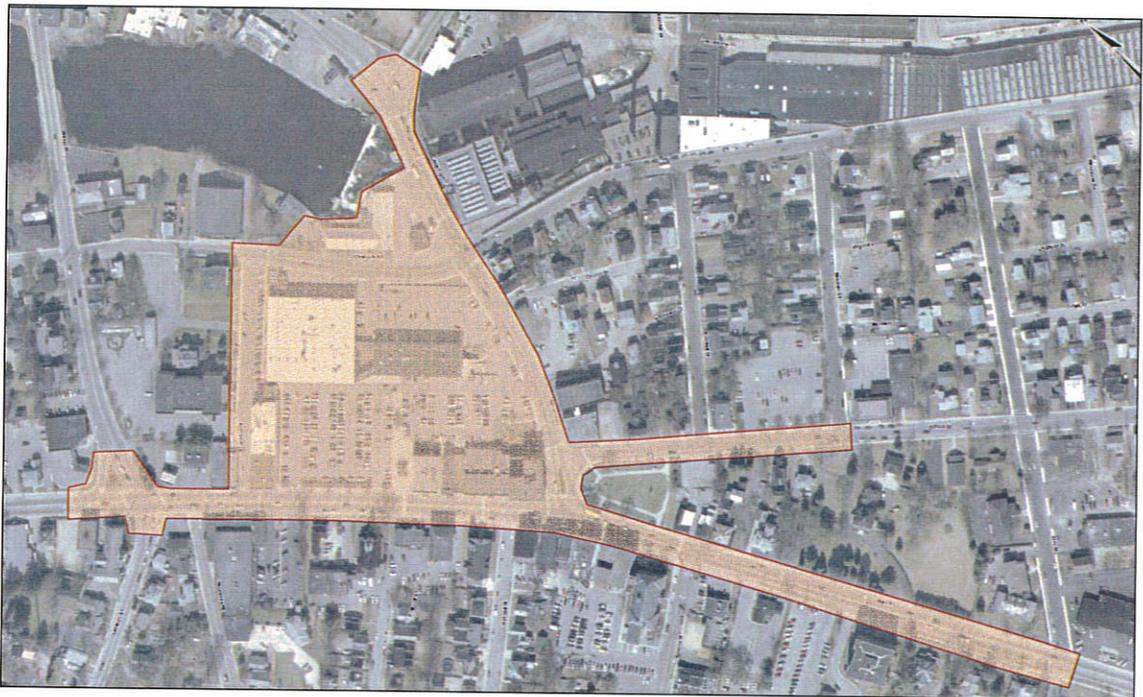
Downtown Sanford will prosper and grow because its citizens are committed to cooperation and a shared vision for the future. Public and private sectors will work together to see that downtown Sanford prospers as an economic anchor, regional job and service center, and revenue producer.

Using its Downtown Master Plan as a blueprint, Sanford will celebrate good design, support a strong downtown organization, explore new market opportunities (while nurturing existing businesses), and promote sustainable economic development.

I. STREETSCAPE MASTER PLAN

1. Background

The project area as defined by the Downtown Advisory Committee consists of Main Street extending north from Elm to Winter Street (Rte. 202), a length of 2,200 linear feet. At approximately the mid-point of this area, at Washington Park, Main Street intersects Washington Street, which extends to the east to beyond the Mousam River to the intersection of River Street and High Street. Extending South from Washington Street, along School Street, the given project area ends at the Post Office. To the North of Washington the project area extends along Riverside Avenue to the intersection with St Ignatius, thus bounding the Mid-town (Mall) Block.



The existing streetscape is comprised of various types of paving surfaces including asphalt, concrete pavers, brick, and concrete. Sidewalk widths vary from 4' to 8'. The roadway is curbed with varied materials such as asphalt, concrete and granite, in a range of conditions from crumbling to practically new. Many crosswalks do not have pedestrian signals, handicapped ramps or ADA compliant warnings. In most cases sidewalks are adjacent to the curb line, although an exception exists on Main Street south of Roberts Street, where on the east side there is a 5' wide grass esplanade between the sidewalk and the curb, and on the West side, there is an 11' wide grass esplanade between the sidewalk and the curb.



Street trees are limited, generally found in groupings such as in front of Bergerons Shoe Store, or along Main Street north of Elm Street. The layout of utilities varies street to street. Lighting is inconsistent, with both pole mounted cobra head fixtures as well as ornamental fixtures within park areas and along sections of Main Street.



Overhead electric utilities along Main Street from Roberts to the intersection of Winter Street (Rte. 202) are underground or behind buildings and generally out of sight. Surface mounted transformers are few in number, offset from the back of the sidewalk and partially hidden by plants. Overhead lines south of Roberts on Main Street and along Riverside Ave. and Washington Street are prominent and take away from the character of the waterfront and downtown.

The street edge, where the public Right-of-Way meets private lots and building façades, and too often fragmented or without structure. Through the mid section of Main Street, storefronts consisting of banks, hardware stores, florists' offices and other businesses create a strongly defined edge, with architectural interest and character. School Street has similar unity, however in this case through repetition and order of residential houses and yards, and elements like fences. Finding a defined street corridor within other parts of the project area is made challenging in many sections by the lack of continuity of buildings fronting the sidewalks, and in many areas such as Washington and Northern sections of Main, open parking lots, or vacant lots bound the sidewalk, leaving significant gaps for the pedestrians to wander past.

2. Project Area Discussion

In a public charette held on October 27, 2010, the majority of stakeholders identified their walkable downtown as an area somewhat larger than the limits shown in the figure and description above. Residents identified 'gateways' and street connections that cast a broader net across the downtown, and suggest a the public supports a district that extends from Main Street toward and across Number One Pond, and southward through the Mills, rather than the more linear and in some cases tightly defined streets as described by the Committee. The distribution and locations of the gateways suggest that Washington Street and Riverside Avenue have the potential to play as important a role in defining Sanford's Downtown as does Main Street. As identified in the Bertram and Cochran plan of 2005, the waterfront should play a more central role in the downtown, and Sanford business people and residents alike agree.

Based on the input during the planning process, a few adjustments were made to the Downtown area as presently defined. These refinements and the expansion of improved streets will serve to create the sense of a downtown district, and accordingly include the waterfront in this district. Extensions are designed to connect public attractions like the library and post office, and make gateway decision points meaningful.



Recommended extensions of the downtown area:

1. Extend School Street improvements south approximately 375 feet to the intersection with Elm Street.
2. Create a southern link to Main Street by extending streetscape improvements for 500 linear feet west from the intersection with School along Elm Street to Main Street.
3. Extend Riverside Avenue improvements approximately 400 feet to the intersection with Winter Street (Rte 202).
4. Create a Gateway at the intersection of River Street and Winter Street, East of #1 Pond.
5. Link this Eastern Gateway to draw visitors to the core of the downtown by extending streetscape treatments north for approximately 800 linear feet on River Street, and to the west 600 feet on Winter Street.

3. Recommended Improvements

The following descriptions are provided for streetscape improvements shown in the illustrated Master Plan (see #5 this section).

a. Roadways

Pavement widths are adequate; recommendations include narrowing in certain areas to create wider sidewalks and more friendly public spaces. In general, throughout the district the plan proposes a minimum 11'-0" width for travel lanes and a 8'-6" width for on-street parallel parking.

b. Crosswalks

Key intersections represent downtown gateways to drivers and also call for heightened pedestrian safety due to increased traffic movements and pedestrian volumes.

These intersections are highlighted visually with 8'-0" wide paver crosswalks, consisting of interlocking modular pavers framed by granite curbing bands set flush with the roadway surface. A suitable crosswalk paver is the Optiloc concrete Paver manufactured by Unilock. These L-shaped pavers are 3 inches thick with integral spacer bars, and are available in several colors. The pavers shall be installed on a 1" sand setting bed over a reinforced concrete slab. This paver is also suitable for use in larger areas as a traffic calming



measure in areas such as turning lanes, and the raised crosswalk 'table' proposed across from Town Hall and on Riverside Avenue.

c. ADA Tactile Warning Materials

The American s with Disabilities Act requires detectable warnings at curb ramps for sidewalks, such as at crosswalks. While many different styles are available, the plan recommends the use of either ductile iron plates, set in concrete, or modular pavers approximately 4"x8", designed to be incorporated with similar sized modular pavers. While typically costing slightly more and requiring greater installation time, the iron plates are highly durable and outlast modular tactile pavers on the market.



d. Curbing

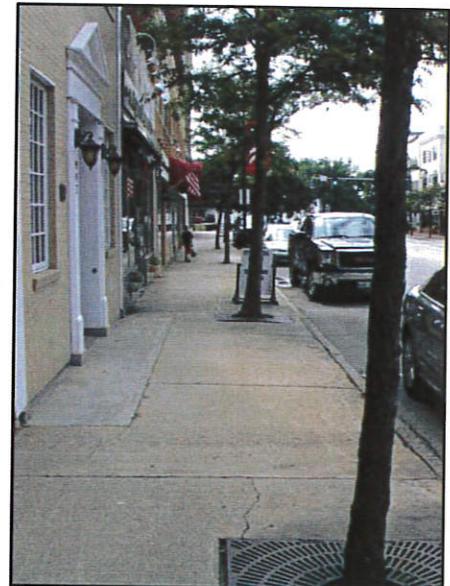
Granite curbing is recommended, and sloped face curbing should be used for special conditions, transitions and traffic islands.

e. Curb-line Bump-outs

Bump-outs are to be located at key intersections (see illustrative plan) to direct traffic, provide shorter pedestrian crossing distances, and create wider sidewalks.

f. Sidewalks

Sidewalks in the master plan area range in width; the minimum acceptable sidewalk width in the downtown is 6'-0", and sidewalks may be as wide as 15'-0". Sidewalk surface treatments should create varied interest. The plan recommends exposed aggregate concrete as the primary walk surface in the downtown district.



g. Paver Accents

Areas of modular pavers are recommended to act as sidewalk accents at key intersections, gathering nodes, and to create areas of special interest.

The plan locates areas of modular pavers to act as sidewalk accents at key intersections, and gathering areas. The pavers create special interest and highlight surfaces such as corners and sidewalk bump-outs.

The plan recommends traditional paver shapes such as square or rectangular over other geometric patterns, with the exception of interlocking types where vehicular traffic is anticipated. A suitable concrete paver is the 4"x8" Harborline Brick, manufactured by Genest,

available in blends with red and earth tones. An earth blend of grey is available in this size paver. Another suitable concrete accent paver is Chamberlain Stone, patterned in squares and rectangles, grey and granite like in appearance and also manufactured by Genest. Traditional 4"x8" clay brick pavers suitable for sidewalks are also readily available from local suppliers such as Morrin Brick and add a level of authenticity and sense of history when utilized.

Recommended installation techniques for durability of paver sidewalks are a 1-1/2" thick asphalt base course overlaid with a 1" sand setting bed, with pavers installed on the sand with polymeric sand swept joints.

h. Street trees

Planting of street trees is strongly recommended. Planting conditions vary. This plan suggests trees located both in wells with grates as well as in roadside "esplanades" (landscaping strips) or shrub beds. Specific tree selections can be found in the table below.

RECOMMENDED PLANTING PALETTE				
BOTANICAL NAME	COMMON NAME	HEIGHT	SHAPE	NOTES
<i>Trees</i>				
ACER RUBRUM 'FRANKSRED'	Red Sunset Red Maple	45'	Upright Oval	Center Park along Streets
AMALANCHIER GRANDIFLORA 'PRINCESS DIANA'	Princess Diana Serviceberry	20'	Upright Oval	Walkway to Stairs
CORNUS KOUSA	Kousa Dogwood	20'	Upright Oval	Center Park - back
FRAXINUS PENNSYLVANICA 'MARSHALL'S SEEDLESS'		45'	Upright Oval	School Street to Center Park, Upper Parking Lot
GINKGO BILOBA 'AUTUMN GOLD'	Autumn Gold Ginkgo	35'	Upright Oval	Washington, Riverside and Pioneer Streets - except Park
GLEDITSIA TRIACANTHOS 'MORAINE'	Thornless Common Honeylocust	50'	Irregular Oval	Main Street - Roberts St. to Winter St., Upper Parking Lot
PRUNUS SARGENTII	Sargetnt Cherry	30'	Upright Oval	Lower Parking Lot
ULMUS AMERICANA 'NEW HARMONY'	New Harmony Elm	70'	Vase	Main Street - Elm St. to Roberts St. and Waterfront Park
ZELKOVA SERRATA 'GREEN VASE'	Green Vase Zelkova	55'	Vase	St. Ignatius

i. Plant Beds & Planters

Space-defining plantings are recommended in certain locations for beautification, or to define walkways or help address traffic flow issues. Whenever conditions permit, plant beds should be edged with curbing to reduce the amount of salt, sand, litter and debris that can accumulate and inhibit plant growth. A mix of compost, loam and aged manure is recommended. All plant beds should be mulched with 2" of shredded softwood mulch. Drought and urban tolerant plantings must be selected, and even then regular watering must occur until the plants are established.

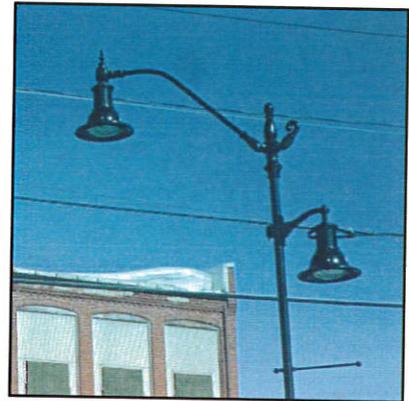
Advisory Committee members have suggested planters to add additional interest and verticality to the streetscape. Many sizes and styles of planters are commercially available, in various light-weight materials such as resin and fiber stone as well as more traditional planter types such as ceramic and architectural cast stone as manufactured by Haddon stone. Plants in containers require seasonal or at a minimum yearly replanting and additional care and maintenance. Most container plants require watering every 2 or 3 days. An advantage to planters is they can be removed in the winter to ease snow removal operations, and they allow beautification in areas where ground excavation is not possible. Identifying an entity (town department or a volunteer group) responsible for planting, care and maintenance should occur prior to the placement of any planters.

j. Lighting

Pedestrian-scale, ornamental lighting is recommended, built on the themes established by the Mill Yard Project. The Mill Yard project utilized an LED light fixture, Domus model DMS 55 manufactured by Phillips-Lumec. The poles are smooth, with ornamental detailing, and banner arms, configured with two lights: one a pedestrian light over the



sidewalks and the second a street light, mounted at the end of an 8' arm. It is suggested that consideration be given to utilizing



smaller fixtures within the Domus line, such as the DMS, a model that can be installed at a lower mounting height and is more in keeping with pedestrian orientated spaces. It is also recommended to incorporate different configurations such as single luminaires and shorter arms that reduce the projections and keep the light closer to the pole. For example lighting on St Ignatius and School Street may be addressed by a single fixture, versus areas like Main Street and Washington Street which due to their scale may warrant the continued use of the twin fixture style.

k. Bollards

The Plan recommends bollards in several locations to protect pedestrians and define spaces. Drawing from architectural themes in the community, we recommend steel, aluminum or concrete bollards. Granite bollards could also be considered, but in high finishes, not rusticated or weathered. Additional definition can be accomplished by adding chains between the bollards in particularly challenging areas requiring greater control of pedestrian movement. Phillips-Lumec, the manufacturer of the lights, also manufactures a series of non-illuminated bollards, the BOR-DSH which are in keeping with the style of the light poles. Landscape Forms and Urban Accessories manufacture several bollards as well, and certain models such as

Potomac, 8-2c1, and SJ-CT, from Urban Accessories are of a style of which would be in keeping with the character of the downtown.

l. Tree Grates & Tree Guards

In many areas tree wells in the sidewalks should be protected by cast iron grates. The grates increase the useable sidewalk width in areas with concentrated pedestrian traffic. The wells are sized to work with standard grate dimensions of 4'x6' or 5'x5' depending on location. The grates bolt down and the opening for the trunk is expandable as the tree matures. The manufacturer Urban Accessories produces tree grates as well as compatible guards such for models like the OT Tile grate.

Tree guards around tree trunks can be considered for an additional layer of protection in confined or narrow streetscape areas such as the immediate center of downtown on Main Street. These guards bolt to the grates and are produced by most grate manufacturers.

m. Site furniture

Site furniture is essential to encouraging people to leave their cars and walk. Furniture affords opportunities for human interactions and helps create an interesting and varied pedestrian experience.

Furniture elements envisioned include bike racks, both backed and backless benches, ash urns and litter receptacles. Most manufacturers produce 'families of furniture' each component constructed in the same style. The Advisory Committee selected steel furniture, in black, designed along traditional lines. Options include woven wire, slats, and rods affording different variations on the aesthetic. Manufacturers such as DuMor, Victor Stanley, and Landscape Forms offer extensive furniture lines in a broad range of colors. Special consideration should be given to selecting litter receptacles with domes, shrouds or covers to limit the amount of rain water that can enter the liner can; liner sizes should be coordinated with the maintenance and trash collection system and schedule.



n. Signage

When installing new signage, visual clutter from over signing should be guarded against. Directional signage should be consolidated whenever possible in locations that provide information to motorists when needed. The number of posts supporting the signs should be

limited and for major signs, painted to match the light poles. The Town may wish to consider developing a signage plan or unified public signage design for the downtown.

A variety of private business signage should be encouraged, designed within the Town guidelines. Diversity adds interest and allows businesses to enhance their visibility and profile. Projecting blade or hanging signs should be encouraged, and billboards and signage with flashing or moving illumination should be prohibited.

o. Utilities

The majority of Main Street is served by electricity provided underground or through back alley connections. This plan recommends continuing the practice of concealing utilities in the core of the downtown and prioritizing the undergrounding of overhead electric lines on Washington Street and Riverside Avenue, as these roads are the primary connections and visual corridors to the waterfront and the Mill Yard redevelopment. Transformers should be located in underground vaults whenever possible, and carefully sited when at grade as to not interfere with pedestrian circulation and views. At-grade transformers and other utility boxes are difficult to effectively screen with plantings or fences.

Stormwater drainage improvements are planned throughout many areas of the downtown, as part of ongoing separation improvements taking place to isolate sanitary lines from storm water drainage. Storm water collection will be addressed via inlets and catch basins. Waterline work is not planned or scheduled for improvements or expansion.

4. Maintenance Requirements

Beyond the initial capital investment for streetscape improvements, the costs and implications for on-going maintenance requirements must be recognized. It is important that these considerations be made during the design process and construction, as well as during the annual municipal budget process.

a. Materials

Authentic, quality durable materials, such as granite, concrete, clay brick and steel are recommended. The plan does not support the use of colorized, stamped or thermoplastic inlaid surfaces.



b. Clearances

Adequate sidewalks widths must be established early in the final design process. Consideration must be given to existing elements such as swinging doors, and desired features such as outdoor seating for sidewalk cafés. Improvements to the sidewalks must be maintainable by

the Town, with mechanized equipment. Vertical clearance must be maintained, and a minimum clear horizontal width of 5'-0" should be observed throughout the downtown. Snow removal in the winter requires additional planning to allow sidewalk plows access thus minimizing hand work. Many communities remove their benches and reduce the number of litter receptacles in the winter to ease plowing operations.

c. Plantings

A regular maintenance program must be established for planting areas. Regular removal of litter, weeds and volunteer saplings is necessary to ensure planted areas do not become unsightly and appear neglected. Pruning of broken, dead, or diseased wood and dead-heading operations should be scheduled regularly. Perennials and ornamental grasses require cutting back yearly.

A maintenance program for both existing and proposed street trees should be established that addresses feeding and aeration needs, as well as pruning for both form and visibility and the removal of dead wood. Resident and business opposition to street trees may be in due in large part to deferred maintenance.

d. Vandalism

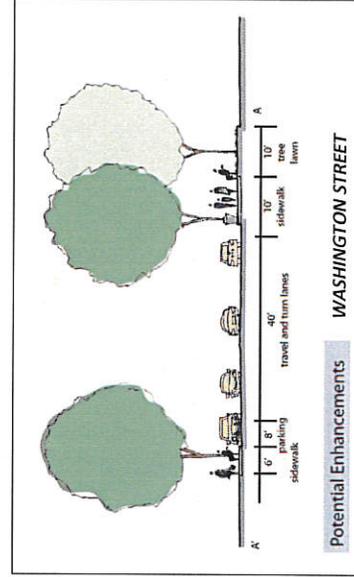
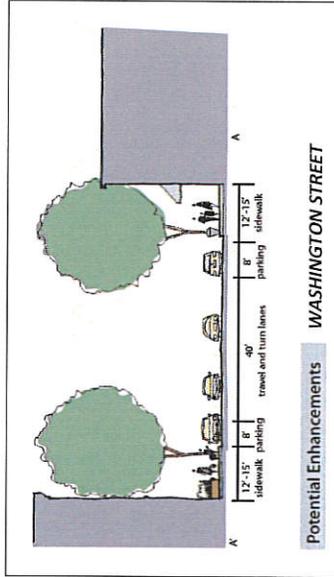
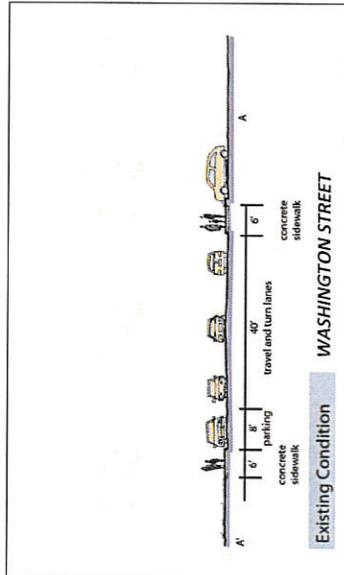
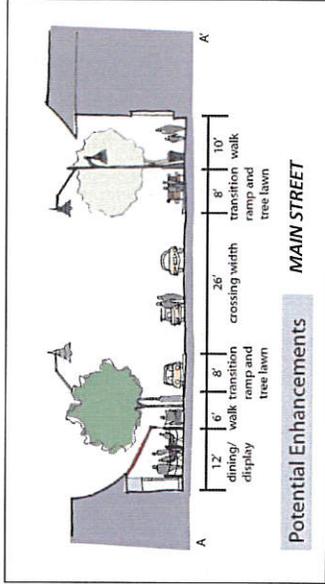
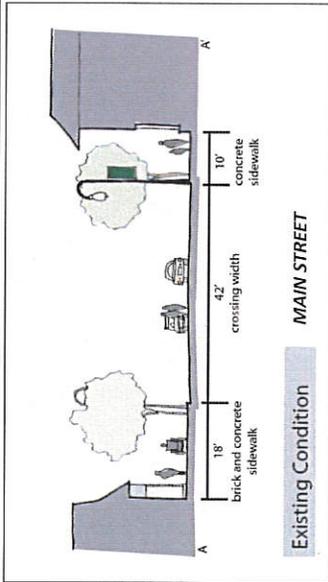
Various techniques for deterring vandalism should be designed integrally as part of the improvements. Mesh, woven wire or rod style benches and litter enclosures provide limited surfaces that can be spray painted; tagged surfaces must be cleaned and re-painted immediately. Benches selected with mid-point arm rests deter relining across the seat and skateboard 'grinding' across the front surface. Companies such as Skate Stoppers produce small architectural clips and buttons that can be affixed to handrails, benches and seat walls as an added deterrent after furniture installation if problems become evident. Broken trees or branches, uprooted plantings and even stolen plantings in certain instances are not unusual immediately after installation. Vandalism must be addressed immediately and plants replaced directly to underscore the community's investment in the downtown.

5. Streetscape Master Plan

An illustrative Streetscape Plan was developed to show site-specific recommended sidewalk improvements, including bump-outs and materials, crosswalk improvements, roadway/intersection enhancements, and street trees and landscaping, in conjunction with proposed Mid-town Block improvements.

The composite Streetscape Plan is found on the following page, with three detailed plans highlighting site-specific streetscape design recommendations. Streetscape elements not described in the detail plans are "universal" improvements within the streetscape plan, as described in section #3 above. These include use of granite curbing, ADA compliant sidewalk ramps, decorative (pedestrian-scale) street lights, and paver crosswalks and brick accents at key intersections.

STREETSCAPE CROSS-SECTIONS



II. MID-TOWN BLOCK MASTER PLAN

1. Background

Sanford's Mid-town Mall Block

Immediately adjacent to downtown Main Street, the Mid-town Mall is a product of 1950s urban renewal. Several blocks and many structures were razed to create a big-box-like, in-town mall. Today, downtown stakeholders see it as a blight in the very center of town. Large parking lots, poor infrastructure, vacant storefronts, and an unsafe, central, stairway characterize the area.

Nevertheless, the Mall's proximity to Main Street, the waterfront, and Sanford's historic mill complex present redevelopment and revitalization opportunities – opportunities that are discussed in this Master Plan report.

Two plan approaches are presented here.

1. The first approach outlines how the public infrastructure in the Mall area can be **enhanced**, without any building demolition.
2. The second approach outlines how, over time, the entire area can be **redeveloped and improved** through public infrastructure improvements, judicious demolition, and new development.

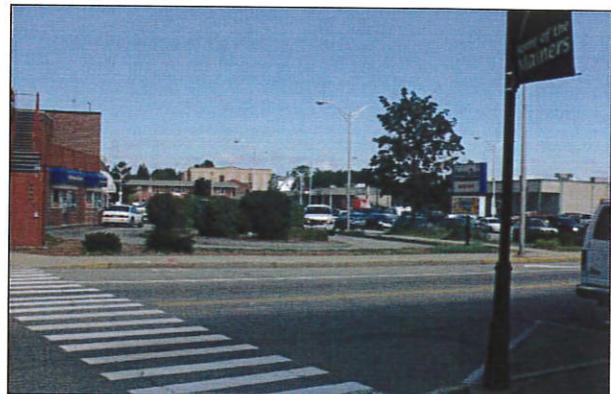
The Mid-town Mall Area

As shown on the aerial map (next page), the Mall area extends from Main Street (on the southwest) to Riverside Avenue (on the northeast) to St. Ignatius Street (on the northwest) and Washington Street (on the southeast). Also included, because of their proximity to the Mall area and their potential opportunities, are the waterfront properties and the St. Ignatius properties.

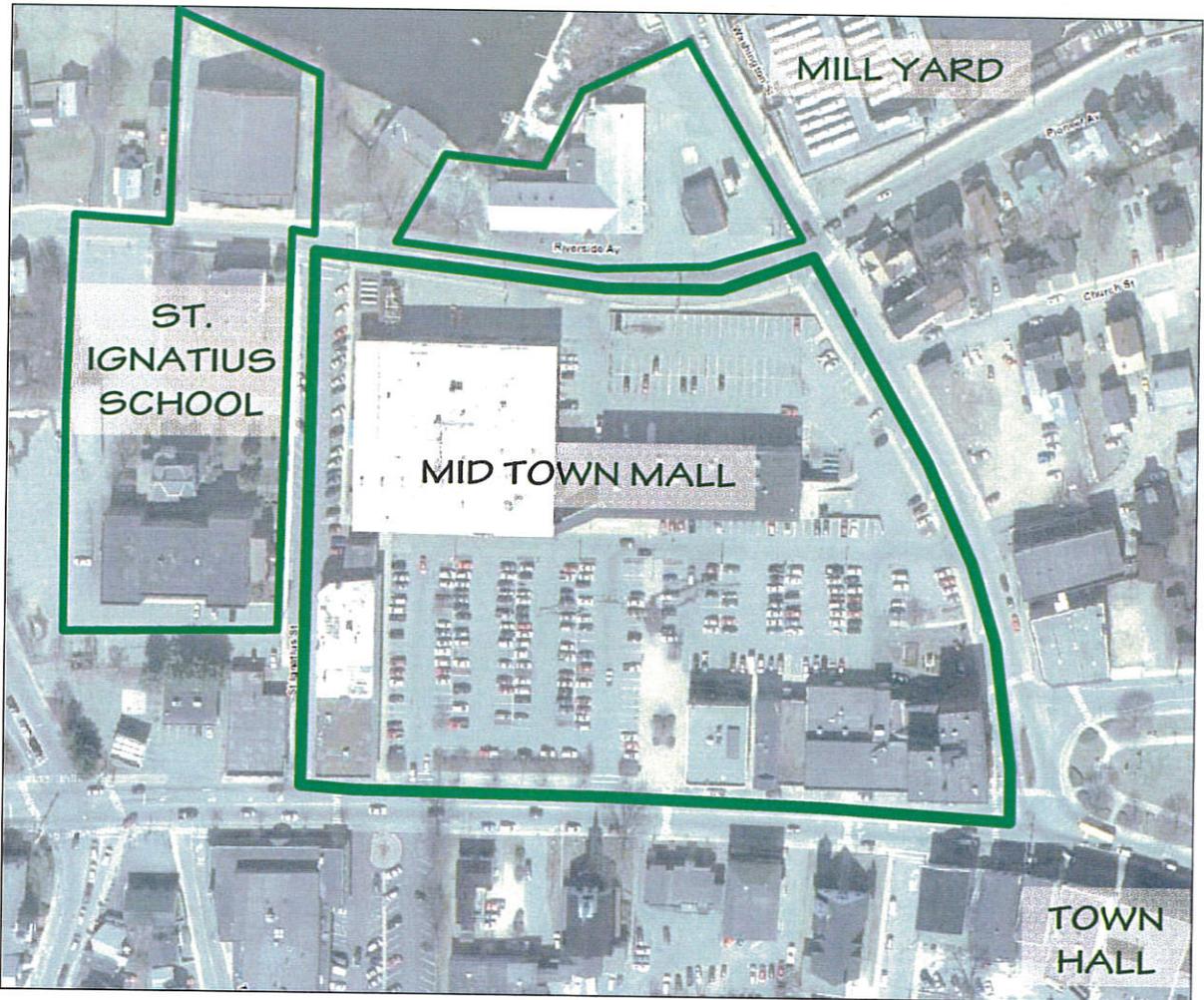
A description and assessment of existing conditions for the Mid-town Block can be found in the Appendix.



Left: Main parking lot and Mid-town Mall building.



Right: Mid-town Mall area from Washington Street.



Left: Main parking lot, and buildings at the southern/Main Street corner. Right: Mid-town Mall buildings from lower parking lot (Riverside Avenue).

2. Constraints and Opportunities

Given the existing conditions assessment, the Bertram & Cochran study, input from the Committee and downtown stakeholders, and the consulting team's own findings, the Mid-town Block presents challenges. The table below identifies some key issues, and notes how many constraints can be viewed as opportunities to revitalize the area.

ISSUE	CONSTRAINTS	OPPORTUNITY
The Mall Block is isolated	<ul style="list-style-type: none"> ▪ The long strip of parking lot along Washington Street isolates the Mall Block and presents an unsightly face toward Washington Street. ▪ The lower parking lot, tanks/ utilities, and truck delivery area present an unsightly face toward Riverside Avenue and isolate the Mall Block from the waterfront. ▪ The small garage-like building on northeastern side of the St. Ignatius Street building blocks views and limits access to the Mall. 	<ul style="list-style-type: none"> ▪ Link the Mall Block to its surroundings with pedestrian ways that traverse the Block and tie into Main Street, the waterfront, and Washington Street. ▪ Make a seamless connection between an upgraded streetscape and pedestrian ways within the Block, use similar design and landscaping themes throughout. ▪ The Mall Block design should make it easy to reconnect to the waterfront.
The Mall has a big box look and feel	<ul style="list-style-type: none"> ▪ The architecture of the two Mall buildings lacks character and does not relate to the rest of the downtown. ▪ The two Mall buildings are out of scale and have large blank façades. ▪ The mid-block location of the two big box buildings makes linking them to the waterfront difficult. 	<ul style="list-style-type: none"> ▪ Make façade enhancements that incorporate colors and details of nearby mill buildings, similar in scale. ▪ Diminish the scale of the Mall buildings with tree plantings or architectural or sculptural elements to create a more human scale. ▪ Emphasize improvements to the stairway and surrounding streetscape, consider demolition and new building development.
Depressed surrounding land values inhibit Mall redevelopment	<ul style="list-style-type: none"> ▪ With St. Ignatius school and the waterfront buildings unused and/or for sale, the value of the Mall buildings are diminished. 	<ul style="list-style-type: none"> ▪ Purchase by the town of key parcels can help re-invigorate investment downtown and ensure appropriate use and site development. ▪ Purchase of the waterfront parcels on Riverside Avenue makes sense as a long-term investment, creating a new asset to the downtown. ▪ Aggressive efforts, by the town, to identify new users, markets, and potential investors, can help the redevelopment of the Mall.
Lack of urban "fabric"	<ul style="list-style-type: none"> ▪ Lack of buildings fronting on Washington Street and Riverside Avenue detracts from the urban character of downtown. 	<ul style="list-style-type: none"> ▪ Work with the private sector to fill the "gaps" with new structures that face the street while served by parking, behind.

Connectivity	<ul style="list-style-type: none"> Lack of pedestrian ways within the Mall area to connect to Main Street and the waterfront. 	<ul style="list-style-type: none"> Strong, well-designed walkways must flow through the Mall site and interconnect with existing pedestrian infrastructure.
Vehicular access	<ul style="list-style-type: none"> The Mall Block parking is not accessible by St. Ignatius Street, and access management is needed for the entrances along Washington Street and Riverside Avenue. 	<ul style="list-style-type: none"> Open up access to the Mall Block from St. Ignatius Street, and reduce the number or width of curb-cut entrances along Washington Street and Riverside Avenue. (Subject to further redesign with significant site redevelopment.)

3. Mid-town Block: General Redevelopment Goals

Five over-riding goals set the stage for the revitalization of the Mall area:

1. Create a high quality, walkable, mixed-use, urban environment that is seen as the heart of southern Maine.
2. Emphasize “enclosure” so that streets, public open space, parking lots, and buildings contribute to Sanford’s urban fabric.
3. Link the Mall to its surroundings with broad, attractive pedestrian ways – to Main Street, Washington Street, the waterfront, the St. Ignatius property, and the mill complex.
4. Establish strong public/private partnerships to implement the plan for the Mall site.
5. Commit to a phased approach to redevelopment so that public expenditures are linked to a realistic capital improvements program and are tied to private revitalization commitments.

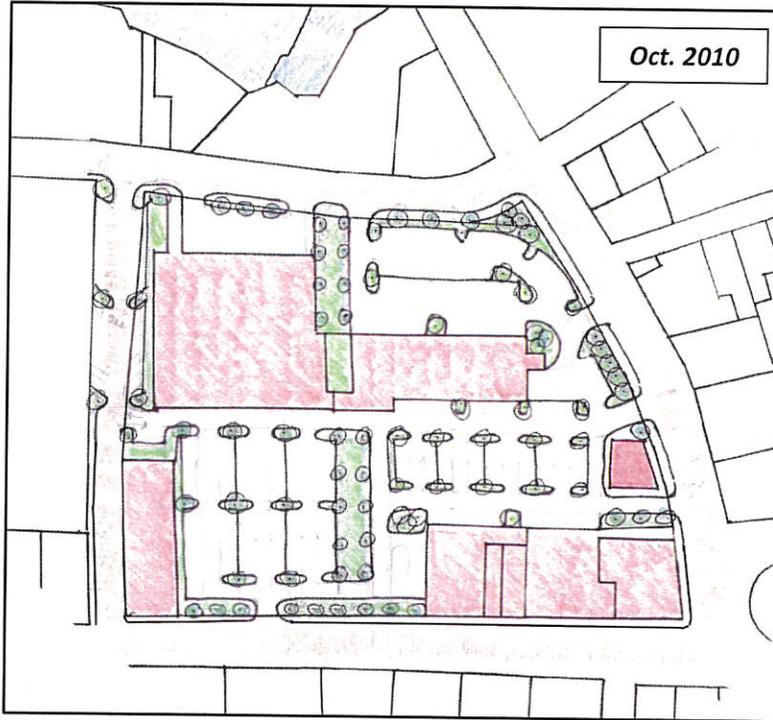
General Urban Design Goals for the Mid-town Block

- Emphasize “enclosure” and “connectivity”; make each parking area small with defined edges (trees and buildings) – like a town square.
- Connect destination points with attractive sidewalks, parks, stairs, and covered walkways.
- Break the Mall “super-block” down into four smaller blocks to create a more human-scaled, urban, walkable environment.
- Make the internal parking lots attractive with plantings, landscaping, and lighting.
- Strengthen the street’s urban character and diversity.
- Fill the curbside “gaps” on the surrounding streets to provide continuity and frame views.
- Create a link (for pedestrians) between Main Street and the waterfront through the center of the Mall area.
- Create a strong pedestrian link between the Main Street park and waterfront along Washington Street.
- Seek ways to create a waterfront (and pond) that is more accessible to the public.
- Soften the big box 1980s look and character with contemporary designs and façade improvements.

4. Mid-town Concept Plans

These conceptual plan diagrams illustrate the general redevelopment goals and the two approaches to the revitalizations of the Mid-town Mall Block.

Enhancement Plan Approach



- Keep existing Mall buildings, with façade improvements
- Strong pedestrian corridor from Main Street to Riverside Avenue, between the Mall buildings
- Parking lot improvements within the Block, including landscape enhancements
- Streetscape enhancements on all four sides
- Opportunity for new building along Washington Street

Redevelopment Plan Approach



- Remove smaller Mall building, with façade improvements to remaining Mall building
- Opportunities for new buildings along Riverside and Washington
- Strong pedestrian corridor from Main Street to Riverside Avenue, between the Mall buildings
- Parking lot improvements within the Block, including landscape enhancements
- Streetscape enhancements on all four sides

To expand on the concepts illustrated on the previous page, the Enhancement Plan focuses on public infrastructure improvements (such as sidewalks, green space, and parking areas), including some private improvements such as façade enhancements, while the Redevelopment Plan explores opportunities for private and public-private site and building redevelopment.

Translated into physical form, both Plans are shaped by public infrastructure improvements (such as open space, sidewalks, and parking areas) that give form to, and frame, opportunities for private investment and development. In other words, the Town's commitment to significant public investments provides a framework for private initiatives.

The private response that these public investments will trigger is an unknown factor, not unlike that of the adjacent Mill Yard. The various private responses to this public investment may range from modest upgrades and improvements to existing buildings, to more imaginative and innovative private responses, in the form of new buildings and/or wholesale renovations to existing buildings. Potential private investment may occur over time depending on economic and market conditions, incentives, and investor preferences. There may also be a need to develop innovative public-private partnerships to bring about the desired redevelopment. But in many cases throughout the state and the country, initial public investment and improvements are an important step in attracting private investment.

5. Mid-town Block: Enhancement Plan

The Enhancement Plan focuses on public infrastructure improvements (such as sidewalks, green space, and parking areas), including some private improvements such as façade enhancements, to *enhance* the existing infrastructure and buildings rather than creating new. This Plan represents the types of public projects more easily achieved, with opportunities for grants and other funding. Redevelopment opportunities involving private buildings and parcels will typically require significantly more time and effort.

Further, the Enhancement Plan is not just one of two alternative plans, but may be seen as an interim or transitional stage of the Redevelopment Plan. The streetscape improvements proposed in the Enhancement Plan are essentially the same as those in the Redevelopment Plan; there are few recommendations in the Enhancement Plan that preclude the proposed site and building improvements in the Redevelopment Plan.

The following descriptions are provided for enhancements or improvements shown in the illustrated Master Plan (next page).

a. Parking Lot Enhancements

Similar to the streetscape for the surrounding roads, enhancements are recommended for the existing publically owned parking areas, including new curbed islands, new sidewalks and crosswalks to improve pedestrian connectivity through the Block, and landscape enhancements such as street tree plantings throughout the Block. These improvements should follow the design specifications set in the Streetscape Master Plan.

Enhancement Plan

Illustrative Plan

Midtown Block Master Plan

Downtown Sanford



b. Mid-town "Linear Park"

The pedestrian corridor that runs down the center of the Block between Main Street and Riverside Avenue has been termed a "linear park", in that it provides a more generous and landscaped pedestrian way. This corridor includes the Mid-town Block Stairway (see Section III), and will serve as an important connection between Main Street and the proposed waterfront area.

c. St. Ignatius Street Road Connector

In both the Enhancement and Redevelopment Plan, a new roadway connection is proposed from the Mid-town Block upper parking lot onto St. Ignatius Street. This would require the

demolition of the small garage structure attached to the Brick Building at the corner of Main and St. Ignatius Streets.

d. *Washington Street Plaza (or New Building)*

Along Washington Street near the intersection with School Street is proposed either a small plaza, or potentially a new liner building, to enhance the Washington Street corridor. The development of a plaza would not preclude future development of a new building, and may be considered an interim improvement.

e. *Façade Enhancements (private improvements)*

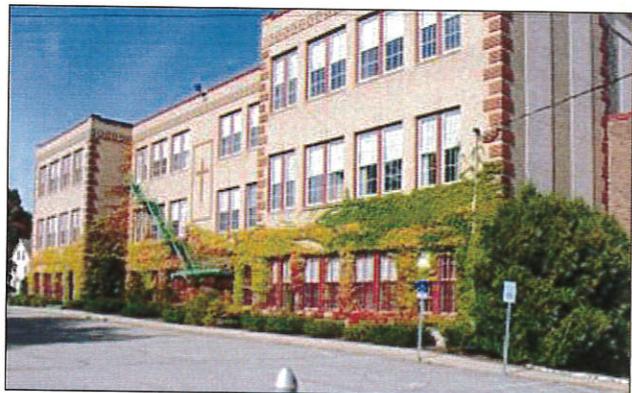
In the Enhancement Plan, the existing buildings, including the Mid-town Mall, are retained. However, façade improvements are recommended, and a public façade program should be provided to stimulate these private improvements.

Façade improvements are recommended for the Brick Building at the corner of Main and St. Ignatius Streets, for the backs of the Main Street buildings block, and for the Mid-town Mall. For the Mall buildings, the scale of these buildings dictates careful consideration as to appropriate design enhancements. In order to improve their character to fit with the downtown, their façade improvements should take cues from similarly scaled buildings like those of the nearby mill buildings, or alternatively from the St. Ignatius school building.

Mid-town Mall Buildings: Existing Conditions



Similarly scaled Mill buildings and St. Ignatius building - Façade inspiration

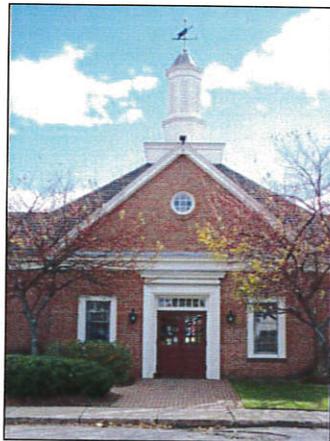


The illustrations below draw from the architecture of the mill buildings on Washington and River Streets.





The Main Street facing façade could match the mill inspired design, or incorporate tower accents (see below) or other downtown architecture.



Examples from town of other towers and cupolas, which mark main entrances to single-story commercial buildings.

6. *Mid-town Block: Redevelopment Plan*

In addition to many of the improvements described in the Enhancement Plan, the Redevelopment Plan focuses on opportunities for new buildings and/or site layout for two key areas: the Mid-town Mall buildings, and the two waterfront properties at the corner of Washington Street and Riverside Avenue.

Several redevelopment scenarios were explored for the Mid-town Block. The "Blue Ribbon" Plan from 2005 called for a nearly complete redevelopment of the Block, retaining only the block of buildings at the corner of Main and Washington Streets. During this planning effort, options to remove both of the large Mall buildings were discussed versus retaining and enhancing the buildings. The Redevelopment Plan as shown here represents a third scenario which keeps and enhances the larger Mall building (DHS building) and removes and replaces the second building (Family Dollar building) which allows for an alternative site layout that improves the Washington Street and Riverside Avenue corridors.

The public investments such as streetscape and pedestrian improvements, waterfront development, and Stairway improvement are critical in that they give form to, and frame, opportunities for private investment and development. They demonstrate the town's commitment to the redevelopment of the Mid-town Block, and support for private redevelopment.

To encourage private redevelopment, the Town's marketing and economic development efforts should be broad-ranging. Incentives (such as the use of TIF funds, façade grants, or the upgrading of public parking for private use) to jumpstart promising private ventures should be offered. And, the Master Plan itself should be used to encourage private investment.

Existing Downtown Design Guidelines

The Town's existing downtown design guidelines apply to new development in the Mid-town Block area, and support the concepts illustrated in the Master Plan. The design guidelines provide basic design goals to support a wide range of non-residential and residential uses and emphasize design for both function and aesthetics. The objectives of the guidelines include:

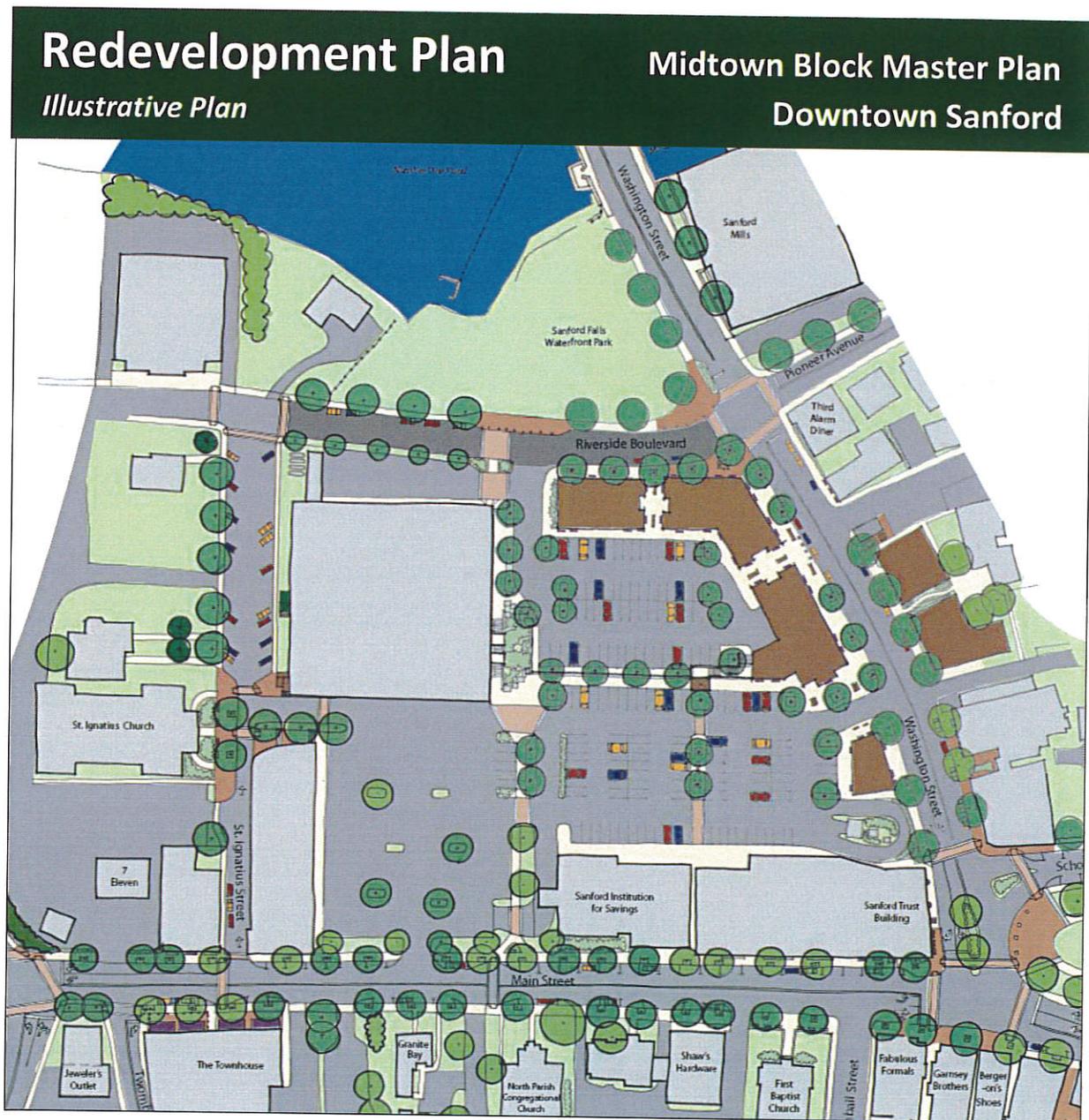
- Insist on a high standard of design
- Consider current and future needs, a broad range of users, four season use
- Preserve the existing natural landscape, enhance with landscaping
- Design elements to be cohesive with Sanford's character/natural setting, yet also unique
- Create an open and friendly atmosphere, cater to pedestrians, provide open space
- Accommodate the New England climate
- Buildings to maximize views and natural light
- Preserve historic character
- Design for logical and functional patterns for cars, delivery/service access, and pedestrians
- Buildings with human scale, good proportion, appropriate materials

The design guidelines provide broad guidance as to site planning, site design, building design, and architectural details.

The following descriptions are provided for key elements of the Redevelopment Plan, illustrated below.

a. **"Riverside Square" Redevelopment (Corner of Washington and Riverside)**

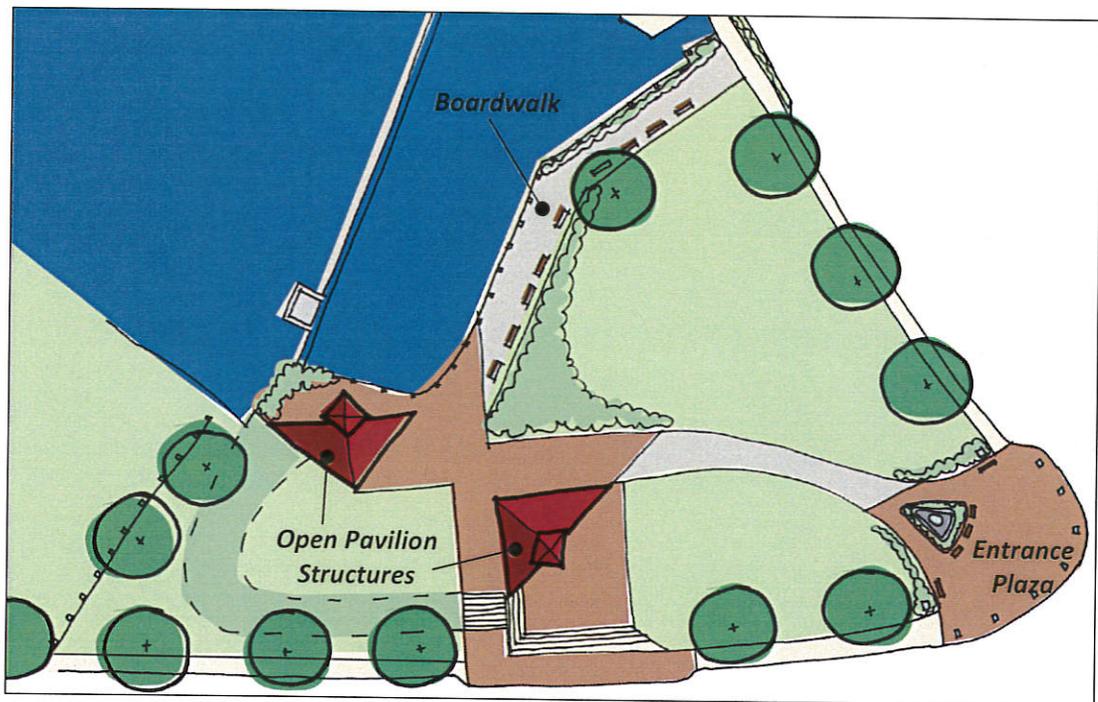
This represents the main redevelopment effort of the Mid-town Block. The Family Dollar building is demolished, and the corner reconfigured so that new buildings line Washington Street and Riverside Avenue. The front foundation wall of the Family Dollar building (facing Main Street) is kept as a retaining wall for the upper parking lot and to allow for adequate space for the reconfigured lower parking lot.



b. Waterfront Park

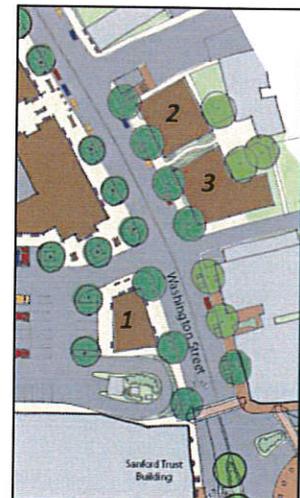
The two parcels at the corner of Washington and Riverside that front on Number One Pond represent a key opportunity in the revitalization of the Mid-town Block and the downtown. These parcels, if acquired by the Town, could be transformed from underutilized commercial space into a downtown jewel, a small waterfront park that enhances adjacent redevelopment areas (Mid-town Block and Mill Yard), becomes a downtown destination, and offers opportunities for downtown special gatherings and events. The two waterfront parcels could be redeveloped for commercial use, but would not have the impact of a downtown waterfront park.

It should be noted that the Riverside Square redevelopment scenario is unlikely to achieve the quality level the Town is seeking without improvements to the adjacent waterfront properties.



c. New Buildings along Washington Street

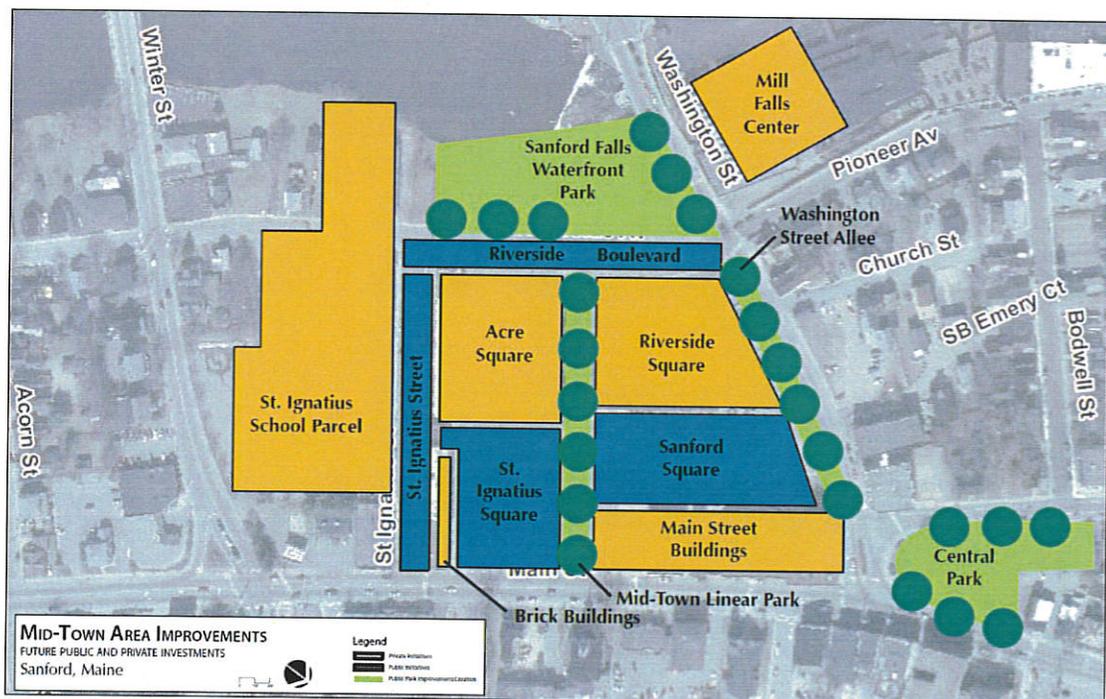
Three new buildings are shown on Washington Street; these represent opportunities to develop additional liner buildings to revitalize the Washington Street corridor, a key entrance to the center of downtown.



7. Mid-town Block Master Plan Implementation

The table of recommended improvements/actions (next page) is organized by Plan Area; these plan areas are described and depicted below:

- 1) **Main Street Buildings:** includes existing buildings from the corner of Washington Street to SIS (private ownership).
- 2) **Sanford Square:** includes the parking area between the Main Street buildings and the existing Mall building (Dollar Store), bounded by the proposed pedestrian Linear Park (public ownership).
- 3) **Mid-town Linear Park:** new pedestrian/green corridor between Main Street and Riverside Boulevard (public).
- 4) **St. Ignatius Square:** includes the parking area fronting on Main Street, bounded by the proposed pedestrian Linear Park, the existing Mall building (DHS), and buildings on St. Ignatius Street (public).
- 5) **Brick Buildings:** existing brick structure at the corner of Main Street and St. Ignatius Street (private).
- 6) **St. Ignatius Street:** includes the roadway and streetscape/pedestrian way (public).
- 7) **St. Ignatius School Parcel:** includes several properties for sale by the St. Ignatius School (private).
- 8) **Acre Square:** includes the large Mall building housing DHS (approximately one-acre in size) (private).
- 9) **Riverside Square:** site including the current location of the existing smaller Mall building (Family Dollar building) and the lower parking lot off Riverside Avenue (private building, public parking).
- 10) **Washington Street "Allee" (tree-lined avenue):** includes the roadway and streetscape/pedestrian way (public).
- 11) **Riverside Boulevard:** includes the roadway and streetscape/pedestrian way (public).
- 12) **Sanford Falls Waterfront Park:** includes two waterfront parcels at the corner of Riverside Avenue and Washington Street (private).
- 13) **Mill Falls Center:** the town-owned Sanford Mill and portion of the Mill Yard development proximal to the Mid-town Block and waterfront area.



Most of the elements described in the Mid-town Block Implementation Table are projects within the Mid-town Mall area that are in public ownership. For private buildings and lots, there are public strategies to encourage appropriate enhancement or redevelopment.

AREA	RECOMMENDED IMPROVEMENTS/ACTIONS	COMMENTS
Overall Plan Area	<ul style="list-style-type: none"> ▪ Develop site engineering plans for sidewalk, crosswalk, and landscape improvements within the Block, assuming existing buildings to be maintained. ▪ Establish an overall engineering plan for underground utility, infrastructure, and road improvements, to aid in coordination with streetscape and development implementation as it occurs. 	Coordinate with streetscape improvements described in the Streetscape Master Plan for Main Street, Washington Street, St. Ignatius Street, and Riverside Avenue.
Mid-town Linear Park HIGH PRIORITY	<p><u>Enhancement Plan</u></p> <ul style="list-style-type: none"> ▪ Develop site engineering plans for sidewalk, crosswalk, and landscape improvements. ▪ Demolish the existing stairway canopies and implement additional improvements to the Midtown Mall Stairway. ▪ Install amenities (benches, lighting, trash receptacles, bike racks, etc.) where possible. <p><u>Redevelopment Plan</u></p> <ul style="list-style-type: none"> ▪ Incorporate linear park/pedestrian corridor into any redevelopment plans for Riverside Square, or development of Sanford Falls Waterfront Park. 	<p>Coordinate Linear Park pedestrian connection with any improvements to the Midtown Mall Stairway (see Part III). Improvements to the stairway may be impacted by the possible redevelopment of Riverside Square.</p> <p>Coordinate with SIS relative to their existing landscaping and drive-through.</p> <p>Coordinate with road and streetscape improvements in the Streetscape Master Plan for Main Street and Riverside Boulevard.</p>
Sanford Square HIGH PRIORITY	<p><u>Enhancement Plan</u></p> <ul style="list-style-type: none"> ▪ Develop site engineering plans for parking lot and landscape improvements. ▪ Re-pave and add new curbs, islands, and sidewalks (remove existing traffic islands); install stormwater improvements as needed. ▪ Replace tall parking lot lighting with human-scaled, decorative fixtures. ▪ Plant new trees to form an attractive “town square.” <p><u>Redevelopment Plan</u></p> <ul style="list-style-type: none"> ▪ Call for letters of interest from private investors/developers for a two-story commercial structure on the Washington Street side of the Square. ▪ Work with the owner of the Family Dollar 	<p>Combine parking lot, sidewalk and landscape improvements with the St. Ignatius Square improvements if possible.</p> <p>Coordinate any utility needs for redevelopment projects with streetscape implementation if possible.</p>

AREA	RECOMMENDED IMPROVEMENTS/ACTIONS	COMMENTS
	<p>building to determine its future; explore public-private development scenarios as well as assistance to private developers; assist in relocating existing tenants should demolition/redevelopment plans be executed.</p> <ul style="list-style-type: none"> ▪ Install new underground utilities as needed (i.e., sewer, storm water, electric). 	
<p>St. Ignatius Square & Brick Building</p> <p>HIGH PRIORITY</p>	<p><u>Enhancement Plan</u></p> <ul style="list-style-type: none"> ▪ Develop site engineering plans for parking lot and landscape improvements. ▪ Re-pave and add new curbs, islands, and sidewalks (remove existing traffic islands); install stormwater improvements as needed. ▪ Replace tall parking lot lighting with human-scaled, decorative fixtures. ▪ Plant new trees to form an attractive “town square.” ▪ Acquire the single story garage on St. Ignatius Street and demolish; build new vehicle access to Square from St. Ignatius Street. ▪ Offer façade loans and/or grants to owners of the Brick Building to further enhance all sides of the building. Consider providing architectural design assistance as an incentive, through town-sponsored program. <p><u>Redevelopment Plan</u></p> <ul style="list-style-type: none"> ▪ Seek developer for new commercial building on Main Street, at entry to Square (maintain pedestrian access from Main Street, north of new building). 	<p>Combine parking lot, sidewalk and landscape improvements with the Sanford Square improvements if possible.</p> <p>Coordinate any utility needs for redevelopment projects with streetscape implementation if possible.</p> <p>Work with Brick Building owner on parking needs and site changes associated with the potential development of a new building on Main Street.</p>
<p>Acre Square</p> <p>HIGH PRIORITY</p>	<p><u>Enhancement Plan</u></p> <ul style="list-style-type: none"> ▪ Work with the owner (and possible the State Department of Human Services) to renovate and upgrade this structure. Options include: renovations to create a central atrium (sky-lit with stairs to both levels) with stores, offices, restaurant (overlooking the pond, park, and falls); renovations to the lower level commercial space. ▪ Offer façade loans and/or grants to owners of the Brick Building to further enhance all sides of the building. Consider providing architectural design assistance as an incentive, through town-sponsored program. ▪ Make façade improvements, adopting a design that reflects the nearby mill buildings on Washington/River Streets (see illustrations, 	<p>This structure has a 40,000± square foot footprint (almost an acre) and contains two levels.</p> <p>The development of the Waterfront Park should be pushed ahead of efforts to redevelop Acre Square. The development of the park will serve to enhance redevelopment and provide an incentive for higher value development and private improvements.</p>

AREA	RECOMMENDED IMPROVEMENTS/ACTIONS	COMMENTS
	<p>section #5); upgrade the building façade/entry off St. Ignatius Square and Riverside Square; upgrade the entry and façade off St. Ignatius Street and dedicate parking on the street to the buildings users/owners.</p> <ul style="list-style-type: none"> ▪ Investigate ways to better service the building at the lower level and replace, or move, the unsightly propane tank enclosure. <p><u>Redevelopment Plan</u></p> <ul style="list-style-type: none"> ▪ As an alternative to investing in the existing building, the option to remove and rebuild may be possible. Redevelopment of this site must be carefully planned to accommodate the elevation change, and should use a similar building footprint. 	<p>Demolishing and rebuilding on this building site is an option, though there is value in maintaining the existing structure.</p>
<p>Riverside Square</p> <p>HIGH PRIORITY</p>	<p><u>Enhancement Plan</u></p> <ul style="list-style-type: none"> ▪ Develop site engineering plans for parking lot and landscape improvements; improvements should match the improvements to the Sanford Square and St. Ignatius Square parking areas. ▪ Removing/reconfigure the loading docks and propane tank storage area. ▪ Install new curbs, islands, and sidewalks (remove existing traffic islands); install stormwater improvements as needed. Install planters or landscape beds instead of tree plantings if a new building/site plan is sought. ▪ Replace tall parking lot lighting with human-scaled, decorative fixtures. ▪ Offer façade loans and/or grants to owners of the Family Dollar building to enhance all exterior sides of the building. Consider providing architectural design assistance as an incentive, through town-sponsored program. <p><u>Redevelopment Plan</u></p> <ul style="list-style-type: none"> ▪ Establish a public or public/private partnership, demolish the Family Dollar building and develop new private commercial buildings on the Washington St. and Riverside Ave. edges of the Square. ▪ Designate redevelopment parcels along the street for the construction of three new, two-story commercial/office buildings. ▪ Redesign the parking lot within the Square to improve circulation and make it safe and convenient; retain the foundation wall from the Family Dollar building as a retaining wall for the upper parking lot. 	<p>Improvements to the existing Riverside Square parking lot may be delayed for installation in conjunction with building/site redevelopment, but this area should not be left unimproved for a prolonged period -- if improvements are made, lighting and granite curbing can be reused/relocated as needed for a new site layout.</p> <p>Site plans for redevelopment must maintain and complete the Washington Street "Allee," Linear Park, and Riverside Boulevard street-scape designs.</p> <p>The development of the Waterfront Park should be pushed ahead of efforts to redevelop Riverside Square. The development of the park will serve to enhance redevelopment and provide an incentive for higher value development and private improvements.</p> <p>Note: this option must either make it attractive to the</p>

AREA	RECOMMENDED IMPROVEMENTS/ACTIONS	COMMENTS
		existing building owner to participate in a joint venture (or carve out a private redevelopment parcel on Town land, on the Square). Alternatively, the Town (or quasi-public entity) should acquire the building, demolish it, and then work with the town on an overall redevelopment scheme that creates new, taxable, commercial space on Riverside Square.
Main Street Buildings LOW PRIORITY	<u>Enhancement Plan</u> <ul style="list-style-type: none"> ▪ Offer façade loans and/or grants to owners of Main Street Buildings to further enhance the backs of their buildings. Consider providing architectural design assistance as an incentive, through town-sponsored program. ▪ Evaluate the feasibility and cost effectiveness of common elevator access to a group of Main Street buildings, from the Sanford Square side). <u>Redevelopment Plan</u> <ul style="list-style-type: none"> ▪ N/A 	Work with Main Street Building owners on parking needs and site changes associated with the potential development of a new building along Washington Street.

IMPROVEMENTS ADJACENT TO THE MID-TOWN BLOCK

AREA	RECOMMENDED IMPROVEMENTS/ACTIONS	COMMENTS
Sanford Falls Waterfront Park HIGH PRIORITY ¹	<u>Enhancement Plan</u> <ul style="list-style-type: none"> ▪ Approach the owner of the gas station parcel (±0.27 acres) on the corner of Riverside Avenue and Washington Street to assess the feasibility of a Town acquisition; consider options such as bargain sale, property trade, or other incentives. ▪ Investigate purchase of the adjacent restaurant/club (±0.63 acres) on Riverside Avenue; if occupied, work with property owner and tenant to relocate existing business; consider options such as bargain sale, property trade, or other incentives. ▪ Explore grant programs, private donations, citizen funding campaign, and other means to acquire these parcels for a downtown waterfront park. 	<p>Make every effort to establish this park – it will enhance downtown’s image, draw people and festivals downtown, and serve as a potential trailhead for the Sanford Trails system.</p> <p>It is vital that this park be built with high quality, enduring materials, so it becomes a destination and four-season center of festive activities.</p> <p>The development of the Waterfront Park should be pushed ahead of efforts to</p>

AREA	RECOMMENDED IMPROVEMENTS/ACTIONS	COMMENTS
	<ul style="list-style-type: none"> ▪ Establish a citizen Waterfront Park Advisory Committee; program park uses and activities with consulting landscape architects. ▪ Develop a park plan, with public input. ▪ Continue to seek funding. ▪ Construct public waterfront park, with links to trails and the Mid-town Linear Park (to Main Street). <u>Redevelopment Plan</u> <ul style="list-style-type: none"> ▪ N/A 	<p>redevelop the Riverside Avenue edge of the Mid-town Block (Acre Square and Riverside Square). The development of this park will serve to enhance redevelopment of the Mid-town Block and Mill Yard, and provide an incentive for higher value development and private improvements.</p>
<p>Washington Street Allee</p> <p>MEDIUM PRIORITY</p>	<u>Enhancement Plan</u> <ul style="list-style-type: none"> ▪ Prepare design and engineering plans for the Washington Street corridor, as part of the overall Streetscape Master Plan. ▪ Install underground utilities as needed. ▪ Upgrade curbs, sidewalks, and crosswalks; install benches, lighting, a double row of street trees and landscaping. <u>Redevelopment Plan</u> <ul style="list-style-type: none"> ▪ N/A 	<p>This “allee” or tree-lined corridor will complement the Mid-town Linear Park and will serve as an important pedestrian corridor between Main Street and the Mill Yard and proposed waterfront park. It will also enhance Washington Street as a gateway to Sanford’s downtown.</p>
<p>Riverside Boulevard</p> <p>MEDIUM PRIORITY</p>	<u>Enhancement Plan</u> <ul style="list-style-type: none"> ▪ Prepare design and engineering plans for the Washington Street corridor, as part of the overall Streetscape Master Plan. ▪ Redesign Riverside Avenue to calm traffic, invite pedestrian use, and create an attractive edge to the Mid-town Block. ▪ The design should incorporate: generous sidewalks and narrow pedestrian crossings, sloped granite curbing, quality streetscape furniture (bollards, benches, lighting, etc.), and street trees and plantings; special paving materials for the roadway (to slow traffic) may be incorporated in the Mid-town Block area. <u>Redevelopment Plan</u> <ul style="list-style-type: none"> ▪ N/A 	<p>The goals here are to: enhance and compliment redevelopment of the lower Mid-town Block, expand the connectivity and visibility of the proposed waterfront park, slow traffic, and allow for the street to be occasionally closed to vehicles for special events on the waterfront.</p>
<p>St. Ignatius Street</p> <p>LOW PRIORITY</p>	<u>Enhancement Plan</u> <ul style="list-style-type: none"> ▪ Prepare design and engineering plans to upgrade the narrow west end (near Main Street), allow for a new vehicular connection to St. Ignatius Square, and provide improved diagonal parking. ▪ Install underground utilities as needed. ▪ Upgrade curbs, sidewalks, and crosswalks; install street trees and landscaping. <u>Redevelopment Plan</u>	<p>Coordinate with road and streetscape improvements in the Streetscape Master Plan for St. Ignatius Street.</p> <p>Keep St. Ignatius Street one way; work with adjacent property owners to accommodate their needs.</p>

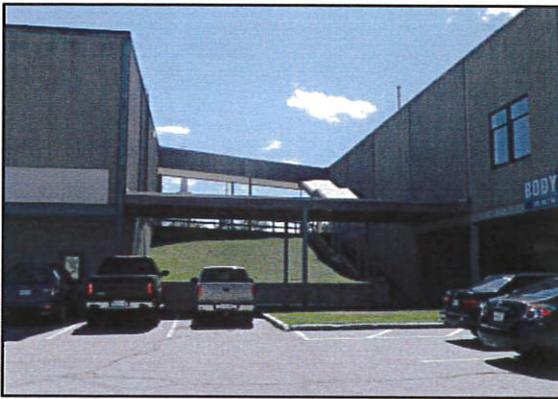
AREA	RECOMMENDED IMPROVEMENTS/ACTIONS	COMMENTS
	<ul style="list-style-type: none"> ▪ N/A 	
St. Ignatius School Parcel LOW PRIORITY	<u>Enhancement Plan</u> <ul style="list-style-type: none"> ▪ N/A <u>Redevelopment Plan</u> <ul style="list-style-type: none"> ▪ Assist the owner in finding a housing developer (in tandem with the Housing Authority) who will transform the school and property into a mixed residential neighborhood – perhaps containing senior housing, apartments, and townhouses, set in a garden-like setting. ▪ Investigate incentives to attract potential residential developers, such as historic tax credit program, energy/alt. energy grants, MSHA assistance, etc. 	Redevelopment here will add value to the Mid-town area by bringing more residents/ shoppers into downtown. The school contains about 30,000 square feet on three floors. Consider the redevelopment timing and specific use(s) for this property relative to the Mill Yard redevelopment.
Mill Falls Center MEDIUM PRIORITY	<ul style="list-style-type: none"> ▪ Continue to coordinate Mill Yard public improvements, such as lighting, signage, and streetscapes, with Streetscape Master Plan and Mid-town Block Master Plan improvements; maintain consistent design elements throughout to help unify the downtown. ▪ Mid-town Block redevelopment should take into consideration parallel efforts to redevelop the Mill Yard and town-owned Sanford Mill; economic impacts, traffic impacts, and construction timing may need carefully coordinated as these two projects move forward. 	Though not part of the Mid-town area plan, this Town-owned, historic structure (the Sanford Mill) will be more marketable if adjacent to a revitalized falls area and a new waterfront park; it also serves as part of the gateway to downtown. The Mill Yard's successful renovation and subsequent reuse as private commercial and residential space will benefit the downtown economy.

¹ While the Mid-town Mall was identified by stakeholders as the highest downtown priority, the creation of a waterfront green space is a critical opportunity to enhance the value of and interconnect the Mill Yard, Mid-town Block, and Main Street, and is important in establishing a downtown connection to the Number One Pond, central to the community's sense of place.

III. STAIRWAY REVITALIZATION PLAN

1. Existing Conditions

The existing stairway connects the Eastern (Riverside Avenue) portion of the mall to the upper Western portion of the mall, and represents the connection between the waterfront to Main Street. The current stairs, which create a passage between the two mall buildings, are attached to the larger of the Mall buildings southern façade and are covered, poorly lit, and not easily monitored, all conditions that lead to loitering, abuse, vandalism and general misuse, which in turn decreases usage. The stairs make it possible for pedestrians to traverse a fifteen (15) foot grade change, and connect lower level parking to businesses above. The stairs are grouped in three (3) sets of 10 risers, with landings in between. A vertical cheek wall supports a metal handrail and separates the sloped grass area from the stairs. The stairs are 18" wide, with metal nosings and 6" risers, and are in generally serviceable condition.



Existing conditions, showing overhead canopies at upper and lower levels, and over stairway.

2. Observations Regarding Demolition and Replacement of the Stair

Town officials recommend the removal and replacement of the stair with a more pedestrian friendly, open and landscaped solution. The current budget is \$102,000.00 for this work, funded by CDBG. Replacement of the stair may trigger an accessibility discussion regarding handicapped access to the lower level. Current access between parking lots is via the parking lots and existing sidewalks on the perimeter of the Mid-town mall site.

After developing a conceptual plan and conducting budgetary pricing discussions with contractors, it was determined that the cost of a new, central concrete stair alone would approach \$70,000 and thus leave little room for other enhancements envisioned to be part of the improvements. Construction of a new means of access (stairway) would trigger accessibility discussions, as disabled persons' access should be considered in conjunction with the construction of a new stair, it is unlikely that given the existing constraints a build-able solution can be designed and implemented. In order to accommodate the 15' grade change, there would need to be over 180 linear feet of 1:12 ramps and 60 linear feet of landings, with continuous handrails along both sides. There is not physically the space between the two existing mall buildings to construct such a ramp.

3. Recommended Improvements

- a. The initial recommendation of the Master Plan Design Team based on the constraints outlined on the preceding pages was to rehabilitate the stairs in place and create various site, landscape and lighting improvements adjacent to the stairway.
- b. In April 2011, after considerable discussion on the merits of stairway rehabilitation vs. new construction it was the Town Council's position that to simply maintain the existing stair would not meet the communities goals and stated aspirations to begin the process of transforming the mid-town mall.
- c. The decision was made by the Council to develop Construction Documents based on a central stair solution. Anticipated project cost is two hundred sixty six thousand (\$266,000.00).

4. Final Conclusions

The stairway serves as a funnel, a means to focus pedestrian traffic between the two levels of the Mid-town Mall Block and it is our view that improvements that extend beyond the stair have great value in establishing connectivity, and making sense of circulation between the parked cars in the lots below. Connectivity between Main Street and the waterfront needs to be more cohesive and the design emphasis should be on identification and improvements to the linear corridor that the stair is a part of, not only the staircase itself.

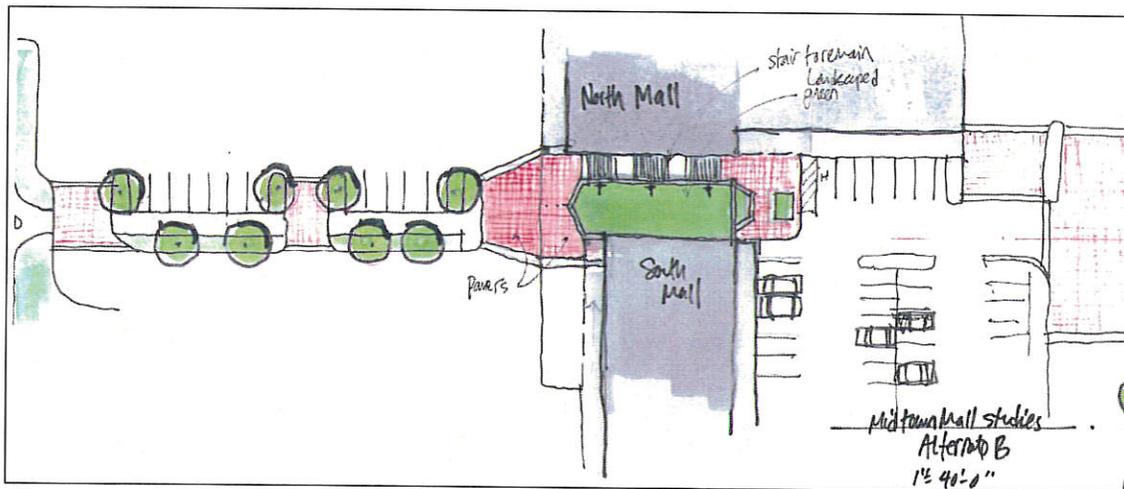


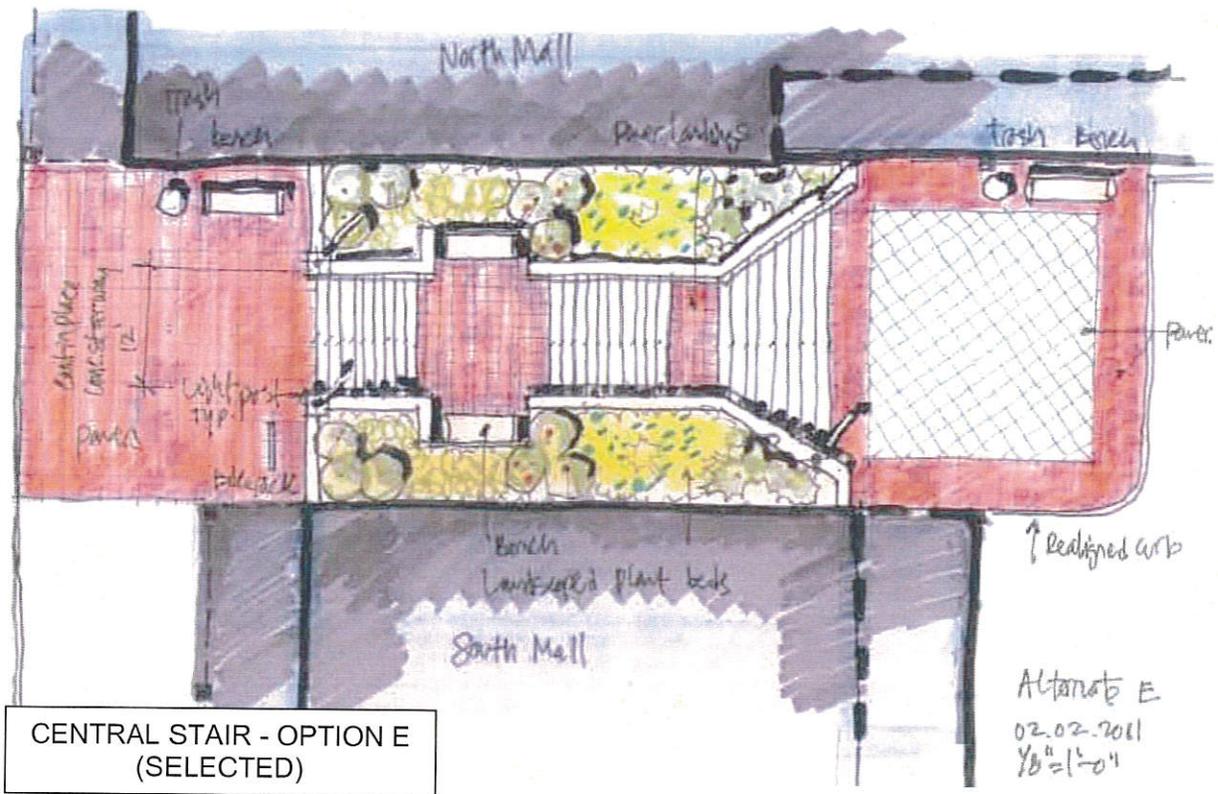
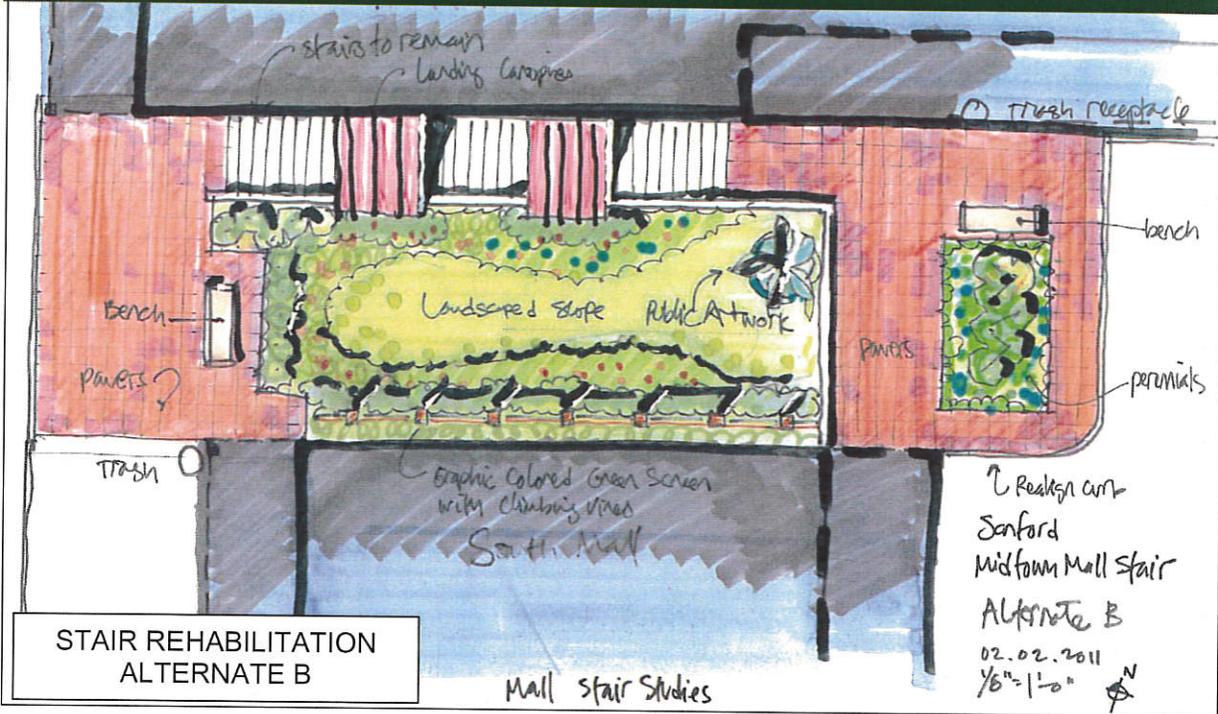
Illustration of the stairway as a key component of the "Mid-town Linear Park", connecting Main Street (to the left) to Riverside Avenue (and the potential waterfront area).

Stairway Improvements Plan

Sketch Plan

Midtown Stairway

Revitalization



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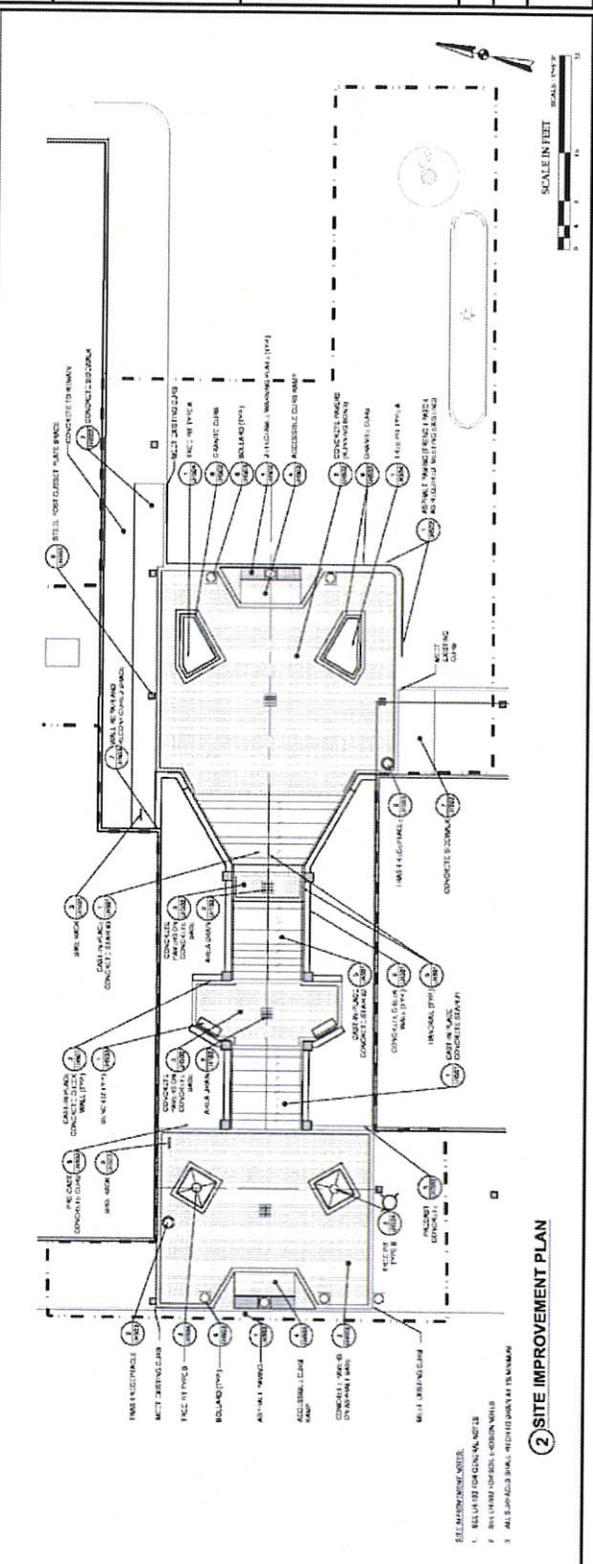
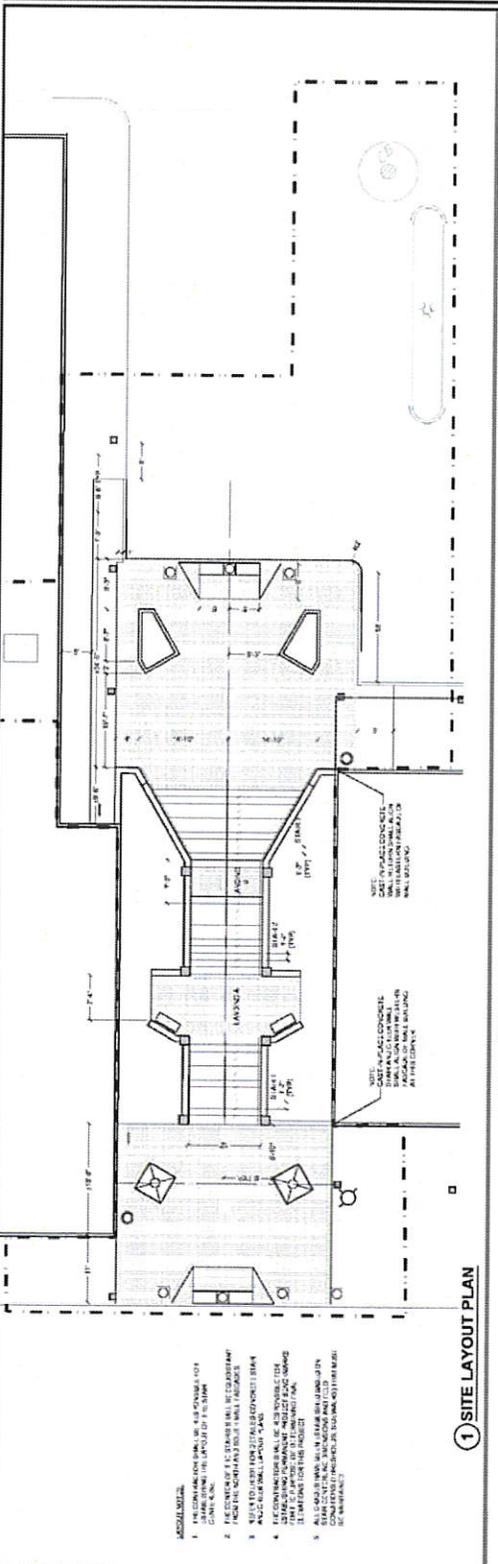
GLA
 Gales, Livingston & Associates, Inc.
 44 South Main Street, Portland, ME 04108

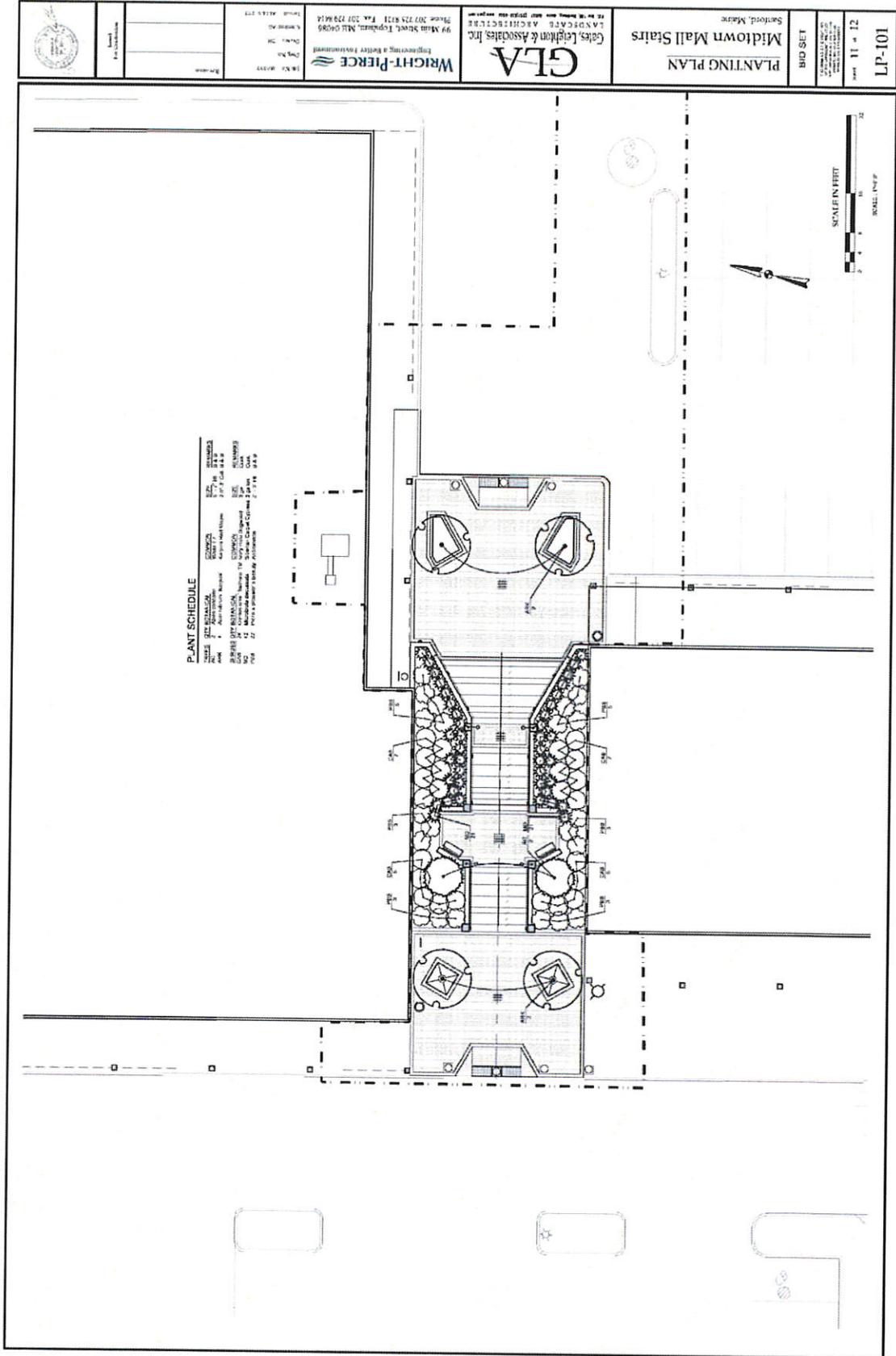
DEMOLITION NOTES:

1. ALL ITEMS TO BE REMOVED AND DISPOSAL ARE SHOWN IN RED. ITEMS TO BE REMOVED FROM THE SITE AND AT A LOCATION TO BE DETERMINED BY THE CONTRACTOR'S REPRESENTATIVE.
2. ALL ITEMS TO BE REMOVED AND DISPOSAL ARE SHOWN IN RED. ITEMS TO BE REMOVED FROM THE SITE AND AT A LOCATION TO BE DETERMINED BY THE CONTRACTOR'S REPRESENTATIVE.
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LEGEND
 R-C - REMOVE AND REPOSE
 R-S - REMOVE AND SALVAGE

CONSTRUCTION PLANS



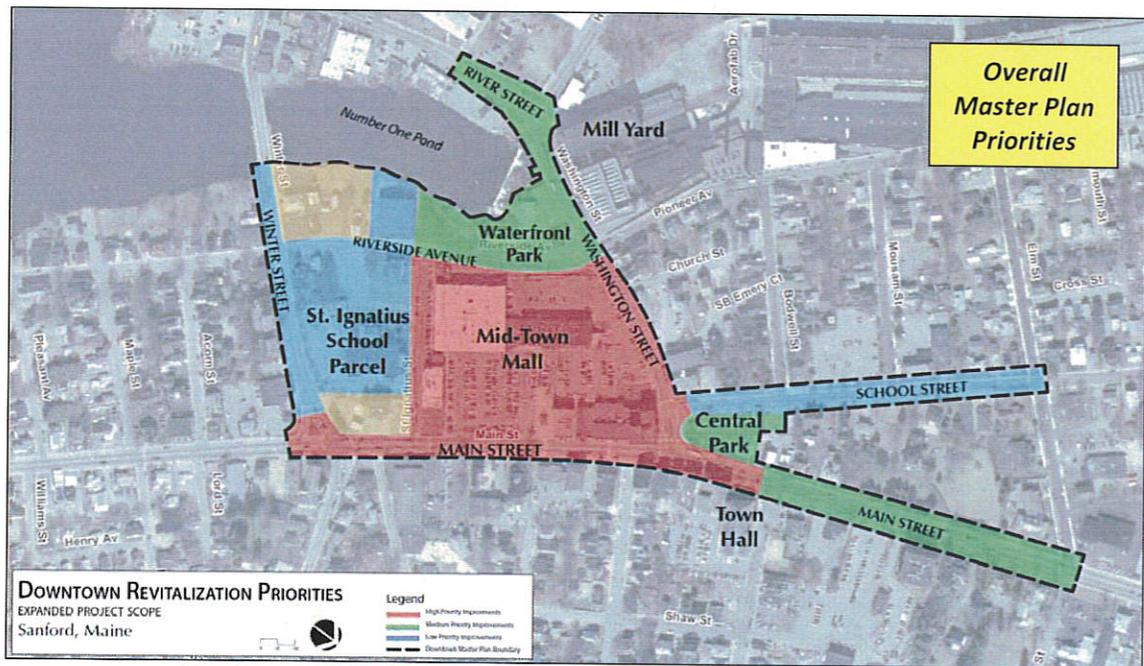
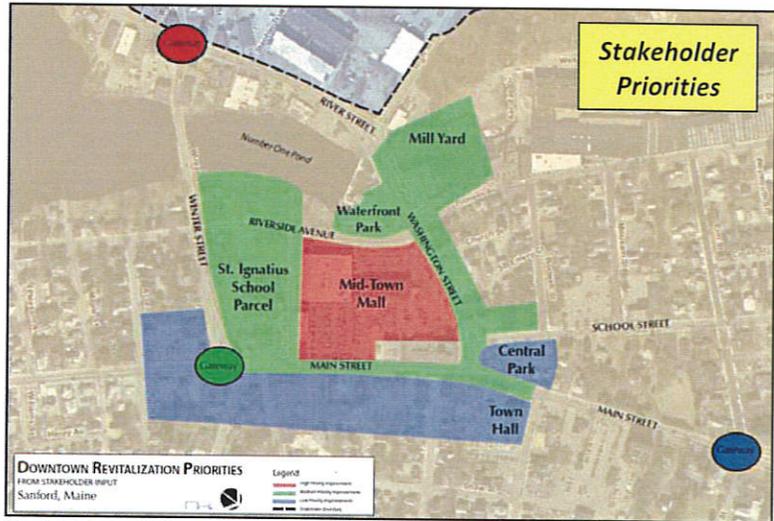


IV. PHASING, PROJECT COSTS & FUNDING

1. Project Priorities

At two public meetings the consultants sought out ideas, opinions, and comments from Sanford citizens, but particularly from downtown stakeholders. The diagram below reflects the priorities for the overall downtown area based on stakeholders' input. The highest priority areas, indicated in red, were the Mid-town Mall Block and the gateway at Winter and River Streets, while Main Street, Washington Street, the St. Ignatius block, the No. 1 Pond waterfront area, and the Mill Yard were next in priority.

Following further advisory committee discussions and consultant input, these stakeholder priorities were incorporated into a new overall project priorities diagram. In this diagram, areas not included in the original study area for this Master Plan, such as the gateways and Mill Yard, were not included. The Mid-town Block still receives top priority, as do improvements on portions of Main Street and Washington Street. The development of a Waterfront Park and improvements to Central Park and portions of Main, Washington and River Streets were medium priority areas.



2. Project Phasing

The Town should continue to view this plan as a long-range vision for the downtown, setting both short-term and long-term goals. While there are clearly some priorities of more immediate importance for improvement in the downtown, there are some components that may be better to wait on, or that will simply take longer to put into place.

Because of time and fiscal constraints, the Mid-town Block and Streetscape projects will have to be implemented by the Town of Sanford in phases, in a coordinated manner. This suggested approach to phasing Plan implementation reflects project priorities and considerations for timing of construction. Note, however, that it is essential that the Town be nimble and be prepared to respond to opportunities as they arise – not necessarily in this order of priority.

The phasing recommendations under this plan are affected by two factors, the community's priority level for certain plan improvements, and recommended priorities in terms of current opportunities and projects that should serve to stimulate further private improvement and public support.

It is recommended that the following general strategy be adopted:

Phase I

- Implement the **Mid-town Linear Park** improvements and Mid-town **Stairway Revitalization** improvements.
- Focus on Enhancement Plan public improvements to the Mid-town **Sanford Square** and **St. Ignatius Square**.
- Develop incentive programs for **Mid-town Block** private building owners to make **façade improvements**.
- Initiate efforts to acquire the two key parcels for the **Sanford Falls Waterfront Park**.
- Install **utility upgrades** (sewer) to precede streetscape improvements.

Phase II

- Focus on implementing streetscape and roadway improvements for **Main Street** (between Winter and Roberts) and the **Washington Street Allee** (between Main and Riverside).
- Begin exploring scenarios for the redevelopment of the Mid-town **Riverside Square**.
- Work with owner of the **Acre Building** to encourage improvements.
- Complete the revitalization of the **Mill Falls Center**.
- Design and construct the **Sanford Falls Waterfront Park**.

Phase III

- Rebuild **Riverside Avenue** as a boulevard.
- Implement streetscape and roadway improvements for **St. Ignatius Street** and **Main Street** (between Roberts and Elm).
- Work with the owner of the **St. Ignatius School Parcel** to encourage its redevelopment (housing).

Phase IV

- Reach a decision on the most realistic redevelopment option for **Riverside Square**, as a joint public private partnership.
- Implement streetscape and roadway improvements for **School Street**.

- Explore opportunities to develop a new **Mid-town Block building on Washington Street**, next to the Main Street buildings.
- Explore opportunities to develop a new **Mid-town Block building on Main Street**, in front of St. Ignatius Square.

3. Funding Options

FUNDING FOR PUBLIC IMPROVEMENTS

a. CDBG Programs

The CDBG program is a federally-funded program administered by the Department of Economic and Community Development (DECD). The purpose of the program is to provide grants to local communities to support economic and community development that primarily benefits low and moderate income persons. Federal funding to underwrite the program is provided through the U.S. Department of Housing and Urban Development (HUD). The CDBG program consists of several grant programs for economic and community development. Applications and funds are available annually from the DECD.

To be eligible for additional CDBG funds, a community must have completed a comprehensive downtown strategic plan or update to an existing plan within in the past five years. Also to be eligible for CDBG funding, projects and activities must meet one of two national program objectives. The project must achieve one of the following:

- Benefit at least 51% low-moderate persons in an area, or
- Eliminate slum and blight

For more information including program statements and application deadlines visit:
<http://www.meocd.org>

Downtown Revitalization Grant

The Downtown Revitalization Grant (DR) Program provides funds to communities to implement comprehensive, integrated, and innovative solutions to the 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. Qualified applicant communities must have a downtown district meeting the definition.

Communities applying for funds must provide a direct **cash match of at least 25%** of the total CDBG grant award. This match may consist of non-CDBG loans, grants, endowments, etc. contributed to the project.

The proposed DR activities must be in a downtown plan (completed or updated within 5 years of the application) as recommended actions necessary for downtown revitalization. Applicants will receive three bonus points if they have been designated as a Main Street

Maine Community by the Maine Downtown Center or one bonus point if they have been designated as a Maine Downtown Network Community.

Eligible projects include:

- Construction, acquisition, reconstruction, installation, rehabilitation, site clearance, historic preservation, and relocation assistance associated with parking, streets, curbs, gutters, sidewalks, recreational facilities, parks, removal of architectural barriers, or neighborhood revitalization
- Site amenities (benches, lighting, trash receptacles), landscaping and pedestrian improvements
- Eligible activities include all those eligible under the Public Facilities, Public Infrastructure, Housing Assistance or Community Enterprise programs as relevant to the revitalization of a downtown district.

Letters of Intent are typically due in January, and applications typically due in March.

Possible Sanford projects under this funding:

- Streetscape improvements for Main Street, Washington Street, Riverside Avenue, St. Ignatius Street, School Street
- Public/streetscape improvements to the Mid-town Block parking areas (Sanford Square, St. Ignatius Square, Riverside Square)
- Mid-town Linear Park, Stairway Revitalization improvements

Public Infrastructure Grant

The Public Infrastructure Grant (PI) 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.

A **cash match of at least 25%** of the total grant award is required. This match may consist of non-CDBG loans, grants, endowments, etc contributed to the project.

Regional Service Centers and Contiguous Census Designated Places and Compact Urban Areas Designated as Regional Service Centers and activities supporting the revitalization of downtown areas will be given priority.

Eligible projects include:

- Water system installation/improvements, sewer system installation/improvements, water/sewer system hookups, storm drainage, utility infrastructure (road or street reconstruction is not eligible) -- **maximum funding \$500,000**
- Streets and roads, parking, curbs, gutters -- **maximum funding \$100,000**

Letters of Intent are typically due in December, and applications typically due in January.

Possible Sanford projects under this funding:

- Streetscape improvements for Main Street, Washington Street, Riverside Avenue, St. Ignatius Street, School Street
- Public/streetscape improvements to the Mid-town Block parking areas (Sanford Square, St. Ignatius Square, Riverside Square)
- Mid-town Linear Park, Stairway Revitalization improvements
- Utilities improvements to support downtown revitalization

Community Enterprise Grant

The Community Enterprise Grant (CE) Program provides grant funds to assist in innovative solutions to problems faced by micro-businesses, promote business façade programs and make streetscape improvements in downtown and village areas. Assistance to businesses may be in the form of grants or loans at the discretion of the community.

The maximum CE grant amount is **\$150,000**.

Eligible projects include:

- Grants or loans to for-profit businesses, façade grants to for-profit or non-profit businesses for exterior improvements, including signage, painting, siding, awnings, lighting, display windows and other approved exterior improvements
- Streetscapes including pocket parks, benches, street lighting, tree plantings, signage, traffic calming improvements, sidewalks and other approved improvements

All streetscape improvements must take place on publicly owned property. Exterior improvements and signage on an existing business must take place in a designated slum/blight area, or documentation exists that a business qualifies under a spot blight basis; Streetscape improvements must take place in a designated slum/blight area or when the applicant community where the project will take place is 51% or greater LMI as determined by HUD and the U.S. Census.

Letters of Intent are typically due in January, and applications typically due in March.

Possible Sanford projects under this funding:

- Façade improvements
- Waterfront Park
- Streetscape improvements for Main Street, Washington Street, Riverside Avenue, St. Ignatius Street, School Street
- Public/streetscape improvements to the Mid-town Block parking areas (Sanford Square, St. Ignatius Square, Riverside Square)

b. MaineDOT Quality Communities Program

The Maine Department of Transportation (MeDOT) has established a Quality Community Program, which encompasses programs many Maine communities are already familiar with, such as Transportation Enhancements, Safe Routes to School, and various other community programs. The Department has consolidated the former individual applications into a “common” Quality Community Program application to improve overall program and project delivery, as well as to simplify application processes.

MeDOT’s Quality Community Program includes federal and state funding opportunities to improve the quality community environment in Maine. This competitive program is intended to improve community transportation related facilities through bicycle and pedestrian improvements, safety improvements, environmental improvements, scenic, historic, and other quality community improvements.

The next round of applications under the Quality Communities Program will be due in 2012, to compete for funding available in fiscal years 2012-2014. The Town should be in contact with MeDOT to coordinate on the potential timing of an application and preliminary discussion with program staff.

The following are the major funding programs under the Quality Community Program:

Transportation Enhancement Program

The Transportation Enhancement Program is a Federal and State program (**minimum 20% local match**) offering a funding opportunity to help communities expand their transportation and quality community environments. This program supports pedestrian and bicycle facilities, historic and environmental projects, and downtown revitalization initiatives, as well as other investments that create an enhanced transportation system. Project proposals must show a relationship to surface transportation.

For more information visit:

www.maine.gov/mdot/community-programs/enhancement-program.php

Possible Sanford projects under this funding:

- Mid-town Linear Park, Stairway Revitalization improvements
- General: bicycle racks, bike lane striping
- General: sidewalk improvements
- General: streetscape amenities and landscaping associated with alternative transportation

Safe Routes to School Program

This Federal and State program offers an opportunity for infrastructure improvements (**up to 100% funding**) that will **improve safety or increase the number of children walking or**

bicycling to school or after school activities (this program applies to projects within 2 miles of an elementary or middle school). Project improvements typically include sidewalks, traffic calming, pedestrian crossings, and off-road bicycle and pedestrian facilities.

For more information on this program visit: <http://www.maine.gov/mdot/opt/srts.php>

Possible Sanford projects under this funding:

- Possible use for Main Street sidewalk and crosswalk improvements, serving connections to schools on upper Main Street (to be determined by preliminary discussion with MeDOT Program Director)

c. *Communities for Maine's Future Grant*

Communities for Maine's Future funding comes from the voter-approved Communities For Maine's Future Bond, a program established under 5 MRSA §13056-D. This fund is administered by the Department of Economic and Community Development (DECD) to provide funding to eligible Maine communities for downtown infrastructure projects which promote sustainable development.

All project sites must be located in a designated downtown or village center which is defined in an adopted local comprehensive downtown revitalization work plan. Any proposed project activity must be on publically-owned land, or on private or non-profit ownership with demonstrated long-term public use and benefit.

Grant awards will range **between \$25,000 and \$400,000**. The funding requires a **1 to 1 local match**, of which a minimum of 70% in cash and a maximum of 30% in-kind contributions is mandated.

Eligible activities include acquisition, demolition, site work, design, construction, and rehabilitation. The following project types are supported under this funding:

- Streetscapes
- Building renovations
- Walking trails and recreational amenities
- Facilities in support of the arts and culture, local agriculture, and crafts related to the Creative Economy

For more information on this program visit: <http://www.maine.gov/decd/meocd/>

Possible Sanford projects under this funding:

- Mid-town Linear Park, Stairway Revitalization
- Waterfront Park
- General: streetscape improvements

d. Project Canopy Grants

The Project Canopy Tree Planting and Maintenance grant program is a state funded program administered by the Maine Department of Conservation's Maine State Forest Service in cooperation with the Pine Tree State Arboretum.

Communities applying for funds for tree planting and maintenance must provide a direct **cash match of at least 50%** of the total \$8,000 available grant. Applications and funds are available annually from the MDOC. Mandatory grant workshops are generally held during the summer, with applications due in late summer/early fall.

Details on this program are available at:
<http://www.maine.gov/doc/mfs/projectcanopy/>

Possible Sanford projects under this funding:

- Street trees for the Mid-town Block parking areas
- Street trees for Main Street, Washington Street, Riverside Avenue, etc.
- Trees for Central Park
- Trees for the waterfront park

e. TIF Program

Tax Increment Financing (TIF) is a state and local financing mechanism in which economic development and downtown improvements are funded through the dedication of increased local property tax revenues resulting from private investment within a designated district. TIFs are further supported by sheltering new property valuation within the district from a community's state valuation so that the community avoids losses in state aid to education and state municipal revenues sharing as well as increases in its county tax. Revenues captured within a designated TIF district can be used to fund both local costs for public infrastructure/improvements and economic development efforts, as well as private costs for building construction and improvements or site related costs. In addition, such tax moneys can be captured from one location and applied to another location (such as captured from a commercial strip and applied to a downtown).

Sanford should consider the use of TIF funding for the Mid-town Block or Downtown-wide, taking into account the Town's current use of TIF funds and designated districts. Many of the improvements outlined in this Plan that could be supported or funded by TIF funds.

Possible Sanford projects under this funding:

- Sidewalk and pedestrian improvements
- Streetscape enhancements including lighting, benches and other amenities
- Traffic calming, Intersection and roadway improvements
- Public signage

- Loan or grant funds to support private costs for building renovations/façades for the Mid-town Block
- Funding incentives to encourage redevelopment in the Mid-town Block
- Local match for state and federal grants

PUBLIC-PRIVATE PARTNERSHIPS & OTHER STRATEGIES TO LEVERAGE PUBLIC FUNDING/PROJECTS

In addition to grant funds and public funds (such as TIF), there are a number of programs and strategies that should be explored to leverage funding or provide incentives to advance the implementation of the Streetscape or Mid-town Block Master Plans.

Strategies:

- Explore opportunities to employ programs from Efficiency Maine, either for public improvements or to encourage private improvements
- Encourage the use of tax credit programs such as the Maine Historic Preservation Tax Credit to help make redevelopment and improvement projects financially feasible
- Form public-private partnerships with key local entities, such as banks, businesses and non-profits, for assistance in implementing specific projects
- Form a quasi-public redevelopment authority to aid in the Mid-town Block redevelopment plan (possibly similar to the Sanford Springvale Development Corporation)
- Contact and work closely with potential developers on the Mid-town Block redevelopment project
- Utilize the public ownership of the Mid-town block parking area as leverage to encourage private redevelopment and improvements; negotiate a land swap to enable the development of new buildings along Washington Street (Riverside Square redevelopment)
- Consider opportunities for land swaps to acquire the two waterfront parcels for the proposed park

4. Project Cost Estimates

BASELINE COST ESTIMATE

Developing a projected planning level cost estimate for the proposed improvements allows the community to anticipate general required funding amounts for various components of the project in a feasible manner. The various downtown improvements were based on specific project areas as identified in the illustrative streetscape plans. The unit prices for improvements are based on similar projects that have been bid in Maine within the past year. We recognize that market prices can fluctuate from year to year and we have carried a contingency of 20%.