



York Village early 20th C

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York Village Master Plan

Partner Organizations Meeting November 18, 2014

Goals & Purpose

- *create 21st century function along with cherished historic qualities,*
- *balance competing pedestrian and vehicular needs*
- *foster economic prosperity*

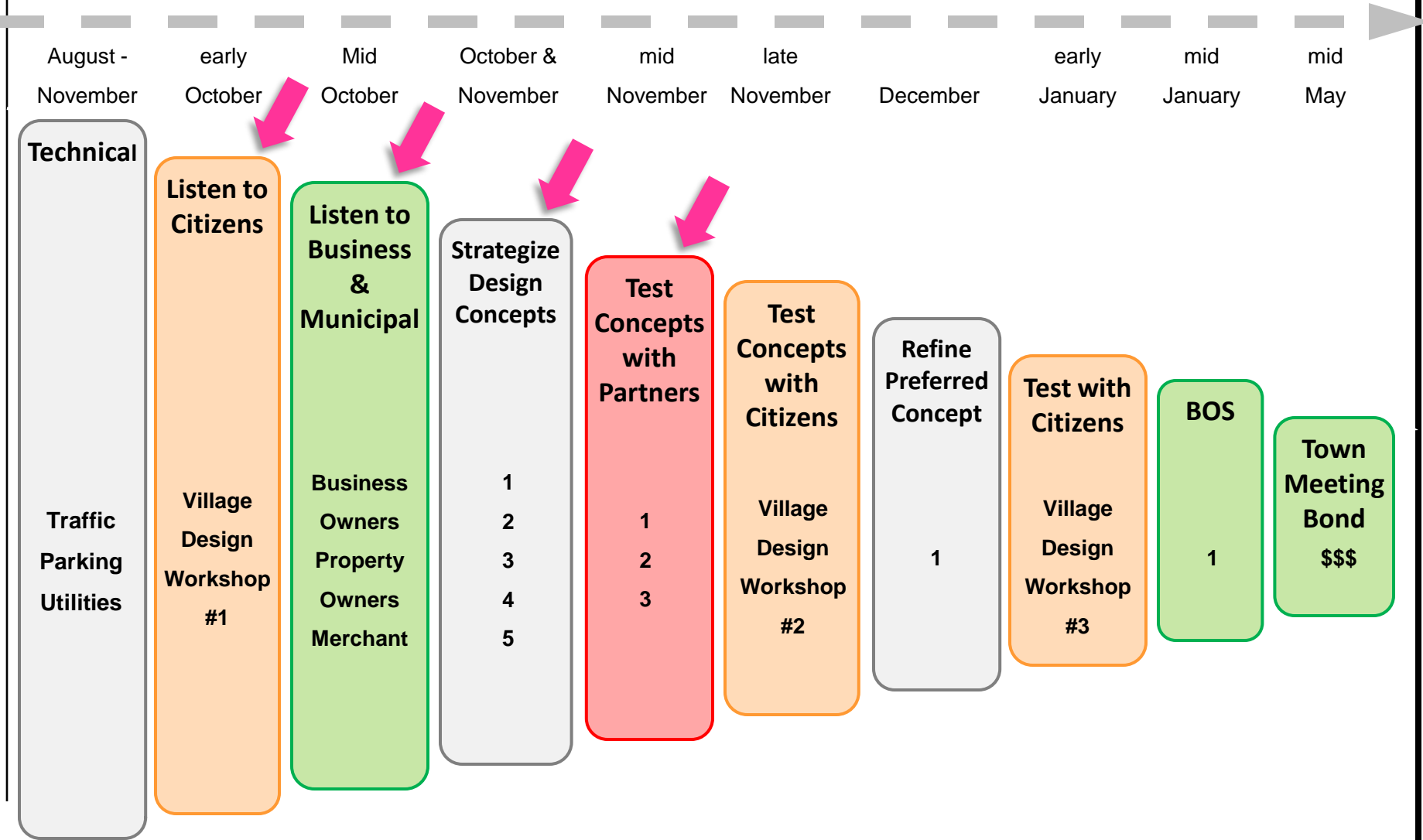


A g e n d a

6:30 – 6:35 (5 min)	1. Welcome, Introduction, Background & Purpose (Ron McAllister)
6:35 – 7:15 (40 min)	2. Presentation – Master Plan & Design Concepts (Denis & Regina)
7:15 – 7:25 (10 min)	3. Overall Goals & Purpose <ul style="list-style-type: none">• Are the Master Plan’s goals and my organization’s mutually beneficial and supportive?• Is there shared or overlapping purpose?• How do I/we fit within the overall Village Master Plan’s goals?
7:25 – 7:40 (15 min)	4. Evaluating Design Concepts As an individual and/or member of an organization: <ul style="list-style-type: none">• Do the concepts represent a gain or a sacrifice?• Are there needs that have not yet been addressed in the concepts?• What concerns do I and/or my organization have?• Are there opportunities not yet taken?• Is one concept a “home run” and others a “strike out”?
7:40 – 7:50 (10 min)	5. Enthusiasm, Support and Participation As an individual and/or organization: <ul style="list-style-type: none">• What is my/our level of enthusiasm and support? Low, middle or high?• How do I/we currently support village vitality?• How might I/we contribute to village revitalization?• Do I/we wish to actively participate going forward, and if so, how?
7:50 – 8:30 (10 min)	6. Themes, Observations, Next steps & Wrap up (open discussion for all)

Master Plan Steps

Look Back, Look Around, Look Ahead



Business Community Interview Summaries

Individual Business Considerations

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

Master Plan Funding Must be Integrated, Rather Than Isolated

Expand

....community development expert, Rodney Lynch, conducted 24 interviews over 4 days

York Village Master Plan

Partial Funding Chapter

DRAFT 11/3/2014

Individual Business Considerations

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

Comments (personally identifying information removed)

Parking

Parking

- Owner does not want to lose the parking in front of business.
- Does not want to have the angle parking in front of the older Chevrolet dealership building
- Biggest impact will be parking, especially if parking is removed in front of business. Also places for employee parking.
- Want to ensure that parking spaces in front of business stay as elderly customers, who are not on line, like to come into office to do business.
- Want to keep 60 degree angle parking in front of the Kyricos building by the monument square.
- In and out and pick-up business, does not want to lose the parking spaces in front of restaurant.
- Keeping the parking spaces in front of business.
- Overall insufficient parking for owners, employees and tenants in the rear area parking lots, which are now disjointed and not connected. No on-street unloading and instead needs designated unloading zone(s) in the village. Utilizing the parking lot behind the Bank America would take off some of the village parking pressure.
- Because business is quick 15 minutes in and out, needs to retain 60 degree angle parking in front of shop located in the former Chevrolet dealership building.

Walkability

Walkability

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

Business Community Interview Summaries

York Village Master Plan **Partial Funding Chapter** DRAFT 11/3/2014

A lack of sidewalks makes it difficult to talk to neighboring business to share mutual concerns and cross pollinate. Presently the York Street lay-out can isolate businesses.

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

Economics ← **Economics**

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

Buildings ← **Buildings**

- Energy conservation and insulation to reduce business overhead costs.

Overall Business Community Considerations

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

Comments (personally identifying information removed)

Identity ← **Identity**

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

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Design ← **Design**

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

Overall Business Considerations

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

Parking ← **Parking**

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

Business Community Interview Summaries

York Village Master Plan

Partial Funding Chapter

DRAFT 11/3/2014

Town & Grant Writing Considerations

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

Comments

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

Water Quality

- Town has a major storm water quality problem.
- York is a MS4 (Municipal Separate Storm Sewer System) permit municipality which under DEP/EPA regulations requires that such municipalities obtain this permit (known as a National Pollutant Discharge Elimination System, or NPDES, permit) and renew it every 5 years. Under this permit a municipality must develop a storm water management program designed to control the discharge of pollutants into and from the storm water sewer or drainage system.
- DEP 319 Nonpoint Source Water Pollution Control Grants ("319"). DEP administers Non-Point Source (NPS) grants to help communities make progress restoring NPS-impaired waters or

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Town & Grant Writing Considerations

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

Transportation

Transportation

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

Non Tax Based Funding Opportunities

Short Term 2015 to 2017 (Activity)	Short Term 2018 to 2022 (Activity)	Dates & Deadlines	Category	Program & Funding Entity	Source (Federal, State, Local, other)	Funding Cycle (rolling, annual, semi annual etc)	Possible \$	Notes
2015	TBD	2015 - 1/??	Approvals	Board of Selectman	Town		TBD	
2015	TBD	2015 - 5/16	Approvals	Town Meeting	Town	Triennially (3x/yr.)	TBD	
2015 (Planning)	none	2016- 7/1	Infrastructure	Department Agriculture, Conservation and Forestry Maine Coastal Program's Communities Grant Program	Coastal Program/Town	Annually	Up to \$50,000 with 25% local match	Storm water management, open space planning
2015 (Planning)	2017 (Application)	2017 - 12/19 Application	Infrastructure	Maine Department Agriculture, Conservation and Forestry Project Canopy	Me Forest Service/Town	Annually	Up to \$10,000 and 50/50 match	Tree planting and maintenance
2015 (Planning)	June Anytime	June Anytime	Water Quality	DEP 319 Watershed Program Matching	DEP/Town	Annually	\$23-\$98,000	Watershed plan, plan implementation
2015 (Planning)	2018 (Application)	March	Downtown	Maine Downtown Network Community	Downtown Center State	Annually	None	4 Points: Organization Promotion, Design, Economic restructuring
2015 (Village Plan)	2020 (Application)	2020 - 4/17	Infrastructure	CDBG Downtown Revitalization	DECD/Town 25% local match.	Annually	Up to \$400,000	To be eligible adopted Downtown Revitalization Plan & area declaration of slum and blight.
2015 (Village Plan)	Construction	None	Transportation	MaineDOT Municipal Partnership Initiative (MPI)	State 50/50 Match	Anytime	Up to \$500,000	Roadway, sidewalks, curb, lighting
2015 (Village Plan)	2020 (Application)	2020 - 4/17	Downtown	Downtown Revitalization Grant (DR) Program (CDBG)	DECD/Town	Annually	Up to \$400,000	Streetscapes, sidewalks, curbing, cross walks, street lighting, parks, underground utilities.
2015 - 16 (Planning)	2018 (Application)	October	Downtown	Creative Communities = Economic Development (CCED) Grant:	Arts Commission	Annually	Up to \$75,000	Arts vibrant downtown
2016 (Planning)	TIF Preparation	TBD	Infrastructure	York Village Tax Increment Financing (TIF) District	Adopted local district and DECD approval	Anytime	TBD by the town.	Storm sewer, streetscapes, parking.
2016 or 2017 (Planning & Application)	2018 to 2021 (Construction & Other)	1st Friday each month	Infrastructure	CDBG (Community Development Block Grant) Economic Development	State DECD/Town 25% local cash match.	Quarterly	Up to \$1,000,000	Grants to Municipalities in support of a local business for sewer, water & storm drainage.
2017 (Survey)	2019 (Application)	2019 - 3/6	Infrastructure	CDBG Public Infrastructure (PI)	State DECD/Town 25% local match.	Annually	\$400,000	Storm drainage improvements benefiting majority low/mod income persons. 2017 village income survey.
2017 (Planning)	2018 to 2020 (Application)	2018 - 8/1	Infrastructure	Maine Department Transportation (MeDOT) Quality Community Safe Routes to School & Transportation	MeDOT/Town 80%/20% match	Biennial (every 2 years) 2018-2019	\$100,000	Sidewalks, curbs, crosswalks

Village Design Workshop Saturday, Oct 4



COMMUNITY INPUT

Common themes (Community Input)

TRAFFIC CALMING & VEHICLE SAFETY.

Slow traffic through the village

Clarify traffic patterns so that vehicle movement is more predictable

PEDESTRIAN & BICYCLE SAFETY.

Provide a safe, continuous sidewalk network between Village, neighborhoods and Town destinations

Improve pedestrian crossings

Mitigate potential hazards between vehicles, bikes and pedestrians

Improve bike path pavement markings & signage

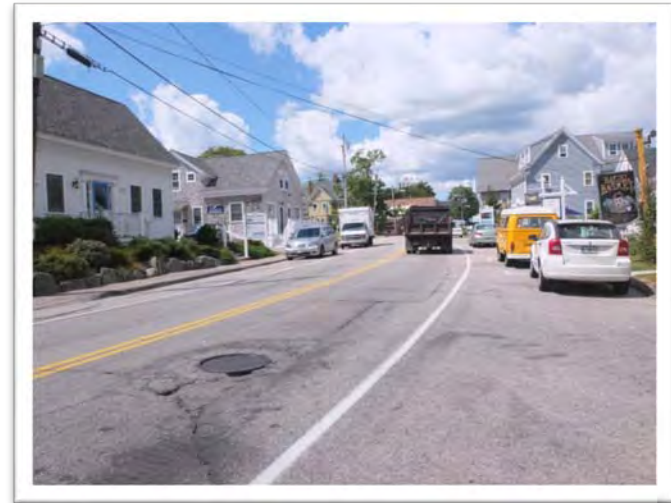


IMAGE SOURCE: <http://blog.thoughtforms-corp.com/files/2010/12/amazingme-camden>

COMMUNITY INPUT

Common themes (Community Input)

PARKING.

Provide safe, convenient parking in the Village

Consider opportunities to enhance off-street parking

STREETScape & BEAUTIFICATION

“It’s the little things that count.”

Partner with local businesses and community groups to beautify the village

Move overhead utilities underground

Provide signage, street lighting, landscaping and pedestrian amenities

Integrate parks and open spaces



COMMUNITY INPUT

Common themes (Community Input)

ASSETS & OPPORTUNITIES.

Emphasize history as a key asset and opportunity for the future

Integrate new businesses to fill existing gaps in products and services

Develop a Village that is supportive of both locals and tourists

Enhance trail network and improve use of Town land for recreation and green spaces





SUMMARY OBJECTIVES

- Create 21st century function without losing cherished historic qualities.
- Balance competing pedestrian and vehicular needs.
- Foster economic prosperity.

Village Design Workshop

Small Group Hands on Activity



2

Arrival

is experiencing the distinct beginning of the village.

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

3

Anchors & Destinations

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

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

Village Design Workshop

Small Group Hands on Activity



4

Village Pedestrian Connectivity

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

- *Is there a clear, convenient and safe network connecting Anchors & Destinations? Why? Why not?*
- *What works, and what does not?*
- *Using yellow strips, identify 3 improved or new connections that should receive top-priority.*
- *Imagine how Connections might enhance the village and reinforce the vision.*

5

Natural Features, Recreation & Open Space

are essential to Quality of Life.

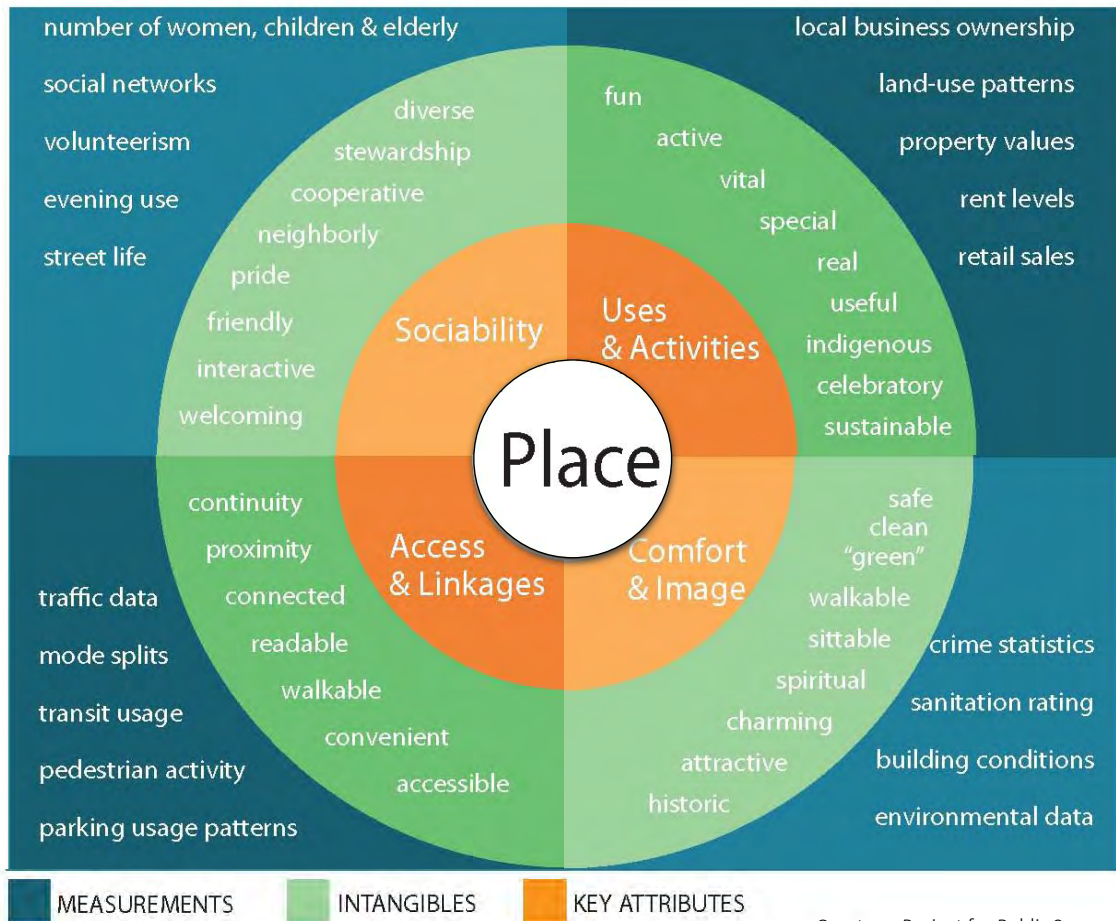
- *Using green dots and strips, identify Features & Open Space in and around the village.*
- *Are there undiscovered or unused features?*
- *Imagine how a network of Features, Trails & Open Space might enhance the village and vision.*

Village Design Workshop Saturday, Oct 4



A fresh design for York Village that ...
**creates 21st century function along with cherished historic qualities,
balances competing pedestrian and vehicular needs
and fosters economic prosperity...**





Village Principles

VITAL – Integral to the York Community, Demonstrating life

BEAUTIFUL – Visually appealing

SAFE – Clear and predictable traffic patterns, pedestrian and bike friendly

SUSTAINABLE – Environmentally-friendly

HISTORIC – Reflective of Village's past

COMMUNITY-ORIENTED – A place where people connect & feel connected

WELCOMING – A place where people feel gladly received

DYNAMIC – Active and thriving, full of energy and enthusiasm

SUPPORTIVE - Encouraging

What Makes a Great Place?

CONSIDERATIONS



Achievement of **Objectives** will require a **Balance of Uses**.

CONSIDERATIONS



Vehicle space needs to be **Streamlined** to make way for **Pedestrians, Bicyclists and Green Space.**

The Downtown Revitalization Collaborative

This will require an **Adjustment** of **Dedicated Space.**



DIAGRAM KEY
VEHICLE SPACE
PUBLIC R.O.W.
SHARED SPACE
PEDESTRIAN SPACE

Graphic showing Dedicated Vehicle and Pedestrian Spaces in the Village Center

CONSIDERATIONS

ROADWAY

Traffic patterns need to be clarified so that movements are better managed, safer and predictable near crossings & along shared routes

Traffic calming techniques need to be implemented to slow vehicle speeds through the Village

Travel lane widths should be reduced

Bicycle routes and shared lanes should be clearly marked



Improve the York Street – Long Sands Road Intersection



Integrate Streetscape elements

Highlight pedestrian spaces & crossings

Narrow travel lanes and use shared routes



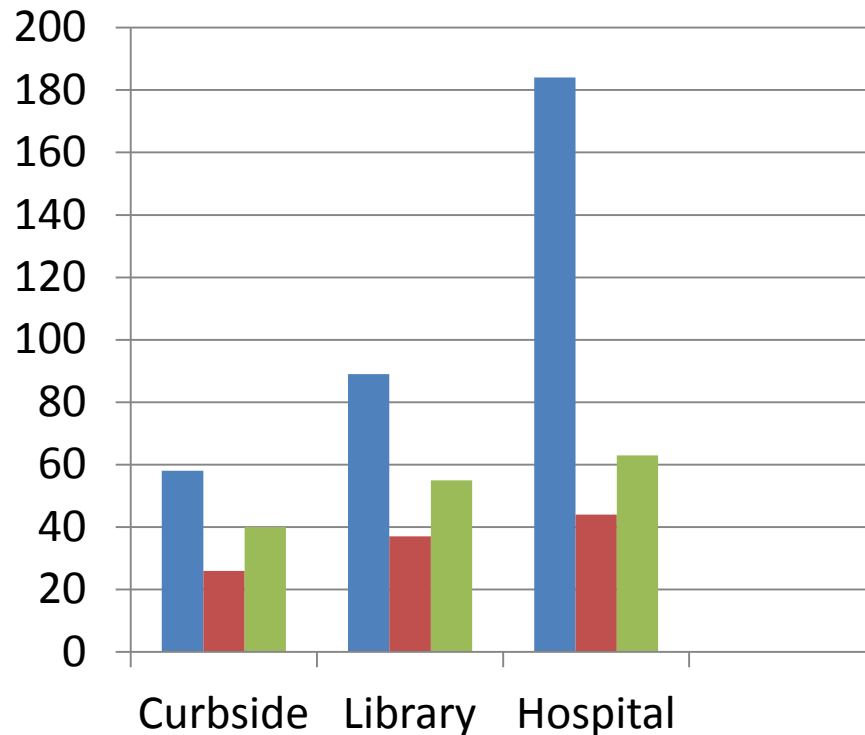
Sample graphic showing traffic calming using streetscape elements, intersection design & lane reduction (Portland).

The Downtown Revitalization Collaborative

CONSIDERATIONS

PARKING

Parking needs to be evaluated for safety, frequency of use and accessibility



Sample graphic showing results of parking study conducted in late August 2014.



- Available spaces
- Average Occupied
- Peak

Parking Study data suggest the following:

PARKING IS UNDER UTILIZED:

Demand is at least 30% lower than existing supply (at peak hours of use)

24% of curbside parking spaces are used for 4 hours or more at a time

1% of curbside spaces appear to be unused

CONSIDERATIONS

PARKING

On-street parking needs to be evaluated for safety, frequency of use and accessibility

Actively manage curbside parking

Off-street parking should be better organized, centrally located, find-able, and connected to destinations

Bicycle routes and shared lanes should be clearly marked

Active parking management helps to **reduce the perception** that it is difficult to find customer parking in the village and **increases the use** of available parking resources.



CURBSIDE PARKING

- Manage existing space more efficiently
- Treat parking as a Village commodity
- Encourage turnover of spaces
- Set large vehicle restrictions & designate loading zones



TARGET OUTCOMES:

- Balance demand with the fixed supply
- Achieve a 15% vacancy rate

STRATEGY - GREATER VILLAGE



VILLAGE ASSETS

Capitalize on York Village DESTINATION
RESOURCES: Town Hall, First Parish Church,
Library & Historic Sites

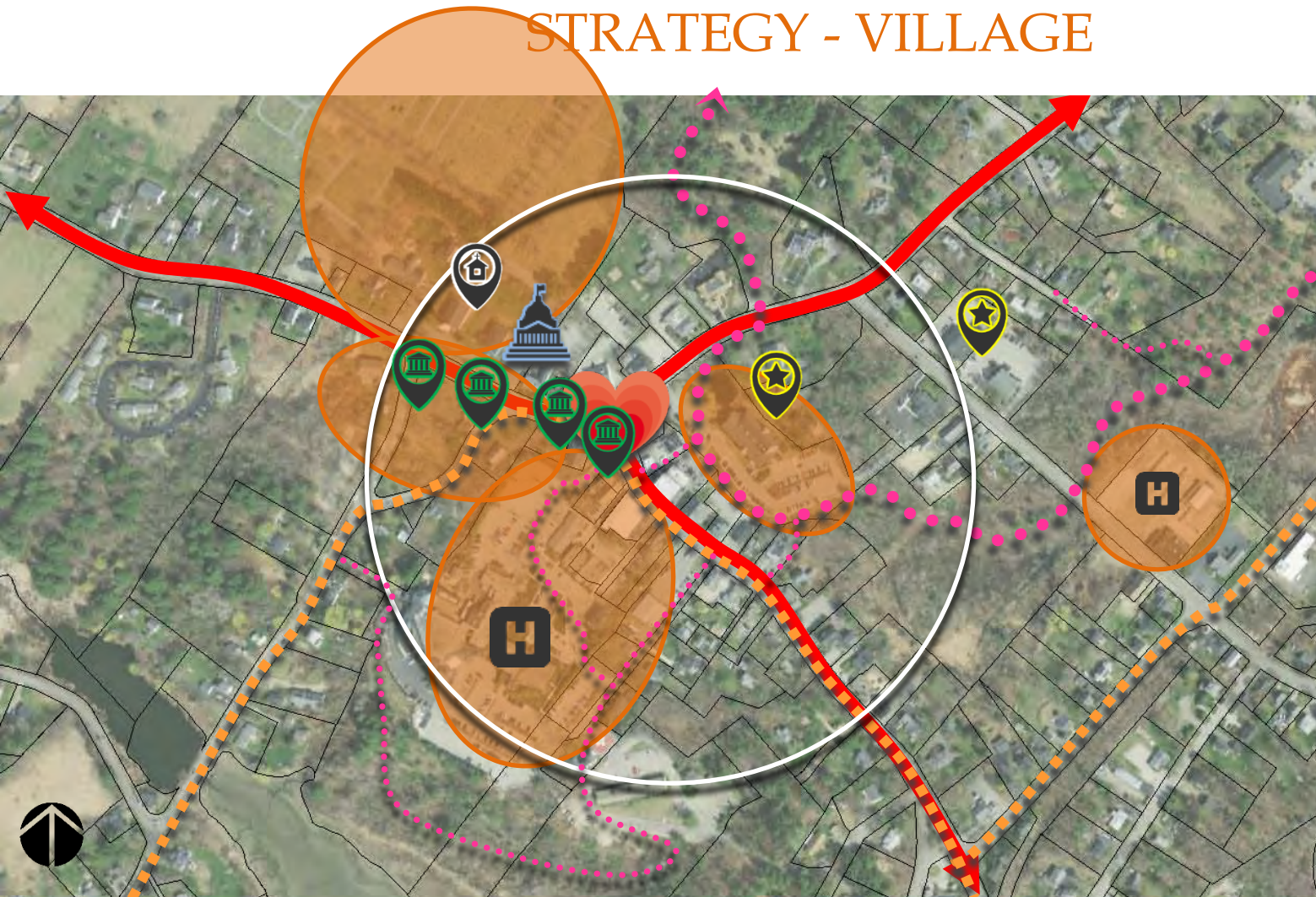
PARKS & RECREATIONAL OPPORTUNITIES

Integrate open spaces and trails to enhance
quality of life for locals and to draw visitors
to the Village area

ENHANCE CONNECTIVITY

Enhance the existing trail
network to provide
connectivity between
residential areas, schools and
the Village

STRATEGY - VILLAGE



ENGAGE KEY VILLAGE PARTNERS

First Parish Church, Library, York Museum & Historic Sites, Hospital

STRATEGIC CONNECTIONS

Improve walkability and connections through higher activity centers, such as the library, museum sites and hospital.

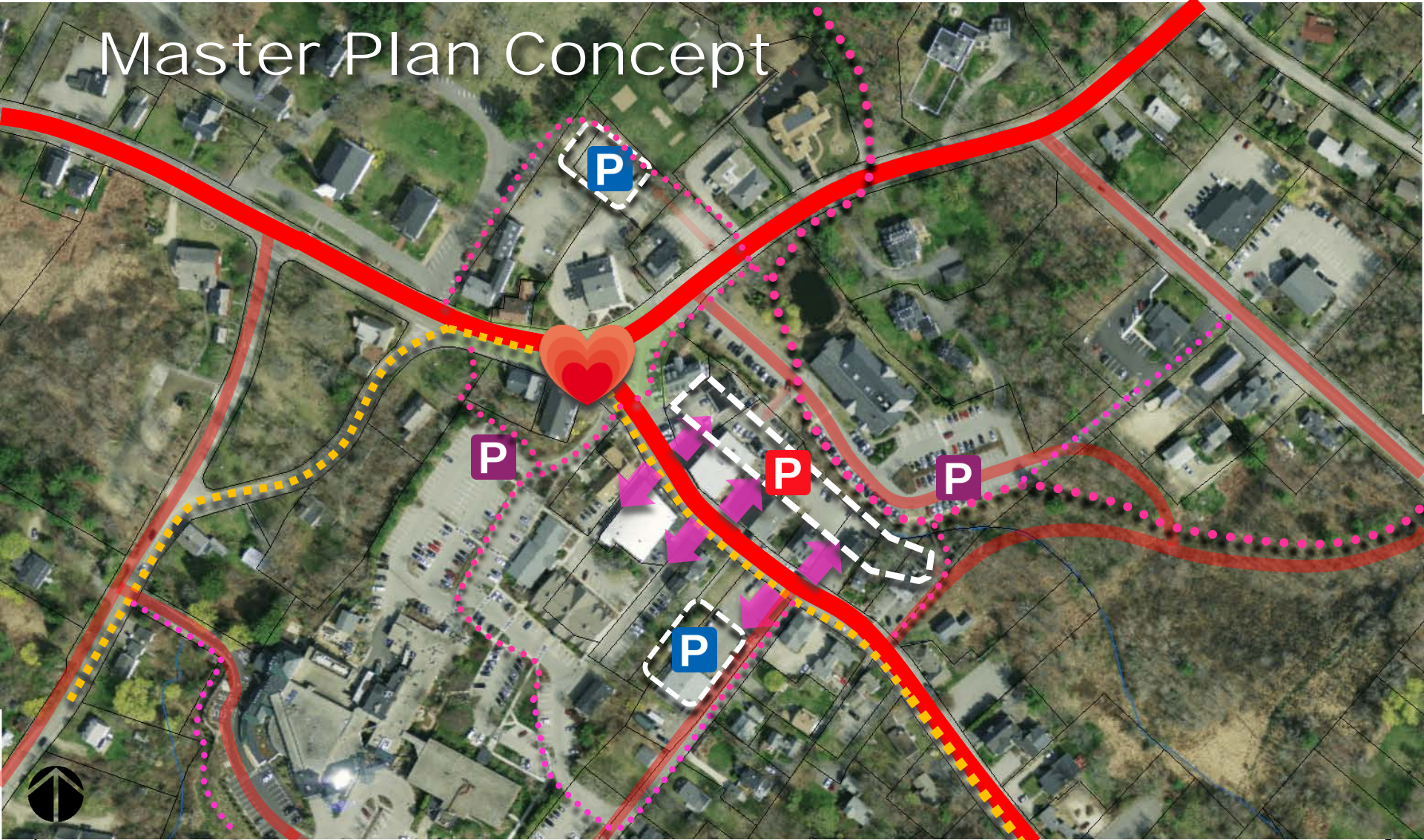
FOSTER SENSE OF PLACE

Preserve the traditional village character and balance uses to foster vitality and sense of community.

STRATEGY - VILLAGE CENTER



Master Plan Concept



INCREASE VITALITY OF SIDE STREETS

Enhance pedestrian activity along side alleys and streets to encourage business development in the village core

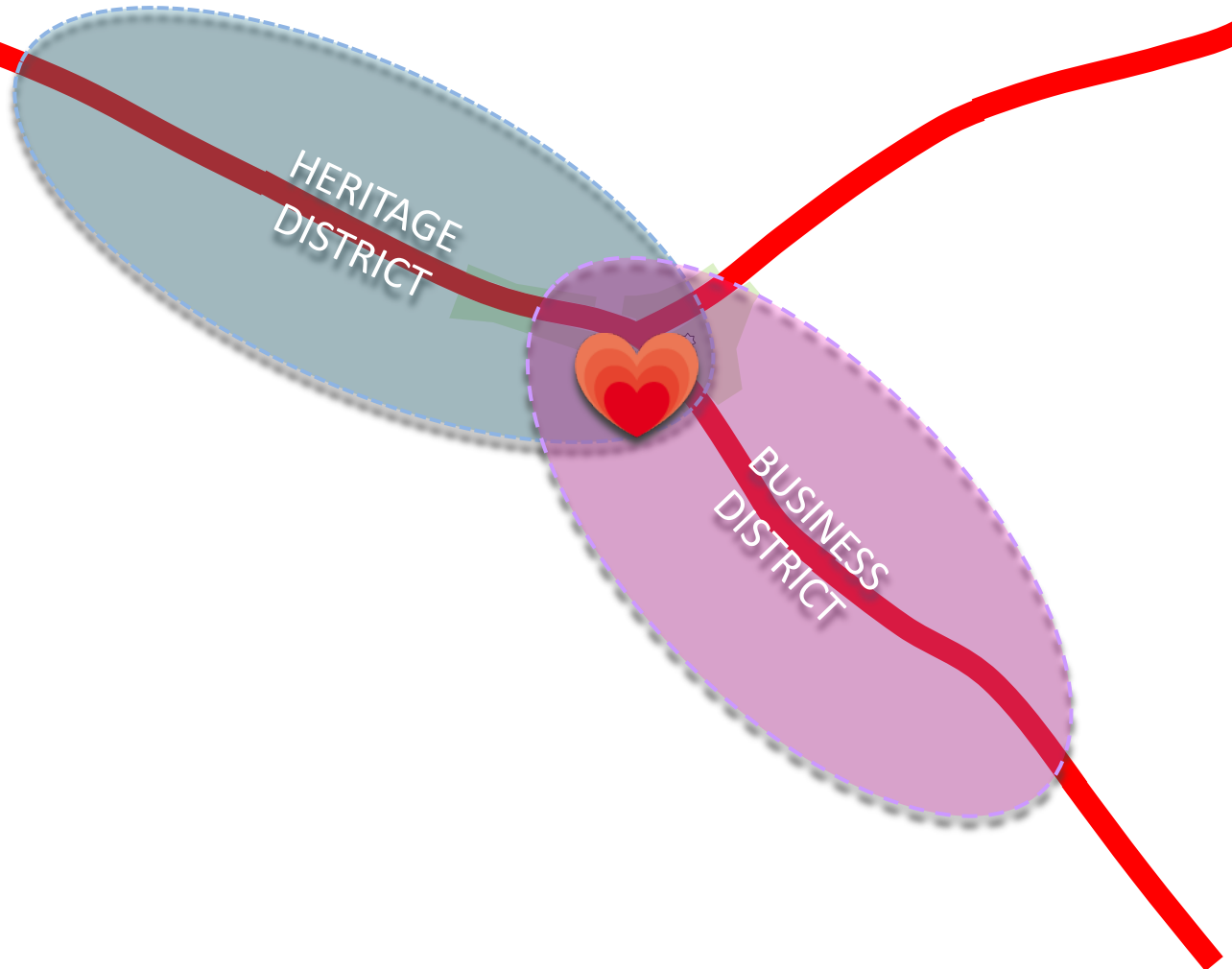
STREAMLINE & MANAGE PARKING

Manage shared parking opportunities. Combine parking lots behind business block. Consider off-street public parking opportunities.

UPDATE CIRCULATION

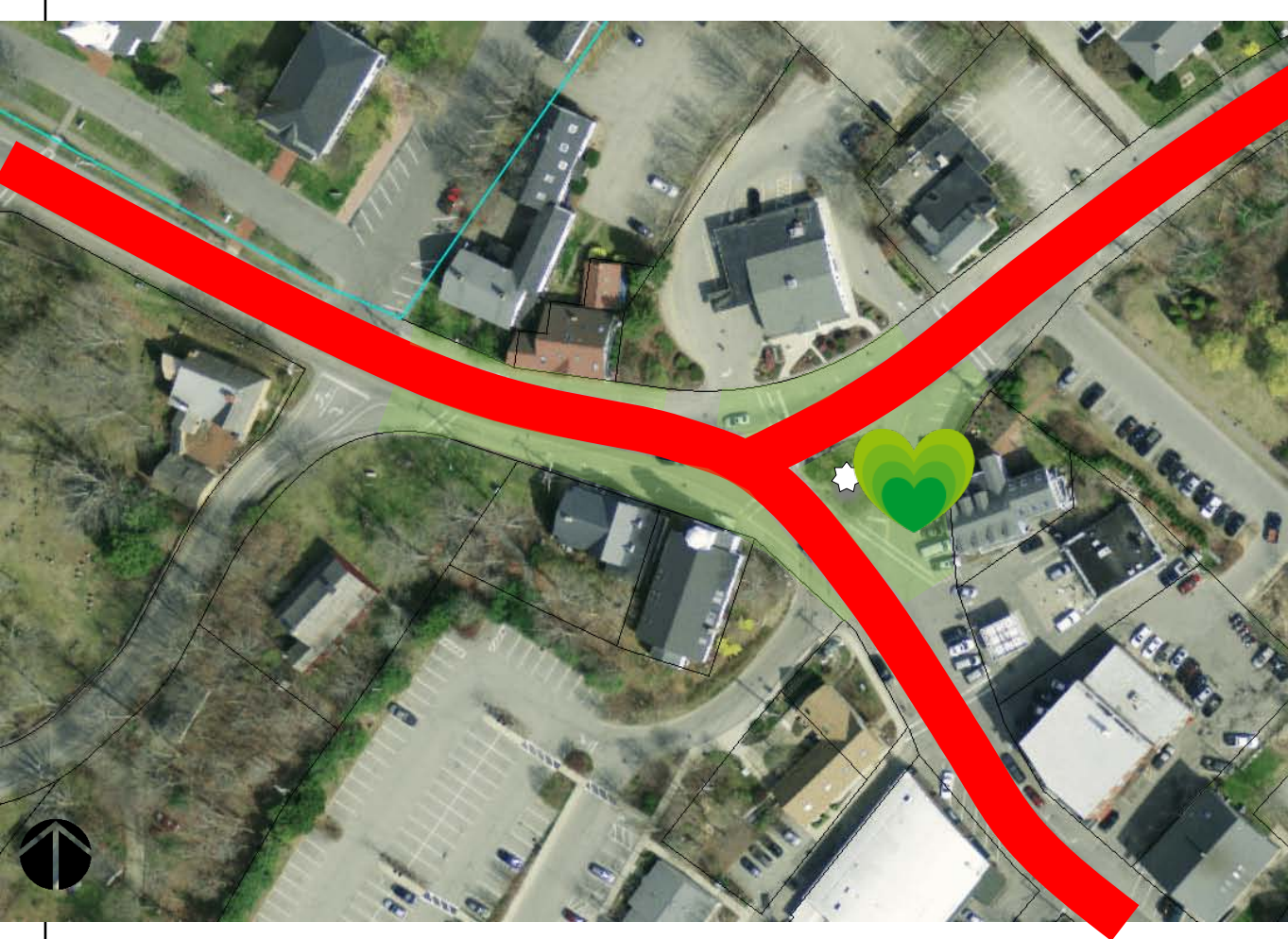
Establish a clear primary and secondary vehicle system, through & in-town. Consider traffic pattern changes to enhance village function.

HEART OF THE VILLAGE



York Village Master Plan

Intersection Scenarios



DESIGN IMPLICATIONS

Minimal change in existing street pattern.

Roadway alignment may favor higher vehicle speeds, but less congestion.

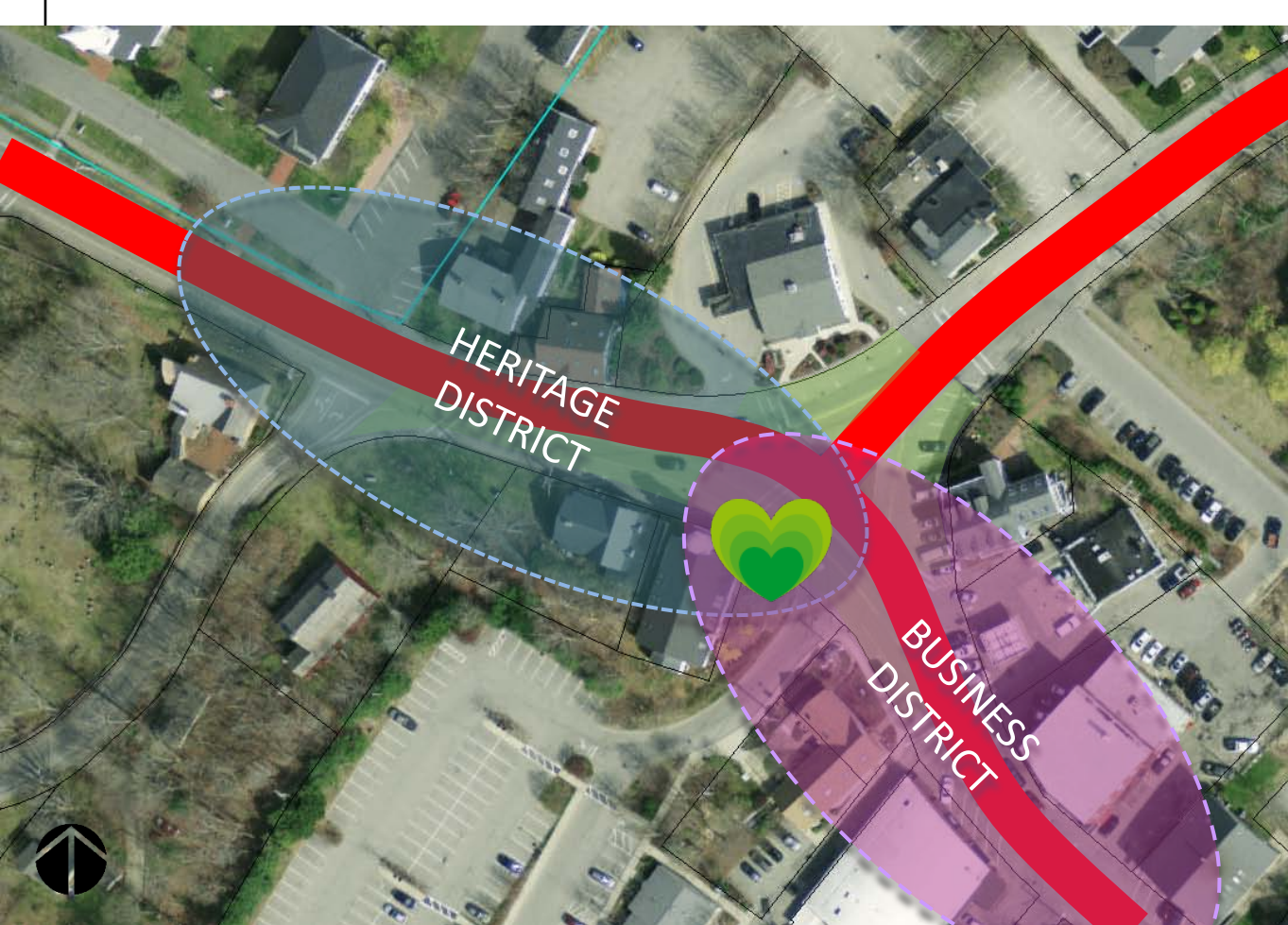
Equal weight given to York Street & Long Sands Road.

Town Common and businesses along it are read as the most important part of the Village.

Town Common Concept – “Y” Pattern

York Village Master Plan

Intersection Scenarios



DESIGN IMPLICATIONS

Continuity of York Street

Roadway alignment curved to slow vehicle speed through town

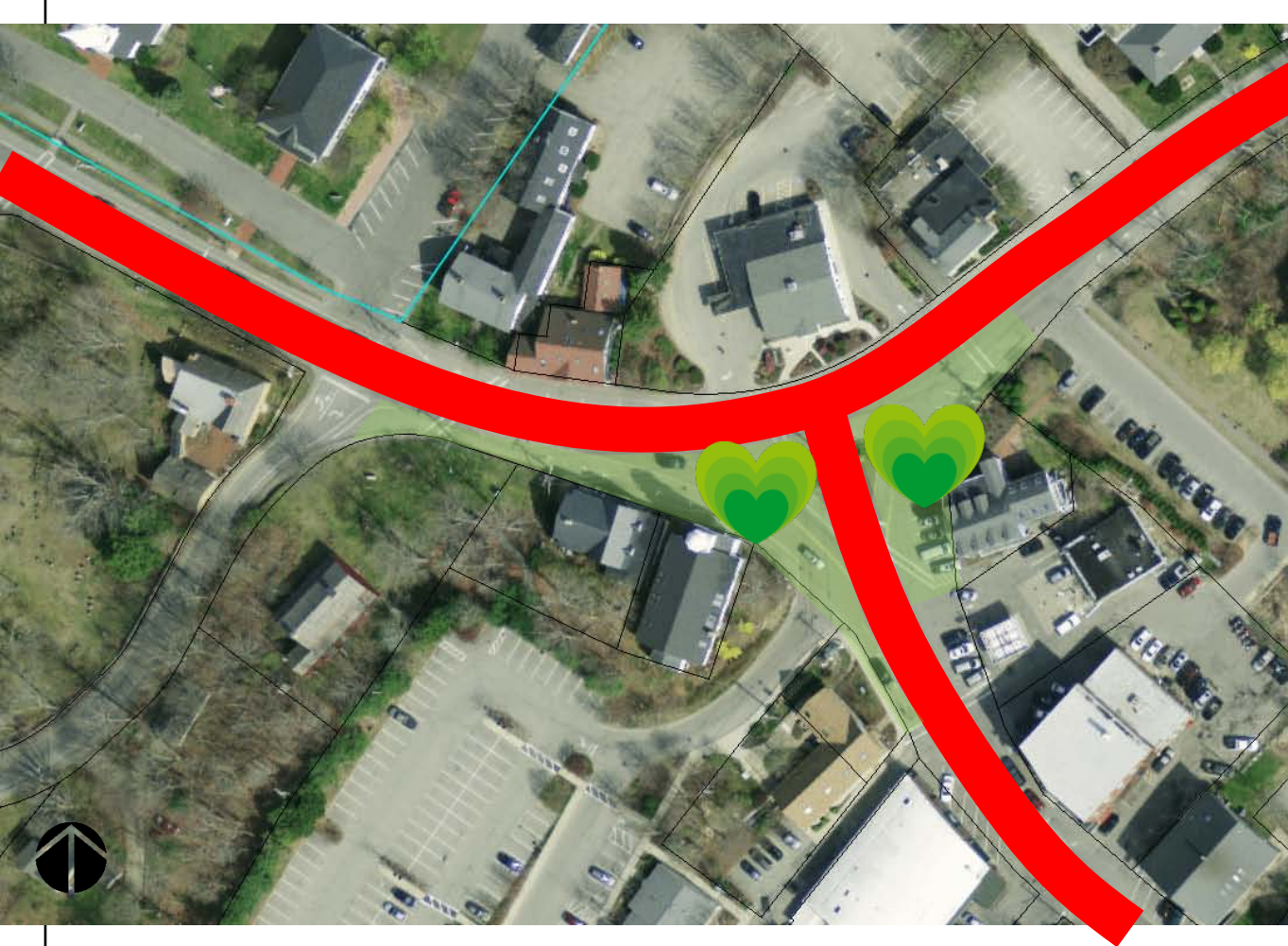
Heart space is the historic common, extending across the southern edge of the Village Center

Breaks Village into equal parts, with emphasis at the marriage of the Heritage & Business Districts

Town Square Concept – York Tee Pattern

York Village Master Plan

Intersection Scenarios



DESIGN IMPLICATIONS

Continuity of Long Sands Road

Roadway alignment slows vehicle speed through Southern portion of Village, but not along Long Sands Road

Emphasis is on arrival into southern village center. The north side of the Village is separated.

Heart space is equally divided at the Town Square, offering place-making & activity opportunities

Town Square Concept – Long Sands Tee



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SUMMARY GOALS & PURPOSE

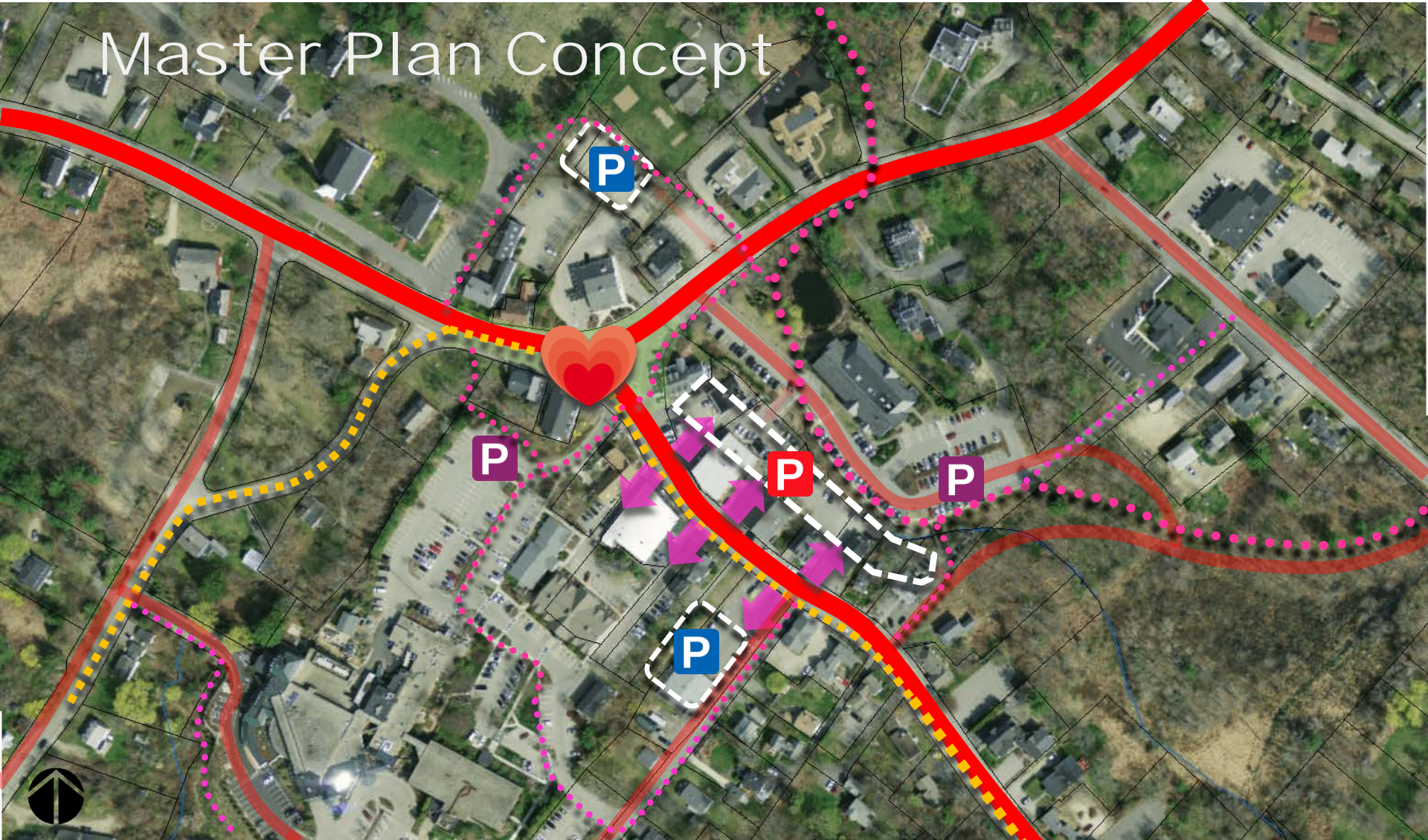
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Master Plan Concept



INCREASE VITALITY OF SIDE STREETS

Enhance pedestrian activity along side alleys and streets to encourage business development in the village core

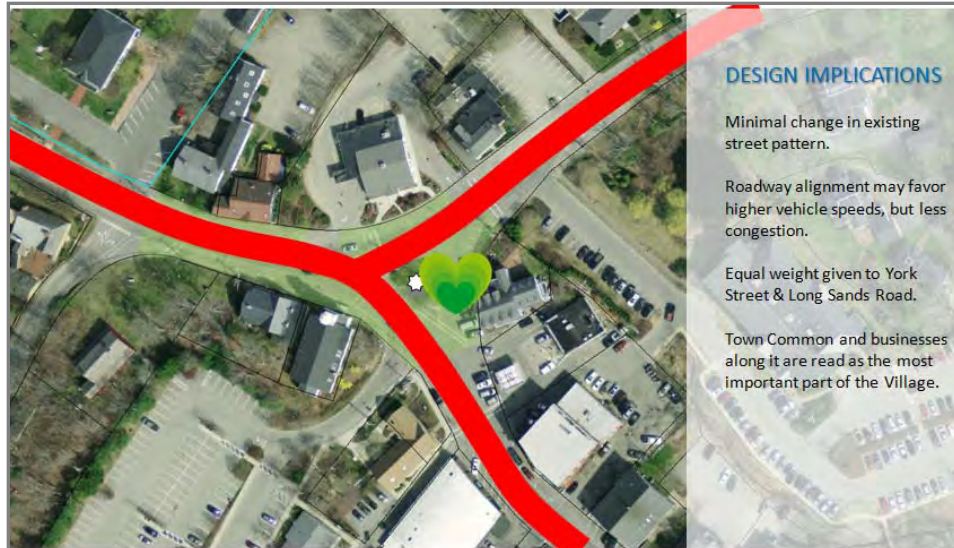
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Intersection Scenarios



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- Equal weight given to York Street & Long Sands Road.
- Town Common and businesses along it are read as the most important part of the Village.

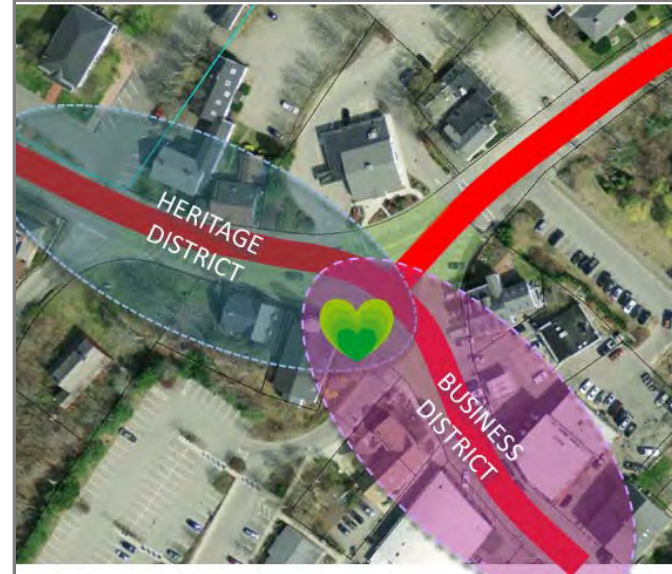
Town Common Concept – “Y” Pattern



DESIGN IMPLICATIONS

- Continuity of Long Sands Road
- Roadway alignment slows vehicle speed through Southern portion of Village, but not along Long Sands Road
- Emphasis is on arrival into southern village center. The north side of the Village is separated.
- Heart space is equally divided at the Town Square, offering place-making & activity opportunities

Town Square Concept – Long Sands Tee



DESIGN IMPLICATIONS

- Continuity of York Street
- Roadway alignment curved to slow vehicle speed through town
- Heart space is the historic common, extending across the southern edge of the Village Center
- Breaks Village into equal parts, with emphasis at the marriage of the Heritage & Business Districts

Town Square Concept – York Tee Pattern

A g e n d a

6:30 – 6:35 (5 min)	1. Welcome, Introduction, Background & Purpose (Ron McAllister)
6:35 – 7:15 (40 min)	2. Presentation – Master Plan & Design Concepts (Denis & Regina)
7:15 – 7:25 (10 min)	3. Overall Goals & Purpose <ul style="list-style-type: none">• Are the Master Plan’s goals and my organization’s mutually beneficial and supportive?• Is there shared or overlapping purpose?• How do I/we fit within the overall Village Master Plan’s goals?
7:25 – 7:40 (15 min)	4. Evaluating Design Concepts As an individual and/or member of an organization: <ul style="list-style-type: none">• Do the concepts represent a gain or a sacrifice?• Are there needs that have not yet been addressed in the concepts?• What concerns do I and/or my organization have?• Are there opportunities not yet taken?• Is one concept a “home run” and others a “strike out”?
7:40 – 7:50 (10 min)	5. Enthusiasm, Support and Participation As an individual and/or organization: <ul style="list-style-type: none">• What is my/our level of enthusiasm and support? Low, middle or high?• How do I/we currently support village vitality?• How might I/we contribute to village revitalization?• Do I/we wish to actively participate going forward, and if so, how?
7:50 – 8:30 (10 min)	6. Themes, Observations, Next steps & Wrap up (open discussion for all)



SUMMARY GOALS & PURPOSE

- Create 21st century function along with cherished historic qualities.
- Balance competing pedestrian and vehicular needs.
- Foster economic prosperity.

COMMENTS & DISCUSSION...



York Village early 20th C

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York Village Master Plan

Partner Organizations Meeting November 18, 2014

Goals & Purpose

- *create 21st century function along with cherished historic qualities,*
- *balance competing pedestrian and vehicular needs*
- *foster economic prosperity*



York Village early 20th C