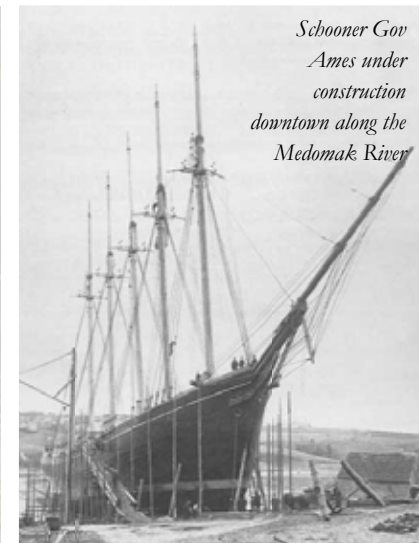
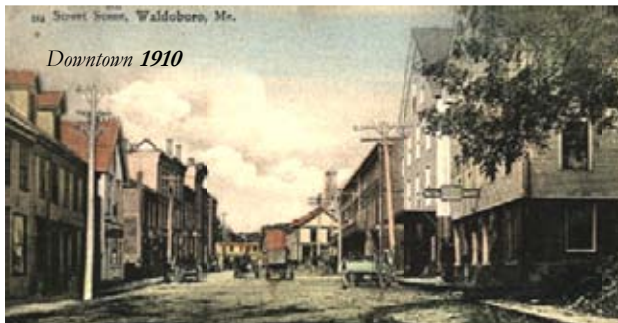


# Waldoboro Downtown Revitalization Master Plan

Final 11.3.11 – Reduced Quality for Emailing

The Town Of Waldoboro  
The Economic Development Committee  
Lachman Architects & Planners  
Rodney Lynch AICP  
Regina Leonard, Landscape Architecture





## Overview

In early 2010 the Downtown Village Task Force provided recommendations for the Board of Selectmen on steps the town could take to improve the downtown village area. These recommendations included: downtown business development, signage campaign, developing pocket parks, building façade improvements, artists in the village, river walk, streetscape improvements and completing a Downtown Master Plan to expands on these recommendations. Subsequently in the Spring of 2010 more than two hundred Waldoboro citizens participated in a community visioning project, called *ReThink, Relmagine, ReVitalize Waldoboro*, which created a consensus for what they would like Waldoboro to be like in twenty years. The vision reaffirmed downtown and a Downtown Master Plan as a priority because - ***a vibrant downtown makes a healthy town***. This resulting **Waldoboro Downtown Master Plan** is a roadmap for implementing the Downtown Village Task Force recommendations and ultimately the community's desire for an economically and socially robust downtown area that compliments the unique character of the town as a whole.

## Acknowledgments

The Master Plan was a collaborative effort, and its success is due to participation of many, especially the following:

The Select Board supported the effort by endorsing grant applications and committing Town resources.

- Clinton Collamore, Chair
- Steve Cartwright, Vice Chair
- Craig Cooley
- Rebecca Maxwell
- Theodore Wooster

The Economic Development Committee's dedicated members guided the effort with wisdom and patience.

- Theodore Wooster
- George Seaver
- William "Bo" Yerxa
- Elaine Abel
- Misty Gorski
- Jen Merritt
- John Lawrence
- Bill Labombarde

Planning & Development Director, Misty Gorski, provided exceptional and steadfast leadership. Without her guidance, this effort would not have been possible.

In addition, the following provided valuable assistance and participation:

- John Daigle, Waldoboro Public Works
- The Waldoboro Historical Society for their interest and participation in the potential National Register Historic District.

Many Downtown Business and Property Owners shared their thoughts and interest in the process as well as Citizens who participated in the Public Forums. Their input is appreciated and their contributions were critical, ensuring that the plan reflect the needs of the community.

The Project Team consisted of:

- Denis Lachman, Lachman Architects & Planners – Team Leader, Buildings & Facades, Historic District
- Rodney Lynch AICP – Economic Development, Historic District
- Regina Leonard, Landscape Architecture & Design – Streetscape, Signs, Parking, Parks & Trails
- Jake Keeler, Lachman Architects & Planners - Buildings & Facades

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## Background & Purpose

### Community Visioning Process

The community visioning project, called *ReThink, Relmage, ReVitalize Waldoboro* created a consensus among participating citizens for what they would like Waldoboro to be like in twenty years. The purpose of creating a consensus community vision is to move local government from reactive to proactive, and to ensure that future policies and initiatives will have a clear link to community desires.

ReThink, Relmage, ReVitalize Waldoboro captured a vision for Waldoboro expressed by all participants that resembled the diverse social & cultural fabric of the Town, growth & economic opportunity, the Village as a destination, working landscapes & traditional uses, and route 1 as a vibrant gateway to the community. The vision's implementation will take years and the participation of many on multiple levels. The vision is intended to set the future context for and be the first step in the near-term update of the Town's Comprehensive Plan plus other economic development and community planning initiatives.

### Downtown Master Plan

As part of ReThink, Relmage, Revitalize Waldoboro, the community recognized the social, cultural and economic importance of a vibrant downtown village area and expressed a desire to improve it. Much of Waldoboro's downtown village and riverfront has changed considerably over the past 40 years. Fire, loss of business, Route 1 and the growth of commercial development along Rt. 1 have negatively impacted the downtown area. Waldoboro's village has historically been the heart of civic and commercial life within the Town and remains an indispensable part of the community.

In addition to ReThink, Relmage, Revitalize Waldoboro, a Downtown Village Task Force was created in 2009 to develop recommendations for the Board of Selectmen on steps the town could take to improve the downtown village area. These recommendations included: downtown business development, signage campaign, developing pocket parks, building façade improvements, artists in the village, river walk, streetscape improvements and completing a downtown master plan that expands on these recommendations.

### Purpose & Goals of the Downtown Master Plan

The purpose of this plan is to be a roadmap for implementing the Downtown Village Task Force recommendations and ultimately the community's desire for an economically and socially robust downtown area that compliments the unique character of the town as a whole. The goal for the Plan is to develop a cohesive, incremental, practical strategy to bring new business and public activities to the downtown village, improve deteriorated buildings, streetscapes and public infrastructure, and better market the historic downtown. The Plan is guided by Community input, the Town's Comprehensive Plan, Downtown Village Task Force recommendations and the Community Vision Statement, as embodied in *ReThink, Relmage, ReVitalize Waldoboro*.

### Emphasize Action and Funding Strategies

In order to accomplish the Purpose and Goals, the Plan emphasizes Action and Funding Strategies the community can utilize to complete revitalization projects in the downtown.



### Waldoboro's Assets

The Waldoboro downtown, like many others in Maine, has struggled to retain its former vibrancy as the center of the town's economic, social and civic activities. Urban sprawl and Route One commercial development have pulled businesses and potential visitors away from the downtown core. The distance of the downtown from Route One has further isolated it over the years. Despite these struggles, the Waldoboro's downtown village has multiple assets such as:

- located on a hillside overlooking the Medomak River, holds a special charm closely tied to its heritage and community.
- home to important civic destinations, such as the Public Library, the Post Office, and the Waldo Theater.
- supported by fairly dense residential neighborhoods and housing with good sidewalks, civic destinations and a concentrated commercial core with historic integrity.

All of these components support the concept of walkability, which is essential for downtown revitalization.

### Waldoboro's Challenges

Waldoboro, despite these incredible assets, also has its share of challenges related to downtown revitalization.

- The downtown's steep topography can be difficult to navigate, particularly for older or physically challenged individuals, and the topography limits consideration of a large centralized parking lot closer to the commercial core.
- While the village does have several small public parking areas a comfortable walking distance to the downtown blocks, these lots are not well marked, can be difficult to find, and are not adequately linked to downtown destinations with clear, safe routes for pedestrians.

- Traffic speeds, excessively wide streets, and confusing intersections do not support the pedestrian environment and the level of pedestrian activity that is necessary for the vitality of the downtown. There are no visual or physical cues to designate a high pedestrian zone or to calm traffic.
- The traditional New England small town character of upper Main Street, well-reinforced by its large street trees and historic architecture disappears closer to the commercial core.

### Poised for Success

Despite these challenges, the Waldoboro Downtown has all of the physical attributes of foundational importance to a successful downtown: walkable streets, a solid residential community, an engaged business community, great historic architecture, key civic and cultural destinations, a dynamic and an appealing physical landscape defined by hillsides and the river. Most importantly, Waldoboro's citizens have a strong sense of community built upon traditions and history. All of these qualities and conditions are necessary components for successful downtown revitalization.

### Start Small Start Now for Incremental Improvements

As stated by the Maine Downtown Center, downtown revitalization happens in incremental steps rather than large ones. The Town may be required to do the initial heavy lifting, so to speak, in order to demonstrate its commitment to redevelopment and to set the stage for private investment. Planning for larger, more expensive projects is imperative, but the Town should plan for implementing smaller projects immediately to demonstrate change to future investors, business owners, workers, and the general public.



## Master Planning Process

This master plan is the product of significant input from many sources, including working meetings with the Economic Development Committee, many Downtown Business and Property Owners who shared their thoughts and interest, and Citizens who participated in Public Forums. Their input is appreciated and their contributions were critical to ensure the plan reflect the needs of the community. The following outlines and describes the process.

Feb 17	<b>Site Visit</b>	<ul style="list-style-type: none"><li>• Misty Gorski</li><li>• Team</li><li>• Christie Mitchell (MHPC)</li><li>• Town Representatives</li><li>• Historical Society</li></ul>	The purpose of the site visit was to determine if there may be a National Register of Historic Places eligible district in the commercial core of the Downtown Village. The answer was yes.
April 22	<b>EDC Committee Meeting #1</b>	<ul style="list-style-type: none"><li>• Misty Gorski</li><li>• Team</li></ul>	Working Meeting
May 26	<b>EDC Committee Meeting #2</b>	<ul style="list-style-type: none"><li>• Misty Gorski</li><li>• Team</li></ul>	Education session - Introduction to Rehabilitation Tax Credits
	<b>Forum #1</b> (for Downtown Property Owners)	<ul style="list-style-type: none"><li>• Misty Gorski</li><li>• Team</li><li>• Bob Stafford &amp; Dave Kristiansen (guest property owners from Thomaston)</li></ul>	Forum #1 involved property owners, merchants and other downtown stakeholders. The purpose was for downtown stakeholders to learn (1) the purpose of the Plan, (2) what we have been doing, (3) opportunities for funding to improve downtown, and (4) next steps. The Forum was equally an opportunity for the Town and Team to learn from property owners' feedback about these opportunities.
July 12	<b>EDC Committee Meeting #3</b>	<ul style="list-style-type: none"><li>• Misty Gorski</li><li>• Regina Leonard</li></ul>	Working Meeting – Streetscape, Signs, Parking, Parks & Trails
Aug 4	<b>Forum #2</b> (for general Public)	<ul style="list-style-type: none"><li>• Misty Gorski</li><li>• Team</li><li>• Roxanne Eflin (guest, director of the MDC)</li></ul>	Forum #2 was about the "Big Picture" to help general community members (who may not have a direct connection to downtown) understand: <ul style="list-style-type: none"><li>• Why Waldoboro's downtown matters &amp; benefits the whole community</li><li>• How downtown revitalization can be accomplished, step by step..</li><li>• What is the Maine Downtown Center, and how its programs help Waldoboro.</li></ul>
Oct 13	<b>EDC Committee Meeting #4</b>	<ul style="list-style-type: none"><li>• Misty Gorski</li><li>• Team</li></ul>	Review 90% Draft to introduce the organization and the content of each Chapter, Appendix and Resources.
	<b>EDC Committee Educational Workshop</b>	<ul style="list-style-type: none"><li>• Misty Gorski</li><li>• Team</li></ul>	Educational Workshop covering: <ul style="list-style-type: none"><li>• How revitalization projects come together- a real lesson of the "how to do this".</li><li>• Examples of how the finances could work for property owners, using Waldoboro properties as examples.</li></ul>
Nov 22	<b>Select board Presentation</b>	<ul style="list-style-type: none"><li>• Team</li><li>• EDC</li></ul>	Review Final to introduce the organization and the content of each Chapter, Appendix and Resources. Formal handover to EDC.







## Maine Downtown Center & Main Street Approach

### No Need to Reinvent Revitalization

Like many other Maine communities and villages, Waldoboro is poised to pursue unique, independent, revitalization efforts reflecting their hardworking, entrepreneurial spirit- from the ground up. However there is no need for Waldoboro to “reinvent revitalization”. Fortunately there is **the Maine Downtown Center** which coordinates a well established time tested process for downtown and village revitalization - called the Main Street Program. The Project Team has worked with the Maine Downtown Center and the Main Street Program for years. We believe it is the most appropriate and effective approach for Maine’s Downtowns and Village Centers, and Waldoboro in particular.

### Maine Downtown Center

Established in 1999, the Maine Downtown Center’s mission is to advance preservation-based economic development in Maine downtowns. The Center and its Advisors serve as a resource for all Maine communities undertaking downtown revitalization projects or developing sustainable programs. Currently there are 9 Main Street Maine and 13 Maine Downtown Network communities, representing every county.

The Maine Downtown Center serves as the state coordinator for the National Trust for Historic Preservation’s **Main Street Program**. Developed by the Trust in 1980 it has a reputation as one of the most powerful economic development tools in the nation for vibrant, healthy downtowns. The Main Street Program is currently used in 44 states and proven successful in over 1,200 communities.

The Main Street Approach is the foundation for local initiatives to revitalize their districts by leveraging local assets—from cultural or architectural heritage to local enterprises and community pride. Main Street’s success is based on the Four-Point Approach® - Design, Organization, Economic Restructuring and Promotion - which all work in consort to build a sustainable and complete community revitalization effort.

The Main Street Approach is a community-driven, comprehensive and common-sense methodology to address the variety of issues and problems that revitalizing older, traditional business districts. The underlying premise of the Main Street approach is to encourage economic development, within the context of historic preservation that is appropriate to today’s market place. This approach advocates a return to community self-reliance, empowerment, and the rebuilding of commercial districts based on its traditional assets: unique architecture, personal service, local ownership, and a sense of community.

### Incremental Approach


The Main Street approach is incremental and will not produce wholesale, immediate change. Expensive improvements often fail to address the underlying causes of commercial district decline and do not always produce the desired economic results. If a long-term revitalization effort is to succeed, it will require careful attention to every aspect of downtown – a process that takes time and requires leadership and local capacity building. The Main Street program should be seen as one of many tools that a community utilizes to generate economic and entrepreneurial growth.

Both the public and private sectors of the community must be involved and committed for a local Main Street program to succeed. Each sector has an important role to play and each must understand the other’s needs, strengths and limitations so that an effective partnership can be created.

The Maine Downtown Network (MDN), sponsored by the Maine Downtown Center, was launched in 2009 as a sister-program to Main Street Maine using the same Four Points but at a lighter, less rigorous pace. The MDN is ideal for communities in the early stages of downtown revitalization such as Waldoboro as well as for those communities working toward achieving “Main Street” designation.



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## Project Prioritization, Action & Funding Strategies

### Waldoboro Has Assets and is Poised

Waldoboro, like many Maine towns and villages that have declined over the past half century remains blessed with many assets such as a largely intact historic and quality architecture, a ship building heritage, setting (proximity and views to the Medomak River) and an self reliant community. Like many other Maine communities and villages, Waldoboro is poised to pursue unique, independent, revitalization efforts reflecting their hardworking, entrepreneurial spirit- from the ground up.

### Purpose & Goals of the Downtown Master Plan

This plan is a roadmap for implementing the Downtown Village Task Force recommendations and ultimately the community's desire for an economically and socially robust downtown. The Plan provides a cohesive, incremental, practical strategy to bring new business and public activities to the downtown village, improve deteriorated buildings, streetscapes and public infrastructure, and better market the historic downtown. In order to accomplish the Purpose and Goals, the Plan emphasizes Action and Funding Strategies the community can utilize to complete revitalization projects in the downtown. These strategies are summarized in Project Prioritization below and in the following Action & Funding Strategies chart.

### Project Prioritization

- |   |   |
|---|---|
| 1. Public Infrastructure and Streetscape Improvements | <i>Highest or Most Important Priority</i> |
| 2. Signage or Wayfinding                              | <i>High or Very Important Priority</i>    |
| 3. Building Façade Improvements                       | <i>High or Very Important Priority</i>    |
| 4. Economic Development Revitalization                | <i>High or Very Important Priority</i>    |

### Action & Funding Strategies

1 Buildings & Façades		
✓	2015 - Apply for a 2015 Community Development Block Grant (CDBG) Façade Improvement Grant.	Town Planner & Select Board
✓	Obtain application from the Maine Department of Economic and Community Development (DECD), see contact information in Appendix A1.	
✓	Include with application the “grant ready” Building & Facade Inventory in Appendix A1.	
✓	Use the Example CDBG Application in Resources as a template to be adapted.	

2 Potential Waldoboro National Register Historic District		
✓	<u>2012</u> -_Apply to the Maine Community Foundation (MCF) for a Statewide Community Building Grant to hire consulting services to prepare the nomination for the Waldoboro Historic District. Application is due February 15, 2012.	Town Planner & Select Board with pro bono support from Rodney Lynch, AICP
✓	<u>2012</u> – Engage the Waldoboro Historical Society to assist with the nomination for the Waldoboro Historic District.	
✓	<u>Early Win Project</u> – Encourage property owners within the National Register District to take advantage of Rehabilitation Tax Credits, the most powerful tool available to private owners and non-profits to improve their property.	
3 Economic Development		
✓	<u>2012</u> -_Apply to join the Knox County Regional Micro-Loan Program	Town Planner & Select Board Town Meeting
✓	<u>2012</u> - Advance the conceptual streetscape plan to the preliminary engineering and cost estimating stage using funds from the Capital Reserve Account for sidewalk improvements and obtain Town Meeting approval for slum and blight designation as a pre-requisite for CDBG funded streetscape improvements.	
✓	<u>2012</u> - Pursue joining the Maine Downtown Center Maine Downtown Network program.	Waldoboro Business Assoc and Downtown Group & Team member Rodney Lynch, AICP
✓	<u>2012</u> - Mentor and orient the new Planning and Development Director on the implementation of the economic development plan for the Downtown Village.	
✓	<u>2012</u> - Form a focused Downtown Group separate from, but in partnership with the Town that would monitor the progress of the Master Plan, ensure implementation of the downtown revitalization plan, assist with plan implementation, garnering public support for implementation projects and serve in an advisory capacity to the Economic Development Advisory Committee and the Planning and Development Director in matters relating to downtown revitalization and to the Master Plan.	
4 Streetscape , Signs, Parking, Parks & Trails		
✓	<u>2012 Action Item</u> – Conduct a topographic survey of the defined project area for the Friendship Blocks Streetscape Improvements. The survey should also include the defined area of the Friendship Block Enhancements, Budget: \$8,000 - \$10,000.	Town Planner & Select Board
✓	<u>2012 Action Item</u> - Engage a consultant to prepare Design Development Plans for the Friendship Blocks Streetscape Improvements. This project should be planned in conjunction with the Friendship Block Enhancements related to the proposed Slum & Blight Designation. The Design Development Plans will be utilized for applying for and funding grant applications and will serve as the basis for future bid documents once the projects are funded. Budget: \$20,000 - \$23,000.	

<ul style="list-style-type: none"> <li>✓ <u>2012 Action Item</u> – Apply for Slum &amp; Blight Designation as defined by the Friendship Block Enhancements Project. Refer to Chapter 3 Economic Development and Appendix 3A for timelines. Administer in-house.</li> <li>✓ <u>2012 Action Item</u> – Conduct a traffic count at the Main &amp; Friendship Street intersection. Train volunteers to expedite the process, Contact MDOT Traffic Division or the Local Field Representative for more information. Administer in-house.</li> <li>✓ <u>2012 Action Item</u> – Work with the CMP Field Engineers to assess options and costs for underground electrical supply along the Friendship commercial blocks. This should be done in conjunction with or prior to the Design Development Phase. Administer in-house.</li> <li>✓ <u>2013 Action Item</u> – Apply for \$150,000 in public infrastructure grant funding for the Friendship Blocks Streetscape Improvements Project through the CDBG Community Enterprise (CE) Streetscapes Program administered by the DECD, and \$8,000 in matching streetscape tree planting through the Maine Forest Service's popular Project Canopy Program. Concerned has been expressed that because of the Federal budget situation the CDBG program will be eliminated. However because of the strong support for the program from the Maine Congressional delegation and others in Congress, it is anticipated that the program will remain intact but at a lower and more competitive funding level focusing on public infrastructure, public facilities, housing assistance and economic development. To be competitive for CDBG Streetscapes grant funding communities will have to engage in a quality planning process, have up to date adopted downtown plans in place, completed the preliminary engineering design and cost estimating work and secured matching funds prior to the submission of a CDBG Streetscapes Program application. In order for Waldoboro to apply for these funds in 2012 the Town Meeting must have voted to declare the Friendship commercial core of the Downtown to be an area of slum and blight by February 9, 2012, as the 2012 Letter of Intent to apply is due February 10, 2012, and the Town cannot submit a Letter of Intent without the Town Meeting approving a declaration of slum and blight for the area. Because of the pending timing constraints this is unlikely to happen. Secondly, the preliminary engineering and cost estimating work that is recommended for completion in 2012 has not been undertaken. Nor, has the community had the time to leverage matching funds. Once these factors have been completed and in place the Town will be good stead to submit a competitive 2013 CDBG Streetscapes application for \$150,000. In summary, the CDBG program will be there for the next several years albeit, smaller and more competitive with success falling to those communities with the best planning process.</li> <li>✓ Investigate opportunities to apply MDOT URIP funding toward the local match requirements. Contact grant and fund administrators to determine best fit. Refer to the Appendix for timelines.</li> <li>✓ <u>2013 Action Item</u> – Apply for a CDBG Public Infrastructure Grant to construct Jefferson Street West Side Parking Improvements.</li> <li>✓ <u>2014 Action Item</u> – Apply for a grant (to be researched) to fund development of the new Pocket Park. Work out land ownership transfer or agreement contingent with the grant conditions in advance of the application.</li> </ul>	<p>Town Planner &amp; Select Board</p>
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<ul style="list-style-type: none"> <li>✓ <u>Early Win Project</u> – Implement a Downtown Signage Project based upon the recommendations of the Plan</li> <li>✓ <u>Early Win Project</u> – Street Lighting Enhancement, provided lease is through CMP and installation costs can be absorbed by the Town.</li> <li>✓ <u>Early Win Project</u> – Establish Co-Op Tree and Tree Trust Programs (Refer to City of Portland Forestry Division for models); Become a Tree City USA (Refer to National Arbor Day Foundation).</li> <li>✓ <u>Early Win Project</u> – Work with the Downtown Business Owners to establish window art contests to celebrate holidays, local heritage themes or special community events.</li> <li>✓ <u>Early Win Project</u> – Establish a bench donation and endowment program (Refer to the City of Seattle’s Bench Donation Program as a model). Purchase new benches and place them in prominent temporary locations, if necessary, until streetscape improvements are completed. Plaques could include interesting historical or other facts of community interest, thus incorporating interpretive elements into the streetscape.</li> <li>✓ <u>Early Win Project</u> – Join the “Pink Tulip Project” of the Maine Cancer Foundation by planting pink tulips in the downtown. Work with local community organizations and businesses.</li> </ul>	<p>Town Planner &amp; Select Board</p>
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**Summary** (Please see Chapter 1 for complete information)

Buildings and facades are important to economic revitalization for several reasons. The appearances of the downtowns are the first visual impressions shoppers get – and those visual impressions shape shoppers' perceptions and experiences. Design improvements – whether to public spaces or private buildings – show new investment and provide tangible evidence that revitalization is happening. Good Main Street design should be paired with good historic preservation practices because it will help retain the authentic character of your community. Economic prosperity very much depends on good existing building stock.

Capitalizing on its best assets — such as historic buildings and pedestrian-oriented streets — is just part of the story. An inviting atmosphere, created through attractive window displays, parking areas, building improvements, street furniture, signs, sidewalks, street lights, and landscaping, conveys a positive visual message about the commercial district and what it has to offer.

The historic integrity of Downtown Waldoboro is still intact, but a number of buildings need significant improvements to update their functionality, structural integrity and energy efficiency, in

addition to aesthetics. In particular, the condition of existing building exteriors could be greatly improved with repairs.

Fortunately Community Development Block Grants are available for business façade repair and improvements, which may be in the form of grants or loans at the discretion of the community. Applications are competitive and following a Letter of Intent, applications are typically due in early spring, with awards in early summer. Typical grants to Towns are \$150,000 with a maximum award to individual businesses of \$25,000. Property owners must provide private investment that is matched 1:1 by public funds. Complete program information is available at [maine.gov/decd/meocd/cdbg/application](http://maine.gov/decd/meocd/cdbg/application).

**Action & Funding Strategies + Additional Information**

- 2015 - Apply for a 2015 CDBG Façade Improvement Grant.
- Obtain application from DECD, see contact information in Appendix A1.
- Include with application the “grant ready” Building & Facade Inventory in Appendix A1.
- Use the Example CDBG Application in Resources as a template to be adapted.

## Summary (Please see Chapter 2 for complete information)

National Register Historic Districts provide significant benefits including identity and pride of place plus financial incentives for rehabilitation. On February 17<sup>th</sup>, 2011, Maine Historic Preservation Commission Architectural Historian Christie Mitchell conducted a walkthrough of the downtown, along with members of the Waldoboro Economic Development Committee, the Waldoboro Historical Society and the Master Plan team. MHPC responded on March 4 with a letter stating: *...In our opinion, we feel that there is a (Waldoboro) historic district that meets the National Register Criteria....*

Listing on the NRHP imposes no restrictions on what property owners may do with a designated property. Historic districts generally have two types of properties, contributing and non-contributing. Broadly defined, a contributing property is any property, structure or object which adds to the historical integrity or architectural qualities that make a historic district, listed locally or federally, significant. In general, contributing properties are integral parts of the historic context and character of a historic district. Contributing buildings within a National Register district are eligible for State and Federal Rehabilitation Tax Credits, however, in order for a property owner to participate in the program the district needs to be listed, or in the process of being listed.

The Rehabilitation Tax Credit is the nation's largest federal incentive program promoting urban and rural revitalization through private investment in reusing historic buildings – and the single most powerful financial incentive available to private property owners. The State and Federal programs provide, 25% and 20% respectively, tax credits for qualifying exterior

and interior improvements involved in the substantial rehabilitation of contributing income producing or commercial buildings in a National Register Historic District. The programs are administered by the Maine Historic Preservation Commission (MHPC). Presently, the commercial area of the Downtown Village is not on the Register but has been determined by MHPC's Architectural Historian to be eligible for nomination to the National Register of Historic Places.

## Action & Funding Strategies

- 2012 - Gauge owner interest in pursuing nomination of the historic district: if more than 50% of the owners object to the creation of a historic district then the district could not be listed in the National Register.
- 2012 - Engage a consultant to prepare the nomination. The Town has received a reasonable proposal from a local consultant. In addition, the Waldoboro Historical Societies may be able to assist with preparing the nomination.
- 2012 and continued - Encourage/educate property owner to take advantage of State and Federal Rehabilitation Tax Credits while the district is in the process of being listed.

**Additional Information** - Please see **Appendix A2** for the following Additional Information and/or Documents:

- MHPC Letter to Town of Waldoboro March 4, 2011
- Potential Historic District Map
- Overview of National Register and Application Process
- National Register of Historic Places Survey Form
- MHPC - The Historic Rehab Tax Credit Program in Maine
- NPS - Introduction to Federal Tax Credits for Rehabilitating Historic Main Street Commercial Buildings (excerpt)

**Summary** (Please see Chapter 3 for complete information.)

The present Downtown Village economy consist of small businesses focused around arts and crafts, food, consumer services, Professional Businesses and Service, cultural offerings and tourism. The individual businesses and services employ 1-4/5 persons with the owner often in the store or office. Self-employment is a key factor in the village economy. Problems for the future growth of the village economy are the lack of reasons to visit the downtown, a relatively small commercial area, the stores, shops and offices are small and tight consisting of 700 to 900 square feet with a lot packed into the floor space, and the public infrastructure is deteriorated and often unsafe which appearance detracts from the businesses and the classical architecture. The condition of the public infrastructure was a reoccurring comment from the business community who cited this as the number one priority for the Town to address as part of the Downtown Revitalization effort.

Fortunately, the bases for building a future sustainable village economy that will give people reasons to view the Downtown Village as destination is in place, but it needs to be expanded upon. For example linking arts, crafts, and food together as they “feed off each other”; providing specialty shops and show rooms not found elsewhere; capitalizing on the local food and healthy living movements; allowing for more professional services such as counseling or a CPA and, taking advantage of the Downtown’s most notable cultural and environment assets-its intact mid-19<sup>th</sup> Century architecture and the Medomak River and estuary.

However despite its opportunities, possibilities and assets both the Downtown Village and remainder of the Town does a poor job of communicating its uniqueness, why people like living in Waldoboro and why people should visit the community or do business in community. As a follow up to economic development and completed building upgrades and public infrastructure improvements a marketing or branding program needs to be developed.

**Action & Funding Strategies**

- 2012 - Because both present and future village economy is dependent on small businesses, by the Town joining the Knox County Micro-Local Program businesses wishing to expand or locate in the village can access low interest loans up to \$25,000.
- 2012 -The business community is cognizant of the link between economic development and public improvements. The primary funding source is the CDBG Community Enterprise Streetscapes program which provide grants up to \$150,000 for public infrastructure improvements. To apply Waldoboro will need to complete the preliminary engineering design work and developed cost estimates. This work should be performed in 2012 so as to be ready for the 2013 CDBG application cycle. Funding for the engineering work can be provided by Town’s sidewalk capital reserve account.
- 2012 -The CDBG Streetscape program requires that the area where the public improvements take place be designated a slum and blight area. This can be done at a regular or at a special Town Meeting.

- 2012 - The historic architecture of the commercial district of Downtown Village has been listed as potentially playing a larger contributing role in the village economy. This would require nominating the district for listing on the National Register of Historic Places, and the hiring of consulting services to prepare the nomination. A potential grant funding source is the MDF Community Building Grant program which application is due February 15, 2012.
- 2012 - Explore joining the Maine Downtown Center as a Maine Downtown Network (IMDN) community enabling the Center to provide technical assistance to the Town for economic development and downtown revitalization.

**Additional Information** - Please see **Appendix A3** for the following Additional Information and/or Documents:  
Description of the process and the documentation needed to designate the commercial area of the Downtown Village as slum and blight.

**Summary** (Please see Chapter 4 for complete information)

Streetscapes, signs, parking, parks and greatly influence the quality of a downtown experience. Together with the buildings, these elements and features establish the human scale environment necessary to promote higher levels of activity and enjoyment, and they greatly influence the overall character of downtowns as distinctive and special places. The future viability of Maine's Quality of Place, according to the Governor's Downtown Revitalization Task Force, requires planning and investment in the physical and experiential qualities of Maine's traditional downtowns, in part through the integration of parks, public open spaces and trails as well as infrastructure and streetscape enhancements.

The Maine State Planning Office and The Maine Downtown Center agree. Their August 2008 Downtown Revitalization report noted that communities seeking to draw private investment into downtowns must set the stage for redevelopment by making necessary upgrades in downtown infrastructure. Recent findings of the Brookings Institute support this recommendation, reporting that for downtown revitalization to be successful, private sector investment must be reestablished.

While studies suggest that every \$1 of public investment is typically matched by \$10-15 of private money, there is an important caveat. Public investment is required early in the revitalization process in order to attract these private investments in the downtown.

Public improvements projects, such as those recommended in the Downtown Master Plan for Waldoboro, are necessary first steps in leveraging future business and investments in the downtown. A typical infrastructure improvement project requires substantial design and engineering - and often times substantial funding, they must be planned over a longer period of time.

It is essential, in the meantime, to demonstrate concrete steps toward revitalization. The "Revitalizing Maine's Downtowns" report recommends high impact, low cost, "early wins" to show progress and build support for the downtown revitalization effort. Our recommendations for early wins related to this section are included under the following Action & Funding Strategies.

**Action & Funding Strategies**

- 2012 Action Item – Conduct a topographic survey of the defined project area for the Friendship Blocks Streetscape Improvements. The survey should also include the defined area of the Friendship Block Enhancements, Budget: \$8,000 - \$10,000.
- 2012 Action Item - Engage a consultant to prepare Design Development Plans for the Friendship Blocks Streetscape Improvements. This project should be planned in conjunction with the Friendship Block Enhancements related to the proposed Slum & Blight Designation. The Design Development Plans will be utilized for funding applications and will serve as the basis for future bid documents once the projects are funded. Budget: \$20,000 - \$23,000.



- 2012 Action Item – Apply for Slum & Blight Designation as defined by the Friendship Block Enhancements Project. Refer to Appendix 3A for timelines. Administer in-house.
- 2012 Action Item – Conduct a traffic count at the Main & Friendship Street intersection. Train volunteers to expedite the process, Contact MDOT Traffic Division or the Local Field Representative for more information. Administer in-house.
- 2012 Action Item – Work with the CMP Field Engineers to assess options and costs for underground electrical supply along the Friendship commercial blocks. This should be done in conjunction with or prior to the Design Development Phase. Administer in-house.
- 2013 Action Item – Apply for grant funding for the Friendship Blocks Streetscape Improvements Project through the CDBG Community Enterprise and the Program administered by the DECD. Investigate opportunities to apply MDOT URIP funding toward the local match requirements. Contact grant and fund administrators to determine best fit. Refer to the Appendix for timelines.
- 2013 Action Item – Apply for CDBG Public Infrastructure Grant to construct Jefferson Street West Side Parking Improvements.
- 2013 Action Item – Apply for grant to fund development of the new Pocket Park. Work out land ownership transfer or agreement contingent with the grant conditions in advance of the application.
- 2015 Action Item – Apply for a CDBG Community Enterprise Business Façade Grant to fund the Friendship Block Enhancements Project.
- Early Win Project – Implement a Downtown Signage Project based upon the recommendations of the Master Plan
- Early Win Project – Street Lighting Enhancement, provided lease is through CMP and installation costs can be absorbed by the Town.
- Early Win Project – Establish Co-Op Tree and Tree Trust Programs (Refer to City of Portland Forestry Division for models); Become a Tree City USA (Refer to National Arbor Day Foundation).
- Early Win Project – Work with the Downtown Business Owners to establish window art contests to celebrate holidays, local heritage themes or special community events.
- Early Win Project – Establish a bench donation and endowment program (Refer to the City of Seattle’s Bench Donation Program as a model). Purchase new benches and place them in prominent temporary locations, if necessary, until streetscape improvements are completed. Plaques could include interesting historical or other facts of community interest, thus incorporating interpretive elements into the streetscape.
- Early Win Project – Join the “Pink Tulip Project” of the Maine Cancer Foundation by planting pink tulips in the downtown. Work with local community organizations and businesses.

**Additional Information** - Please see **Appendix A4** for the following Additional Information and/or Documents:

- Urban-Rural Initiative Program overview
- Communities for Maine’s Future Program overview
- Community Enterprises Grant Program overview
- Downtown Revitalization Grant Program Overview
- Public Infrastructure Grant Program

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## Introduction

Building facades are important to economic revitalization for several reasons. The appearances of the downtowns are the first visual impressions shoppers get – and those visual impressions shape shoppers' perceptions and experiences. Design improvements – whether to public spaces or private buildings – show new investment and provide the most visible and tangible evidence that revitalization is happening.

Good Main Street design should be paired with good historic preservation practices because it will help retain the authentic character of your community. Preservation, in practical terms, is often cheaper than building new. And most importantly, if any more buildings are lost, it will become impossible to *revitalize* the district. Revitalization very much depends on good existing building stock.

Capitalizing on its best assets — such as historic buildings and pedestrian-oriented streets — is just part of the story. An inviting atmosphere, created through attractive window displays, parking areas, building improvements, street furniture, signs, sidewalks, street lights, and landscaping, conveys a positive visual message about the commercial district and what it has to offer. Design activities also include instilling good maintenance practices in the commercial district, enhancing the physical appearance of the commercial district by rehabilitating historic buildings, encouraging appropriate new construction, developing sensitive design management systems, and long-term planning.

## Description of Problems & Opportunities

The primary design challenge for downtown Waldoboro is how to manage and protect the original character of its historic commercial core – AND foster a growing evolving business district. The historic integrity of Downtown Waldoboro is still intact, but a number of buildings need significant improvements to update their functionality, structural integrity and energy efficiency, in addition to aesthetics. In particular, the condition of existing building exteriors could be greatly improved with repairs. In some buildings repair or replacement of materials is necessary to preserve the structure; while in others cosmetic correction would restore the historical integrity of the structure. Most require a combination both.

## Building & Façade Inventory

To have a more comprehensive understanding of the current conditions and opportunities with the building facades, a Building and Façade Inventory was conducted. This tool includes address, map #, uses by floor, area, age, conditions and recommended improvements. Below is a selected example. The Building and Façade Inventory also serves as a component of the Master Plan that is “grant ready” for Community Development Block Grants.




## CDBG Grants for Façade Repair & Improvements

Fortunately Community Development Block Grants are available for business façade repair and improvements, which may be in the form of grants or loans at the discretion of the community. Towns may apply to undertake 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 (interior improvements are not allowed). Applications are competitive and following a Letter of Intent, applications are typically due in early spring, with awards in early summer. Typical grants to Towns are \$150,000 with a maximum award to individual businesses of \$25,000. Property owners must provide private investment that is matched 1:1 by public funds. Complete program information is available at [maine.gov/decd/meocd/cdbg/application](http://maine.gov/decd/meocd/cdbg/application).

## Façade Grants Combined with Rehabilitation Tax Credits

Under some circumstances, CDBG Façade Grants may be combined with Maine and Federal Rehabilitation Tax Credits. Please see Chapter 2, Potential Waldoboro National Register Historic District for additional information about Rehabilitation Tax Credits

**Example** - Please see **Appendix A1** for complete Building & Façade Inventory.

Friendship Street			
	<b>Side of 5 FRIENDSHIP RD</b> U 4 / 16	<b>877 MAIN ST</b> U 4 / 17	<b>BACK OF WEST FRIENDSHIP ST. BLOCK</b>
	<ul style="list-style-type: none"> <li>• Hovey Block</li> <li>• 1854</li> <li>• 2-story</li> <li>• Brick</li> <li>• Wood windows</li> <li>• Sleep grade change from front to back</li> </ul>	<ul style="list-style-type: none"> <li>• Parking Lot</li> </ul>	<ul style="list-style-type: none"> <li>• Contributes to downtown blight</li> <li>• Forgotten facade</li> <li>• Opens to rear parking</li> <li>• Basement undeveloped</li> <li>• Views to the river</li> </ul>
	3 Undeveloped 2 Undeveloped 1 Pharmacy		
	<ul style="list-style-type: none"> <li>• Recent areas of brick repointing not consistent with original mortar</li> </ul>	<ul style="list-style-type: none"> <li>• Potential to activate as commercial space at rear of buildings</li> </ul>	<ul style="list-style-type: none"> <li>• Significant activation opportunities</li> </ul>
M A I N S T R E E			

### Potential Waldoboro Downtown National Register Historic District

A historic district is a group of buildings, properties, or sites that have been designated by one of several entities on different levels as historically or architecturally significant. Historic Districts may be **National**, **State** or **Local**. Please note! This master plan focused solely on a potential National Register Historic District, rather than a local historic district. The reason is that listing on the National Register of Historic Places imposes no restrictions on what property owners may do with a designated property. Local districts have a tendency to place restrictions on property owners, causing them to be the targets of resistance from the public.

National Register Historic Districts provide significant benefits including identity and pride of place plus financial incentives for rehabilitation. Because of these benefits, the Master Plan team requested the Maine Historic Preservation Commission to assess downtown Waldoboro as a potential National Register Historic District. On February 17<sup>th</sup>, 2011 Maine Historic Preservation Commission (MHPC) Architectural Historian Christi Mitchell conducted a walkthrough of the downtown, along with members of the Waldoboro Economic Development Committee, the Waldoboro Historical Society and the Master Plan team. Subsequently MHPC provided a letter, of which excerpts are quoted below:

*As we discussed that morning, the goal of this effort is to determine if there may be a National Register of Historic Places eligible historic district in the commercial core of the town. The photographs and notes I took that day were reviewed by staff of the Commission on February 28th, and compared to historic photographs of the same areas. In our opinion, we feel that there is a historic district that meets the National Register Criteria for Eligibility under Criterion A, in the area of commerce, government and social history. This same area also appears to be eligible under Criterion C, for its architectural significance..... The preliminary boundaries of this district are drawn on the attached aerial photograph and tax maps.*





*The eligible district consists of buildings on both side of Friendship Street, the west side of Main Street and the former IOOF hall on Jefferson Street. Within this district would be at least one non-contributing building, the Sproul Block on the corner of Main and Friendship Streets. "Non-contributing" buildings are those that are geographically located within the boundaries of the district but, either because of integrity, age, or significance problems, do not meet the National Register criteria.*

*We have limited the eligible historic district to those properties that are either commercial in nature, or public buildings associated with social history and governmental functions. As we discussed during the meeting, there are quite a few significant historic residential properties along Main Street and Friendship Street that might be considered for a historic district based on domestic architecture. However, it appears at this time that project is beyond the scope of the present effort. In consideration of this, we have limited the current district to those eligible properties associated with non-residential buildings.*

## **Historic Districts**

General Information - Buildings, structures, objects and sites within a historic district are normally divided into two categories, contributing and non-contributing. Districts greatly vary in size: some have hundreds of structures, while others have just a few. According to the Register definition a historic district is: "a geographically definable area, urban or rural, possessing a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united by past events or aesthetically by plan or physical development. A district may also comprise individual elements separated geographically but linked by association or history." Historic Districts may be **National**, **State** or **Local**.

- National Historic Districts - The U.S. federal government designates historic districts through the United States Department of Interior under the auspices of the National Park Service. Federally designated historic districts are listed on the National Register of Historic Places (NRHP).
- National Register of Historic Places Imposes No Restriction - Listing on the NRHP imposes no restrictions on what property owners may do with a designated property.
- Contributing and Non-contributing Properties - Historic districts generally have two types of properties, contributing and non-contributing. Broadly defined, a contributing property is any property, structure or object which adds to the historical integrity or architectural qualities that make a historic district, listed locally or federally, significant. In general, contributing properties are integral parts of the historic context and character of a historic district.
- Financial Incentives - A listing on the National Register of Historic Places is governmental acknowledgment of a historic district. However, the Register is "an honorary status with some financial incentives."
- Local Historic Districts - Local historic district designation offers, by far, the most legal protection for historic properties and is generally administered by local government. The tendency of local districts to place restrictions on property owners causes them to be the targets of the most resistance from the public. For example, within some local districts, alterations they must adhere to a set of guidelines which often concern roof form and materials, porches, shape, style and placement of windows and doors, construction materials, lighting fixtures, fences, paving, and paint color.

## Next Steps for Waldoboro

Designation Through a Nomination - Districts established under U.S. federal guidelines generally begin the process of designation through a nomination to the National Register of Historic Places. The National Register is the official recognition by the U.S. government of cultural resources worthy of preservation.

Preparing the Nomination – The first step is to engage a consultant to prepare the nomination and the Town has received a reasonable proposal from a local consultant. In addition, the Waldoboro Historical Societies may be able to assist with preparing the nomination.

*The next step would be to determine if there was any interest in pursuing the nomination of the expanded historic district. Frequently a consultant will be hired to research and prepare the nomination..... It is also important, prior to engaging a consultant, to gauge owner interest: if more than 50% of the owners object to the creation of a historic district then the district could not be listed in the National Register. While I am unable to tell you what a consultant might charge to prepare the nomination, you might be able to economize by enlisting local researchers (the historical society?) to undertake deed and photographic research.*

*As you know, contributing buildings within a National Register district are eligible for State and Federal Rehabilitation Tax Credits, however, in order for a property owner to participate in the program the district needs to be listed, or in the process of being listed.*

## Financial Incentives for Rehabilitation Resulting from National Register Designation

The Rehabilitation Tax Credit is the nation's largest federal incentive program promoting urban and rural revitalization through private investment in reusing historic buildings – and the most powerful financial incentive available to private property owners. The State and Federal programs provide, 25% and 20% respectively, tax credits for qualifying exterior and interior improvements involved in the substantial rehabilitation of contributing income producing or commercial buildings in a National Register Historic District. The programs are administered by the Maine Historic Preservation Commission (MHPC). Presently, the commercial area of the Downtown Village is not on the Register but has been determined by MHPC's Architectural Historian to be eligible for nomination to the National Register of Historic Places.

**Additional Information** - Please see **Appendix A2** for the following additional Information and/or Documents:

- MHPC Letter to Town of Waldoboro March 4, 2011
- Potential Historic District Map
- Overview of National Register of Historic Places and Application Process
- National Register of Historic Places Survey Form
- MHPC - The Historic Rehabilitation Tax Credit Program in Maine
- National Park Service - Introduction to Federal Tax Credits for Rehabilitating Historic Main Street Commercial Buildings (excerpt)

### Waldoboro's Economic Goals

The economic goals for the Downtown Village area are the enhancement, strengthening and retention of existing businesses; attraction of new businesses; and, the retention and creation of self-employment and new employment opportunities on a year-around basis for locals, tourists and visitors.

### Existing Economy

The village economy can be divided into several areas with employment of 1 to 4/5 persons; often with the owner in the store:

- Arts and Crafts: Tidemark Gallery which is an upscale gallery focusing on exhibitions and sale of Waldoboro and area artists and artisans and the Community Market, a cooperative which provides an outlet for local and area crafters to sell their hand made products,
- Food: Narrows Tavern and the Bakery and Café.
- Consumer Services: Pharmacy and drug store, laundry mat, family hair care centers.
- Professional Businesses and Services: Legal, insurance, dentistry and postal.
- Cultural: Nearly intact Mid-19thC architecture providing a time capsule of the Downtown Village in a more prosperous time; a German heritage resulting from its early German immigrants; the Waldo Theatre with its adult and children plays and which is one of the few buildings in the study area on the National Register of Historic Places; a modern community library; and, the Downtown's most notable natural resource asset, the Medomak River which flows through the village out letting onto a scenic estuary providing unparalleled views for the villages businesses and residents.
- Tourism: Bed and Breakfasts which depends on a viable downtown village for services and as a destination for its patrons and which are becoming increasingly year-around.

### Problems

The identified problems include lack of reasons to visit the downtown village which affects pedestrian traffic and gives out the appearance of inactivity; the small commercial area along Friendship Street and Main and Jefferson Streets which limits the types, kinds and size of businesses as well as the number of persons who can locate, prosper or work there; the size of the floor spaces for stores, shops, and offices are small and tight, often only 700 to 900 square feet and sometimes in need of further upgrades but with affordable rents of \$8/yr/sq.ft or below; the upper level stories and the basements behind the Friendship Street block buildings fronting on the parking lot and facing the water, are often vacant, underutilized and unattractive; and, except for a public landing on the opposite side of the river there is no public access to the river from the village.

In addition, the commercial area of the village is not pedestrian friendly with narrow and uneven sidewalks that can cause people to trip, sunken curbing, unsafe street crossings, older wooden and insufficient lighting, sidewalk light poles which are an impediment to pedestrian traffic flow, lack of inviting landscaping and no street trees, and a surface and underground storm drainage system which most likely cannot adequately handle excessive storm events; all of which distracts from its primary physical asset, which is the village architecture. The latter was a reoccurring comment throughout the community participation process.

## **Opportunities**

In summary the bases for the future of a diverse village economy already exist. It is based on 1 to 4/5 person operations headed by self-employed small business people providing services needed by every day people and by selling value added goods. But it needs to be expanded upon and made more sustainable and year-around by providing goods and services for both locals, tourists and visitors with reasons to make the village a destination and to stay longer, and while there walk around to the other businesses or window shop thereby putting more people on the street and sidewalks as vibrant pedestrian activity attracts more people and businesses. This also means addressing the public infrastructure problems or else people won't want to visit or establish businesses in the village because of its unsightly appearance and the feeling of being unsafe. The latter was a recurring theme with the local business people.

## **Action Steps**

The economy can be expanded in the following ways attracting more people to the Downtown Village but also it also means offering people more choices and products and services not found elsewhere, and fostering an environment that encourages entrepreneurship, self-employment, start-ups, and business risks. More specifically re-creating a self-reliant economy like it was during the 1950s and 1960s when the Downtown Village was more prosperous and a bigger player in the Town's economy than it is today.

1. Link arts and crafts together as both are compatible in nature and attract a similar clientele. The success of the Tidemark Gallery with its focus on local and regional artists demonstrates that another village gallery compatible to the Tidemark Gallery is warranted as are loft studio apartments for emerging artists and crafters. Concerning crafts, Waldoboro already has a significant number of people in the community who provide locally made goods such as wool blankets or handmade woven rugs, often demonstrating how the products were made. The Medomak Valley Community Market offers a central location for crafters throughout town to sell their products thereby providing a huge opportunity.
2. Take advantage of the growing natural fiber industry in Waldoboro. Two current popular economic development models for small communities are clustering of similar types of interdependent businesses, producing goods and services that support and rely upon each other; and the production of value added products that expand markets for local businesses. Waldoboro is fortunate to have developed such a clustering over the years, which has grown almost unnoticed by the rest of the region as well as State developers. Waldoboro has a natural fiber industry. Natural fibers are animal fibers or hair (wool or hair). More specifically these

are fibers taken from hairy mammals. e.g. sheep's wool, goat hair (cashmere, mohair), alpaca hair, angora rabbits, etc. The natural fiber industry is a classic example of a value added industry. The industry's foundation is clustered on several farms engaged in sustainable farming centered on breeding heirloom or older breeds of both alpacas and sheep, for sale as breeders and/or raised for their fiber. Fiber production starts with shearing, followed by the milling process in which the fibers are washed, then carded or combed. From there, they are spun into yarn for knitting, crocheting, felting or woven into blankets or rugs. At this stage the yarn or fiber is ready for sale. Sales are often direct through the farm's webpage or retailed at a local yarn shop. Direct sales involve both commercial and postal shipping. In summary, at every stage of production; from breeding to shipping, each step in the process is mutually dependent on one of the other small businesses involved with fiber.

3. Introduce showroom and display spaces, along with website access, for products made locally; Which can be purchased in the Downtown but which people picked up at larger location outside the Downtown, or have shipped to them. This is particularly useful for visitors and tourists.
4. Foster boutique or specialty shops that merchandise upscale item such as jewelry or hand made women's accessories.
5. Foster traditionally fine foods which feed off the arts and crafts industry. The more active mid-coast villages and downtowns all have a waterfront restaurant; certainly the Medomak River estuary with its broad scenic and river views is an asset for attracting a restaurant entrepreneur to the village waterfront.
6. Foster the local food movement, the healthy living and personal wellness movement which are closely allied to and/or serving a similar population or clientele. The open and parking area behind the Friendship Street buildings can provide space for a Farmer's Market for the growing number of farms and agricultural products being produced both in Waldoboro as well as in the surrounding communities such as Warren and Union. Also the owners of the Isaac G. Reed House in the village have converted part of the house into a wellness center.
7. Introduce consumer services which would complement the existing ones such as a village convenience store.
8. Maintain professional services such as CPA, bookkeeping, counseling and real estate sales which don't require a lot of space, and require people to meet face to face.
9. Promote village heritage as the authenticity and integrity of its mid-1800s architecture has been uniquely preserved albeit allowed to deteriorate through lack of investments over the years. Many communities cannot make this claim of authenticity as their historical buildings have been compromised over years through several rehabilitation projects or whose façade have been covered over with more modern decorum. This asset needs to be better promoted as an attraction for bringing people into the village. This can be done through the establishment of a Historic District on the National Register of Historic Places encompassing the small commercial area of Friendship Street and the intersection of Route 220/Main Street and Jefferson Street; placement of Historic District directional signage on Route One; and the erection of interpretive signage for each

contributing historic building in the District, similar to Thomaston. (Please see Chapter 2 Historic District for the boundaries of the proposed districts, description the benefits, and how to go about accomplishing it.)

10. Promote tourism which is related to the cultural attributes of the village and the Town. Specifically, promoting the community's German heritage. It has been reported that the German tourists are already visiting Waldoboro and when here are directed to the Old German Cemetery with its German surnames and connections to Germany. This connection to Germany as well as the rest of midcoast Maine where many of their descendants have moved to needs to be promoted as German Heritage Day or celebrated as an Oktoberfest beginning in 2012.
11. Promote the village's most notable environmental asset, the Medomak River and its view corridor, which is also an attraction for tourists and visitors to the village; unfortunately access to the river is limited. Over the longer term this situation may be remedied with the Memorial River Park behind Friendship Street and the River Walk as envisioned in *ReThink, Relmagine, Revitalize Waldoboro* and to the Medomak Valley Land Trust property on Jefferson Street that will become a community park.
12. Initiate a Buy Local marketing and/or branding program specifically targeting the village when in the future there are more reasons to make the Downtown Village a destination. Although it may be more expensive in the short term to buy local, there are long term benefits. Buying locally in Waldoboro helps build the community by supporting local businesses and services and increasing employment. The quality of local food and goods are often of a higher quality. Also consider that with a higher percentage of money stays in the community, there is more revenue for civic and municipal uses, better schools, and funds for the sponsorship of the arts and cultural events such Heritage Days. Buying local can help revitalize Waldoboro's downtown village business district. Village themes or branding may include: *By Choice Buy Locally* or *Accessible, Active, Affordable, Authentic* or *Where History, Culture, Commerce and the Natural Environment Meet*. Presently Waldoboro has a huge problem with communicating its assets to the general public and marketing and branding program will help address this problem.
13. Plan implementation voices and advocacy. Form of a focused Downtown Group separate from, but in partnership with the Town that would monitor the progress of the Master Plan, ensure implementation of the downtown revitalization plan, assist with plan implementation, garnering public support for implementation projects and serve in an advisory capacity to the Economic Development Advisory Committee and the Planning and Development Director in matters relating to downtown revitalization and to the Master Plan. The group's make up would come from the Village's business, services and resident community. Help in forming the group and educating it and the Town as to the group's role in downtown revitalization advocacy and implementation is available from Rockland Main Street, Inc., and the Maine Downtown Center. By becoming a Maine Downtown Network community (see Funding Strategies section of Chapter 3 for further explanation) the Maine Downtown Center can provide continuous follow up technical assistance on downtown revitalization to the Town and to the group.

14. Infrastructure Improvements - Conceptual plans and preliminary cost estimates for the Downtown Village sidewalks, curbing, crosswalks, and lighting have been prepared by Regina Leonard, Landscape Architecture as part of the Master Plan. This now needs to be advanced to the preliminary engineering and design stage and should be scheduled for 2012.

### **Funding Strategies and Examples**

At the September 28<sup>th</sup>, 2011 Waldoboro Business Association meeting, one of the participants asked the following: “How are all these Economic Development projects and/or recommendation going to be paid for”? Excellent question! The following is a description of potential Economic Development funding strategies.

- The Knox County Regional Micro-Loan Program is available to assist new and expanded small businesses with acquisition, working capital, building renovations and leasehold improvements. The terms of these loans are for 5-years with 1-4% interest rate for up to \$25,000 collateralized by a mortgage deed on real estate along with a promissory note. The primary criteria are job retention and creation for low to moderate income persons. The Select Board can join the pool by petitioning the Loan Review Committee and securing approval from the member communities. This is an easy process and can be accomplished rather quickly. The program is administered by the City of Rockland Community Development Department. The Town will need to contact the Rockland Community Development Department to initiate the process. Neighboring communities which have utilized this program include Union and Washington. (See the Implementation Summary.)
- Community Development Block Grant (CDBG) Community Enterprise Façade Program - Funding available for preserving and improving the mid-1800's architecture includes the CDBG) Community Enterprise Façade Program. Municipalities are eligible to apply for a \$150,000 grant for the purpose of making matching grants up to \$25,000 to building and/or businesses owners to address front, side, and rear building exterior of façade problems including: re-pointing exterior brick work, repairs to the cornices, window replacement, new entranceways and doors, and painting, signage and awnings. These conditions of spot blight must be documented and submitted as part of the application process. Please see Chapter 1 Buildings and Facades for the required documentation. The program is administered by the Office of Community Development (OCD), Maine Department of Economic and Community Development (MeDECD). Prior to any work being performed the project and materials must be reviewed and approved by the Maine Historic Preservation Commission (MHPC). Applications are submitted on an annual basis as is the funding approval. (See Implementation Summary.) Both Thomaston and Rockland have successfully made use of the Façade Program improve the architectural integrity of its Downtown and Village buildings.
- Federal and State Rehabilitation Tax Credits - Funding for façade, street level and upper story and lower basement level rehabilitation is also available through Federal and State Historic credits which provide for 20% and 25% respectively, tax credits for qualifying exterior and interior improvements involved in the substantial rehabilitation of contributing income producing or commercial buildings in a Historic District listed on the National Park Service (NPS) National Register of Historic Places. The programs are administered by the Maine Historic Preservation Commission (MHPC). Presently, the commercial area of the



Downtown Village is not on the Register but the MHPC's Architectural Historian performed an on-site tour of the study area on February 17, 2011 and determined the commercial area is eligible for nomination to the National Register of Historic Places under the criterion of commerce, history and architectural significance. (Please see Chapter 3 National Historic District.) In order to take advantage of this development tool the Town will need to hire expertise such as an Architectural Historian to perform the documented research work for each building in the proposed district, prepare the nomination forms, and to follow through with the MHPC and NPS submissions and approvals. Rockland undertook this process in 2010-2011 resulting in the addition of the North End of Main Street to the Main Street Historic District. The estimate cost for performing this work is \$6,000-\$10,000, depending on who is hired. A possible funding source for these tasks is the Maine Community Foundation (MCF) Statewide Community Building Grant Program for up to \$10,000. Any local match funding would enhance the application competitiveness. These applications are submitted and funded on an annual bases. (See the Implementation Summary.)

- The CDBG Housing Assistance Program Grant Program provides funding for the substantial rehabilitation of mixed used multi-family buildings involving exterior and interior improvements. For this reason the program can be incorporated into any of the above funding strategies. The Town can apply for up to \$300,000 for grants and loans to mixed use property owners for renovations for new or existing apartments occupied by a majority of low to moderate income persons. The funding applications are submitted on an annual basis. This program is particularly useful in addressing the problems of underutilized and/or substandard upper story space, correcting code violations, providing affordable housing for LMI owners and employees and studio apartments and workspace for emerging artists and crafters, and most importantly, the program is an inexpensive means of financing upper story and level basement level basement improvements. Thomaston has effectively used this program to improve a section of the mixed-use Thomaston Business Block (Union Block)
- Public Infrastructure and Streetscape Improvements - Having addressed the issues of financing small business location and expansion in the village, the preservation of its architectural integrity and assistance with building rehabilitation and repurposing, what are the funding strategies for the needed public infrastructure or streetscape improvements. Funding strategies include CDBG, Maine Department of Transportation (MeDOT) and local funds. The Community Enterprise Streetscape Program provides for CDBG funding for streetscape eligible improvements. Communities can apply for \$150,000 grants for the purpose undertaking sidewalk, curbing, crosswalk, lighting, and landscaping and tree planting improvements. No match funding is required but it is helpful in making the application more competitive. Likewise the program is administered by the Office of Community Development (OCD), Maine Department of Economic and Community Development (MeDECD). Application are submitted and approved on an annual basis. (See Implementation Summary.) A current Downtown Plan no older than five years should be in place, and the area where the streetscapes take place must be in a designated slum and blight (S/B) area. (See Appendix 3A for a description of the process involved in declaring an area S/B). Thomaston went through this process in 2010 for the area behind the Thomaston Business Block resulting in the release CDBG funds for streetscape improvements
- CDBG Downtown Revitalization (DR) Program - Similar to the CDBG Streetscapes Program is the CDBG Downtown Revitalization (DR) Program which also allows for public infrastructure improvements. Amount of funding available is \$500,000.

Upside is that a community has an adopted downtown plan in place containing an action plan recommending the proposed action(s) to be taken such as streetscape improvements. The plan must be no older than five years as well as being actively implemented. It can be adopted either by the Select Board and/or Town Meeting. The down side is that the only one statewide grant is awarded each year and bonus points are only given to Maine Downtown Center Designated communities. In addition there must be a minimum cash match equivalent to 25% of the grant award or \$125,000. Although the latter stipulations make it more difficult for Waldoboro to obtain DR funding the obstacles are not insurmountable through leveraging other funding resources as described herein, and possibly becoming involved in the Maine Downtown Center Main Street Maine Program; although not absolutely necessary. (See Maine Downtown Center Network Community below.) In 2010, the City of Rockland was awarded a DR grant for \$600,000 and in 2011 the Town of Richmond receives the lone grant for \$500,000. Rockland is a designated Main Street Maine Community and Richmond is not.

- Quality Communities Program – Two programs are offered by MeDOT under the Quality Communities Program. The first is the Safe Routes to School (SRTS) Program for new sidewalks leading to elementary or middle schools. This program provided 100% funding although a local match gives a community a competitive edge in applying for the funds. The second program is the Transportation Enhancement Program (TEP) which provides for an 80/20 state-local match. Both are popular competitive programs. Those communities which have the preliminary engineering design, surveying and cost estimating work completed prior to the submission of the application are more likely to be considered for funding. Applications are submitted and approved on a biennial basis. The TEP program has been extensively used by Rockland to assist with its Downtown Revitalization project as well as other sidewalks outside the Downtown area.
- Town of Waldoboro - The Town of Waldoboro has a funded capital reserve account for sidewalk improvements with no prescribed limitations. For this reason funds from this reserve account should be used to advance the conceptual plans and preliminary cost estimates for the Downtown Village sidewalks, curbing, crosswalk, lighting and landscaping (as well as drainage) improvements as prepared by Landscape Architecture Regina Leonard as part of the Master Plan, to the preliminary engineering and design stage and for further refinement of the cost estimates. This will enable the Town to be ready to apply for CDBG streetscape and MeDOT sidewalk and curbing grant funds. (See Implementation Summary.)
- Tax Increment Financing or TIF - Encompassing all of the above financing strategies in one packaged program is Tax Increment Financing or TIF. Under Tax Increment Financing a municipality may elect to provide financial assistance to local economic development projects - from public infrastructure improvements to business locations and expansions - by using new property taxes that result from the commercial investment and corresponding increase in property value. The state program that guides and encourages this local economic development activity is called municipal tax increment financing (TIF). TIF is predominantly a “real estate based” tax incentive program. TIF is a tool that permits a municipality to participate in local project financing by using some or all of the new property taxes from a capital investment within a designated geographic district (Waldoboro Downtown Village). The municipality has the option of using the “incremental” taxes or increased tax income revenue to fund a state approved but locally devised development program which can be used to compensate a developer or business for development

project costs such as a substantial building rehabilitation costs , or fund eligible municipal economic development activities like a building façade program and a small business loan program, or funding municipal public infrastructure improvement or streetscapes involving sidewalks, curbing, lighting, crosswalks, drainage, underground utilities, etc. . TIF districts may be designated for up to 30 years and requires proper notice, a local public hearing, the majority vote of the municipal legislative body, and state approval.

A TIF works like this. A business invests \$1,000,000 in buildings and site improvements on vacant land presently valued at \$200,000, and installs machinery and equipment worth \$800,000. The municipality has a property tax rate of 20 mils, so the business will have a total tax obligation of \$40,000 per year once the new valuation is added to the tax rolls. \$36,000 of the tax bill is incremental, and therefore available to support the TIF district's development program. In addition, the increased valuation or new captured valued is sheltered or exempted from school and county taxes allowing the municipality to keep all the tax revenues resulting from the new or increase property tax valuation. The first step in implementing a village area TIF is funding a TIF study which would like at such things as educating elected officials and the community about TIFs, estimating the potential revenues from a TIF, tax shifting, the contents of a development program, packaging the application and ensuring approval by the state. MeDECD administers the program. Originally Gateway I funds provided by MeDOT to implement the *Gateway 1 Route One Corridor Plan: Brunswick to Stockton Springs June 2010* were to be used to pay for a Downtown Village TIF. Studies can range in price up to \$18,000. However when the new Governor pulled the plug on the Gateway 1 program the funding went down with it as well. With no Gateway 1 funding the community is left to its own devise to raise the funds for the study. As a result the study has been put on hold. But now it needs to be re-activate and pushed forward under the banner of the Master Plan. This will initially entail raising or finding funds for the TIF study.

Town of Thomaston Example - The Town of Thomaston has uniquely incorporated all of the above programs, except the regional loan program into the Main and Starr Streets Thomaston Business Block (Union Block) Redevelopment Project, which is also located in their Downtown Village area.

Maine Downtown Network (MDN) - Sponsored by the Maine Downtown Center, the MDN was launched in 2009 as a sister-program to Main Street Maine using the same Four Points but at a lighter, less rigorous pace. The MDN is ideal for communities in the early stages of downtown revitalization such as Waldoboro as well as for those communities working toward achieving "Main Street" designation. MDN communities are not authorized to use the Main Street trademarked name, nor are they required to have paid staff. MDN services help communities build an appropriate organizational and funding base for a comprehensive downtown or neighborhood commercial district revitalization program. Participation as a MDN community does not guarantee selection as a future designated Main Street Maine community. A core feature of the service to MDN communities is access to training by state and national downtown development experts. MDN communities will have the opportunity to learn about best practices in the field and to network with peers from around the state. Also, MDN designated communities are awarded one bonus point when applying for a CDBG Downtown Revitalization grant. The Town of Damariscotta is a Maine Downtown Network community.

Get Real Get Maine program - Marketing and technical assistance is also available from the Maine Department of Agriculture, Division of Agricultural Resource Development. Division staff is available to provide agricultural businesses with assistance in the following program areas: market development and promotion and business development and planning. A number of grant and loan programs are available to help producers adopt new technology, promote products or conduct market research. Each program has its own eligibility criteria and reporting requirements. Not to be overlooked are Maine's agricultural fairs which showcase the diversity of Maine's 6000 farms. The annual January Ag Trades Show is the annual event for producers in January. Many other special events occur throughout the year. Publications such as "get real. get maine!" brochures and wholesale buyers' guides promote sales of Maine food and farm products. Order promotional items—stickers, hang tags, signage, hats, aprons. Visit [www.getrealmaine.com](http://www.getrealmaine.com) for searchable listings of apples, berries, specialty foods and other farm products, or find Maine food and farm producers with maps.

**Additional Information** - Please see **Appendix A3** for additional Information and/or Documents:



## Overview of Downtown Renaissance

These recommendations are supported and echoed by the Maine State Planning Office. Their August 2008 Downtown Revitalization report noted that upgrading infrastructure, such as lighting, landscaping, roads and parking are necessary investments for communities seeking to draw private investment into downtowns. The Brookings Institute backs up this premise. For downtown revitalization to be successful, the Institute reports, private sector investment must be reestablished since for every \$1 of public investment, there will typically be \$10-15 of private money. The bulk of the public investment is required early in the revitalization process in order to attract private development and investment in the downtown. Public improvements projects, such as those recommended in the Downtown Master Plan for Waldoboro, a therefore necessary first steps in leveraging future business and investments in the downtown.

## Waldoboro's Assets & Opportunities

The Waldoboro downtown, like many others in Maine, has struggled to retain its former vibrancy as the center of the town's economic, social and civic activities. Urban sprawl and Route One commercial development have pulled businesses and potential visitors away from the downtown core, and much of the commercial activity of the town is focused upon the Route One corridor. The distance of the downtown from Route One has further isolated it over the years. But the Waldoboro Downtown has a few aces up its sleeve, so to speak. The downtown village, located on a hillside overlooking the Medomak River, holds a special charm that is closely tied to its heritage and community. The village is home to important civic destinations, such as the Public Library, the Post Office, and the Waldo Theater. The downtown is supported by fairly dense residential neighborhoods and housing with good sidewalks, civic destinations and a concentrated commercial core with historic integrity. All of these components support the concept of walkability, which will be further strengthened with recreational trails, alternate transportation and new public open spaces now being considered with the River Walk Project and the recent Bicycle and Pedestrian Plan.



## Waldoboro's Challenges

Waldoboro, despite these incredible assets, also has its share of challenges related to “walkability” and downtown revitalization. The downtown’s steep topography can be difficult to navigate, particularly for older or physically challenged individuals, and the topography limits consideration of a large centralized parking lot closer to the commercial core. While the Town does have several small public parking areas a comfortable walking distance to the downtown blocks, these lots are not well marked, can be difficult to find, and are not adequately linked to downtown destinations with clear, safe routes for pedestrians. Traffic is also an issue for the downtown. Traffic speeds, excessively wide streets, and confusing intersections do not support the pedestrian environment and the level of pedestrian activity that is necessary for the vitality of the downtown. There are no visual or physical cues to designate a high pedestrian zone or to calm traffic. The traditional New England small town character of upper Main Street, well-reinforced by its large street trees and historic architecture disappears closer to the commercial core.



## Poised for Success

Despite these challenges, the Waldoboro Downtown has all of the physical attributes of foundational importance to a successful downtown: walkable streets, a solid residential community, an engaged business community, great historic architecture, key civic and cultural destinations, a dynamic and an appealing physical landscape defined by hillsides and the river. Most importantly, Waldoboro’s citizens have a strong sense of community built upon traditions and history. All of these qualities and conditions are necessary components for successful downtown revitalization.



## Recommendations

The improvements noted in the Downtown Master Plan capitalize on the MDOT's more flexible standards and traffic calming measures to enhance pedestrian safety and improve the overall downtown experience. The recommendations for downtown improvements, including public open space and infrastructure, also respond to the vision for downtown redevelopment outlined by the Governor's Council on Maine's Quality of Place, the findings of the Brookings Institute, and the Maine State Planning Office. The Master Plan also considers the previous findings and recommendations of the Comprehensive Plan, the 2010 Waldoboro Community Visioning Project, the Downtown Revitalization Task Force, and the 2011 Waldoboro Pedestrian-Bicycle Plan. The approach has also been tailored to meet the stated goals and objectives drafted to guide this downtown master planning and design effort. The approach underlying the Master Plan streetscape design includes the following recommendations:

1. Reduce existing travel lane widths to 11' wide , particularly close to the commercial center. In many instances, this can be accomplished by re-striping.
2. Create curbed bump-outs near key pedestrian crossings to slow traffic and reduce crossing distances. The areas can also be used to accommodate directional signage and street trees, among other amenities.
3. Install traffic calming measures, including raised pedestrian crossings to "book end" the downtown zone.
4. Consider adding Main Street stop signs at the intersection of Main Street and Friendship Street. Work with MDOT to further evaluate this option.
5. Clearly delineate both on and off-street parking. Evaluate opportunities for shorter term and shared parking within the higher commercial use areas.
6. Bring on-street parking and crosswalk configurations in line with MDOT safety standards.
7. Fill gaps in sidewalk routes to improve connectivity and to minimize unnecessary street crossings.
8. Integrate recreational trails, public pocket parks as well as access and views to the Medomak River.
9. Revitalize the river-facing sides of the Friendship commercial blocks and enhance pedestrian connections.
10. Incorporate signage into the downtown to designate public parking, destination and historical areas.
11. Define the street corridor and downtown core with new ornamental street lighting and street trees.
12. Provide other streetscape amenities, particularly close to the commercial core, to improve the pedestrian experience and reinforce the character of the downtown.



## Schematic Plan

This overview includes a number of identifiable projects, which can be constructed in one or more phases. The following descriptions summarize the recommendations for these areas.





## Friendship Block

The proposed improvements includes the following modifications to the Friendship Block: 1) a slight narrowing of the travel lanes from 12' wide to 11' wide, 2) reduction of the Sproul Block sidewalk from 9' wide to 5' wide, 3) enlargement of the sidewalk in front of the commercial establishments, 4) the creation of a pedestrian connection from the rear parking lot to Friendship Street, 4) preservation of on-street parking, and 5) the addition of streetscape elements, including street lights, shade trees and seating.



## New Pocket Park

The Master Plan proposes the creation of a new pocket park at the intersection of Jefferson and Main Streets. While the lot is privately owned, the Town should negotiate acquisition or use with the new owner, particularly since the property has not yet been occupied. Modifications to the use of this property may also allow a more formal public use and expansion of the existing Jefferson Street parking area. This centrally located pocket park would greatly enhance the character of the downtown and provide an important cultural amenity.





## Kuhn Lot

Recommendations call for the enhancement to the existing Kuhn lot, including new pedestrian connections, directional signage, streetscape improvements and the addition of visual cues, such as marker posts and ornamental plantings.



## Trail Connection

The Master Plan recommends that the Town remove the existing staircase between the Glidden and Jefferson Street parking areas in favor of a new trail, which can more safely accommodate pedestrians and would provide a convenient natural area in the heart of the downtown.





### **Start Small Start Now for Incremental Improvements**

As stated by the Maine Downtown Center, any downtown revitalization effort happens in incremental steps rather than large ones. The Town may be required to do the initial heavy lifting, so to speak, in order to demonstrate its commitment to redevelopment and to set the stage for private investment by making upgrades to public infrastructure and other enhancements. Planning for larger, more expensive projects is imperative, but the Town should also consider implementing smaller projects immediately to demonstrate change to future investors, business owners, workers, and the general public. New signage or planters, for example, are visual indicators of downtown improvement that have a relatively high impact for little investment. It is very important that this planning effort is highlighted by a noticeable improvement in the downtown, no matter how small.



## **Implementation & Funding**

Updates to infrastructure and the development of public open spaces will require public-private partnerships as well as funding assistance. There are financial resources to help fund these projects. The Maine Downtown Center and the State Planning Office continually advocate for the state funding of downtown revitalization programs, including the Riverfront Community Development Program, the New Century Community Program, and the Municipal Investment Trust Fund. Capitalization of these funds varies from year to year, but the Maine Downtown Center and the Department of Community and Economic Development are excellent resources for funding opportunities and the application processes. Community Development Block and Community Enterprise Grants, Transportation Enhancement Grants, and Green Downtown Challenge Grants are sources of potential project funding, although some come with preconditions, such as participation in the Main Street Community program. Participation in this program offers other incredible benefits as well. The Town should inquire with the Maine Downtown Center regarding this program and other technical assistance.

There are a few key steps to be undertaken before diving into infrastructure construction.







- Work with the MDOT to conduct a traffic count at the intersection of Main and Friendship Streets to determine the feasibility of a four-way stop and to inform future discussions and decisions regarding treatment.
- Conduct a detailed field survey for each identified project phase – beginning with the Phase One Friendship Block Improvements.
- Further develop the conceptual-level designs of the master plan to later become technical drawings and specifications required for bidding.
- For smaller projects, such as signage, the Town will need to collaborate closely with proprietors and citizens to further define objectives and negotiate funding.
- Immediately begin discussions and negotiations with private landowners to secure shared parking arrangements and public land uses. A number of properties are in transition, offering time-sensitive opportunities for the Town to negotiate and plan for alternate uses.
- Consider conducting an in-depth parking study and develop a parking strategy and management plan based upon the American Planning Association's Best Management Practices. These findings would greatly enhance discussions and negotiations.
- Continue to coordinate with the MDOT local field office to ensure that downtown development meets the State's established engineering and safety guidelines as the Town moves forward with engineering design and implementation efforts. Construction in the right of way will likely need to be managed or approved through the MDOT.







## **Additional Information and/or Documents in Appendices**

- Inventory & Assessment information
- Recommendations Diagrams (Circulation, Streetscape, Parking, Signage)
- Phasing & Implementation Information
- Memorandum
- Reference Citations


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<b>Building &amp; Façade Inventory</b>	<b>A1</b>
<b>Potential Waldoboro National Register Historic District &amp; Rehabilitation Tax Credits</b>	<b>A2</b>
<b>Economic Development</b>	<b>A3</b>
<b>Streetscape , Signs, Parking, Parks &amp; Trails</b>	<b>A4</b>






					
<b>844 MAIN ST</b> U 4 / 21	<b>854 MAIN ST</b> U 4 / 22	<b>860 MAIN ST</b> U 4 / 24	<b>870 MAIN ST</b> U 4 / 25	<b>878 MAIN ST</b> U 4 / 26	<b>882 MAIN ST</b> U 4 / 27
vacant/utility	2-Story 748 Sqft, built 1800 several outbuildings CMU foundation with parge coat	2-story Vinyl White Clapboard CMU foundation	Municipal Parking Lot	<ul style="list-style-type: none"><li>• Mid/late-19th century commercial</li><li>• 3-Story</li><li>• Brick</li><li>• Decorative corbelled brick rake</li><li>• Granite sills &amp; lintels</li><li>• Wood storefront with display windows and recessed entry</li><li>• Replacement windows</li></ul>	<ul style="list-style-type: none"><li>• Mid-19th century</li><li>• 3-Story</li><li>• Brick</li><li>• Granite sills</li><li>• Mid-20th century storefront and concrete sills&amp;side walls</li></ul>
	Residential	Masonic Lodge		3rd Storage 2nd Storage 1st Dentist	3rd Vacant 2nd Vacant 1st Vacant
<ul style="list-style-type: none"><li>• N/A</li></ul>	<ul style="list-style-type: none"><li>• Roofing</li><li>• Repair/repaint trim</li></ul>	<ul style="list-style-type: none"><li>• Paint CMU</li><li>• Some siding repair</li><li>• Missing steps to side entrance</li></ul>	<ul style="list-style-type: none"><li>• N/A</li></ul>	<ul style="list-style-type: none"><li>• Wood trim repair and painting</li><li>• Wash stained granite</li><li>• Minor brick repointing</li></ul>	<ul style="list-style-type: none"><li>• Storefront</li><li>• Entry Door</li></ul>
M A I N S T R E E T					

					
<b>898 MAIN ST</b> U 4 / 50	<b>902 MAIN ST</b> U 4 / 51	<b>904 MAIN ST</b> U 4 / 51A	<b>908 MAIN ST</b> U 4 / 124	<b>916 MAIN ST</b> U 4 / 125	<b>926 MAIN ST</b> U 4 / 126
<ul style="list-style-type: none"><li>• 30 yrs Old</li><li>• 2-Story</li><li>• Brick</li><li>• Decorative brick cornice</li><li>• Granite sills &amp; lintels</li></ul>	<ul style="list-style-type: none"><li>• Mid-19th century</li><li>• 2-Story</li><li>• Brick</li><li>• Recently rehabbed storefront and siding</li></ul>	<ul style="list-style-type: none"><li>• Mid-19th century</li><li>• 1- Story</li><li>• Wood</li><li>• Large shop view windows on either side of center door</li></ul>	<ul style="list-style-type: none"><li>• U.S. Customhouse and Post Office</li><li>• National Register</li><li>• Mid-19th century</li><li>• Ornate brick cornice</li><li>• Painted brick</li><li>• Granite steps</li><li>• Metal Roof</li></ul>	<ul style="list-style-type: none"><li>• Waldo Theater</li><li>• 1937</li><li>• Brick</li><li>• Greek revival exterior</li><li>• Art Deco interior</li><li>• Well maintained, high character</li></ul>	<ul style="list-style-type: none"><li>• Late 19th century</li><li>• 2-Story</li><li>• 2,500 Sqft</li><li>• Wood</li><li>• Decorative wood trim and window hoods and entry</li><li>• Replacement windows</li></ul>
2nd ? 1st Law Offices	2nd ? 1st Gallery	1st Hair	2nd Vacant 1st Vacant	Theater	Residential
<ul style="list-style-type: none"><li>• Brick repointing below entry ramp</li></ul>	<ul style="list-style-type: none"><li>• Generally good condition</li><li>• New steps/entry</li></ul>	<ul style="list-style-type: none"><li>• Good condition</li></ul>	<ul style="list-style-type: none"><li>• Paint flaking - walls &amp; roofing</li><li>• Windows - need repainting</li><li>• Some brick repointing necessary</li></ul>	<ul style="list-style-type: none"><li>• Generally good condition</li><li>• Minor brick repointing</li></ul>	<ul style="list-style-type: none"><li>• Some repainting</li></ul>
M A I N S T R E E T					









					
<b>41 FRIENDSHIP RD</b> U 4 / 3	<b>37 FRIENDSHIP RD</b> U 4 / 6	<b>33 FRIENDSHIP RD</b> U 4 / 7	<b>31 FRIENDSHIP RD</b> U 4 / 8	<b>25 FRIENDSHIP RD</b> U 4 / 9	<b>21 FRIENDSHIP RD</b> U 4 / 10
<ul style="list-style-type: none"> <li>• 1854</li> <li>• 2-story</li> <li>• 936 Sqft.</li> <li>• Wood trim</li> <li>• Vinyl siding</li> <li>• Replacement windows</li> </ul>	<ul style="list-style-type: none"> <li>• Storer Lumber Yard</li> <li>• Mixture of Late 19th and 20th century</li> <li>• 1&amp;2-story structures</li> <li>• Wood</li> </ul>	<ul style="list-style-type: none"> <li>• Mid 19th century</li> <li>• 1.5-story</li> <li>• Wood</li> <li>• Wood windows</li> <li>• Clapboard siding</li> </ul>	<ul style="list-style-type: none"> <li>• Mid-19th century</li> <li>• 2-story</li> <li>• Wood</li> <li>• (3) large view windows on 1st floor</li> <li>• Two attic dormers</li> <li>• Windows likely original</li> </ul>	<ul style="list-style-type: none"> <li>• Mid 19th century</li> <li>• 2-story</li> <li>• Painted Brick</li> <li>• Large view windows on 1st floor</li> <li>• Two attic dormers</li> </ul>	<ul style="list-style-type: none"> <li>• Mid 19th century</li> <li>• 2-story</li> <li>• Wood</li> <li>• Divided lite storefront, possibly original</li> <li>• Recessed entry door</li> </ul>
Residential	Lumber Yard	1st Hardware Store, Garage Barn	Residential	2nd Apts 1st Land Trust	2nd Storage 1st Law Office
<ul style="list-style-type: none"> <li>• Good condition</li> </ul>	<ul style="list-style-type: none"> <li>• Good condition</li> </ul>	<ul style="list-style-type: none"> <li>• Windows likely original, need repair</li> <li>• Suspected structural settling</li> <li>• Roofing, siding in poor condition</li> </ul>	<ul style="list-style-type: none"> <li>• Painting</li> <li>• Window rehab &amp; painting</li> <li>• Entrance steps need repair</li> </ul>	<ul style="list-style-type: none"> <li>• Good condition</li> </ul>	<ul style="list-style-type: none"> <li>• Trim rehab and painting</li> <li>• Window rehab</li> </ul>
<b>F R I E N D S H I P R O A D</b>					






ALLEY

					
<b>17 FRIENDSHIP RD</b> U 4 / 11	<b>15 FRIENDSHIP RD</b> U 4 / 12	<b>13 FRIENDSHIP RD</b> U 4 / 13	<b>11 FRIENDSHIP RD</b> U 4 / 14	<b>9 FRIENDSHIP RD</b> U 4 / 15	<b>5 FRIENDSHIP RD</b> U 4 / 16
<ul style="list-style-type: none"> <li>• Mid 19th century</li> <li>• 2-story</li> <li>• Brick, painted 1st story, bare 2nd story</li> <li>• 20th century aluminum storefront</li> <li>• Granite window sills &amp; lintels</li> <li>• Canvas awning</li> </ul>	<ul style="list-style-type: none"> <li>• Mid 19th century</li> <li>• 3-story</li> <li>• Brick, painted 1st story, bare upper stories</li> <li>• Prominent granite lintel above storefront</li> <li>• Granite window sills and lintels</li> <li>• Decorative brick cornice</li> </ul>	<ul style="list-style-type: none"> <li>• Mid 19th century</li> <li>• 3-story</li> <li>• Brick</li> <li>• Likely original storefront</li> <li>• Prominent granite lintel above storefront</li> <li>• Granite window sills and lintels</li> <li>• Decorative brick cornice</li> </ul>	<ul style="list-style-type: none"> <li>• Mid 19th century</li> <li>• 2-story</li> <li>• Brick, bare 1st story, painted 2nd story</li> <li>• Prominent granite lintel above storefront</li> <li>• Granite window sills and lintels</li> <li>• Decorative brick cornice</li> <li>• 20th century storefront</li> </ul>	<ul style="list-style-type: none"> <li>• 1855</li> <li>• 3-story</li> <li>• Brick, painted upper stories</li> <li>• Prominent granite lintel above storefront</li> <li>• Granite window sills and lintels</li> <li>• Decorative brick cornice</li> <li>• 20th century storefront</li> </ul>	<ul style="list-style-type: none"> <li>• Hovey Block</li> <li>• 1854</li> <li>• Gabled roof</li> <li>• Prominent granite lintel above storefront</li> <li>• Granite window sills and lintels</li> <li>• 20th century storefront</li> </ul>
2nd Vacant 1st Vacant	3rd Apt 2nd Apt 1st Restaurant Tavern	3rd Vacant 2nd Apt 1st Restaurant	2nd Vacant 1st Cafe	3rd Vacant 2nd Vacant 1st Gallery	3rd Undeveloped 2nd Undeveloped 1st Pharmacy
<ul style="list-style-type: none"> <li>• Minor repointing necessary</li> <li>• Roof repair</li> <li>• New awning</li> </ul>	<ul style="list-style-type: none"> <li>• Minor brick repointing necessary</li> <li>• Cornice flashing</li> </ul>	<ul style="list-style-type: none"> <li>• Minor brick repointing necessary</li> <li>• Moderate deterioration of brick cornice</li> <li>• Obsolete hardware, storefront painting</li> </ul>	<ul style="list-style-type: none"> <li>• Repainting/paint stripping necessary</li> <li>• Awning</li> <li>• Modernized storefront</li> </ul>	<ul style="list-style-type: none"> <li>• Modernized storefront, repainting</li> <li>• Brick repointing, obsolete hardware</li> <li>• Window repair and repainting</li> </ul>	<ul style="list-style-type: none"> <li>• Recent areas of repointing not consistent with original mortar</li> <li>• Storefront, awning, railing</li> </ul>
<b>F R I E N D S H I P R O A D</b>					

ALLEY

Main Street

			Pleasant Street				Friendship Street
<b>959 MAIN ST</b> U 4 / 95	<b>949 MAIN ST</b> U 4 / 96	<b>941 MAIN ST</b> U 4 / 97		<b>921 MAIN ST</b> U 4 / 121	<b>911 MAIN ST</b> U 4 / 122	<b>Side of 25 SPROUL BLOCK APTS</b> U 4 / 123	
<ul style="list-style-type: none"><li>• Waldoboro Post Office</li><li>• Mid/late 20th century</li><li>• 1-story</li><li>• Brick</li><li>• Wood cupola</li></ul>	<ul style="list-style-type: none"><li>• Hall Funeral Home</li><li>• Early 20th century</li><li>• 2-Story</li><li>• Wood</li><li>• Quality Victorian details</li></ul>	<ul style="list-style-type: none"><li>• Broad Bay Congregational Church</li><li>• Early-20th century</li><li>• Wood</li><li>• Prominent bell tower along Main St.</li><li>• Brick foundation</li></ul>		<ul style="list-style-type: none"><li>• 1800</li><li>• 2-story</li><li>• 1,120 Sqft.</li><li>• Brick</li><li>• Wood windows</li><li>• Roofing - slate?</li></ul>	<ul style="list-style-type: none"><li>• Maine Antiques Digest</li><li>• Contemporary</li><li>• 1.5-story</li><li>• Wood</li><li>• Stair-stepped small volumes comprise the larger building</li></ul>	<ul style="list-style-type: none"><li>• Sproul Block Apartments</li><li>• Contemporary</li><li>• 4-story</li><li>• Brick</li><li>• Arcade along the street</li><li>• Vinyl siding at rear</li></ul>	
1st Post Office	2nd Funeral Home 1st Funeral Home	Church		Residential??	1st Gallery, Antiques, Sculpture	1st - 4th Apartments	
<ul style="list-style-type: none"><li>• Generally good condition</li><li>• Needs roof ventilation/insulation - heavy roof dams</li></ul>	<ul style="list-style-type: none"><li>• Generally good condition</li><li>• Some roof repair</li><li>• Minor repointing</li></ul>	<ul style="list-style-type: none"><li>• Some repainting needed</li><li>• Minor brick foundation repointing</li></ul>	<ul style="list-style-type: none"><li>• Gutters disconnected</li><li>• Repaint trim</li><li>• Retaining wall repointing</li></ul>	<ul style="list-style-type: none"><li>• Good condition</li></ul>	<ul style="list-style-type: none"><li>• Generally good condition</li></ul>		
M A I N S T R E E T							

Friendship Street					
	<b>Side of 5 FRIENDSHIP RD</b> U 4 / 16	<b>877 MAIN ST</b> U 4 / 17	<b>BACK OF WEST FRIENDSHIP ST. BLOCK</b>	<b>869 MAIN ST</b> U 4 / 19	<b>857 MAIN ST</b> U 4 / 20
	<ul style="list-style-type: none"><li>• Hovey Block</li><li>• 1854</li><li>• 2-story</li><li>• Brick</li><li>• Wood windows</li><li>• Steep grade change from front to back</li></ul>	<ul style="list-style-type: none"><li>• Parking Lot</li></ul>	<ul style="list-style-type: none"><li>• Contributes to downtown blight</li><li>• Forgotten facade</li><li>• Opens to rear parking</li><li>• Basement undeveloped</li><li>• Views to the river</li></ul>	<ul style="list-style-type: none"><li>• 20th century brick utility</li></ul>	<ul style="list-style-type: none"><li>• Ranch One Story</li><li>• 1,288 Sqft.</li><li>• built 1968</li></ul>
	3 Undeveloped 2 Undeveloped 1 Pharmacy			Fair Point office/commercial hub	Residential
<ul style="list-style-type: none"><li>• Recent areas of brick repointing not consistent with original mortar</li></ul>	<ul style="list-style-type: none"><li>• Potential to activate as commercial space at rear of buildings</li></ul>	<ul style="list-style-type: none"><li>• Significant activation opportunities</li></ul>	<ul style="list-style-type: none"><li>• Good condition</li></ul>	<ul style="list-style-type: none"><li>• Good condition</li></ul>	
M A I N S T R E E T					



Main Street					
	<b>882 MAIN ST</b> U 4 / 27	<b>251 JEFFERSON ST</b> U 4 / 29	<b>245 JEFFERSON ST</b> U 4 / 30	<b>235 JEFFERSON ST</b> U 4 / 32	<b>225 JEFFERSON ST</b> U 4 / 33
		<ul style="list-style-type: none"> <li>• Early 20th century</li> <li>• 3-story</li> <li>• Wood</li> <li>• Vinyl siding</li> <li>• Large building</li> <li>• Former Odd Fellow Hall</li> <li>• Replacement windows</li> </ul>	<ul style="list-style-type: none"> <li>• 1900</li> <li>• 2-story</li> <li>• 1,002 Sqft</li> <li>• Wood</li> <li>• Wood clapboards</li> <li>• Good details</li> <li>• Likely original windows</li> </ul>	<ul style="list-style-type: none"> <li>• Early 20th century</li> <li>• 1.5-stories</li> <li>• Wood</li> <li>• Wood clapboards</li> </ul>	<ul style="list-style-type: none"> <li>• Late 19th century</li> <li>• 1-Story</li> <li>• Wood</li> <li>• Vinyl siding</li> <li>• Replacement windows</li> </ul>
	Parking lot/bank pull through	3rd Office 2nd Office 1st Office	Residential	1st Hair, Physical Therapy	1st Insurance
	• N/A	• Good condition	• Generally good condition • Minor painting	• Good condition	• Good condition
J E F F E R S O N S T R E E T					

		Main Street		Pleasant Street			
<b>258 JEFFERSON ST</b> U 4 / 49	<b>898 MAIN ST</b> U 4 / 50		<b>25 SPROUL BLOCK APTS</b> U 4 / 123		<b>26 FRIENDSHIP RD</b> U 4 / 116	<b>32 FRIENDSHIP RD</b> U 4 / 117	<b>40 FRIENDSHIP RD</b> U 4 / 118
<ul style="list-style-type: none"><li>• Mid-20th century</li><li>• 1-story</li><li>• Wood</li><li>• Wood shingle siding</li></ul>	<ul style="list-style-type: none"><li>• 30 yrs Old</li><li>• 2-Story</li><li>• Brick</li><li>• Moderately decorative brick cornice</li><li>• Granite sills &amp; lintels</li></ul>		<ul style="list-style-type: none"><li>• Sproul Block Apartments</li><li>• Contemporary</li><li>• 4-story</li><li>• Brick</li><li>• Arcade along the street</li></ul>		<ul style="list-style-type: none"><li>• Mid-19th century</li><li>• 3.5-story</li><li>• Likely original windows</li><li>• Covered siding upper</li><li>• Painted brick lower</li><li>• Wood framed</li><li>• Wood cornice &amp; brackets</li></ul>	<ul style="list-style-type: none"><li>• 1860</li><li>• 1.5-story</li><li>• 800 Sqft</li><li>• Wood</li><li>• Victorian detailing to eaves, gables, porch, and windows</li></ul>	<ul style="list-style-type: none"><li>• 1852</li><li>• 2-story</li><li>• 1,240 Sqft</li><li>• Brick</li><li>• Likely original windows</li></ul>
1st Pizza	2nd 1st Law Offices		1st - 4th Apartments		3rd Vacant 2nd Apt 1st Laundry	Residential	2nd Vacant? 1st Dentist
<ul style="list-style-type: none"><li>• Good condition</li></ul>	<ul style="list-style-type: none"><li>• Good condition</li></ul>		<ul style="list-style-type: none"><li>• Generally good condition</li><li>• Concrete staining needs washing</li></ul>		<ul style="list-style-type: none"><li>• Rehab/repaint windows</li><li>• Remove siding, rehab/replace siding under, major repainting</li></ul>	<ul style="list-style-type: none"><li>• Structural settling</li><li>• Rehab/repaint</li><li>• Missing windows</li></ul>	<ul style="list-style-type: none"><li>• Significant brick repointing needed</li><li>• Window repair</li></ul>
J E F F E R S O N S T R E E T			F R I E N D S H I P R O A D				

School Street			
	<b>106 SCHOOL ST</b> U 4 / 68	<b>950 MAIN ST</b> U 4 / 69	<b>958 MAIN ST</b> U 4 / 70
	<ul style="list-style-type: none"> <li>• 1818</li> <li>• 2-Story</li> <li>• 1,394 Sqft.</li> <li>• Wood</li> <li>• Vinyl siding</li> <li>• Replacement windows</li> </ul>	<ul style="list-style-type: none"> <li>• 1850</li> <li>• 1.5-Story</li> <li>• 864 Sqft.</li> <li>• Wood</li> <li>• Clapboards</li> <li>• Simple trim details</li> </ul>	<ul style="list-style-type: none"> <li>• Waldoboro Library</li> <li>• Contemporary</li> <li>• 1.5-story</li> <li>• Cementous clapboard siding</li> </ul>
	Residential	Residential	1st. Library
	<ul style="list-style-type: none"> <li>• Good condition</li> </ul>	<ul style="list-style-type: none"> <li>• Repainting in process</li> <li>• Retaining walls at sidewalk failing</li> <li>• Repair trim</li> </ul>	<ul style="list-style-type: none"> <li>• Good condition</li> </ul>
M A I N S T R E E T			



PAUL R. LEPAGE  
GOVERNOR

MAINE HISTORIC PRESERVATION COMMISSION  
55 CAPITOL STREET  
65 STATE HOUSE STATION  
AUGUSTA, MAINE  
04333

EARLE G. SHETTLEWORTH, JR.  
DIRECTOR

4 March 2011

Misty Gorski  
Town of Waldoboro  
P.O. Box J  
1600 Atlantic Highway  
Waldoboro, Maine 04572

Dear Mr. Gorski:

It was a pleasure to have the opportunity to meet with you, Denis Lachman, Regina Leonard and representatives of the town of Waldoboro and the Waldoboro Historic Society on February 17th for the purpose of viewing and photographing buildings in downtown Waldoboro. As we discussed that morning, the goal of this effort is to determine if there may be a National Register of Historic Places eligible historic district in the commercial core of the town. The photographs and notes I took that day were reviewed by staff of the Commission on February 28<sup>th</sup>, and compared to historic photographs of the same areas.

In our opinion, we feel that there is a historic district that meets the National Register Criteria for Eligibility under Criterion A, in the area of commerce, government and social history. This same area also appears to be eligible under Criterion C, for its architectural significance. A copy of the National Register criteria for evaluation is enclosed for your reference. The preliminary boundaries of this district are drawn on the attached aerial photograph and tax maps.

The eligible district consists of buildings on both side of Friendship Street, the west side of Main Street and the former IOOF hall on Jefferson Street. Within this district would be at least one non-contributing buildings, the Sproul Block on the corner of Main and Friendship Streets. "Non-contributing" buildings are those that are geographically located within the boundaries of the district but, either because of integrity, age, or significance problems, do not meet the National Register criteria.

We have limited the eligible historic district to those properties that are either commercial in nature, or public buildings associated with social history and governmental functions. As we discussed during the meeting, there are quite a few significant historic residential properties along Main Street and Friendship Street that might be considered for a historic district based on domestic architecture. However, it appears at this time that project is beyond the scope of the present effort. In consideration of this, we have limited the current district to those eligible properties associated with non residential buildings.

PHONE: (207) 287-2112

FAX: (207) 287-2335



PAUL R. LEFAGE  
GOVERNOR

MAINE HISTORIC PRESERVATION COMMISSION  
55 CAPITOL STREET  
65 STATE HOUSE STATION  
AUGUSTA, MAINE  
04333

EARLE G. SHETTLEWORTH, JR.  
DIRECTOR

-2-

The next step would be to determine if there was any interest in pursuing the nomination of the expanded historic district. As you know, contributing buildings within a National Register district are eligible for State and Federal Rehabilitation Tax Credits, however, in order for a property owner to participate in the program the district needs to be listed, or in the process of being listed. Frequently a consultant will be hired to research and prepare the nomination. Although you are not required to hire a consultant it is extremely unlikely that the Commission's schedule will allow us to prepare the nomination in a timely fashion, considering the amount of research that would need to be undertaken. It is also important, prior to engaging a consultant, to gauge owner interest: if more than 50% of the owners object to the creation of a historic district then the district could not be listed in the National Register. While I am unable to tell you what a consultant might charge to prepare the nomination, you might be able to economize by enlisting local researchers (the historical society?) to undertake deed and photographic research. I am including a list of consultants, and have put a \* next to the name of those who have prepared successful National Register nominations within the last 10 years. I am also enclosing a brief overview of the nomination process for your information.

Please do not hesitate to contact me if you have any questions at this time.

Sincerely,

Christi A. Mitchell  
Architectural Historian

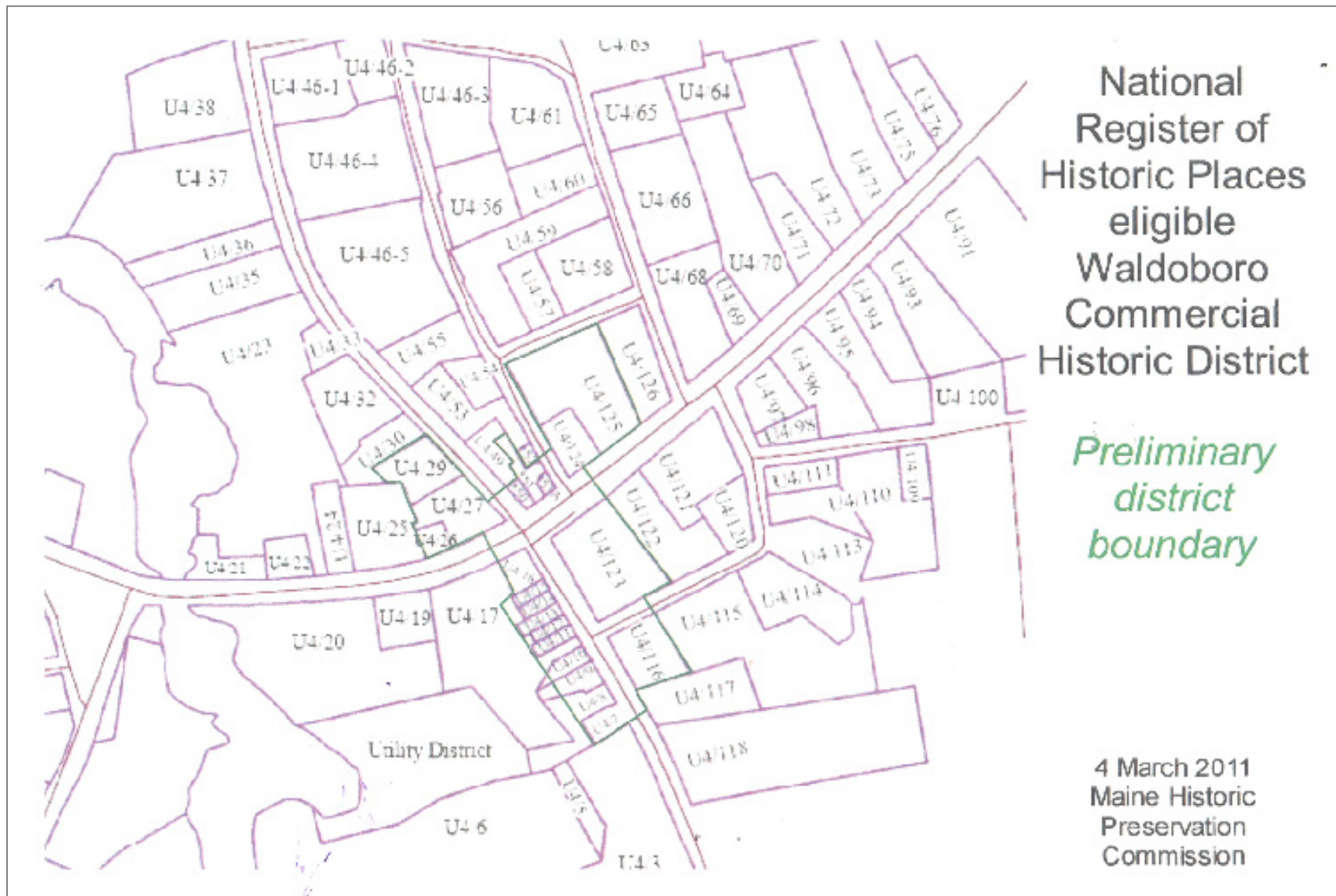
Enc.

cc: R. Lynch, D. Lachman

PHONE: (207) 287-2132

FAX: (207) 287-2335











## **THE NATIONAL REGISTER OF HISTORIC PLACES - *What are its effects?***

*An overview by the Maine Historic Preservation Commission*

- A. Listing in the National Register gives official recognition to the historic and cultural importance of a property as part of the Nation's heritage which ought to be preserved.
- B. Properties listed in the National Register or deemed eligible for such listing are afforded protection from adverse impact by projects funded, licensed, or executed by the Federal Government, since Federal projects which affect such properties are subject to review by the State Historic Preservation Officer and, if necessary, the Advisory council on Historic Preservation in Washington, D. C.
- C. Depreciable properties in the National Register can qualify for certified rehabilitation tax credit incentives under the historic preservation provisions of the Tax Reform Act of 1986.
- D. Control and authority over the use and disposition of a property listed in the National Register or deemed eligible for such listing remain solely with the owner unless he has applied for and received a matching grant or other Federal funding, or is participating in a rehabilitation tax credit project. Listing in the National Register does not mean that limitations will be placed on the property by the Federal government. Public visitation rights are not required by the owner.

## **NATIONAL REGISTER APPLICATION PROCESS**

*An overview of the process in Maine by the Maine Historic Preservation Commission*

### I. Determination of Eligibility

The first step towards having a property in Maine listed on the National Register of Historic Places is to determine if it is eligible for the program. Property owners who wish to have their properties evaluated are asked to complete a National Register Eligibility Assessment Form, and return it to the Commission along with interior and exterior photographs of the property, and photographs of any notable features. A thorough and accurate response to the questions on the National Register Eligibility Assessment Form will enable the Commission staff to evaluate the potential eligibility of the property. In many instances the Commission can determine if the property meets the standards for National Register recognition based on the information submitted, but in other instances a staff member may need to make a site visit to further evaluate the resource. Once the review is completed, a letter outlining the staff's determination will be mailed to you along with a list of Architectural Historians qualified to prepare the nomination.

To obtain an National Register Eligibility Assessment Form please contact the National Register Coordinator at (207) 287-2132 x 2 or [christi.mitchell@maine.gov](mailto:christi.mitchell@maine.gov)

## II. Nomination Preparation

The National Register Registration/Nomination form includes a detailed description of the property, an outline of its history, and a narrative that explains why the property is significant and how it meets the National Register criteria. Property owners or other interested parties who wish to proceed immediately with nominating an eligible property should consider hiring an architectural historian to research and prepare the nomination documentation. All nominations must be prepared in accordance with the [MHPC National Register Submission Guidelines](#), and the [National Register Bulletin, 16A](#) "How to Complete the National Register Registration Form," and the [National Register Photographic Policy](#).

## III. Nomination Submission Deadlines

In order to schedule presentation of a nomination to the Review Board a completed nomination must be received by the Commission in accordance with the [Nomination Submission Deadline](#). The Commission reserves the right to postpone scheduling a submitted nomination if the Commission staff feel the document needs more than minimal revisions, or if it needs additional research and documentation.

## IV. Review Board presentation

Each property recommended by the Commission for nomination is presented to the State Review board at one of their meetings, held each January, April, July and October. The State Review Board is a governor-appointed group of eleven professionals that must approve the staff's recommendations before they can be forwarded to the National Register office in Washington, D. C. Prior to the presentation of the completed nomination to the Review Board all the owners of the subject property, and the chief elected local officials, are formally notified of the pending nomination and given a chance to object to, or concur with the nomination. If a majority of property owners object to listing the historic district in the National Register, the nomination may be sent to the Keeper of the Register for an official Determination of Eligibility. The presentation generally consists of a brief slide show depicting the property and an overview of its history and significance. The quarterly meeting is open to the public and property owners will receive a letter inviting them to attend if they wish.

If the board nominates the property, the nomination is forwarded to the National Park Service for final determination of whether the property is eligible for the National Register. A determination will be made by their staff within 45 days of receipt of the nomination. The Commission staff is notified if the property is listed in the Register, and in turn they notify the property owners and the local elected officials. At its discretion the Commission may also announce the listing via press releases. The owners of listed properties may request from the Commission a certificate, signed by the state historic preservation officer, signifying the listing.

*A note on National Register plaques* - There is no official plaque program associated with the National Register of Historic Places. Owners of listed property may purchase and install any plaque or marker of their choosing. Several manufactures and makers have provided the Commission with information on their products and copies of these can be requested by contacting the Commission.

If you have any questions regarding the National Register nomination process, please contact the National Register Coordinator at (207) 287-2132 x 2, or [christi.mitchell@maine.gov](mailto:christi.mitchell@maine.gov).

## Architectural Survey Report

(Title of Report)  
(Location of Projects)  
(MIIPC # or other project #)

(Author of report, Title)  
(Author's affiliation)  
(Author's address)  
(Author's email)  
(Author's phone)

**Prepared for:** *Sponsoring agency or entity*

**Dates:** *Provide the dates from when the project was started up through when the report was written and/or revised and submitted.*

**Level:** *Reconnaissance or intensive*

**Name of surveyors:** *(If different from author, provide contact information for each surveyor.)*

**Continuing project?** *If so, please summarize previous efforts.*

### I. EXECUTIVE SUMMARY

### II. RESEARCH DESIGN AND BACKGROUND RESEARCH

**A. Basis:** *Describe the purpose of this survey. Identify the Federal or State regulations mandating this survey, or any Programmatic Agreements associated with this project.*

**B. Project Description/ Scope of Work:** *Describe the underlying project, specifically citing the type of project and duration of project. Summarize planned or anticipated alterations to landscapes, buildings, structures, districts, objects or sites.*

**C. Area of Potential Effect:**

- 1. On a USGS topographic map draw the outermost boundary of the area of potential effect in red. Label this line "Project APE". If necessary, additional topographic maps or overlays may be submitted showing the limits of each specific APE if more than one potential effect is present within the project area.*
- 2. List all the potential effects associated with the above cited scope of work. Distinguish between direct and indirect effects when applicable.*
- 3. Provide a narrative of how the geographical limit of each potential effect within the project area was established.*

**D. Survey Boundaries:**

- 1. Draw the boundaries of the survey on the topographic map in blue or black and label this line "Survey Boundary." The boundaries of a survey map include portions of a property that lie outside the APE.*
- 2. Describe the limits of the surveyed area. The survey boundary may be larger than the APE. Make reference to geographic landmarks, addresses or political boundaries. Utilize reasonable demarcations - tree lines, back lots.*

**E. Survey Methodology:**

- 1. Describe background research method.*
- 2. Describe field research method.*
- 3. Did you undertake a file search at NHPC for NR or previously recorded properties?*

### III. SURVEY FINDINGS

**A. Acres:** *Provide the total number of acres within the survey boundaries.*

**B. Setting:** *Provide a general overview of the setting, including topography, development, and landscape.*

**C. Number of Resources Recorded:** *Count each individually recorded building, structure, object, or site. Do not include continuation sheets in this count.*

**D. Previously Inventoried Properties:** *Address whether any of the resources had been previously surveyed. If so, how many, and how were these properties represented and evaluated within the current project?*

**E. Types of Properties:**

- 1. Summarize general trends within the project area: commercial, residential, urban, rural, etc.*
- 2. Summarize the age, style, and condition of the resources within the project area.*
- 3. Describe in detail any eligible individual properties or historic districts.*

**F. NR Eligibility:**

- 1. Address resource integrity, NR criteria, area of significance and period of significance.*
- 2. For a historic district provide a topographic map showing the limits of the proposed district illustrating street or landscape views and all non-historic or non-contributing resources.*

### IV. BIBLIOGRAPHY

### V. FINDING OF EFFECTS

## WHAT EXPENSES ARE ELIGIBLE OR INELIGIBLE FOR THE TAX CREDITS?

### SOME ELIGIBLE EXPENSES INCLUDE:

- Walls, partitions, floors & ceilings
- Permanent coverings, such as paneling or tiles
- Windows and doors
- Components of air conditioning & heating systems
- Plumbing & plumbing fixtures
- Chimneys, stairs, escalators, elevators, sprinkler systems & fire escapes
- Other components related to the operation or maintenance of the building

### SOME INELIGIBLE EXPENSES INCLUDE:

- Expenses related to the rehabilitation of the applicant's personal living space
- Appliances, cabinets, carpeting (if tacked in place and not glued)
- Decks that are not part of the original building
- Demolition costs (removal of a building on the property or site)
- New construction costs or enlargement costs (increase in total volume)
- Fencing, feasibility studies, financing fees, furniture, landscaping, leasing expenses
- Outdoor lighting remote from the building, parking lots, paving, planters
- Porches and porticos that are not part of the original building, retaining walls, sidewalks, signage, storm sewer construction costs, window treatments

★★★★Please note that in some cases, State and Federal rehabilitation tax credits may be able to be used in conjunction with State and Federal grants!

Due to the complexity of this program we strongly recommend that prospective applicants consult with the Maine Historic Preservation Commission, as well as Maine Revenue Services and/or a tax professional prior to beginning work on rehabilitation projects to ensure that their projects will qualify for the program.

### FOR MORE INFORMATION, PLEASE CONTACT:

MIKE JOHNSON  
REHABILITATION TAX CREDIT COORDINATOR  
MAINE HISTORIC PRESERVATION COMMISSION  
55 CAPITOL STREET  
65 STATE HOUSE STATION  
AUGUSTA, ME 04333  
PH: 207-287-2949  
[mike.d.johnson@maine.gov](mailto:mike.d.johnson@maine.gov)  
[http://www.maine.gov/mhpc/tax\\_incentives/index.html](http://www.maine.gov/mhpc/tax_incentives/index.html)

### FOR QUESTIONS REGARDING ELIGIBLE EXPENDITURES OR TAX ISSUES RELATED TO THE CREDIT, PLEASE CONTACT:

RICHARD TRUMAN  
MAINE REVENUE SERVICES  
BUSINESS TAXES SECTION  
26 EDISON DRIVE  
AUGUSTA, ME 04333  
PH: 207-624-9547  
[Richard.E.Truman@maine.gov](mailto:Richard.E.Truman@maine.gov)

*This mailing was funded by the Maine Development Foundation, and was a collaborative project between the Maine Historic Preservation Commission, Lachman Architects & Planners, and Maine Preservation.*

## THE HISTORIC REHABILITATION TAX CREDIT PROGRAM IN MAINE

IF YOU OWN A DEPRECIABLE  
BUILDING THAT IS  
INDIVIDUALLY LISTED IN, OR  
ELIGIBLE TO BE LISTED IN,  
THE NATIONAL REGISTER OF  
HISTORIC PLACES, OR THAT IS  
WITHIN A NATIONAL  
REGISTER LISTED, ELIGIBLE  
OR LOCALLY CERTIFIED  
HISTORIC DISTRICT, YOU MAY  
BE ABLE TO TAKE  
ADVANTAGE OF FEDERAL  
AND/OR STATE TAX CREDITS  
FOR YOUR BUILDING  
REHABILITATION  
EXPENDITURES

## THE FEDERAL HISTORIC REHABILITATION TAX CREDIT

- The Federal tax credit is equal to **20% of certified rehabilitation expenses** for a certified historic income-producing property.
- The Federal credit is a credit for taxes owed to United States, is not refundable, and must be fully claimed in the year the property is placed into service. There is no cap on the Federal credit.
- In order to qualify for the Federal credit, a property must be “**substantially rehabilitated**”, meaning the rehabilitation costs must exceed the adjusted basis (pre-rehabilitation cost) of the building. The rehabilitation costs must be incurred within a two year period, or within a five year period if the project is to be completed in multiple phases.

Additional information regarding the National Register of Historic Places, the Secretary of the Interior’s *Standards for Rehabilitation*, the Federal Historic Preservation Tax Incentive Program, and the Federal Historic Preservation Certification Applications and Instructions can be requested from the Maine Historic Preservation Commission, or can be found at the **National Park Service Website**:  
<http://www.nps.gov/history/hps/tps/tax/>

The rules for Maine’s Historic Rehabilitation Tax Credits, as well as Maine’s Small Project Rehabilitation Certification Application, and the State Rehabilitation Tax Credit Reporting Form can be accessed at the **Maine Historic Preservation Commission** website:  
[http://www.maine.gov/mhpc/tax\\_incentives/index.html](http://www.maine.gov/mhpc/tax_incentives/index.html)

## MAINE’S STATE HISTORIC REHABILITATION TAX CREDIT

- There are **two aspects** to Maine’s tax credit:
  - 1) The ***Substantial Rehabilitation Credit*** is a “piggyback” onto the 20% Federal tax credit. **Any project utilizing this credit must meet all of the requirements of the Federal tax credit program.**
  - 2) The ***Small Project Rehabilitation Credit*** is for projects with **qualified rehabilitation expenditures of between \$50,000 and \$250,000**. Projects utilizing this credit do not need to be eligible for the Federal credit, **but the same review criteria will apply.**
- **Both aspects of the State credit are equal to 25% of certified rehabilitation expenses** for a certified historic income-producing property in Maine. Qualified rehabilitation expenses must be incurred within a two year period, or within a five year period if the project is to be completed in multiple phases. **Rehabilitation expenses incurred between January 1, 2008 and December 31, 2013 are eligible for the credit.**
- The State credit is a credit for taxes owed to the State of Maine, **is fully refundable if the credit exceeds taxes owed, and must be claimed over a period of four years** (25% per year from the taxable year the property is placed in service). There is a cap on the State credit of \$5 million per project.
- The State credit is increased to **30% or more** if the rehabilitation project results in the creation of a certain amount of **affordable housing**.

## BASIC ELIGIBILITY REQUIREMENTS FOR REHABILITATION TAX CREDITS

### MAINE’S SUBSTANTIAL REHABILITATION CREDIT USED WITH THE FEDERAL REHABILITATION TAX CREDIT

- 1) The property **must be used for income producing purposes for 5 years** after the completed rehabilitation;
- 2) In general, the property must be listed in, or eligible for listing in the **National Register of Historic Places**;
- 3) The rehabilitation project must be completed in accordance with the **Secretary of the Interior’s *Standards for Rehabilitation***;
- 4) The project must meet the “**substantial rehabilitation**” test.

### MAINE’S SMALL PROJECT REHABILITATION TAX CREDIT (CANNOT BE USED WITH THE FEDERAL REHABILITATION TAX CREDIT)

- 1) The property **must be used for income producing purposes for 5 years** after the completed rehabilitation;
- 2) In general, the property must be listed in, or eligible for listing in the **National Register of Historic Places**;
- 3) The rehabilitation project must be completed in accordance with the **Secretary of the Interior’s *Standards for Rehabilitation***;
- 4) **Qualified rehabilitation expenses must be between \$50,000 and \$250,000 within either a 2 or 5 year period.**



## Introduction to Federal Tax Credits for Rehabilitating Historic Buildings

# Main Street Commercial Buildings



National Park Service  
U.S. Department of the Interior  
Technical Preservation Services

- Do you own a commercial building located in a historic district?
- Does it need to be fixed up?
- Will it be used for a business or rental housing?

If you answered **YES** to all three questions, then you should be aware of a program that offers significant federal tax incentives for rehabilitating historic buildings.

### The Program

Administered by the National Park Service in conjunction with State Historic Preservation Offices (SHPO), the Federal Historic Preservation Tax Incentives program offers a 20% federal tax credit for qualified rehabilitation expenses. Thousands of property owners across the country have already utilized these tax incentives to rehabilitate historic commercial buildings and similar properties.

#### Why does the program exist?

Recognizing the importance of preserving our building heritage and the need to encourage the rehabilitation of deteriorated properties, Congress created in 1976 federal tax incentives to promote historic preservation and community revitalization. These tax incentives have successfully spurred the rehabilitation of historic structures of every period, size, style, and type.



### Tax Credit Basics

- In general, a tax credit is a dollar-for-dollar reduction in the amount of taxes you owe.
- The amount of credit under this program equals 20% of the qualifying costs of your rehabilitation.
- A project must be "substantial" in that your qualifying rehabilitation expenses must exceed the greater of \$5,000 or the adjusted basis of the building.
- Your building needs to be certified as a historic structure by the National Park Service.
- Rehabilitation work has to meet the Secretary of the Interior's *Standards for Rehabilitation* as determined by the National Park Service.

The process is straight forward, and the tax savings can be significant. For example, a property owner planning a project estimated to cost \$60,000 could realize a tax credit of \$12,000 on their federal income taxes.

Applicants are encouraged to consult their accountant or tax advisor to make sure that this federal tax credit is beneficial to them. For additional information visit the Historic Preservation Tax Incentives website of the National Park Service at [www.nps.gov/history/hpti/tax](http://www.nps.gov/history/hpti/tax), and click on "IRS Connection."

Monroe, MI 1910. Awnings were a prominent building feature on many of America's Main Streets. Photo: Walter R. Rauter Library, Wayne State University.

## Three Steps to Determine if a Project is Eligible for Tax Credits

### First: Does your building contribute to a historic district recognized by the National Park Service?

The easiest way to determine if your building is located in a historic district is to contact your local historic district commission, municipal planning office, or State Historic Preservation Office (SHPO). Recognized historic districts, for purposes of federal tax credits, include those listed in the *National Register of Historic Places* (maintained by the National Park Service) and certain local historic districts that are certified by the National Park Service. Over one million buildings are already listed in the National Register, either individually or as part of historic districts.

If your property is located in one of these districts, it still must be designated by the National Park Service as a structure that *contributes* to the historic character of the district and thus qualifies as a "certified historic structure." Not every building in a district is contributing. For example, when historic districts are designated, they are usually associated with a particular time period, such as "1820 to 1935." In this case, a building constructed in 1950 would *not* contribute and would not be eligible for a 20% rehabilitation tax credit. Within this same district, an 1892 building might not contribute to the historic character if it was almost completely changed in the 1950s.

### Second: Will your rehabilitation be "substantial"?

The cost of a project must exceed the greater of \$5,000 or the building's adjusted basis. The following formula will help you determine if your project will meet the substantial rehabilitation test:

$$A - B - C + D = \text{adjusted basis}$$

A = purchase price of the property

B = the part of the purchase price attributed to the land cost

C = depreciation taken for an income-producing property

D = cost of any capital improvements made since purchase

For example, Mr. Dillon has owned a downtown building for a number of years. He originally purchased the property for \$150,000, and of that purchase price \$40,000 was attributed to the cost of the land. Over the years, Mr. Dillon has depreciated the building for tax purposes by a total of \$60,000. He recently replaced the roof at a cost of \$8,000. Mr. Dillon's adjusted basis would be \$58,000. Since he intends to spend \$60,000 to fix a leaking basement wall, upgrade the heating/air conditioning systems, and repair the deteriorated storefront, the rehabilitation would qualify as a substantial project. If he completes the application process and receives approval, Mr. Dillon will be eligible for a 20% credit on the cost of his rehabilitation, or a \$12,000 credit.



**Retaining historic character:** The historic tin ceiling was retained during the rehabilitation for this Main Street clothing store.

Some expenses associated with a project may not qualify for the tax credit, such as an addition off the back of the building, new kitchen appliances, or paved parking.

### Third: How does your project become "certified"?

To qualify for the tax credits you need to complete a 3-part application. In Part 1 of the application, you provide information to help the National Park Service determine if your building qualifies as a "certified historic structure." In Part 2, you describe the condition of the building and the planned rehabilitation work. The proposed work will be evaluated based on the Secretary of the Interior's Standards for Rehabilitation – a set of 10 widely accepted standards of practice for historic preservation. Part 3 of the application is submitted after completion of the project and is used by the National Park Service to certify that the project as completed meets the Standards and is a "certified rehabilitation."

The 3 parts of the application should be completed in order. You will need to submit 2 copies of each part to your SHPO. One copy will be forwarded by the SHPO with a recommendation to the National Park Service, which will issue the final decision for each part of the application. It is important to submit Part 2 before beginning work, because if your initial project proposal does not meet the Standards, you are provided an opportunity to modify the plans.

To learn more about the Standards, visit the National Park Service website at [www.nps.gov/history/hpti/tax](http://www.nps.gov/history/hpti/tax) or contact your State Historic Preservation Office (SHPO).

## Town of Waldoboro Downtown Village Slum and Blight (S/B) Designation Process

**Introduction:** Funding strategies for the needed public infrastructure or streetscape improvements include the Community Development Block Grant (CDBG) Community Enterprise (CE) Streetscape Program. Communities can apply for \$150,000 grants for the purpose undertaking sidewalk, curbing, crosswalks, and lighting improvements. The Downtown Village area where the streetscapes take place must be in a designated slum and blight (S/B) area as approved by the Office of Community Development, Maine Department of Economic and Community Development.

CDBG Requirements for Area-wide Slum & Blight (S/B) Designation: A definition of a slum and blighted area can be found in the MRSA Title 30-A, Chapter 205, 5202. The following definition of a blighted area will serve as a starting point in determining if the proposed area in your community may qualify under this national objective.

- A. An area in which there is a predominance of buildings or improvements which are conducive to ill health, the transmission of disease, infant mortality, juvenile delinquency or crime and are detrimental to the public health, safety, morals or welfare because of:** 1) Dilapidation, deterioration, age or obsolescence; 2) inadequate provision of ventilation, light, air, sanitation or open spaces; 3) high density of population or overcrowding; 4) the existence of conditions which endanger life or property by fire and other causes; or 5) any combination of these factors.
- B. An area which is a menace to the public health, safety, morals, or welfare in its present condition because of:** 1) the predominance of inadequate street layout, unsanitary or unsafe conditions; 2) tax or special assessment delinquency exceeding the fair value of the land; 3) the existence of conditions which endanger life or property by fire and other causes; or 4) any combination of these factors.

The important thing to remember is that it is necessary to target an **area** to meet this national objective. This area must be defined by the applicant and shown to have contiguous boundaries and interrelated problems causing the **entire area** to be blighted.

In addition to the state definition of blighted area, the Department of Housing and Urban Development (HUD) rules for CDBG Program activities defines further what conditions must exist for an area to be considered blighted. These conditions are: 1) the local area meets the definition of a blighted area under state or local law; 2) throughout the blighted area at **least 25%** of the existing buildings are deteriorating and public improvements are in a **general** state of deterioration; 3) the CDBG activities will address one or more of the conditions which contributed to the deterioration of the area; and 4) records are retained that sufficiently document that a project meets the national objective of addressing slums and blight on an area-wide basis. HUD regulations limit the slum/blight designation to a maximum period of 10 years.

A community must take into consideration **both** the state and CDBG requirements when qualifying for a slums/blight area-wide project. First, review the State Statute above to make sure the area in question is applicable. Then apply the HUD Condition (B) related to **buildings or public improvements**. In the case of public improvements, it is insufficient for only one type of public

improvement to be in a state of deterioration, the public improvements **taken, as a whole** must **clearly exhibit signs of deterioration**. Both the state and HUD requirements seem to apply to the commercial area of the Downtown Village along Friendship Street and the intersection of Main Street/Jefferson Street as outline on the attached map. The following documentation should occur with **all materials sent to OCD as part of the Letter of Intent to apply for S/B designation**

1. Written descriptions of the conditions, which qualify the area at the time of its designation. This description must be in sufficient detail to demonstrate how the area met all State and HUD criteria. Also included must be the method by which the area was identified and delineated.
2. Support documentation that details the specific conditions that exist in the designated area. This documentation can include, but is not limited to, structural analysis of buildings, engineering studies, written local code enforcement officials, planning board actions, public health and safety concerns, and actions taken by other state or local authorities.
3. A detailed map outlining the designated blighted area and clear photographs documenting the entire detrimental conditions (including the minimum 25% of buildings) in the designated blighted area.
4. Documentation that a duly authorized local public hearing dealing with the slum blight area-wide designation was held prior to the official Declaration of Slum and Blight Area adoption by the Town Meeting. This documentation of the public hearing must include a copy of the local newspaper advertisement, attendance list and official minutes of the hearing.
5. A Declaration of Slum and Blight enacted by the Town Meeting and containing the municipal seal. (A sample copy of a Declaration of Slum and Blight is included/)

The purpose of the following is to serve as a format and draft for the required Letter of Intent



## Example Letter of Intent

June 22, 2010

Terry Ann Stevens  
Office of Community Development  
Department of Economic and Community Development  
59 SHS 111 Sewall Street  
Augusta, Maine 04333-0059

Re: Town of Waldoboro CDBG Letter of Intent to Apply for Declaration of Slum and Blight Area

Dear Terry:

The purpose of this letter is to serve as a cover letter for the recently approved Declaration of Slum and Blight Area for the commercial area of the Waldoboro Downtown Village encompassing area along the Friendship Street section of Route 2201, intersection of Main Street/Route 220 and Jefferson Street, and the side and rear of the Friendship Street block buildings which proposed boundaries are outline on the attached Designated Slum and Blighted Area Map. This letter will also describe the conditions which qualified the area for this designation.

### **1. Written Descriptions of the Conditions which qualify the Area as Slum and Blight Designation**

According to MRSA Title 30-A, a definition of slum and blight must meet the following criterion:

- A. Criteria A: An area in which there is a predominance of buildings or improvements which are dilapidated, deteriorated and the existence of conditions which endanger life.

Responses: As illustrated by the attached Existing Conditions photos of the façades of the Friendship Street block buildings there is a predominance of buildings whose front, side and rear facades are in dilapidated or deteriorating condition. Specifically, facades with roof line problems involving painting and repair work; exterior walls where paint is peeling and needs removal and repainting; upper level façade windows which are in need of replacement with more energy efficient and historically correct units; loose exterior brick walls needing re-pointing; previously poorly performed re-pointing work which needs to be redone; cement plaster used for repairing exterior facades needing removal and the uncovered brick work needing to be re-pointed; storefront entrances and doors in poor condition and needing replacement and renovation.

The existence of conditions which endanger life are the old rear wood exit stairs which are covered in the winter making climbing and descending hazardous; lack of fire escapes; the close proximity of the propane tanks to the building; and the exposed electrical boxes and building electrical wires.

- B. An area which is a menace to public safety in its present condition because of predominance of inadequate street layout and unsafe conditions, and the existence of conditions which endanger life or property and conditions which are unsanitary.

Responses: As illustrated by the attached Existing Conditions photos of the commercial area, Friendship Street is not pedestrian friendly with unsafe sidewalks and crosswalks, sunken curbing, insufficient lighting, sidewalk light poles which are an impediment to pedestrian traffic flow, and a surface storm drainage system which probably can not adequately handle excessive storm events; all of which, distracts from its primary physical asset, which is the village architecture.

Conditions illustrated in the photos of the rear of the Friendship Street block buildings which endanger life or property include propane tanks in close proximity to the buildings; trash piled dumpsters in the vicinity of the buildings posing a fire risk from paper products and smokers, attracting small animals and vermins, and emitting nauseating odors; and exposed unsafe electrical wiring.

In addition to the State's definition of a blighted area, the HUD rules for CDBG Program Activities also defines what conditions must exist for an area to be considered blighted including that at least 25% of the existing buildings are deteriorating and that the public improvements are in a general state of deterioration; and how the CDBG program activities will address one or more of the conditions which contribute to the deterioration of the area.

Responses: On March 1, 2011 Denis Lachman Architect and Planners conducted an exterior façade survey of the condition of the commercial and residential structures in the Waldoboro Downtown Village area as part of the preparation of the adopted Waldoboro Downtown Village Master Plan. The surveyed showed that a majority or 57% of the existing buildings in the designated S/B area are in some state or condition deterioration. Please see the attached photos documenting the conditions of façade blight. The entire survey and photos are contained in the Building Façade Inventory Appendix of the Master Plan

The public improvements or infrastructure in the designated area are also in a general state of deterioration with unsafe sidewalks and crosswalks, sunken curbing, insufficient lighting, sidewalk light poles which are an impediment to pedestrian traffic flow, and a surface and underground storm drainage system which probably can not adequately handle excessive storm flows resulting in localized flooding.

CDBG program activities will address one or more of the conditions which contribute to the deterioration of the area. The CDBG program activity which will be deployed to address the issues of deteriorating buildings and public improvement in the designated blighted area are the CDBG Community Enterprise Business Facade Matching Grants Program and the CDBG 2013 Community Enterprise Streetscapes Grants Program.

Method by which the Area was Identified and Delineated.

The methodology used to identify and delineated the designated slum and blighted area included the Waldoboro Downtown Village Master Plan, the \_\_\_\_\_, 2012 public hearing on the proposed designation which identified the following problems with commercial area of the Downtown Village. Exterior walls or facades where paint is peeling and needs removal and repainting; upper level façade windows which are in need of replacement with more energy efficient and historically correct units; loose exterior brick walls needing re-pointing; previously poorly performed re-pointing work which needs to be redone; cement plaster used for repairing exterior facades needing removal and the uncovered brick work needing to be re-pointed; and storefront entrances and doors in poor condition and needing replacement and renovation. The poor condition of the infrastructure with unsafe sidewalks and crosswalks, sunken curbing, insufficient lighting, sidewalk light poles which are an impediment to pedestrian traffic flow, and an older underground storm drainage system.

**2. Support Documentation that Details the Specific Conditions in the Designated Area**

Attached documentation supporting the façade or exterior analysis includes the *Waldoboro Downtown Village Master Plan Building Façade Inventory*. Specifically attached photos documenting the front, side and rear conditions of building façade blight as well as the sidewalk blight for 5, 9, 11,13,15,17,21,25,31,33 and 26 Friendship Street.

**3. Map of the Designated Slum and Blight Area and Photos Documenting the Conditions**

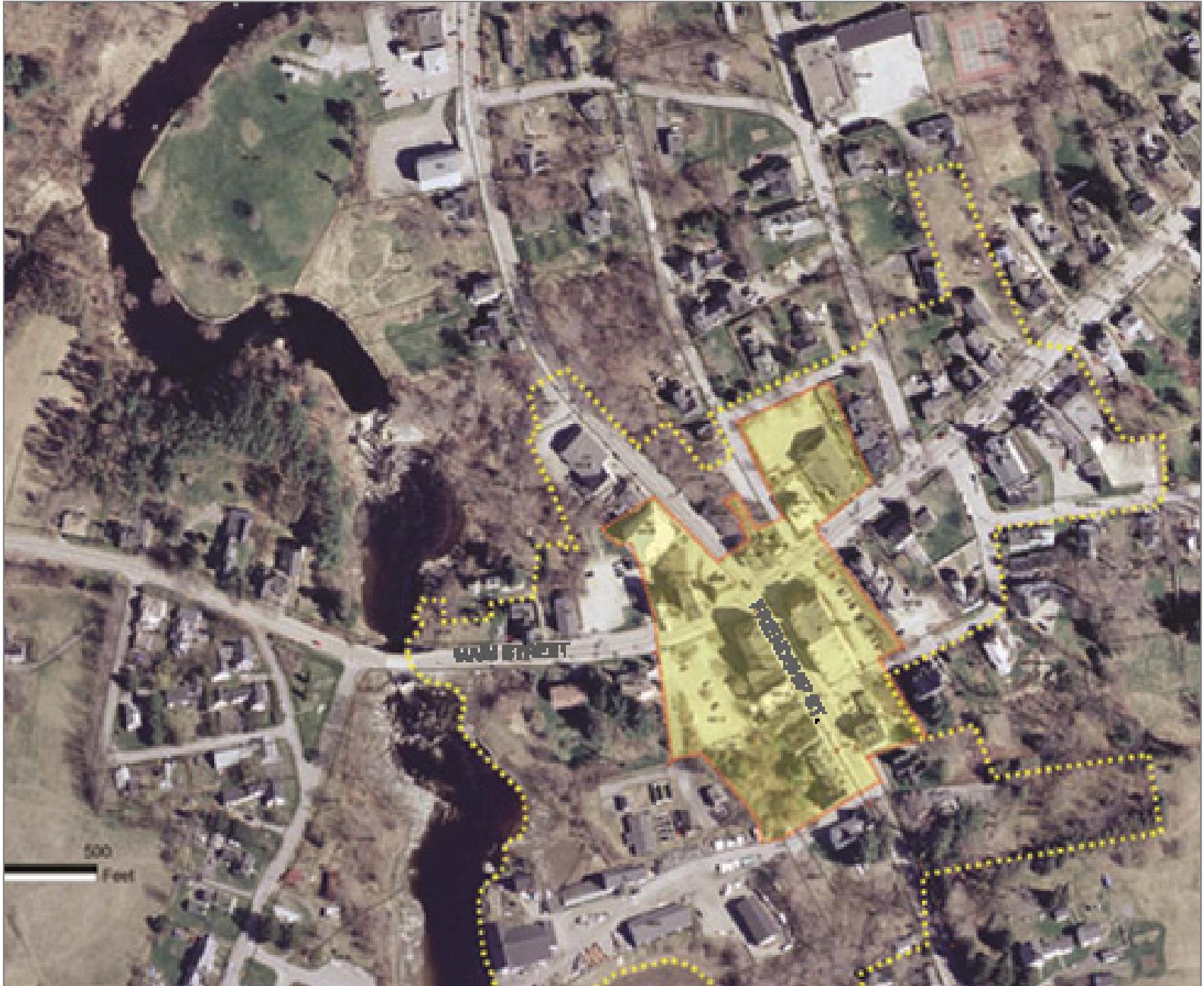
Attached

**4. Documentation of the Public Hearing on the Slum Blight Area-Wide Designation**

Attached

**5. Declaration of Slum and Blight Enacted by the Town Meeting Attached**

## Waldoboro Downtown Designated Slum and Blight Area



**Waldoboro Downtown Master Plan Building and Façade Inventory** (These documents are reduced in size as examples. For larger size documents, see Appendix 1, Buildings and Facades).

[illegible][illegible]

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Residence

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Residence

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Residence

53 FRIENDSHIP RD  
17-15

- 1 1920s
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Residence

FRIENDSHIP ROAD












51 FRIENDSHIP RD  
17-1

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Residence

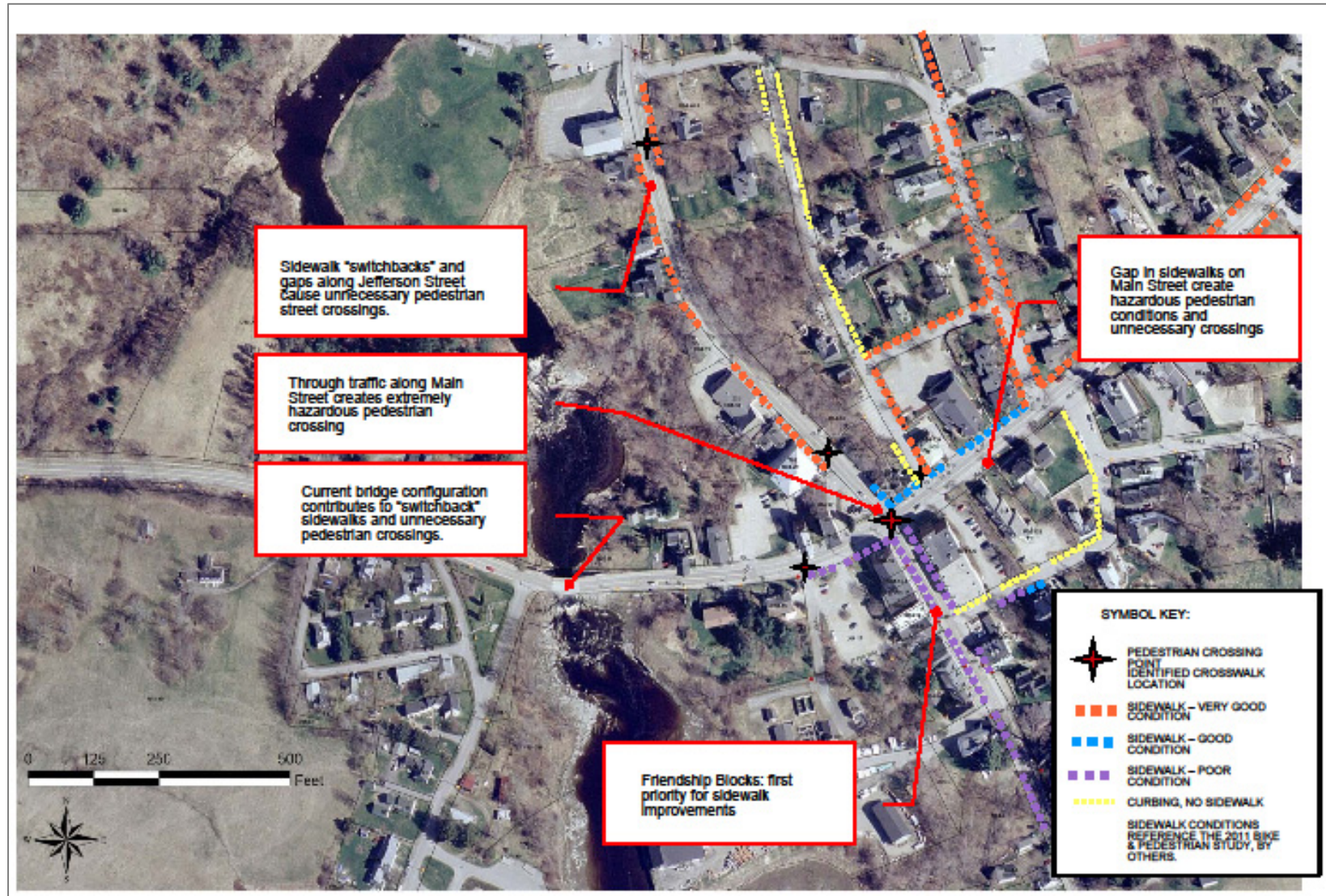
53 FRIENDSHIP RD  
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Main Street						
	<b>300 MAIN ST</b> 1/4 - 1/2	<b>301 JEFFERSON ST</b> 1/4 - 1/2	<b>302 JEFFERSON ST</b> 1/4 - 1/2	<b>303 JEFFERSON ST</b> 1/4 - 1/2	<b>304 JEFFERSON ST</b> 1/4 - 1/2	
	<ul style="list-style-type: none"><li>Early 19th century</li><li>2 stories</li><li>Shed</li><li>Shed wing</li><li>1 large window</li><li>Decorative brackets</li><li>Remnant of original window</li></ul>	<ul style="list-style-type: none"><li>1860s</li><li>2 stories</li><li>1 1/2 bays</li><li>Shed</li><li>Shed wing</li><li>Shed wing</li><li>Shed wing</li><li>Shed wing</li><li>Shed wing</li></ul>	<ul style="list-style-type: none"><li>1860s</li><li>2 stories</li><li>1 1/2 bays</li><li>Shed</li><li>Shed wing</li><li>Shed wing</li><li>Shed wing</li><li>Shed wing</li><li>Shed wing</li></ul>	<ul style="list-style-type: none"><li>Early 19th century</li><li>2 stories</li><li>1 1/2 bays</li><li>Shed</li><li>Shed wing</li><li>Shed wing</li><li>Shed wing</li><li>Shed wing</li><li>Shed wing</li></ul>	<ul style="list-style-type: none"><li>Early 19th century</li><li>2 stories</li><li>1 1/2 bays</li><li>Shed</li><li>Shed wing</li><li>Shed wing</li><li>Shed wing</li><li>Shed wing</li><li>Shed wing</li></ul>	
	Handwritten photo description	<ul style="list-style-type: none"><li>Shed wing</li></ul>	<ul style="list-style-type: none"><li>Decorative good window</li><li>Shed wing</li></ul>	<ul style="list-style-type: none"><li>Shed wing</li></ul>	<ul style="list-style-type: none"><li>Shed wing</li></ul>	
JEFFERSON STREET						
Main Street						
	<b>305 JEFFERSON ST</b> 1/4 - 1/2	<b>306 MAIN ST</b> 1/4 - 1/2	<b>307 SPECIAL BLOCK APTS</b> 1/4 - 1/2	<b>308 FRIENDSHIP RD</b> 1/4 - 1/2	<b>309 FRIENDSHIP RD</b> 1/4 - 1/2	<b>310 FRIENDSHIP RD</b> 1/4 - 1/2
	<ul style="list-style-type: none"><li>Early 19th century</li><li>2 stories</li><li>Shed</li><li>Shed wing</li><li>Shed wing</li><li>Shed wing</li><li>Shed wing</li><li>Shed wing</li></ul>	<ul style="list-style-type: none"><li>Early 19th century</li><li>2 stories</li><li>Shed</li><li>Shed wing</li><li>Shed wing</li><li>Shed wing</li><li>Shed wing</li><li>Shed wing</li></ul>	<ul style="list-style-type: none"><li>Early 19th century</li><li>2 stories</li><li>Shed</li><li>Shed wing</li><li>Shed wing</li><li>Shed wing</li><li>Shed wing</li><li>Shed wing</li></ul>	<ul style="list-style-type: none"><li>Early 19th century</li><li>2 stories</li><li>Shed</li><li>Shed wing</li><li>Shed wing</li><li>Shed wing</li><li>Shed wing</li><li>Shed wing</li></ul>	<ul style="list-style-type: none"><li>Early 19th century</li><li>2 stories</li><li>Shed</li><li>Shed wing</li><li>Shed wing</li><li>Shed wing</li><li>Shed wing</li><li>Shed wing</li></ul>	<ul style="list-style-type: none"><li>Early 19th century</li><li>2 stories</li><li>Shed</li><li>Shed wing</li><li>Shed wing</li><li>Shed wing</li><li>Shed wing</li><li>Shed wing</li></ul>
	Handwritten photo description	<ul style="list-style-type: none"><li>Shed wing</li></ul>	<ul style="list-style-type: none"><li>Shed wing</li></ul>	<ul style="list-style-type: none"><li>Shed wing</li></ul>	<ul style="list-style-type: none"><li>Shed wing</li></ul>	<ul style="list-style-type: none"><li>Shed wing</li></ul>
JEFFERSON STREET			FRIENDSHIP ROAD			



## Waldoboro Downtown Circulation Assessment



# DECLARATION OF SLUM AND BLIGHT AREA

## MAINE COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM

It is hereby found and declared:

That there exists in the Town of Waldoboro, Maine a deteriorating, dilapidated, slum and blighted area, dangerous buildings, deficient public improvements and incompatible uses of property, which constitute a serious and growing menace, injurious and inimical to the public health, safety, morals and welfare of the residents of the Town of Waldoboro.

That the existence of such an area, as shown on the attached map and identified as the Route 220 commercial area of Friendship Street and the intersection of Main Street/Route 220 and Jefferson Street and behind the Friendship Street block buildings and located in Census Tract Number: 9752, is found to be consistent with Maine State Statute 30-A, Chapter 205, Section 5202 and regulations set forth by the United States Department of Housing and Urban Development in 24 CFR Part 570.

That the blighted area will be addressed with Community Development Block Grant (CDBG) and other funds through eligible activities, in accordance with all CDBG regulations and Maine State Statute 30-A, Chapter 205, Sections 5201 through 5205.

That the activities to be conducted are designed to eliminate the causes of slum and blight through the performance streetscape, façade and other related improvements.

The Declaration with attendant documentation is hereby enacted on the \_\_\_\_\_ of \_\_\_\_\_, 2012 and is effective from this day forth until such conditions have been remedied through completion of the CDBG project.

### AUTHORIZED SIGNATURES: Town of Waldoboro Select Board

\_\_\_\_\_  
Name

\_\_\_\_\_  
Date

\_\_\_\_\_  
Name

\_\_\_\_\_  
Date

\_\_\_\_\_  
Name

\_\_\_\_\_  
Date

\_\_\_\_\_  
Name

\_\_\_\_\_  
Date

**Municipal Seal**



## **Public Hearing Notice**

### **Town of Waldoboro Slum and Blight Declaration**

The Town of Waldoboro will hold a Public Hearing on \_\_\_\_\_, 2012 at 7:00PM at the Town Office, 1600 Atlantic Highway, Waldoboro, Maine, 04294 for the purpose of dealing with a slum blight area-wide designation for the Route 220 commercial area of Friendship Street and the intersection of Main Street/Route 220 and Jefferson Street and behind the Friendship Street block buildings prior to the consideration of the adoption of a Slum and Blight Declaration for the Area at the \_\_\_\_\_, 2012 Town Meeting. All persons wishing to make comments or ask questions about the declaration are invited to attend this Public Hearing. Comments may be submitted in writing to John Spear, Town Manager, 1600 Atlantic Highway, Waldoboro, Maine, 04294 at any time prior to the Public Hearing. TDD/TTY users may call 711. If you are physically unable to access any of the Town's programs or services, please call John Spear, Town Manager at 207-832-5369 so that accommodations can be made.

**Inventory & Assessment narratives & graphics**CIRCULATION & PARKING

The concept of “urban walkability” is inherently tied to the quality of the pedestrian experience. Routes must be safe and convenient. Vehicular traffic should not be intimidating or hazardous. The streetscape and downtown should relate to “human scale” to foster a sense of security, safety and physical comfort and to encourage pedestrian activity. Parking areas should be well-marked and connected to destinations with safe, well delineated pedestrian routes.

In many downtowns in Maine, the Maine Department of Transportation (MDOT) owns and manages “Main Street.” In the past, the strict engineering standards for state-owned roadways were not tailored to fit with the character, scale and other qualities of “Main Street.” The MDOT has recently recognized that public transportation infrastructure should ideally create a physical setting that preserves and supports Maine’s valuable community assets and quality of life. The State has recognized the need for context sensitive solutions, particularly in urban areas where physical development constraints have necessitated a more creative approach for accommodating pedestrians and streetscape elements within the road right-of-ways. Subsequently, the MDOT has created flexible design standards in its Maine DOT Design Guide and a number of traffic calming measures, including streetscaping, intersection modifications and roadway narrowing. These public rights-of-way thereby now offer many opportunities for enhancing infrastructure to support downtown revitalization goals.

No downtown revitalization planning effort can be considered without addressing parking. Planning efforts to meet parking demands have often included provisions for generous free parking close to shops, with the perception that ample and easy parking will help ensure the vitality of the downtown. But ample parking can often work against the character and safety of downtowns with excessive pavement and vehicle activity. Convenient parking is essential, but downtowns are typically not as vehicle-centric as suburban commercial areas. By their very nature, vibrant downtowns encourage walking. The American Planning Association’s “Parking Best Management Strategies” publication cites a new paradigm shift that favors parking management strategies as a better solution to solving parking problems. Integration of parking strategies and improved management can reportedly reduce parking demand from 5% to as much as 40%. Strategies include increasing the efficiency of existing parking through sharing, regulating or pricing; improving the maintenance, security and pedestrian access; and using signage and maps to direct drivers to designated parking areas.

CIRCULATION & PARKING: INVENTORY & ASSESSMENT SUMMARY

In Waldoboro, the state owns both Friendship and Main Streets, the two significant routes through the downtown. This ownership presents distinct considerations with regard to downtown redevelopment. Improvements must balance the practical needs of a high pedestrian downtown center with on-street parking, streetscape elements, crosswalks, and traffic calming without undermining the routes’ traffic-moving functions.

Main Street is currently a wide thoroughway with no traffic stops. This is a particular problem at the intersection with Friendship Street, where the safety of pedestrian crossings is greatly impacted by the excessive street width, confusing traffic stop configuration (the intersection seems like it should be a typical four-way stop, but traffic moves down Main Street without stopping), steep topography, and the poor sight lines. The shoulder and lane widths along Main Street make for an unnecessarily wide roadway, limiting opportunities for street trees and lighting while promoting excessive vehicle speeds.

The compact land use and geography of downtown Waldoboro greatly influence the configuration of existing parking and opportunities for the creation of new parking facilities. The Town of Waldoboro is fortunate to have several small public parking areas within the downtown core. As well, there are multiple larger off-street parking lots that offer opportunities for shared parking if that could be negotiated with private landholders. Lots are currently not well-marked from the major streets and therefore underutilized. Pedestrian routes from parking areas to destination points are not well delineated and often include gaps or switchbacks that promote unnecessary street crossings. Creation of a safe and reliable pedestrian environment is absolutely essential to ensure the utilization of the parking lots. There is ample on-street parking along Main Street, Jefferson Street, and Friendship Streets, but no time limitations or fees for parking, both of which would promote a higher turnover of spaces, particularly those adjacent to commercial businesses. Service vehicles are mostly accommodated on-street.

Downtown Waldoboro has an extensive network of paved sidewalks, the majority of which are in good condition. The exception is the Friendship commercial block, where the sidewalks are very narrow and in poor condition. The connectivity of sidewalks is fairly comprehensive, although there are significant gaps along the south side of Main Street and sidewalk switch backs on both Main and Jefferson Streets that encourage multiple street crossings. The 2011 Pedestrian-Bicycle Plan included a comprehensive survey of Waldoboro sidewalks, including those in the downtown project area, and made recommendations for improving pedestrian and bicycle safety and access. The Master Plan incorporates many of these recommendations.

#### STREETSCAPES & SIGNAGE

Streetscapes are comprised of the visual elements of a street that together form a street's character. The roadway, buildings, sidewalks, street furnishings, trees, signs, and lighting, among other elements, help to enhance the public realm and the pedestrian experience. For downtowns, streetscapes are of primary importance. A vibrant streetscape invites the pedestrian traffic and establishes a downtown setting that is conducive to businesses and property values. Sidewalks and clearly marked crossings provide safe and convenient access to downtown destinations. Street trees not only provide shade, but help to define and add visual structure and beauty along the edges of the travel ways. They also offer exceptional environmental benefits by reducing the heat island effect, improving air quality and providing shade. Ornamental street lights provide functional and aesthetic value. Together with other street furnishings, these elements help to establish the tone and character of the downtown. Site furnishings – benches, trash receptacles, bike racks, planters, etc. – provide the finishing touches to the streetscape. The State Planning Office and the Maine Downtown Center both support the enhancement of streetscapes as important early steps in the revitalization process. The Governor's Downtown Revitalization Task Force has also reported that upgrading streetscapes is necessary for communities seeking to draw the private investment that is so crucial to downtown revitalization.

Signage also plays a distinct role in the downtown streetscape. Destinations like parking, the commercial blocks, and civic facilities should be clearly marked from the major circulation corridors. Signage should be well-coordinated and designed so that it reinforces the character of the downtown. Sign locations should be strategically planned to avoid clutter and to maximize usefulness. Signs should also be designed with their users in mind whether pedestrians, bicyclists, drivers or a combination thereof.

#### INVENTORY & ASSESSMENT – STREETSCAPES & SIGNAGE

Downtown Waldoboro offers two distinct streetscapes. The regular and established street trees of upper Main Street help to establish this more residential area's traditional New England character and charm. Despite the lack of ornamental street lights or other amenities, the streetscape is visually pleasing and establishes human scale and structure along the public roadway. The visual rhythm and scale of street trees established along East Main Street is broken near the Waldo Theater headed to downtown center. The narrow sidewalks of this section are not wide enough to accommodate street trees or other amenities. The cobra style lighting on utility poles within the downtown have a utilitarian character and lacks

pedestrian scale. The major arrival zone into the downtown from western Main Street lacks significant and regular street tree plantings that would reinforce the structure and character of the downtown streetscape, reinforce views east and west to the river, and help to establish a comfortable human scale that favors pedestrian activity. The steep topography, poor sight lines, and vehicle speeds further lend to an unappealing and intimidating pedestrian experience despite the wonderful views of the Medomak River and proximity to public open spaces.

Streetscape signage within the Waldoboro downtown is haphazard and largely ineffective due to a lack of visual quality and poor placement. Most signs have not been designed with consideration for vehicle speed and are subsequently unreadable for most drivers. There is no signage at the gateways to the downtown to highlight destinations or provide directional support to visitors. While standard public parking signs direct drivers off Main Street, there are no signs on secondary streets to lead drivers to the parking facilities. The boat launch has an excellent kiosk interpreting Waldoboro's shipbuilding history, however there are no similar signs closer to the downtown where similar signs could have greater impact.

### PUBLIC OPEN SPACE & TRAILS

The Downtown Focus Group of the Governor's Council on Maine's Quality of Place, the Maine Downtown Center and the State Planning Office have all tied healthy traditional downtowns with access to public landscapes, recreational opportunities and the preservation of natural land and waters. Successful downtowns enhance the interface between the natural and built environments. Downtown redevelopment therefore often includes land acquisition and easements for urban parks and trails and the conservation of land to maintain important view corridors and often, a downtown's rural character. Incorporation of parks, open spaces, and greenways into urban centers provide healthy, natural settings that enhance quality of life and make downtowns more appealing.

### INVENTORY & ASSESSMENT – PUBLIC OPEN SPACE & TRAILS

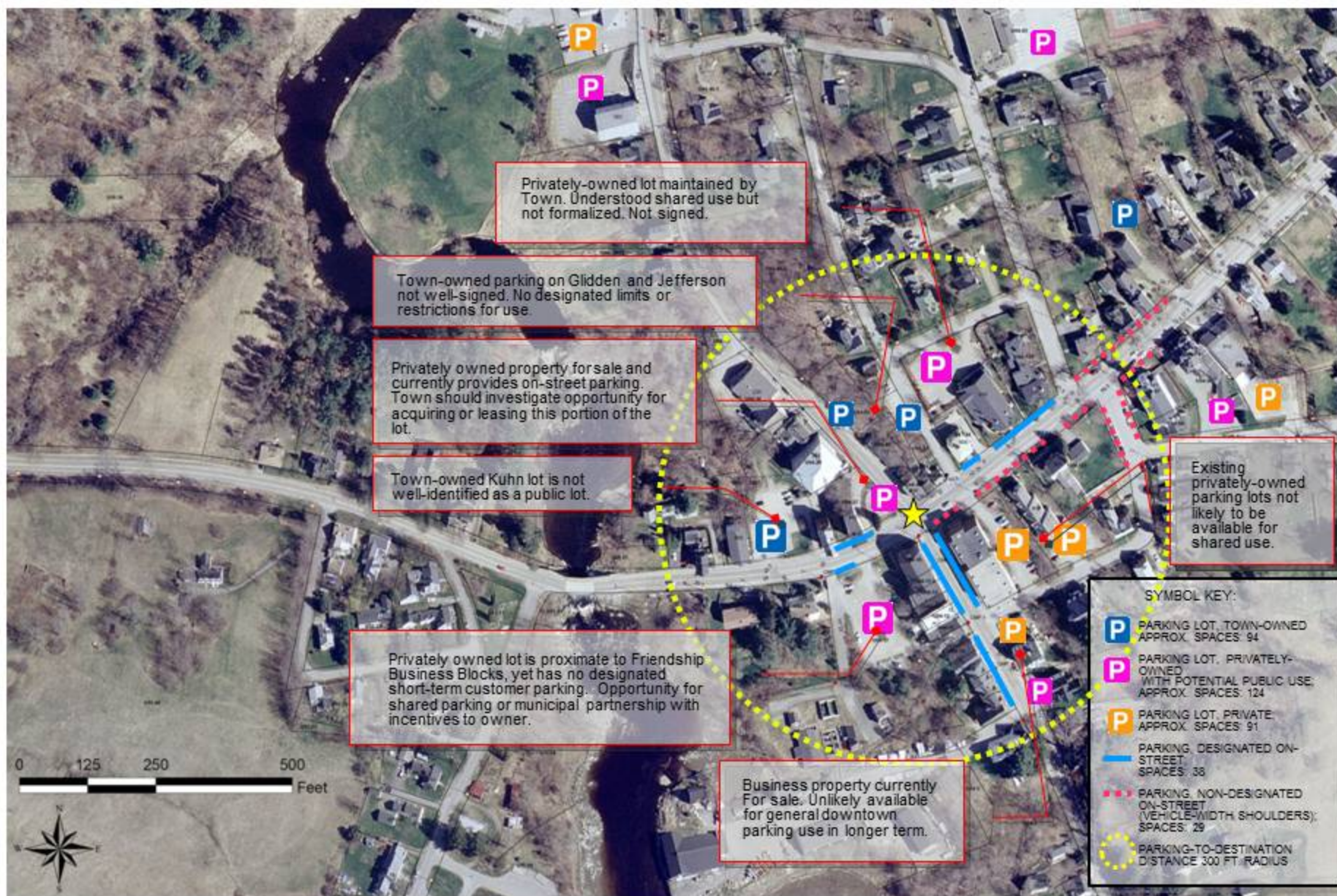
While the Waldoboro downtown does not currently have any designated public open spaces or trails, the Town has many existing opportunities for developing these amenities. Additionally, there are such amenities nearby, including recreational fields, tennis courts, a public boat launch, and a veterans' memorial space. Connections from the downtown to these facilities could easily be enhanced with sidewalk improvements and signage. Existing town-owned properties within the downtown could also be retrofitted to include trails, picnic and seating areas. There are also opportunities to establish pocket parks, picnic areas, open spaces and trails through public-private partnerships, such as the Riverwalk that is now being planned. The Medomak Valley Land Trust, as an active steward for land conservation and public recreation, has a strong presence with their offices downtown and an active role in shaping opportunities for the creation of new public open spaces, including a future park within walking distance of the downtown. The Town should continue to work closely with this group to investigate future opportunities to enhance trail connections and public lands. As well, there are incredible opportunities for the Town to negotiate with private landholders to acquire or lease land for public open space, particularly within the central downtown where there are currently several properties in flux. Utility corridors through the downtown also provide opportunities for an urban trail network, but as of yet, none of these have been capitalized upon.

### PUBLIC OPEN SPACE & TRAILS

The Downtown Focus Group of the Governor's Council on Maine's Quality of Place, the Maine Downtown Center and the State Planning Office have all tied healthy traditional downtowns with access to public landscapes, recreational opportunities and the preservation of natural land and waters. Successful downtowns enhance the interface between the natural and built environments. Downtown redevelopment therefore often includes land acquisition and easements for urban parks and trails and the conservation of land to maintain important view corridors and often, a downtown's rural character. Incorporation of parks, open spaces, and greenways into urban centers provide healthy, natural settings that enhance quality of life and make downtowns more appealing.



# WALDOBORO DOWNTOWN INVENTORY / ASSESSMENT PARKING





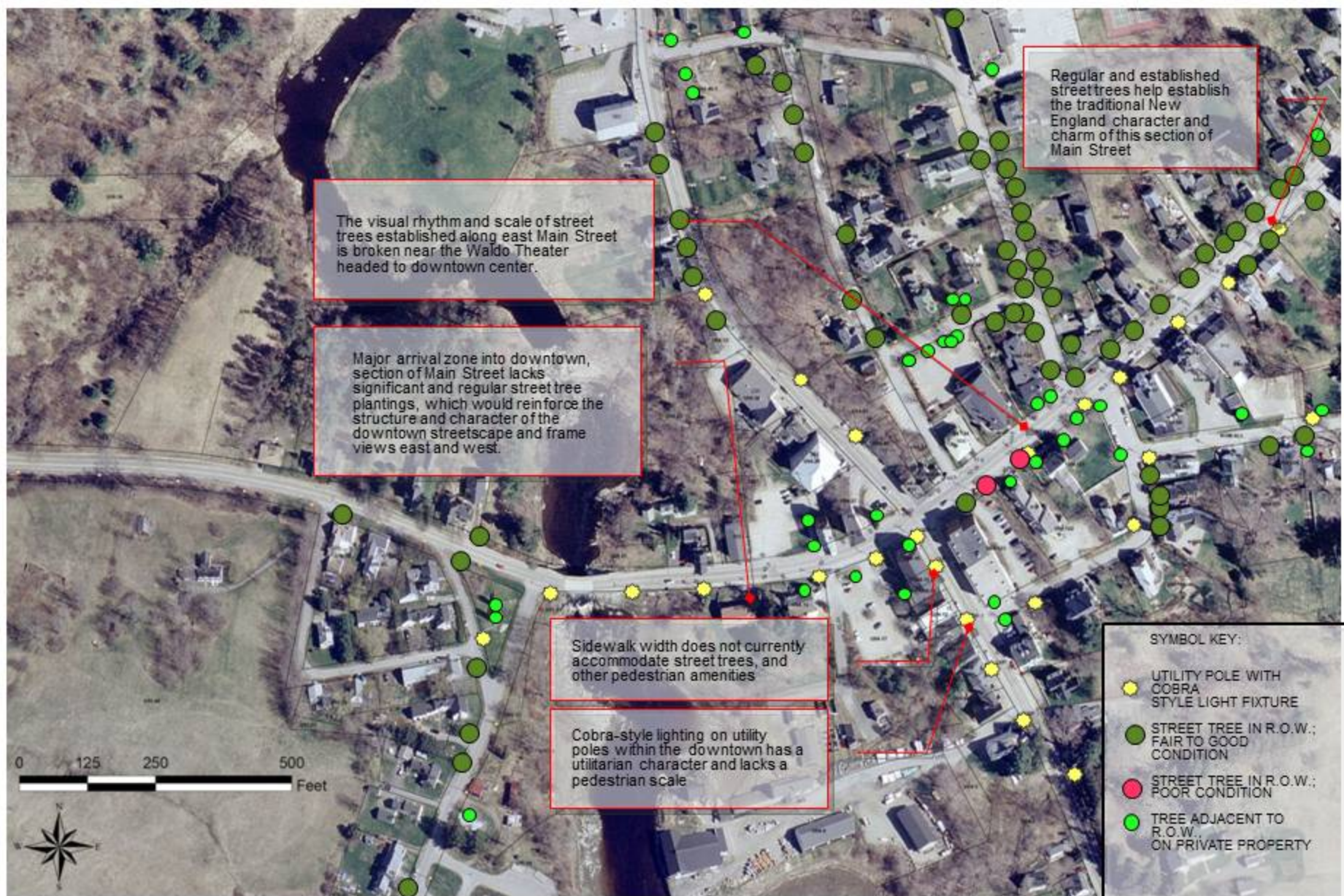
# WALDOBORO DOWNTOWN INVENTORY / ASSESSMENT

## CIRCULATION: PEDESTRIAN & VEHICULAR



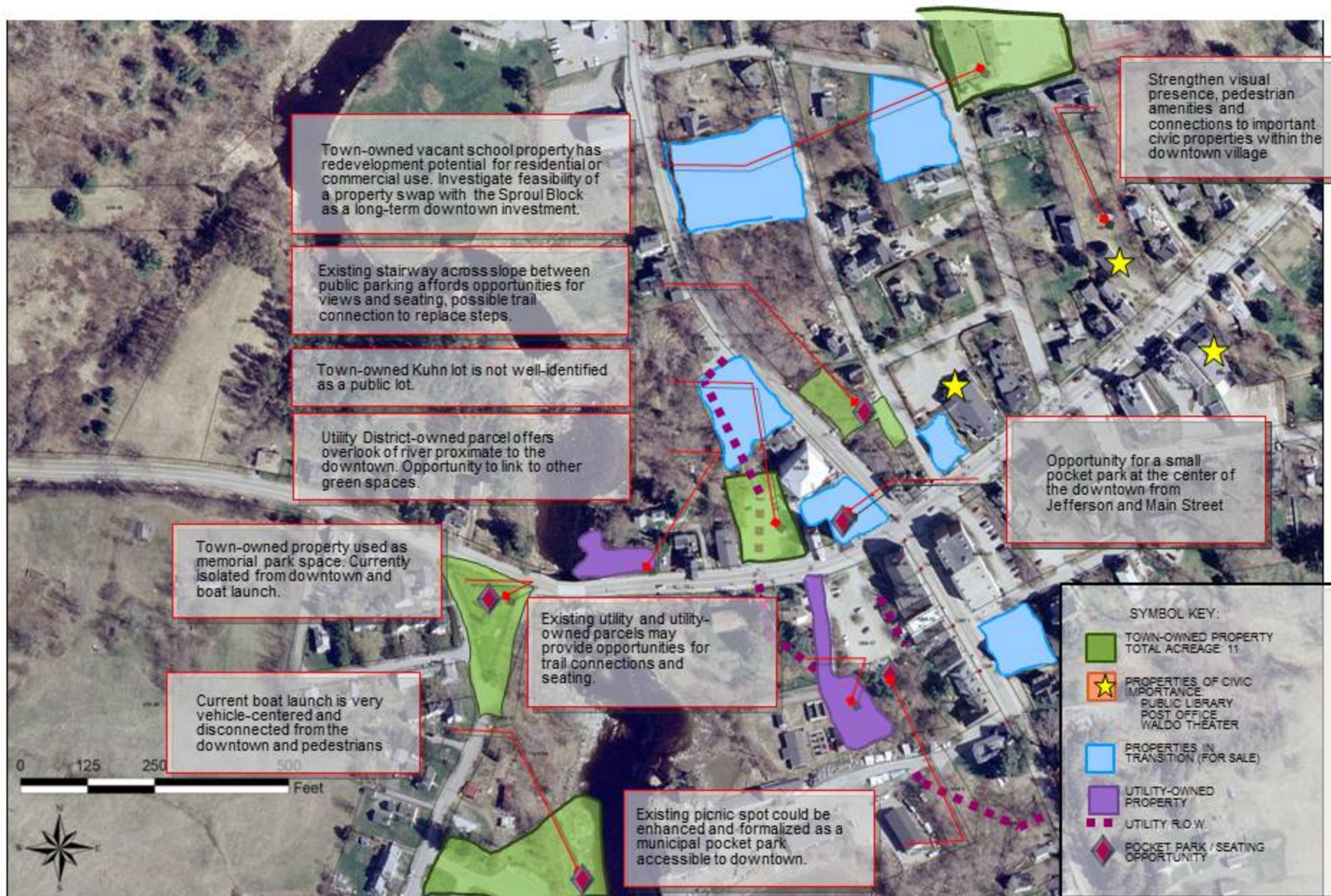


# WALDOBORO DOWNTOWN INVENTORY / ASSESSMENT STREET LIGHTING & STREET TREES





# WALDOBORO DOWNTOWN INVENTORY / ASSESSMENT TOWN-OWNED & KEY CIVIC PROPERTIES





# PLANNING & DESIGN

## SCHEMATIC PLAN - STREETSCAPE

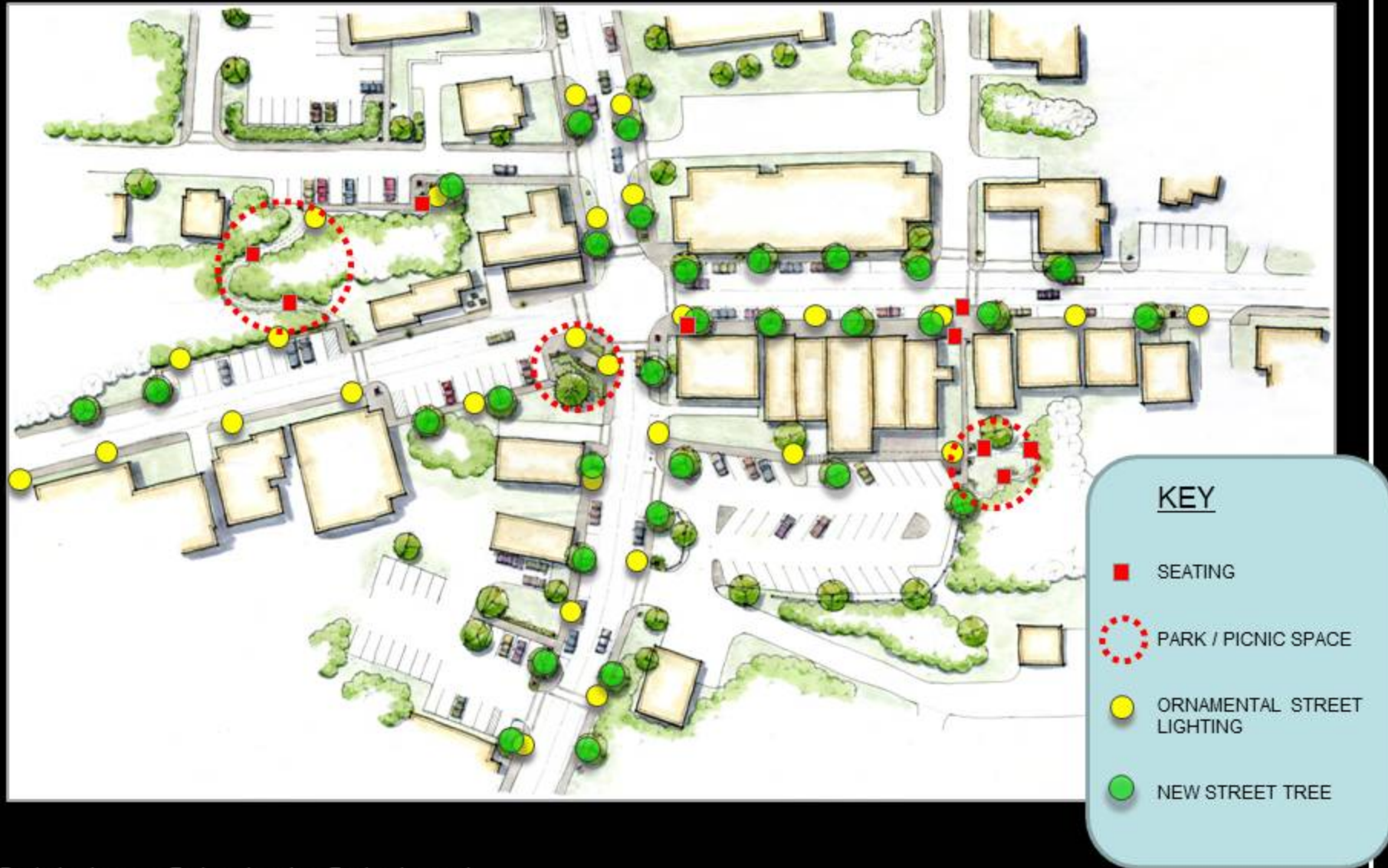


### KEY

- EXPANSION OF EXISTING SIDEWALK SYSTEM
- NEW SIDEWALK CONNECTION
- NEW TRAIL CONNECTION
- CROSSWALK

# PLANNING & DESIGN

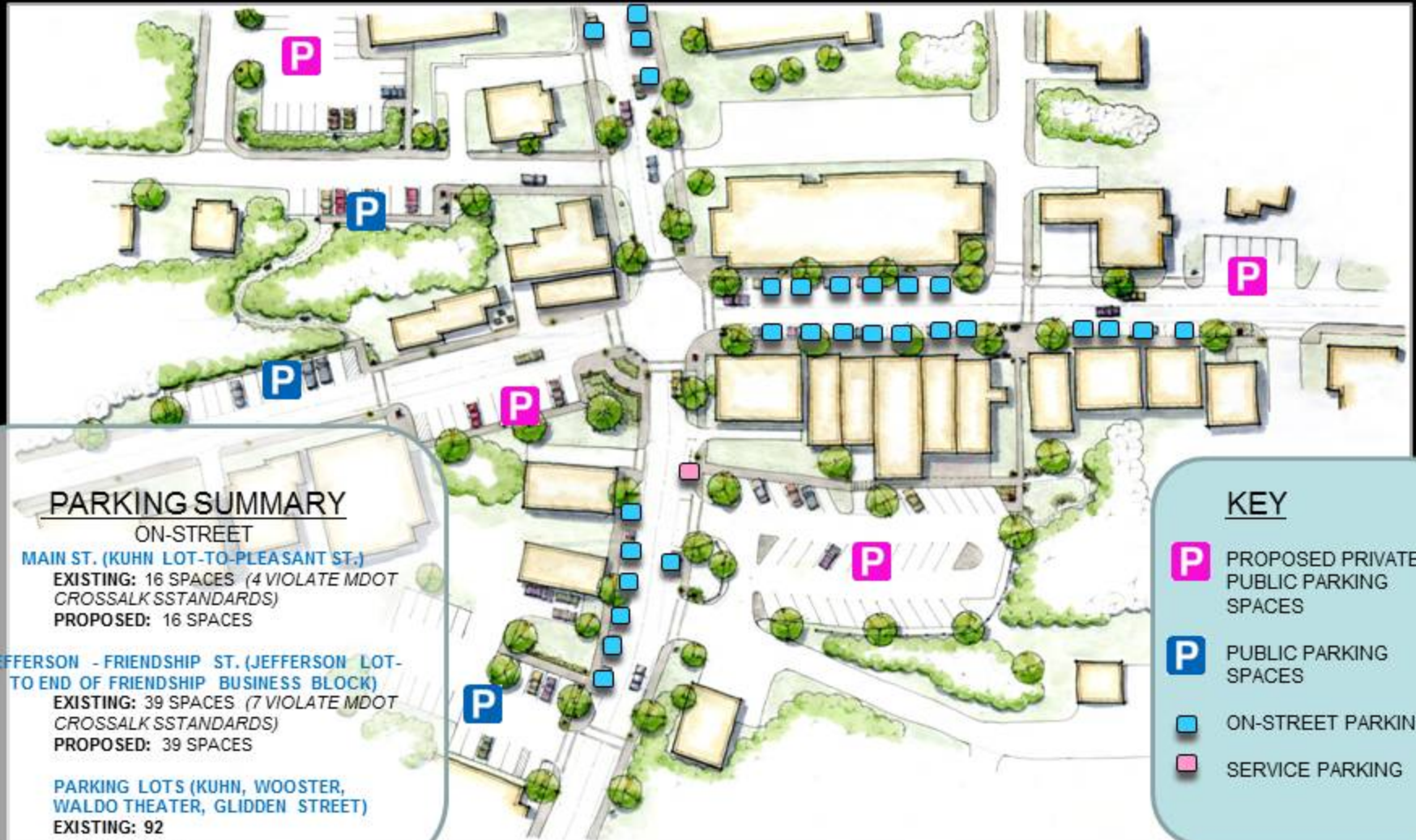
## SCHEMATIC PLAN – STREETSCAPE





# PLANNING & DESIGN

## SCHEMATIC PLAN – PARKING





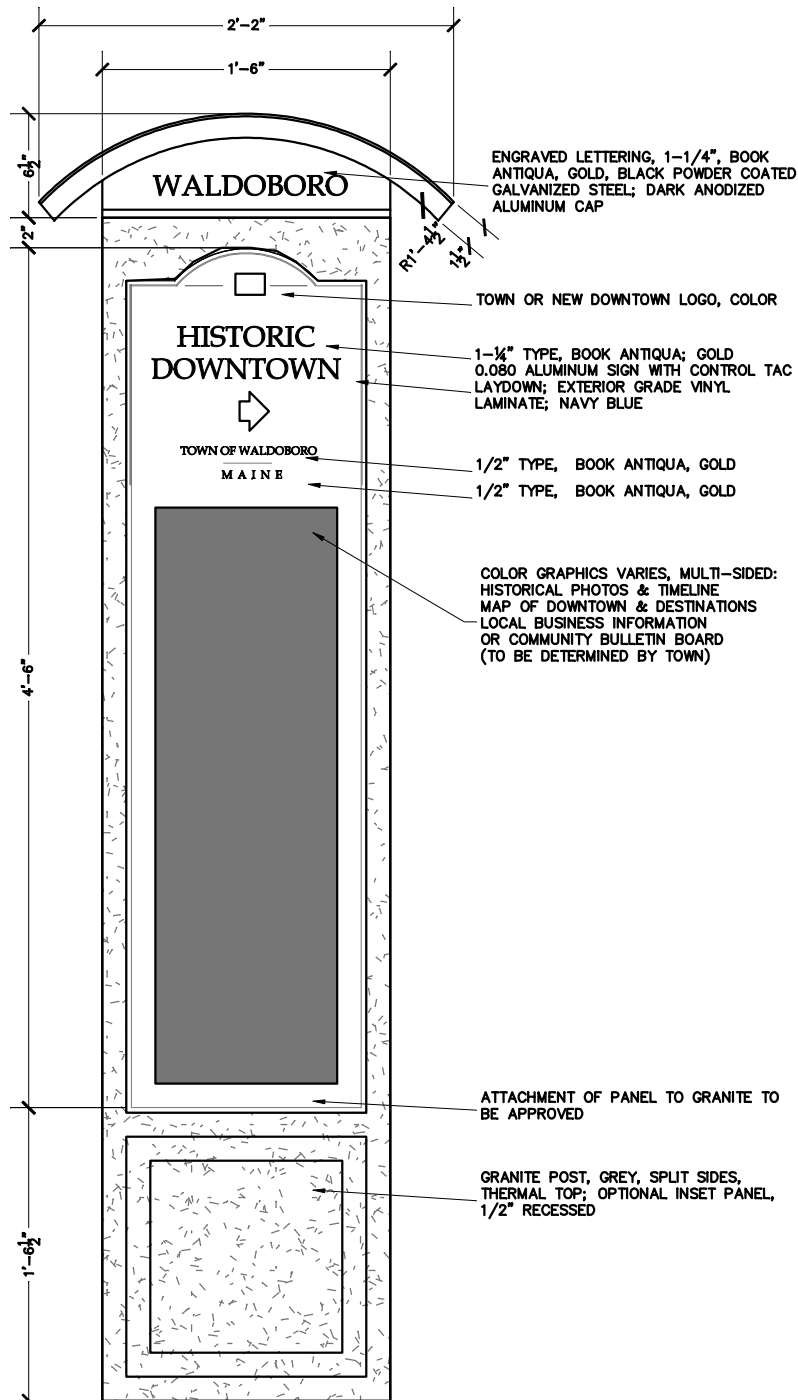
# PLANNING & DESIGN

## SCHEMATIC PLAN – SIGNAGE & WAYFINDING

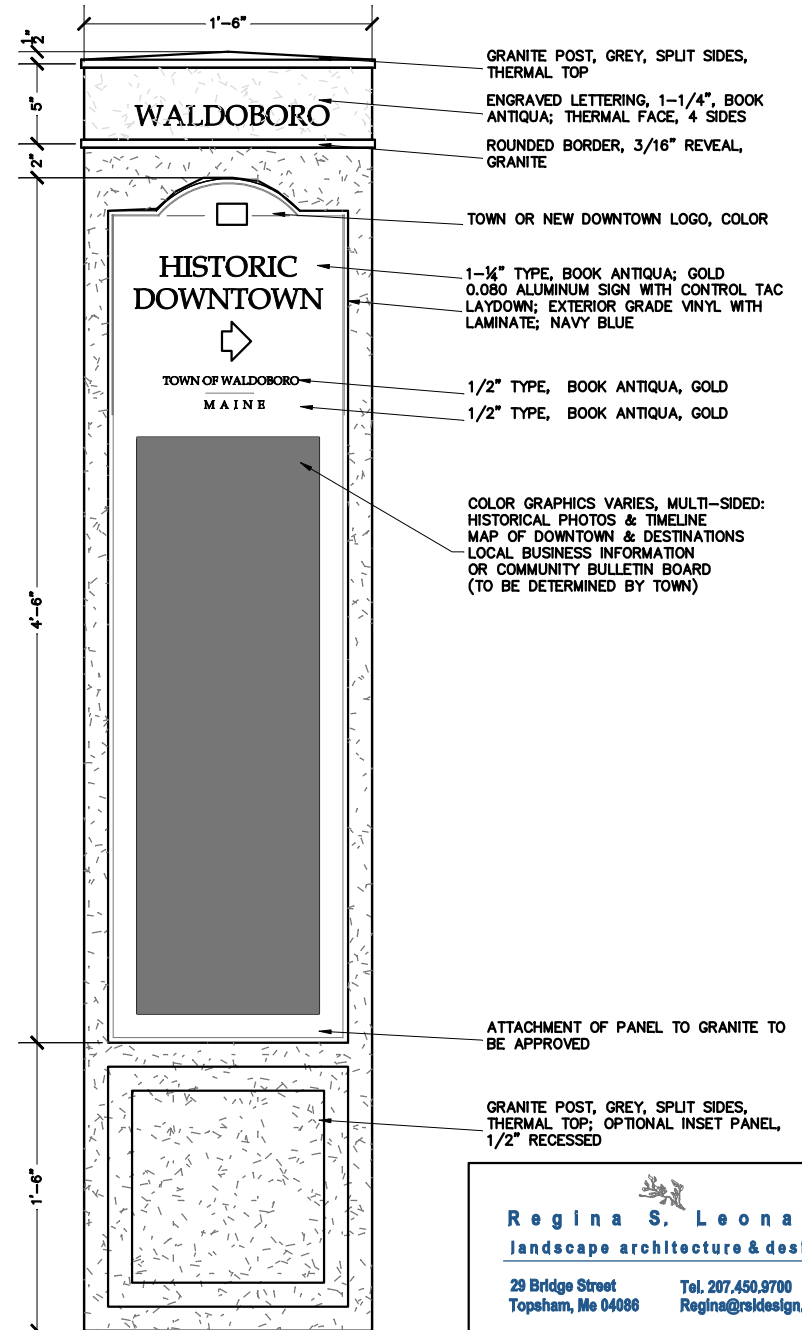


### KEY

-  INFORMATIONAL SIGN
-  PUBLIC PARKING - ENTRANCE SIGN
-  DIRECTIONAL SIGN
-  TRAIL SIGN



INFO SIGN – OPTION A  
N.T.S.



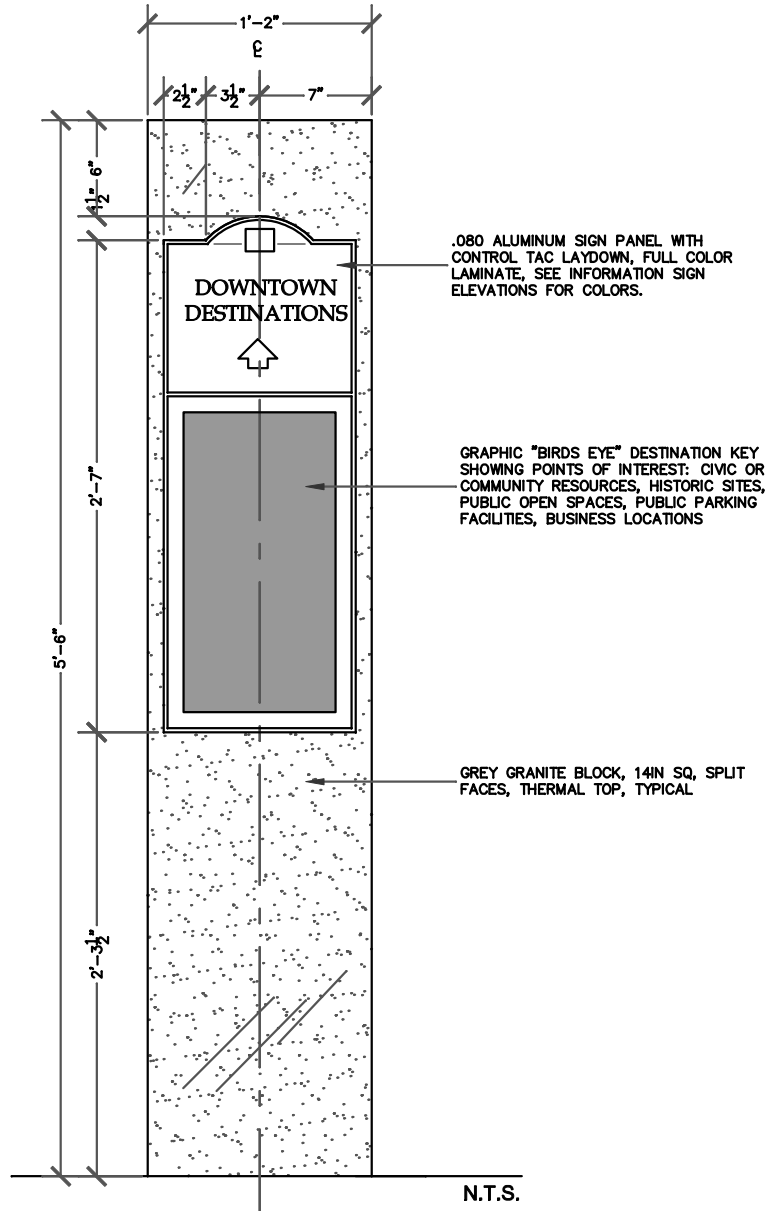
INFO SIGN – OPTION B  
N.T.S.

  
**Regina S. Leonard**  
landscape architecture & design

29 Bridge Street  
Topsham, Me 04086

Tel. 207.450.9700  
Regina@rsdesign.com

**INFORMATIONAL SIGN**  
(LARGE VERSION, SEE SMALL VERSION ALSO)  
**DOWNTOWN MASTER PLAN**

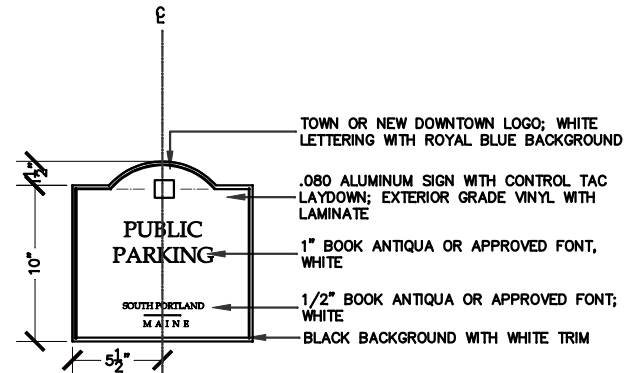
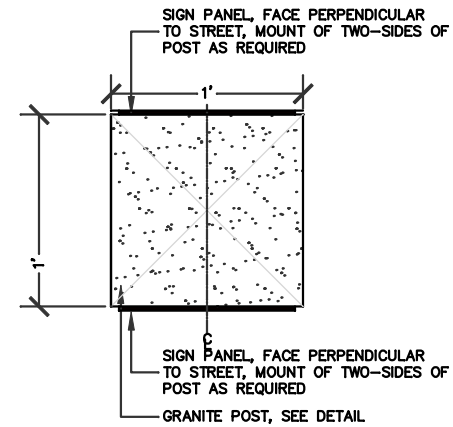
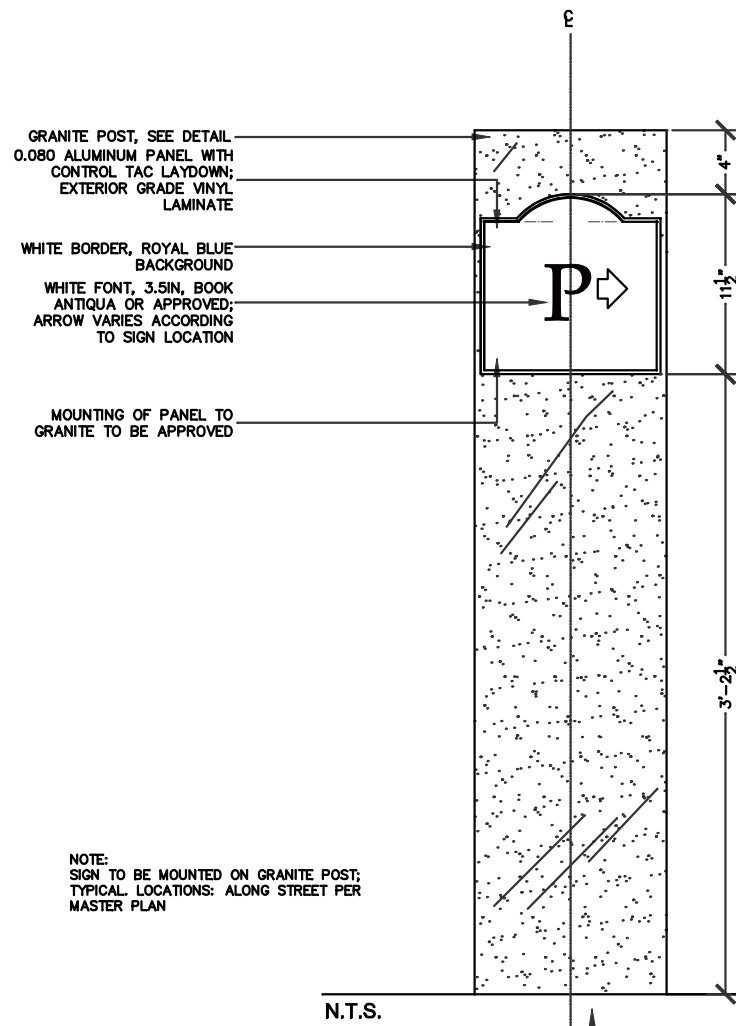


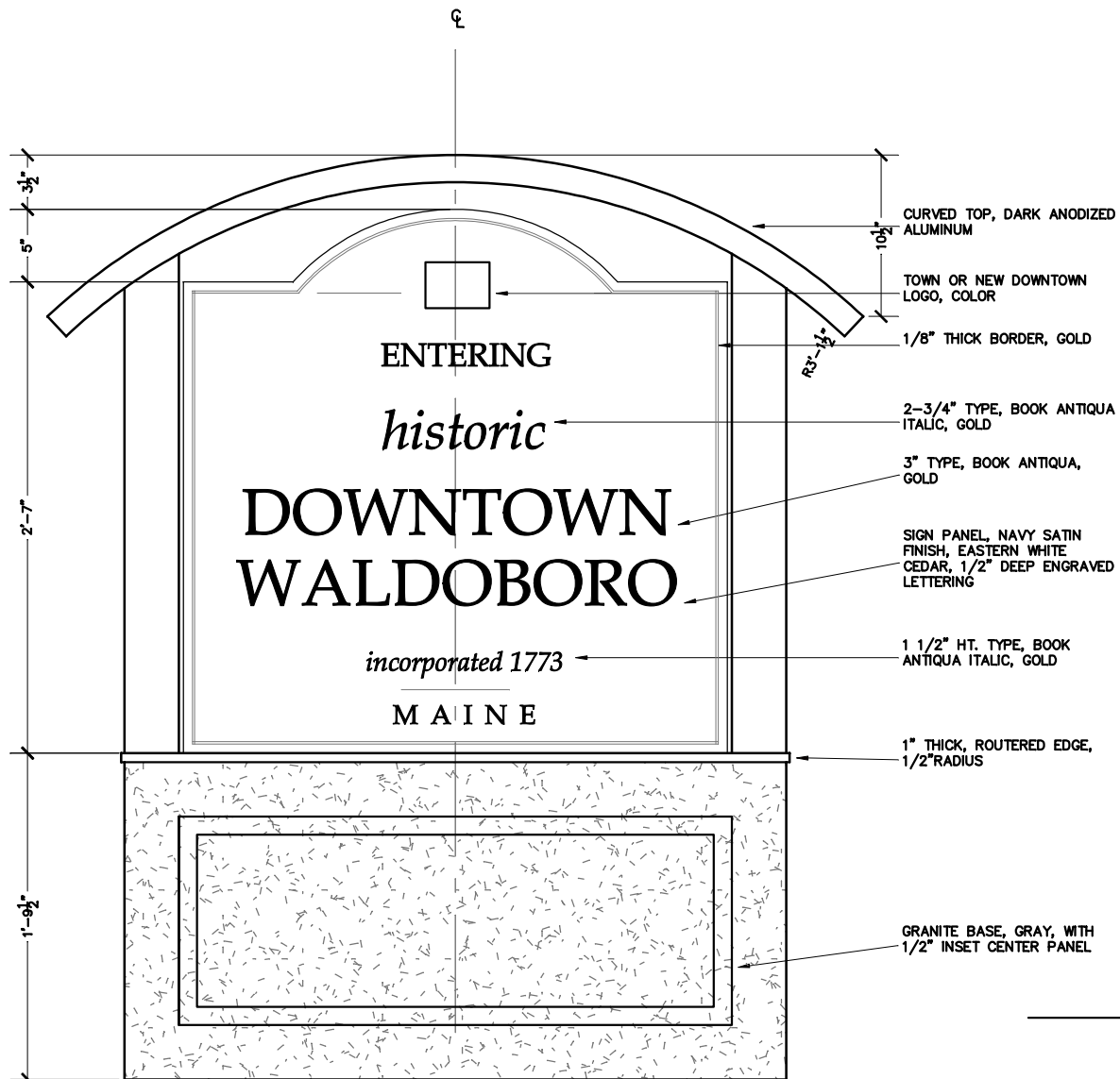
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Tel. 207.450.9700  
Regina@rsidesign.com

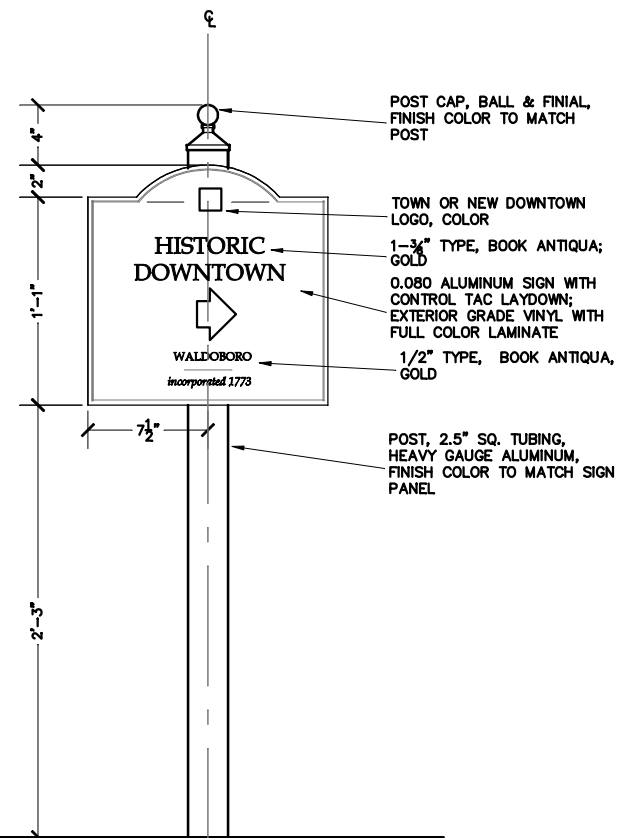
**INFORMATIONAL SIGN**  
(SEE ALSO LARGE INFORMATIONAL SIGN)  
**TOWN OF WALDOBORO**  
**DOWNTOWN MASTER PLAN**  
**OCTOBER 2011**





DOWNTOWN GATEWAY SIGN

N.T.S.



DIRECTIONAL SIGN

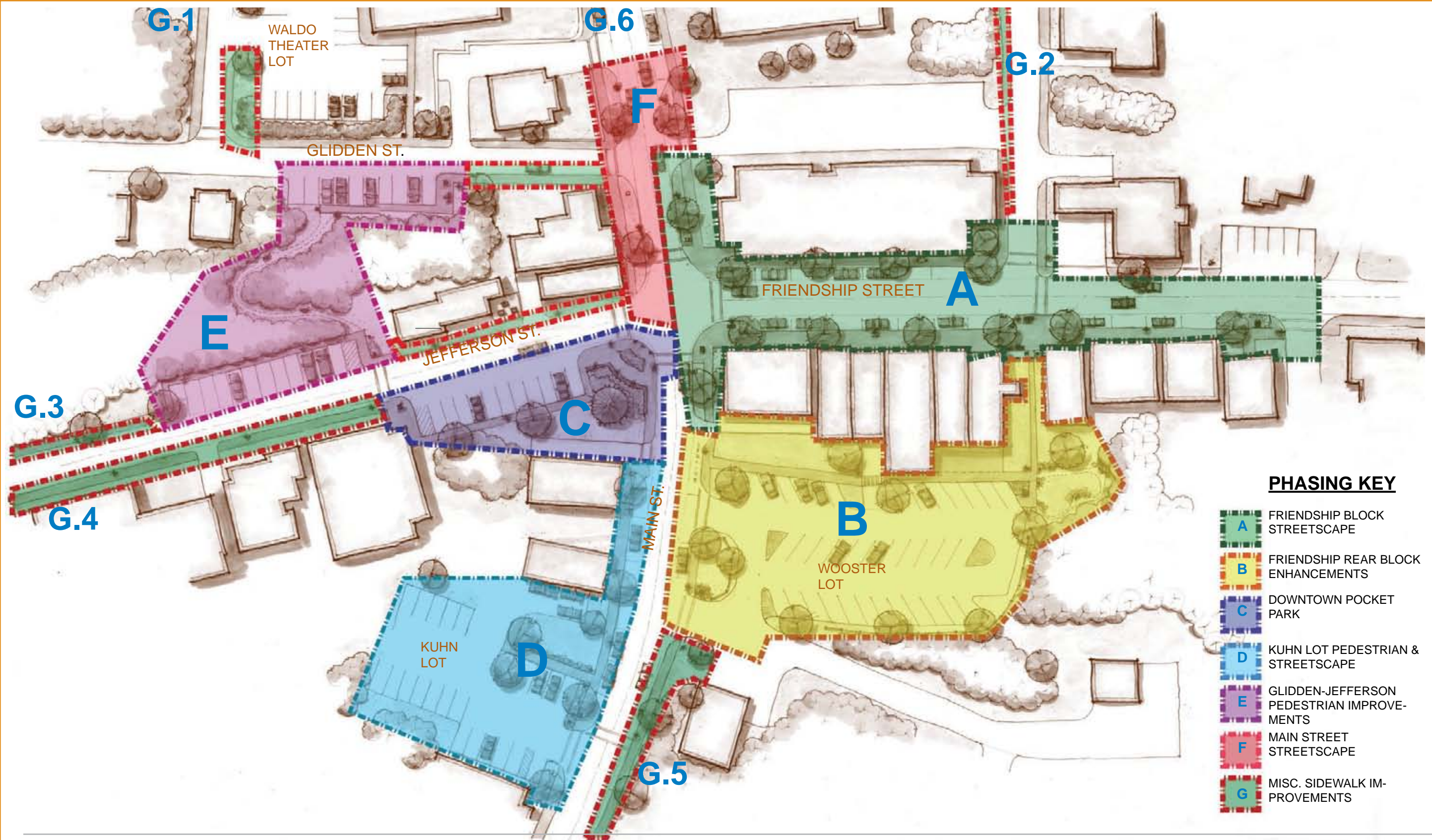
N.T.S.

  
**Regina S. Leonard**  
 landscape architecture & design

29 Bridge Street Tel. 207.450.9700  
 Topsham, Me 04086 Regina@rsdesign.com

**STREETSCAPE SIGNS**  
 TOWN OF WALDOBORO  
 DOWNTOWN MASTER PLAN  
 OCTOBER 2011





TOWN OF WALDOBORO  
WALDOBORO TOWN OFFICE  
1600 ATLANTIC HIGHWAY  
WALDOBORO, ME 04572

# DOWNTOWN STREETScape

## PHASED PROJECTS

TOWN OF WALDOBORO, MAINE



SCALE: N.T.S.

DATE: OCTOBER 2011



# PLANNING & DESIGN

## SCHEMATIC PLAN – LIBRARY – POST OFFICE STREETScape



### GOALS FOR THIS AREA:

ESTABLISH A VISUAL  
"GATEWAY" TO DOWNTOWN  
WITH:

CURBED BUMPOUTS

A STRONGLY IDENTIFIED PEDESTRIAN  
CROSSING AREA

ADDITIONAL STREET TREES

ORNAMENTAL STREET LIGHTS WITH  
FESTIVE BANNERS OR HANGING  
PLANTERS

GATEWAY SIGNAGE

CREATE A STRONG PEDESTRIAN  
ZONE WITH:

SEATING

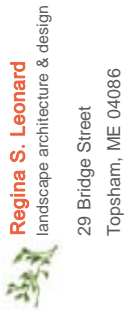
WIDENED SIDEWALK AREAS

ORNAMENTAL PLANTINGS

INFORMATIONAL SIGN / KIOSK

MASTER PLAN IMPROVEMENTS  
**DOWNTOWN WALDOBORO**  
 WALDOBORO, MAINE

## PROJECT A



29 Bridge Street  
 Topsham, ME 04086

CONCEPT LEVEL LANDSCAPE ARCHITECT'S OPINION OF PROBABLE CONSTRUCTION COSTS  
 DATE: 10/10/11

PROJECT A - FRIENDSHIP BLOCK STREETSCAPE IMPROVEMENTS

	Quantity	Unit	Unit Cost	Subtotal	Notes
<b>DEMOLITION / SITE PREPARATION</b>					
Relocated utility poles	3	ea	\$0.00	\$0.00	CMP to absorb costs
Electrical service to bldgs	1	ls	\$1,500.00	\$1,500.00	Unknown, allowance provided
Saw cut existing bitum. Pvt.	200	lf	\$3.00	\$600.00	Assumes Friendship St pvt removal
Remove existing bitum. Pvt.	2500	sy	\$5.00	\$12,500.00	Includes Friendship St pvt - 170sy
Remove & reset granite curb	630	lf	\$22.00	\$13,860.00	Assumes existing curb reuseable
Abandon existing catch basin	1	ea	\$800.00	\$800.00	Assumes cb cannot be moved
Miscellaneous demolition	1	ea	\$1,000.00	\$1,000.00	For entire project area
Common Excavation	400	cy	\$15.00	\$6,000.00	Assumes full roadway rehab
Common Borrow	200	cy	\$15.00	\$3,000.00	Unknown, allowance provided
<b>UTILITIES &amp; DRAINAGE IMPROVEMENTS</b>					
Street Lighting	9	ea	\$0.00	\$0.00	CMP lease; Acorn fixture
Wall Lighting	2	ea	\$2,000.00	\$4,000.00	Acorn fixture shielded, Sproul Bldg
Lighting utilities	800	lf	\$15.00	\$12,000.00	Underground conduits & wiring
Lightpole bases	3	ea	\$500.00	\$1,500.00	May be absorbed by CMP
Underdrain	350	lf	\$30.00	\$10,500.00	6in dia.; Friendship Commercial Block
Storm Drain	100	lf	\$75.00	\$7,500.00	Unknown, allowance
Catch basins	2	ea	\$2,200.00	\$4,400.00	Type F; locations TBD
<b>HARDSCAPE</b>					
Sidewalks, in-place	730	sy	\$35.00	\$25,550.00	Bituminous concrete; 1.5in
Pedestrian ramps	8	ea	\$1,500.00	\$12,000.00	Concrete, per MDOT standards
Type A base aggregate	15	cy	\$30.00	\$450.00	Allowance; 3in Friendship Street
19.0mm HVA Pavement	210	ton	\$120.00	\$25,200.00	Friendship Street resurfacing, 2.5in
Type 1 granite curb - straight	400	lf	\$30.00	\$12,000.00	Assumes reuse of existing curb
Type 1 granite curb - radius	80	lf	\$40.00	\$3,200.00	Assumes reuse of existing curb
Retaining wall	100	sf	\$22.00	\$2,200.00	Unit block modular, straight faced
Pavement marking	1	ls	\$500.00	\$500.00	Lane striping, parking spaces
Pedestrian crosswalks	1	ls	\$500.00	\$500.00	Per MDOT standards; 3 total
<b>SITE FURNISHINGS &amp; FEATURES</b>					
Bollards	12	ea	\$500.00	\$6,000.00	Granite posts, 8in sq
Benches	5	ea	\$1,200.00	\$6,000.00	DuMor 142-60D; fir, black frame
Bike racks	1	ea	\$400.00	\$400.00	DuMor 83-S-1, black
Trash receptacles	1	ea	\$1,200.00	\$1,200.00	DuMor, 122-22SH-FTO
Tree grates	8	ea	\$1,200.00	\$9,600.00	Neenah Foundries, R-8810
Signage, Informational sign	1	ea	\$5,000.00	\$5,000.00	Large, See Appendix
Signage, Informational sign	2	ea	\$3,500.00	\$7,000.00	Medium, See Appendix
Signage, Directional Sign	1	ea	\$1,500.00	\$1,500.00	Small, See Appendix
<b>PLANTINGS</b>					
Shade trees	13	ea	\$650.00	\$8,450.00	2.5" caliper
Shrubs	10	ea	\$65.00	\$650.00	#3 pots; Allowance only
Herbaceous Plants	75	ea	\$20.00	\$1,500.00	2 qt. size, Allowance only
Planting mix	4	cy	\$15.00	\$60.00	12" loam-compost mix
Mulch	4	cy	\$50.00	\$200.00	Assumes 3" depth pine bark

COST ESTIMATES  
 PROJECT A Page 1

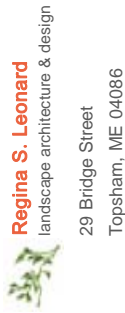
PROJECT A				
Loam & seeding	70	sy	\$12.00	\$840.00 4" min. loam, low-maint seed mix
<b>SUBTOTAL</b>				\$209,160.00
15% Contingency	0.15	pct		\$31,374.00
<b>TOTAL</b>				<b>\$240,534.00</b>
<b><u>RECOMMENDED PROJECT PREPARATION COSTS</u></b>				
TOPOGRAPHIC FIELD SURVEY				\$10,000.00
DESIGN & ENGINEERING (D&E) PH1: DESIGN DEVELOPMENT (6%)				\$21,839.12 Includes Project B
D&E PH2: BID DOCUMENTS, BIDDING ASSISTANCE (5%)				\$12,026.70 Phase One, scope as defined in PH1 D&E
				<b>\$43,865.82</b>

NOTES:

1. Reference Downtown Master Plan Report Body and Appendix for more information regarding proposed improvements:
2. Costs are based on conceptual level design and intended only to identify the basic magnitude of costs associated with implementing the elements of the design. More detailed cost estimates should be developed through the Design Development process to more accurately define materials and methods associated with costs
3. Project area as defined by the Phased Projects Plan included in the Appendix of the Downtown Master Plan Report. Adjustments to scope of work may be adjusted during Design Development

MASTER PLAN IMPROVEMENTS  
**DOWNTOWN WALDOBORO**  
 WALDOBORO, MAINE

## PROJECT B



29 Bridge Street  
 Topsham, ME 04086

CONCEPT LEVEL LANDSCAPE ARCHITECT'S OPINION OF PROBABLE CONSTRUCTION COSTS  
 DATE: 10/10/11

## PROJECT B. - FRIENDSHIP REAR BLOCK ENHANCEMENTS

	Quantity	Unit	Unit Cost	Subtotal	Notes
<b>DEMOLITION / SITE PREPARATION</b>					
Saw cut existing bitum. Pvt.	300	lf	\$3.00	\$900.00	Assumes Friendship St pvt removal
Remove existing bitum. Pvt.	325	sy	\$5.00	\$1,625.00	For pedestrian improvements
Remove granite curb	20	lf	\$10.00	\$200.00	Assumes existing curb reuseable
Remove & reset granite curb	35	lf	\$22.00	\$770.00	Assumes existing curb reuseable
Miscellaneous demolition	1	ea	\$1,000.00	\$1,000.00	For entire project area
Common Excavation	200	cy	\$15.00	\$3,000.00	Assumes full roadway rehab
Common Borrow	40	cy	\$15.00	\$600.00	Unknown, allowance provided
<b>UTILITIES &amp; DRAINAGE IMPROVEMENTS</b>					
Street Lighting	4	ea	\$0.00	\$0.00	CMP lease; Acorn fixture
Wall Lighting	2	ea	\$2,000.00	\$4,000.00	Acorn fixture shielded, Alley
Lighting utilities	300	lf	\$15.00	\$4,500.00	Underground conduits & wiring
Lightpole bases	4	ea	\$500.00	\$2,000.00	May be absorbed by CMP
Underdrain	220	lf	\$30.00	\$6,600.00	6in dia.; btm slope Commercial Block
Storm Drain	40	lf	\$75.00	\$3,000.00	Unknown, allowance
Catch basins	2	ea	\$2,200.00	\$4,400.00	Type F; locations TBD
<b>HARDSCAPE</b>					
Sidewalks, in-place	240	sy	\$35.00	\$8,400.00	Bituminous concrete; 1.5in
Pedestrian ramps	5	ea	\$1,500.00	\$7,500.00	Concrete, per MDOT standards
Patio, in place	70	sy	\$65.00	\$4,550.00	Concrete pavers
Type A base aggregate	15	cy	\$30.00	\$450.00	Allowance
9.5mm HVA Pavement	148.5	ton	\$120.00	\$17,820.00	Parking lot, resurfacing (Optional)
Type 1 granite curb - straight	220	lf	\$30.00	\$6,600.00	Assumes reuse of existing curb
Type 1 granite curb - radius	100	lf	\$40.00	\$4,000.00	Assumes reuse of existing curb
Retaining wall	100	sf	\$22.00	\$2,200.00	Unit block modular, straight faced
Pavement marking	1	ls	\$500.00	\$500.00	Lane striping, parking spaces
Pedestrian crosswalks	1	ls	\$500.00	\$500.00	Per MDOT standards; 3 total
<b>SITE FURNISHINGS &amp; FEATURES</b>					
Bollards, Trail Markers	3	ea	\$550.00	\$1,650.00	Granite posts, 8in sq, Small alum sign
Benches	3	ea	\$1,200.00	\$3,600.00	DuMor 142-60D; fir, black frame
Bike racks	1	ea	\$400.00	\$400.00	DuMor 83-S-1, black
Trash receptacles	1	ea	\$1,200.00	\$1,200.00	DuMor, 122-22SH-FTO
Signage, Directional sign	3	ea	\$1,500.00	\$4,500.00	Medium, See Appendix
Signage, Parking Entrance	1	ea	\$1,500.00	\$1,500.00	See Appendix
<b>PLANTINGS</b>					
Shade trees	6	ea	\$650.00	\$3,900.00	2.5" caliper
Shrubs	10	ea	\$65.00	\$650.00	#3 pots; Allowance only
Herbaceous Plants	40	ea	\$20.00	\$800.00	2 qt. size, Allowance only
Planting mix	6	cy	\$15.00	\$90.00	12" loam-compost mix
Mulch	4	cy	\$50.00	\$200.00	Assumes 3" depth pine bark
Loam & seeding	312	sy	\$12.00	\$3,744.00	4" min. loam, low-maint seed mix
<b>SUBTOTAL</b>				\$107,349.00	

COST ESTIMATES  
 PROJECT B Page 1



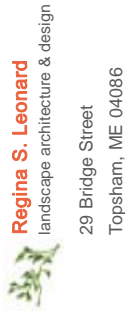
PROJECT B			
15% Contingency	0.15	pct	\$16,102.35
<b>TOTAL</b>			<b>\$123,451.35</b>
<b><u>RECOMMENDED PROJECT PREPARATION COSTS</u></b>			
TOPOGRAPHIC FIELD SURVEY			\$0.00
DESIGN & ENGINEERING (D&E) PH1: DESIGN DEVELOPMENT (6%)			\$0.00
D&E PH2: BID DOCUMENTS, BIDDING ASSISTANCE (5%)			\$6,172.57
			<b>\$6,172.57</b>

NOTES:

1. Reference Downtown Master Plan Report Body and Appendix for more information regarding proposed improvements
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3. Project area as defined by the Phased Projects Plan included in the Appendix of the Downtown Master Plan Report. Adjustments to scope of work may be adjusted during Design Development

MASTER PLAN IMPROVEMENTS  
**DOWNTOWN WALDOBORO**  
 WALDOBORO, MAINE

## PROJECT C



29 Bridge Street  
 Topsham, ME 04086

CONCEPT LEVEL LANDSCAPE ARCHITECT'S OPINION OF PROBABLE CONSTRUCTION COSTS  
 DATE: 10/10/11

PROJECT C - DOWNTOWN POCKET PARK					
	Quantity	Unit	Unit Cost	Subtotal	Notes
<b>DEMOLITION / SITE PREPARATION</b>					
Relocated utility poles	1	ea	\$0.00	\$0.00	CMP to absorb costs
Saw cut existing bitum. Pvt.	260	lf	\$3.00	\$780.00	For new curb line
Remove existing bitum. Pvt.	450	sy	\$5.00	\$2,250.00	For new curb line
Remove & reset granite curb	40	lf	\$22.00	\$880.00	Assumes existing curb reuseable
Abandon existing catch basin	1	ea	\$800.00	\$800.00	Assumes cb cannot be moved
Miscellaneous demolition	1	ea	\$1,000.00	\$1,000.00	For entire project area
Common Excavation	480	cy	\$15.00	\$7,200.00	Assumes rebuilding of slope
Common Borrow	200	cy	\$15.00	\$3,000.00	Unknown, allowance provided
<b>UTILITIES &amp; DRAINAGE IMPROVEMENTS</b>					
Street Lighting	3	ea	\$0.00	\$0.00	CMP lease; Acorn fixture
Lighting utilities	200	lf	\$15.00	\$3,000.00	Underground conduits & wiring
Lightpole bases	3	ea	\$500.00	\$1,500.00	May be absorbed by CMP
Underdrain	120	lf	\$30.00	\$3,600.00	6in dia.; Behind sidewalk
Storm Drain	50	lf	\$75.00	\$3,750.00	Unknown, allowance
Catch basins	1	ea	\$2,200.00	\$2,200.00	Type F; locations TBD
<b>HARDSCAPE</b>					
Sidewalks, in-place	235	sy	\$35.00	\$8,225.00	Bituminous concrete; 1.5in
Pedestrian ramps	4	ea	\$1,500.00	\$6,000.00	Concrete, per MDOT standards
Type A base aggregate	15	cy	\$30.00	\$450.00	Allowance, 3in
Type D subbase aggregate	24	cy	\$30.00	\$720.00	Allowance, 15in
9.5mm HVA Pavement	30	ton	\$120.00	\$3,600.00	Parking resurface, 1.5in
19.0mm HVA Pavement	8	ton	\$120.00	\$960.00	New parking surface, 2.5in
Type 1 granite curb - straight	190	lf	\$30.00	\$5,700.00	Assumes reuse of existing curb
Type 1 granite curb - radius	70	lf	\$40.00	\$2,800.00	Assumes reuse of existing curb
Retaining wall	240	sf	\$22.00	\$5,280.00	Unit block modular, straight faced
Seating wall	120	sf	\$80.00	\$9,600.00	Concrete, Corinthian granite veneer
Pavement marking	1	ls	\$500.00	\$500.00	Lane striping, parking spaces
Pedestrian crosswalks	1	ls	\$500.00	\$500.00	Per MDOT standards; 3 total
<b>SITE FURNISHINGS &amp; FEATURES</b>					
Bollards	3	ea	\$500.00	\$1,500.00	Granite posts, 8in sq
Benches	0	ea	\$1,200.00	\$0.00	DuMor 142-60D; fir, black frame
Bike racks	1	ea	\$400.00	\$400.00	DuMor 83-S-1, black
Trash receptacles	1	ea	\$1,200.00	\$1,200.00	DuMor, 122-22SH-FTO
Signage, informational sign	1	ea	\$3,500.00	\$3,500.00	Medium, See Appendix
<b>PLANTINGS</b>					
Shade trees	2	ea	\$650.00	\$1,300.00	2.5" caliper
Shrubs	30	ea	\$65.00	\$1,950.00	#3 pots; Allowance only
Herbaceous Plants	65	ea	\$20.00	\$1,300.00	2 qt. size, Allowance only
Planting mix	10	cy	\$15.00	\$150.00	12" loam-compost mix
Mulch	4	cy	\$50.00	\$200.00	Assumes 3" depth pine bark
Loam & seeding	50	sy	\$12.00	\$600.00	4" min. loam, low-maint seed mix

COST ESTIMATES  
 PROJECT C Page 1

PROJECT C		
<b>SUBTOTAL</b>	15% Contingency	0.15 pct
		\$86,395.00
		\$12,959.25
<b>TOTAL</b>		<b>\$99,354.25</b>
<b>RECOMMENDED PROJECT PREPARATION COSTS</b>		
TOPOGRAPHIC FIELD SURVEY		
DESIGN & ENGINEERING (D&E) PH1: DESIGN DEVELOPMENT (6%)		
D&E PH2: BID DOCUMENTS, BIDDING ASSISTANCE (5%)		
		\$4,000.00
		\$5,961.26
		\$4,967.71
		<b>\$14,928.97</b>

NOTES:

1. Reference Downtown Master Plan Report Body and Appendix for more information regarding proposed improvements;
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3. Project area as defined by the Phased Projects Plan included in the Appendix of the Downtown Master Plan Report. Scope of work may be adjusted during Design Development

MASTER PLAN IMPROVEMENTS  
**DOWNTOWN WALDOBORO**  
 WALDOBORO, MAINE

## PROJECT D



29 Bridge Street  
 Topsham, ME 04086

CONCEPT LEVEL LANDSCAPE ARCHITECT'S OPINION OF PROBABLE CONSTRUCTION COSTS  
 DATE: 10/10/11

PROJECT D. - KUHN LOT PEDESTRIAN & STREETSCAPE IMPROVEMENTS					
	Quantity	Unit	Unit Cost	Subtotal	Notes
<b>DEMOLITION / SITE PREPARATION</b>					
Saw cut existing bitum. Pvt.	250	lf	\$3.00	\$750.00	As required for new curb line
Remove existing bitum. Pvt.	132	sy	\$5.00	\$660.00	As required for new curb line
Remove & reset granite curb	50	lf	\$22.00	\$1,100.00	Assumes existing curb reuseable
Miscellaneous demolition	1	ea	\$500.00	\$500.00	For entire project area
Common Excavation	122	cy	\$15.00	\$1,830.00	Assumes full roadway rehab
Common Borrow	50	cy	\$15.00	\$750.00	Unknown, allowance provided
<b>UTILITIES &amp; DRAINAGE IMPROVEMENTS</b>					
Street Lighting	3	ea	\$0.00	\$0.00	CMP lease; Acorn fixture
Lighting utilities	200	lf	\$15.00	\$3,000.00	Underground conduits & wiring
Lightpole bases	3	ea	\$500.00	\$1,500.00	May be absorbed by CMP
Underdrain	350	lf	\$30.00	\$10,500.00	6in dia.; allowance
Storm Drain	100	lf	\$75.00	\$7,500.00	Unknown, allowance
Catch basins	2	ea	\$2,200.00	\$4,400.00	Type F; locations TBD
<b>HARDSCAPE</b>					
Sidewalks, in-place	102	sy	\$35.00	\$3,570.00	Bituminous concrete; 1.5in
Pedestrian ramps	2	ea	\$1,500.00	\$3,000.00	Concrete, per MDOT standards
Type A base aggregate	5	cy	\$30.00	\$150.00	Allowance, 3in
Type D subbase aggregate	15	cy	\$30.00	\$450.00	Allowance, 15in
9.5mm HVA Pavement	84	ton	\$120.00	\$10,080.00	Parking lot resurfacing, 1.5in
19.0mm HVA Pavement	37	ton	\$120.00	\$4,440.00	New asphalt surfacing, 2.5in
Type 1 granite curb - straight	180	lf	\$30.00	\$5,400.00	Assumes reuse of existing curb
Type 1 granite curb - radius	90	lf	\$40.00	\$3,600.00	Assumes reuse of existing curb
Pavement marking	1	ls	\$500.00	\$500.00	Lane striping, parking spaces
Pedestrian crosswalks	1	ls	\$500.00	\$500.00	Per MDOT standards; 3 total
<b>SITE FURNISHINGS &amp; FEATURES</b>					
Bollards, Pedestrian entrance	2	ea	\$500.00	\$1,000.00	Granite posts; 8in sq
Bike racks	1	ea	\$400.00	\$400.00	DuMor 83-S-1, black
Trash receptacles	1	ea	\$1,200.00	\$1,200.00	DuMor, 122-225H-FTO
Tree grates	2	ea	\$1,200.00	\$2,400.00	Neenah Foundries, R-8810
Signage, Parking entrance	1	ea	\$1,500.00	\$1,500.00	Large, See Appendix
Signage, Informational sign	1	ea	\$3,500.00	\$3,500.00	Medium, See Appendix
Signage, Directional Sign	1	ea	\$1,500.00	\$1,500.00	Small, See Appendix
<b>PLANTINGS</b>					
Shade trees	6	ea	\$650.00	\$3,900.00	2.5" caliper
Shrubs	12	ea	\$65.00	\$780.00	#3 pots; Allowance only
Herbaceous Plants	30	ea	\$20.00	\$600.00	2 qt. size, Allowance only
Planting mix	12	cy	\$15.00	\$180.00	12" loam-compost mix
Mulch	4	cy	\$50.00	\$200.00	Assumes 3" depth pine bark
Loam & seeding	150	sy	\$12.00	\$1,800.00	4" min. loam, low-maint seed mix
<b>SUBTOTAL</b>				\$83,140.00	
15% Contingency				\$12,471.00	

COST ESTIMATES  
 PROJECT D Page 1

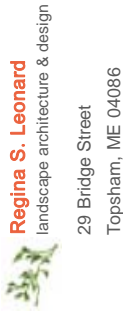


TOTAL		PROJECT D	\$95,611.00
<b>RECOMMENDED PROJECT PREPARATION COSTS</b>			
TOPOGRAPHIC FIELD SURVEY		\$5,000.00	
DESIGN & ENGINEERING (D&E) PH1: DESIGN DEVELOPMENT (6%)		\$5,736.66	Project D only
D&E PH2: BID DOCUMENTS, BIDDING ASSISTANCE (5%)		\$4,780.55	Project D only
		<b>\$15,517.21</b>	

- NOTES:
- 1. Reference Downtown Master Plan Report Body and Appendix for more information regarding proposed improvements:
  - 2. Costs are based on conceptual level design and intended only to identify the basic magnitude of costs associated with implementing the elements of the design. More detailed cost estimates should be developed through the Design Development process to more accurately define materials and methods associated with costs
  - 3. Project area as defined by the Phased Projects Plan included in the Appendix of the Downtown Master Plan Report. Scope of work may be adjusted during Design Development

MASTER PLAN IMPROVEMENTS  
**DOWNTOWN WALDOBORO**  
 WALDOBORO, MAINE

## PROJECT E



29 Bridge Street  
 Topsham, ME 04086

CONCEPT LEVEL LANDSCAPE ARCHITECT'S OPINION OF PROBABLE CONSTRUCTION COSTS  
 DATE: 10/10/11

PROJECT E - GLIDDEN-JEFFERSON PEDESTRIAN IMPROVEMENTS					
	Quantity	Unit	Unit Cost	Subtotal	Notes
<b>DEMOLITION / SITE PREPARATION</b>					
Remove & reset granite curb	145	lf	\$22.00	\$3,190.00	Assumes existing curb reuseable
Miscellaneous demolition	1	ea	\$2,500.00	\$2,500.00	For entire project area
Common Excavation	100	cy	\$15.00	\$1,500.00	Assumes full roadway rehab
Common Borrow	50	cy	\$15.00	\$750.00	Unknown, allowance provided
<b>UTILITIES &amp; DRAINAGE IMPROVEMENTS</b>					
Street Lighting	4	ea	\$0.00	\$0.00	CMP lease; Acorn fixture
Lighting utilities	300	lf	\$15.00	\$4,500.00	Underground conduits & wiring
Lightpole bases	4	ea	\$500.00	\$2,000.00	May be absorbed by CMP
Underdrain	130	lf	\$30.00	\$3,900.00	6in dia.; Btm slope Jefferson Street
Storm Drain	80	lf	\$75.00	\$6,000.00	Unknown, allowance
Catch basins	1	ea	\$2,200.00	\$2,200.00	Type F; locations TBD
<b>HARDSCAPE</b>					
Sidewalks, in-place	250	sy	\$35.00	\$8,750.00	Bituminous concrete; 1.5in
Pedestrian ramps	2	ea	\$1,500.00	\$3,000.00	Concrete, per MDOT standards
Trails, in-place	600	sf	\$4.00	\$2,400.00	Bituminous concrete; 1.5in
9.5mm HVA Pavement	38	ton	\$120.00	\$4,560.00	Parking lot, resurfacing (Optional)
19.0mm HVA Pavement	6	ton	\$120.00	\$720.00	New asphalt surfacing; 2.5in
Type 1 granite curb - straight	140	lf	\$30.00	\$4,200.00	Assumes reuse of existing curbing
Type 1 granite curb - radius	15	lf	\$40.00	\$600.00	Assumes reuse of existing curbing
Retaining wall	200	sf	\$22.00	\$4,400.00	Unit block modular, straight faced
Pavement marking	1	ls	\$500.00	\$500.00	Lane striping, parking spaces
Pedestrian crosswalk	1	ls	\$300.00	\$300.00	Per MDOT standards; 3 total
<b>SITE FURNISHINGS &amp; FEATURES</b>					
Bollards, Trail Markers	3	ea	\$550.00	\$1,650.00	Granite posts, 8in sq, Small alum sign
Benches	3	ea	\$1,200.00	\$3,600.00	DuMor 142-60D; fir, black frame
Trash receptacles	1	ea	\$1,200.00	\$1,200.00	DuMor, 122-225H-FTO
Signage, Informational sign	1	ea	\$3,500.00	\$3,500.00	Medium, See Appendix
Signage, Parking Entrance	2	ea	\$1,500.00	\$3,000.00	See Appendix
<b>PLANTINGS</b>					
Shade trees	2	ea	\$650.00	\$1,300.00	2.5" caliper
Shrubs	20	ea	\$65.00	\$1,300.00	#3 pots; Allowance only
Herbaceous Plants	15	ea	\$20.00	\$300.00	2 qt. size; Allowance only
Planting mix	3	cy	\$15.00	\$45.00	12" loam-compost mix
Mulch	3	cy	\$50.00	\$150.00	Assumes 3" depth pine bark
Loam & seeding	550	sy	\$12.00	\$6,600.00	4" min. loam, low-maint seed mix
<b>SUBTOTAL</b>				\$75,425.00	
15% Contingency	0.15	pct		\$11,313.75	
<b>TOTAL</b>				<b>\$86,738.75</b>	

**RECOMMENDED PROJECT PREPARATION COSTS**

COST ESTIMATES  
 PROJECT E Page 1

PROJECT E

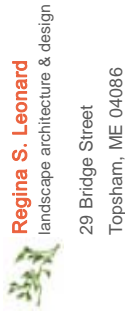
TOPOGRAPHIC FIELD SURVEY	\$5,000.00	
DESIGN & ENGINEERING (D&E) PH1: DESIGN DEVELOPMENT (6%)	\$5,204.33	Project E only
D&E PH2: BID DOCUMENTS, BIDDING ASSISTANCE (5%)	\$4,336.94	Project E only
	<b>\$14,541.26</b>	

NOTES:

- 1. Reference Downtown Master Plan Report Body and Appendix for more information regarding proposed improvements;
- 2. Costs are based on conceptual level design and intended only to identify the basic magnitude of costs associated with implementing the elements of the design. More detailed cost estimates should be developed through the Design Development process to more accurately define materials and methods associated with costs
- 3. Project area as defined by the Phased Projects Plan included in the Appendix of the Downtown Master Plan Report. Scope of work may be adjusted during Design Development

MASTER PLAN IMPROVEMENTS  
**DOWNTOWN WALDOBORO**  
 WALDOBORO, MAINE

## PROJECT F



29 Bridge Street  
 Topsham, ME 04086

CONCEPT LEVEL LANDSCAPE ARCHITECT'S OPINION OF PROBABLE CONSTRUCTION COSTS  
 DATE: 10/10/11

## PROJECT F - MAIN STREET STREETSCAPE IMPROVEMENTS

	Quantity	Unit	Unit Cost	Subtotal	Notes
<b>DEMOLITION / SITE PREPARATION</b>					
Relocated utility poles	1	ls	\$0.00	\$0.00	CMP to absorb costs
Saw cut existing bitum. Pvt.	170	lf	\$3.00	\$510.00	As necessary to install curbing
Remove existing bitum. Pvt.	217	sy	\$5.00	\$1,085.00	As necessary to install curbing
Remove & reset granite curb	302	lf	\$22.00	\$6,644.00	Assumes existing curb reuseable
Miscellaneous demolition	1	ea	\$1,000.00	\$1,000.00	For entire project area
Common Excavation	120	cy	\$15.00	\$1,800.00	Assumes full roadway rehab
Common Borrow	50	cy	\$15.00	\$750.00	Unknown, allowance provided
<b>UTILITIES &amp; DRAINAGE IMPROVEMENTS</b>					
Street Lighting	7	ea	\$0.00	\$0.00	CMP lease; Acorn fixture
Lighting utilities	400	lf	\$15.00	\$6,000.00	Underground conduits & wiring
Lightpole bases	7	ea	\$500.00	\$3,500.00	May be absorbed by CMP
Storm Drain	100	lf	\$75.00	\$7,500.00	Unknown, allowance
Adjust Catch basins	3	ea	\$1,000.00	\$3,000.00	Unknown, allowance
<b>HARDSCAPE</b>					
Sidewalks, in-place	300	sy	\$35.00	\$10,500.00	Bituminous concrete; 1.5in
Pedestrian ramps	6	ea	\$1,500.00	\$9,000.00	Concrete, per MDOT standards
Type A base aggregate	4	cy	\$30.00	\$120.00	3in in areas of new pavement
Type D subbase aggregate	17	cy	\$30.00	\$510.00	15 in in areas of new pavement
19.0mm HVA Pavement	5	ton	\$120.00	\$600.00	Patching along Main Street, 2.5in
Type 1 granite curb - straight	100	lf	\$30.00	\$3,000.00	Allowance, assumes reuse of ex. curb
Type 1 granite curb - radius	50	lf	\$40.00	\$2,000.00	Allowance, assumes reuse of ex. curb
Pavement marking	1	ls	\$500.00	\$500.00	Lane striping, parking spaces
Pedestrian crosswalks	1	ls	\$500.00	\$500.00	Per MDOT standards
<b>SITE FURNISHINGS &amp; FEATURES</b>					
Signage, Parking Entrance	1	ea	\$1,500.00	\$1,500.00	See Appendix
Signage, Directional Sign	1	ea	\$1,500.00	\$1,500.00	See Appendix
<b>PLANTINGS</b>					
Shade trees	4	ea	\$650.00	\$2,600.00	2.5" caliper
Planting mix	2	cy	\$15.00	\$30.00	12" loam-compost mix
Mulch	1	cy	\$50.00	\$50.00	Assumes 3" depth pine bark
Loam & seeding	200	sy	\$12.00	\$2,400.00	4" min. loam, low-maint seed mix
<b>SUBTOTAL</b>				\$66,599.00	
15% Contingency	0.15	pct		\$9,989.85	
<b>TOTAL</b>				<b>\$76,588.85</b>	

**RECOMMENDED PROJECT PREPARATION COSTS**

TOPOGRAPHIC FIELD SURVEY	\$5,000.00	
DESIGN & ENGINEERING (D&E) PH1: DESIGN DEVELOPMENT (6%)	\$4,595.33	Project F only
D&E PH2: BID DOCUMENTS, BIDDING ASSISTANCE (5%)	\$3,829.44	Project F only
	<b>\$13,424.77</b>	

COST ESTIMATES  
 PROJECT F Page 1



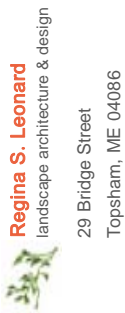
## PROJECT F

### NOTES:

1. Reference Downtown Master Plan Report Body and Appendix for more information regarding proposed improvements;
2. Costs are based on conceptual level design and intended only to identify the basic magnitude of costs associated with implementing the elements of the design. More detailed cost estimates should be developed through the Design Development process to more accurately define materials and methods associated with costs
3. Project area partially shown in the Phased Projects Plan included in the Appendix of the Downtown Master Plan Report
4. Project area actually extends to Pleasant Street (S-side) and School Street (N-side). Curbline reset on South side for parallel parking

## PROJECT G.1

MASTER PLAN IMPROVEMENTS  
**DOWNTOWN WALDOBORO**  
 WALDOBORO, MAINE



29 Bridge Street  
 Topsham, ME 04086

CONCEPT LEVEL LANDSCAPE ARCHITECT'S OPINION OF PROBABLE CONSTRUCTION COSTS  
 DATE: 10/10/11

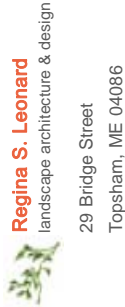
PROJECT G.1 - WALDO THEATER PEDESTRIAN IMPROVEMENTS				
	Quantity	Unit	Unit Cost	Subtotal Notes
<b>DEMOLITION / SITE PREPARATION</b>				
Common Excavation	12	cy	\$15.00	\$180.00 Assumes full roadway rehab
Common Borrow	6	cy	\$15.00	\$90.00 Unknown, allowance provided
<b>HARDSCAPE</b>				
Sidewalks, in-place	34	sy	\$35.00	\$1,190.00 Bituminous concrete; 1.5in
Pedestrian ramps	2	ea	\$1,500.00	\$3,000.00 Concrete, per MDOT standards
Pavement marking	1	ls	\$500.00	\$500.00 Lane striping, parking spaces
Pedestrian crosswalks	1	ls	\$500.00	\$500.00 Per MDOT standards; 3 total
<b>SITE FURNISHINGS &amp; FEATURES</b>				
Bollards, Entrance markers	4	ea	\$500.00	\$2,000.00 Granite posts, 8in sq
Signage, Directional (Parking)	1	ea	\$1,500.00	\$1,500.00 See Appendix
Signage, Parking Lot Entrance	1	ea	\$1,500.00	\$1,500.00 See Appendix
<b>SUBTOTAL</b>				\$10,460.00
15% Contingency	0.15	pct		\$1,569.00
<b>TOTAL</b>				<b>\$12,029.00</b>
<b>RECOMMENDED PROJECT PREPARATION COSTS</b>				
TOPOGRAPHIC FIELD SURVEY				\$0.00 Not necessary
DESIGN & ENGINEERING (D&E) PH1: DESIGN DEVELOPMENT (6%)				\$0.00 Not necessary
D&E PH2: BID DOCUMENTS, BIDDING ASSISTANCE (5%)				\$0.00 Construct in-house
				<b>\$0.00</b>

## NOTES:

1. Reference Downtown Master Plan Report Body and Appendix for more information regarding proposed improvements.
2. Costs are based on conceptual level design and intended only to identify the basic magnitude of costs associated with implementing the elements of the design. More detailed cost estimates should be developed through the Design Development process to more accurately define materials and methods associated with costs.
3. Project area as defined by the Phased Projects Plan included in the Appendix of the Downtown Master Plan Report. The scope of work may be adjusted during Design Development.

PROJECT G.2

MASTER PLAN IMPROVEMENTS  
**DOWNTOWN WALDOBORO**  
WALDOBORO, MAINE



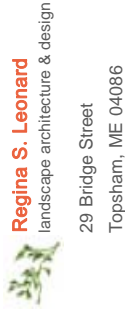
CONCEPT LEVEL LANDSCAPE ARCHITECT'S OPINION OF PROBABLE CONSTRUCTION COSTS  
DATE: 10/10/11

PROJECT G.2 - PLEASANT STREET SIDEWALK IMPROVEMENTS				
	Quantity	Unit	Unit Cost	Subtotal Notes
<b>DEMOLITION / SITE PREPARATION</b>				
Common Excavation	90	cy	\$15.00	\$1,350.00 Assumes full roadway rehab
Common Borrow	10	cy	\$15.00	\$150.00 Unknown, allowance provided
<b>HARDSCAPE</b>				
Sidewalks, in-place	362	sy	\$35.00	\$12,670.00 Bituminous concrete; 1.5in
Pedestrian ramps	2	ea	\$1,500.00	\$3,000.00 Concrete, per MDOT standards
<b>SUBTOTAL</b>				\$17,170.00
15% Contingency	0.15	pct		\$2,575.50
<b>TOTAL</b>				<b>\$19,745.50</b>
<b>RECOMMENDED PROJECT PREPARATION COSTS</b>				
TOPOGRAPHIC FIELD SURVEY				\$0.00 Not necessary
DESIGN & ENGINEERING (D&E) PH1: DESIGN DEVELOPMENT (6%)				\$0.00 Not necessary
D&E PH2: BID DOCUMENTS, BIDDING ASSISTANCE (5%)				\$0.00 Construct in-house
				<b>\$0.00</b>

- NOTES:
1. Reference Downtown Master Plan Report Body and Appendix for more information regarding proposed improvements.
  2. Costs are based on conceptual level design and intended only to identify the basic magnitude of costs associated with implementing the elements of the design. More detailed cost estimates should be developed through the Design Development process to more accurately define materials and methods associated with costs.
  3. Project area as defined by the Phased Projects Plan included in the Appendix of the Downtown Master Plan Report. Scope of work may be adjusted during Design Development.

MASTER PLAN IMPROVEMENTS  
**DOWNTOWN WALDOBORO**  
WALDOBORO, MAINE

PROJECT G.3



CONCEPT LEVEL LANDSCAPE ARCHITECT'S OPINION OF PROBABLE CONSTRUCTION COSTS  
DATE: 10/10/11

PROJECT G.3 - JEFFERSON STREET IMPROVEMENTS, EAST SIDE				
	Quantity	Unit	Unit Cost	Subtotal Notes
<b>DEMOLITION / SITE PREPARATION</b>				
Miscellaneous demolition	1	ea	\$1,000.00	\$1,000.00 For entire project area
Common Excavation	108	cy	\$15.00	\$1,620.00 Assumes full roadway rehab
Common Borrow	10	cy	\$15.00	\$150.00 Unknown, allowance provided
<b>UTILITIES &amp; DRAINAGE IMPROVEMENTS</b>				
Storm Drain	50	lf	\$75.00	\$3,750.00 Unknown, allowance
Catch basins	1	ea	\$2,200.00	\$2,200.00 Allowance, unknown
<b>HARDSCAPE</b>				
Sidewalks, in-place	434	sy	\$35.00	\$15,190.00 Bituminous concrete; 1.5in
Pedestrian ramps	2	ea	\$1,500.00	\$3,000.00 Concrete, per MDOT standards
Type A base aggregate	6	cy	\$30.00	\$180.00 Allowance, 3in
Type D subbase aggregate	30	cy	\$30.00	\$900.00 Allowance, 15in
19.0mm HVA Pavement	10	ton	\$120.00	\$1,200.00 Patching as required
Pavement marking	1	ls	\$500.00	\$500.00 Lane striping, parking spaces
Pedestrian crosswalks	1	ls	\$500.00	\$500.00 Per MDOT standards
<b>SUBTOTAL</b>				\$30,190.00
15% Contingency			0.15 pct	\$4,528.50
<b>TOTAL</b>				<b>\$34,718.50</b>
<b>RECOMMENDED PROJECT PREPARATION COSTS</b>				
TOPOGRAPHIC FIELD SURVEY				\$0.00 Not necessary
DESIGN & ENGINEERING (D&E) PH1: DESIGN DEVELOPMENT (6%)				\$0.00 Not necessary
D&E PH2: BID DOCUMENTS, BIDDING ASSISTANCE (5%)				\$0.00 Not necessary
				<b>\$0.00</b>

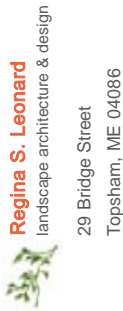
NOTES:

1. Reference Downtown Master Plan Report Body and Appendix for more information regarding proposed improvements.
2. Costs are based on conceptual level design and intended only to identify the basic magnitude of costs associated with implementing the elements of the design. More detailed cost estimates should be developed through the Design Development process to more accurately define materials and methods associated with costs.
3. Project area shown in the Phased Projects Plan extends to Glidden Street.  
Scope of work may be adjusted during Design Development.



MASTER PLAN IMPROVEMENTS  
**DOWNTOWN WALDOBORO**  
 WALDOBORO, MAINE

## PROJECT G.4



CONCEPT LEVEL LANDSCAPE ARCHITECT'S OPINION OF PROBABLE CONSTRUCTION COSTS  
 DATE: 10/10/11

PROJECTS G.4 - JEFFERSON STREET STREETScape IMPROVEMENTS, WEST SIDE					Subtotal	Notes
	Quantity	Unit	Unit Cost			
<b>DEMOLITION / SITE PREPARATION</b>						
Saw cut existing bitum. Pvt.	250	If	\$3.00		\$750.00	Assumes Friendship St pvt removal
Remove existing bitum. Pvt.	214	sy	\$5.00		\$1,070.00	Includes Friendship St pvt - 170sy
Remove & reset granite curb	260	If	\$22.00		\$5,720.00	Assumes existing curb reuseable
Miscellaneous demolition	1	ea	\$500.00		\$500.00	For entire project area
Common Excavation	55	cy	\$15.00		\$825.00	Assumes full roadway rehab
Common Borrow	10	cy	\$15.00		\$150.00	Unknown, allowance provided
<b>UTILITIES &amp; DRAINAGE IMPROVEMENTS</b>						
Street Lighting	4	ea	\$0.00		\$0.00	CMP lease; Acorn fixture
Lighting utilities	270	If	\$15.00		\$4,050.00	Underground conduits & wiring
Lightpole bases	4	ea	\$500.00		\$2,000.00	May be absorbed by CMP
Storm Drain	100	If	\$75.00		\$7,500.00	Unknown, allowance
Catch basins	2	ea	\$2,200.00		\$4,400.00	Allowance, unknown
<b>HARDSCAPE</b>						
Sidewalks, in-place	160	sy	\$35.00		\$5,600.00	Bituminous concrete; 1.5in
Pedestrian ramps	4	ea	\$1,500.00		\$6,000.00	Concrete, per MDOT standards
Type A base aggregate	3	cy	\$30.00		\$90.00	Allowance, 3in
Type D subbase aggregate	12	cy	\$30.00		\$360.00	Allowance, 15in
19.0mm HVA Pavement	4	ton	\$120.00		\$480.00	Patching as required
Type 1 granite curb - straight	0	If	\$30.00		\$0.00	Assumes reuse of existing curb
Type 1 granite curb - radius	0	If	\$40.00		\$0.00	Assumes reuse of existing curb
Pavement marking	1	ls	\$500.00		\$500.00	Lane striping, parking spaces
Pedestrian crosswalks	1	ls	\$500.00		\$500.00	Per MDOT standards
<b>PLANTINGS</b>						
Shade trees	7	ea	\$650.00		\$4,550.00	2.5" caliper
Planting mix	3	cy	\$15.00		\$45.00	12" loam-compost mix
Mulch	1	cy	\$50.00		\$50.00	Assumes 3" depth pine bark
Loam & seeding	170	sy	\$12.00		\$2,040.00	4" min. loam, low-maint seed mix
<b>SUBTOTAL</b>					\$47,180.00	
15% Contingency	0.15	pct			\$7,077.00	
<b>TOTAL</b>					<b>\$54,257.00</b>	
<b>RECOMMENDED PROJECT PREPARATION COSTS</b>						
TOPOGRAPHIC FIELD SURVEY					\$3,000.00	
DESIGN & ENGINEERING (D&E) PH1: DESIGN DEVELOPMENT (6%)					\$3,255.42	Defined project only
D&E PH2: BID DOCUMENTS, BIDDING ASSISTANCE (5%)					\$2,712.85	Defined project only
					<b>\$8,968.27</b>	

## NOTES:

1. Reference Downtown Master Plan Report Body and Appendix for more information regarding proposed improvements.
2. Costs are based on conceptual level design and intended only to identify the basic magnitude of costs associated with implementing the elements of the design. More detailed cost estimates should be developed through the

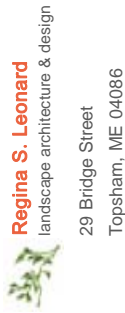
COST ESTIMATES  
 PROJECT G.4 Page 1

PROJECT G.4

- Design Development process to more accurately define materials and methods associated with costs
3. Project area as defined by the Phased Projects Plan included in the Appendix of the Downtown Master Plan Report  
The defined scope of work may be adjusted during Design Development

MASTER PLAN IMPROVEMENTS  
**DOWNTOWN WALDOBORO**  
 WALDOBORO, MAINE

## PROJECT G.5



29 Bridge Street  
 Topsham, ME 04086

CONCEPT LEVEL LANDSCAPE ARCHITECT'S OPINION OF PROBABLE CONSTRUCTION COSTS  
 DATE: 10/10/11

PROJECT G.5 - WEST MAIN STREET SIDEWALK IMPROVEMENTS, SOUTH SIDE					Subtotal	Notes
	Quantity	Unit	Unit Cost			
<b>DEMOLITION / SITE PREPARATION</b>						
Miscellaneous demolition	1	ea	\$1,000.00		\$1,000.00	For entire project area
Reset existing guardrail	400	lf	\$8.00		\$3,200.00	Assumes full roadway rehab
Common Excavation	200	cy	\$15.00		\$3,000.00	Assumes full roadway rehab
Common Borrow	50	cy	\$15.00		\$750.00	Unknown, allowance provided
<b>UTILITIES &amp; DRAINAGE IMPROVEMENTS</b>						
Storm Drain	200	lf	\$75.00		\$15,000.00	Unknown, allowance
Catch basins	4	ea	\$2,200.00		\$8,800.00	Allowance, unknown
<b>HARDSCAPE</b>						
Sidewalks, in-place	94	sy	\$35.00		\$3,290.00	Bituminous concrete; 1.5in
Pedestrian ramps	3	ea	\$1,500.00		\$4,500.00	Concrete, per MDOT standards
Type A base aggregate	11	cy	\$30.00		\$330.00	Allowance, 3in
Type D subbase aggregate	55	cy	\$30.00		\$1,650.00	Allowance, 15in
19.0mm HVA Pavement	18	ton	\$120.00		\$2,160.00	Patching as required
Type 1 granite curb - straight	1120	lf	\$30.00		\$33,600.00	Assumes reuse of existing curb
Type 1 granite curb - radius	60	lf	\$40.00		\$2,400.00	Assumes reuse of existing curb
Pavement marking	1	ls	\$500.00		\$500.00	Lane striping, parking spaces
Pedestrian crosswalks	1	ls	\$500.00		\$500.00	Per MDOT standards
<b>PLANTINGS</b>						
Shade trees	10	ea	\$650.00		\$6,500.00	2.5" caliper
Planting mix	4	cy	\$15.00		\$60.00	12" loam-compost mix
Mulch	1	cy	\$50.00		\$50.00	Assumes 3" depth pine bark
Loam & seeding	70	sy	\$12.00		\$840.00	4" min. loam, low-maint seed mix
<b>SUBTOTAL</b>					\$88,130.00	
15% Contingency	0.15	pct			\$13,219.50	
<b>TOTAL</b>					<b>\$101,349.50</b>	

**RECOMMENDED PROJECT PREPARATION COSTS**

TOPOGRAPHIC FIELD SURVEY	\$6,000.00
DESIGN & ENGINEERING (D&E) PH1: DESIGN DEVELOPMENT (6%)	\$6,080.97
D&E PH2: BID DOCUMENTS, BIDDING ASSISTANCE (5%)	\$5,067.48
	<b>\$17,148.45</b>

## NOTES:

1. Reference Downtown Master Plan Report Body and Appendix for more information regarding proposed improvements.
2. Costs are based on conceptual level design and intended only to identify the basic magnitude of costs associated with implementing the elements of the design. More detailed cost estimates should be developed through the Design Development process to more accurately define materials and methods associated with costs.
3. Project area shown in the Phased Projects Plan extends to Pine Street, then to Boat Launch along East side. Scope of work may be adjusted during Design Development.

MASTER PLAN IMPROVEMENTS  
**DOWNTOWN WALDOBORO**  
 WALDOBORO, MAINE

## PROJECT G.6



29 Bridge Street  
 Topsham, ME 04086

CONCEPT LEVEL LANDSCAPE ARCHITECT'S OPINION OF PROBABLE CONSTRUCTION COSTS  
 DATE: 10/10/11

PROJECT G.6 - LIBRARY - POST OFFICE STREETSCAPE IMPROVEMENTS

	Quantity	Unit	Unit Cost	Subtotal	Notes
<b>DEMOLITION / SITE PREPARATION</b>					
Relocated utility poles	1	ls	\$0.00	\$0.00	TBD, CMP to absorb costs
Saw cut existing bitum. Pvt.	100	lf	\$3.00	\$300.00	For curb installation
Remove existing bitum. Pvt.	90	sy	\$5.00	\$450.00	For curb installation
Remove & reset granite curb	100	lf	\$22.00	\$2,200.00	Assumes existing curb reuseable
Miscellaneous demolition	1	ea	\$1,000.00	\$1,000.00	For entire project area
Common Excavation	23	cy	\$15.00	\$345.00	Assumes full roadway rehab
Common Borrow	10	cy	\$15.00	\$150.00	Unknown, allowance provided
<b>UTILITIES &amp; DRAINAGE IMPROVEMENTS</b>					
Street Lighting	5	ea	\$0.00	\$0.00	CMP lease; Acorn fixture
Lighting utilities	100	lf	\$15.00	\$1,500.00	Underground conduits & wiring
Lightpole bases	3	ea	\$500.00	\$1,500.00	May be absorbed by CMP
Underdrain	450	lf	\$30.00	\$13,500.00	Unknown, allowance
Storm Drain	50	lf	\$75.00	\$3,750.00	Unknown, allowance
Catch basins	1	ea	\$2,200.00	\$2,200.00	Type F; locations TBD
<b>HARDSCAPE</b>					
Sidewalks, in-place	20	sy	\$35.00	\$700.00	Bituminous concrete; 1.5in
Pedestrian ramps	2	ea	\$1,500.00	\$3,000.00	Concrete, per MDOT standards
Type A base aggregate	1	cy	\$30.00	\$30.00	Allowance, 3in
Type D subbase aggregate	5	cy	\$30.00	\$150.00	Allowance, 15in
19.0mm HVA Pavement	2	ton	\$120.00	\$240.00	Pavement patch, curb line
Type 1 granite curb - straight	50	lf	\$30.00	\$1,500.00	Assumes reuse of existing curb
Type 1 granite curb - radius	30	lf	\$40.00	\$1,200.00	Assumes reuse of existing curb
Pavement marking	1	ls	\$500.00	\$500.00	Lane striping, parking spaces
Pedestrian crosswalks	1	ls	\$500.00	\$500.00	Per MDOT standards; 3 total
<b>SITE FURNISHINGS &amp; FEATURES</b>					
Bollards	4	ea	\$500.00	\$2,000.00	Granite posts, 8in sq
Signage, Gateway sign	1	ea	\$3,500.00	\$3,500.00	See Appendix
Signage, Informational sign	1	ea	\$3,500.00	\$3,500.00	Medium, See Appendix
<b>PLANTINGS</b>					
Shade trees	4	ea	\$650.00	\$2,600.00	2.5" caliper
Herbaceous Plants	38	ea	\$20.00	\$760.00	2 qt. size, Allowance only
Planting mix	6	cy	\$15.00	\$90.00	12" loam-compost mix
Mulch	2	cy	\$50.00	\$100.00	Assumes 3" depth pine bark
Loam & seeding	16	sy	\$12.00	\$192.00	4" min. loam, low-maint seed mix
<b>SUBTOTAL</b>				\$47,457.00	
15% Contingency	0.15	pct		\$7,118.55	
<b>TOTAL</b>				<b>\$54,575.55</b>	
<b>RECOMMENDED PROJECT PREPARATION COSTS</b>					
TOPOGRAPHIC FIELD SURVEY				\$3,000.00	

COST ESTIMATES  
 PROJECT G.6 Page 1



PROJECT G.6

DESIGN & ENGINEERING (D&E) PH1: DESIGN DEVELOPMENT (6%)	\$3,274.53	Designated Project Only
D&E PH2: BID DOCUMENTS, BIDDING ASSISTANCE (5%)	\$2,728.78	Designated Project Only
	<b>\$9,003.31</b>	

NOTES:

1. Reference Downtown Master Plan Report Body and Appendix for more information regarding proposed improvements;
2. Costs are based on conceptual level design and intended only to identify the basic magnitude of costs associated with implementing the elements of the design. More detailed cost estimates should be developed through the Design Development process to more accurately define materials and methods associated with costs
3. Project area as defined by the Phased Project's Plan included in the Appendix of the Downtown Master Plan Report. The defined scope of work may be adjusted during Design Development

# Memorandum

DATE: 07/27/11

RE: DOWNTOWN MASTER PLAN – MEETING WITH MEDOT

TO: MISTY GORSKI, JOHN DAIGLE, DENIS LACHMAN, RODNEY LYNCH

## SUMMARY:

The following summary reflects my recent meeting with David Allen of the Regional Maine Department of Transportation Office. We met Friday, July 22 to review the Master Plan Preliminary Plan as it relates to MEDOT jurisdiction within the defined rights-of-way on both Friendship Road and Main Street. MEDOT approval must be obtained prior to undertaking streetscape improvements within these downtown corridors. This meeting provided an important opportunity to seek feedback early and to ground the conceptual design process in the realities of the State's standards governing roadway design.

## DESCRIPTION:

### FOUR-WAY STOP AT INTERSECTION OF MAIN & FRIENDSHIP STREETS

David and I discussed the possibility for a four-way stop at the intersection of Main Street and Friendship. He agrees that the stop would greatly enhance pedestrian safety and the walkability of the downtown, but cautioned that the stop, on its own, would not be an adequate traffic calming measure. David recalled that the Town had not wanted a four-way stop in the past because, in part, plow trucks and other vehicles would lose momentum on the hill in the winter. MEDOT would need the Town's support for a four-way stop.

The State utilizes traffic counts to develop a comprehensive understanding of traffic volume and balance at intersections. The MEDOT has defined levels that must be met prior to the installation of stop signs at intersections. David Allen seemed to think that the MEDOT could justify a four-way stop at the intersection of Main and Friendship Streets. MEDOT will need to conduct a traffic count first. David seemed to think that next year would be the soonest one could be scheduled. The Town may be to move the schedule ahead by training its own volunteers for the two-day, 12-hour traffic count. MEDOT could provide the boxes and coaching on the process. Traffic counts are run by Debbie Morgan of MEDOT.

### TRAVEL LANE WIDTHS

The existing travel lane widths are very wide at 12 feet. David supports a reduction of the lanes to 11 feet striped with a 1 foot shoulder. The reduction would allow for curbed bump-outs in limited locations as well as more space for street trees, signage and street lights. David noted that it is imperative that the Public Works Department review the proposed lane width and layout to ensure they will adequately accommodate the required clearances for winter plowing equipment.

### CROSSWALKS

MEDOT requires that all pedestrian crosswalks in the State-owned right-of-way meet the latest Manual on Uniform Traffic Control Devices standards. We reviewed the proposed plan for compliance and expanded the defined pedestrian landing zones in two places to avoid conflicts with vehicles maneuvering into and out of parking spaces. David supports the use of raised crosswalks in key locations to bracket the downtown and slow traffic. These crosswalks will need to meet the MEDOT requirements for sight distances, among other standards.

### 90-DEGREE PARKING ORIENTATION ON FRIENDSHIP BLOCK

David could not support the proposed perpendicular parking scenario because of the following concerns: 1) the parking spaces are not deep enough (and cannot be made deep enough because of space restrictions) to allow vehicles to back out without interfering with through traffic, and 2) the shift in the centerline causes alignment issues at the intersection of Main and Friendship. He does support narrowing the sidewalk along the Sproul Block, widening the sidewalk on the business side, and continuing with parallel parking on either side.

#### CURBED BUMP-OUTS

David supports the proposed use of bump outs at the intersections since they greatly enhance pedestrian safety, help control vehicular movement, and increase opportunities for streetscape enhancement. We discussed truck traffic and the minimum radii needed to accommodate these vehicles. His main concern was that the plan should provide a large enough radius to accommodate size WB50 trucks turning right onto Main Street from Friendship. The MEDOT typically designs its State Roads to meet WB67 standards, but David felt this was not necessary at this location. Associated crosswalks will need to be offset to accommodate any increased radii.

#### TURN-AROUNDS.

It was acknowledged that changing direction on Friendship Street can be problematic. Parallel parking – or looking for parking - in some locations requires vehicles to turn around in undesignated areas south of Pleasant Street. David suggested that the Town utilize one of its properties as a designated turn-around and sign it accordingly near the edge of the downtown and at the turn-around location. As well, the Town might consider using the Sylvania Site as designated camper or bus parking.

#### COORDINATION

David suggested that we seek further input on the proposed plan from Dan Stewart, the Bike and Pedestrian Facilities Coordinator. There may be opportunities to offer cyclists a safe detour from Route One through the Waldoboro downtown.

# Memorandum

DATE: 08/25/11

RE: DOWNTOWN MASTER PLAN – OPTIONS FOR STREET LIGHTING

TO: MISTY GORSKI, JOHN DAIGLE, DENIS LACHMAN, RODNEY LYNCH

## SUMMARY:

The following summary outlines the Town's options for adding street lights in the downtown.

## DESCRIPTION:

### CMP-OWNED STREET LIGHTING

CMP offers a street light leasing program that prorates the cost of fixture and average maintenance costs over a fifteen year period. Central Maine Power (CMP) both maintains and retains ownership of the street lights. At the end of the lease term, the Town can choose to continue the agreement month-to-month. If the Town ends the lease term early, it pays a calculated depreciation fee and any removal costs for the lighting. In addition to the lease, the Town would be charged for electrical service, which is non-metered and based upon a dark-hours table for day length (e.g. - \$2-3 per billing period per fixture during the summer for a 70w HPS cutoff fixture).

In this scenario, the Town selects one of five decorative options for street lights in either High Pressure Sodium (HPS) or Metal Halide (MH). CMP offers a limited selection of decorative poles and several fixtures what can be attached to CMP standard utility poles.

All of the decorative light options with new poles require underground service, which must be provided by the Town at its expense. The Town would also assume all of the responsibilities for maintenance and repairs of the underground electric service.

### LED OPTIONS

CMP anticipates offering LED lighting leasing options in the near future. The new pricing schedule will reflect the associated energy savings, however the material cost for LED lighting will make this a more expensive option that may not yield higher savings in the long run – at least at this time.

### UNDERGROUND OPTIONS

CMP offers three options for underground service:

#### CMP-OWNED POLES & HEADS.

This scenario reflects the terms explained under "CMP-OWNED STREET LIGHTING" above.

#### TOWN-OWNED POLES WITH CMP HEADS

The Town would provide and maintain the poles and lease the fixtures from CMP at the designated lease rate. CMP would maintain the heads and would therefore set specifications and restrictions with regard to poles and pole attachments.

#### TOWN-OWNED POLES & HEADS WITH METERED SERVICE

In this third option, the Town would install its own street lighting with underground service, which would be metered for real time energy usage rather than based upon the dark-hours table. The Town would assume all maintenance requirements, but would not be limited with regard to materials and style selections nor pole attachments, such as banners, signs, or hanging planters.

### COMPARATIVE COSTS

Many Maine municipalities rent street lighting from CMP. The lease is a 15-year term with a fixed payment, which includes materials, installation, maintenance and utility supply based on a standard day-length energy table. While the longer-term costs of renting street lights is significantly higher than purchasing the lighting outright, the lease option does offer cash-strapped municipalities an



opportunity to make street lighting improvements without a huge, up front capital cost. The lease option also relieves the municipality of having to oversee and absorb costs associated with the installation and maintenance of the lighting. However, it should be noted that municipalities will not acquire ownership of the lighting through the lease term.

A cost comparison using a typical street light selection follows:

<u>CMP 15-YEAR LEASE OPTION</u>	<i>Monthly</i>
<i>Street light components</i>	
Esplanade style fixture, MH 175W	\$31.80
Hallbrook pole, 18' tall	\$28.85
Arm fitter, WL	\$2.88
Arm, WL 4 ft	\$17.83
Decorative base cover	\$18.87
Total monthly cost per street light	\$100.33
Total term cost	\$18,060
Plus energy	day-length table fee
Installation responsibility	CMP
Maintenance responsibility	CMP
End of lease street light ownership	CMP

MUNICIPAL OWNERSHIP OPTION

<i>Street light components</i>	<i>Monthly</i>
Street light (as noted above), cost	\$4,500
Installation cost 150%	\$2,250
Maintenance (5% per year)	\$3,375
Total cost	\$10,125
Plus energy	actual usage only
Installation responsibility	Town of Waldoboro
Maintenance responsibility	Town of Waldoboro
End of lease street light ownership	Town of Waldoboro

**EXISTING STREET LIGHTING**

The existing street lighting within the project area along Main, Jefferson and Friendship Streets is through the CMP lease program. Existing lighting consists of a standard wood utility pole with cobra fixtures. According to the CMP records, the leases for the lights and poles are at the end of their terms and there would be no costs associated with their removal. It should be noted that a number of these poles also carry overhead utilities. These poles would not be removed.

**UNDERGROUND POWER**

Costs associated with running existing power lines underground along the Friendship Street commercial block are difficult to accurately assess at this time. Cost would include the relocation of all primary utilities, transformers and services. The Town should work with its local CMP Field Planner to and CMP Line Supervisor to assess the current power supply and to determine the specific needs and costs associated with converting to underground power.

As a rough comparison, a recent estimated cost for running underground power for a commercial block in Thomaston was around \$25,000, not including lighting conduit. The cost for this project may be significantly more due to the topography, ledge material and existing underground utilities.

## Reference Citations

Governor's Council on Maine's Quality of Place Downtown Focus Group. 2007. .Linking Maine's Built and Natural Environments. State of Maine. Retrieved at [maine.gov/spo/special projects/quality of place/previous council/documents/agendas/minutes/downtown recommendations](http://maine.gov/spo/special%20projects/quality%20of%20place/previous%20council/documents/agendas/minutes/downtown%20recommendations).

Leinberger, Christopher, "Turning Around a Downtown: 12 Steps to Revitalization," (2005), Brookings Institute. Retrieved at [brookings.edu/reports/2005/03downtown redevelopmet\\_leinberger.aspx](http://brookings.edu/reports/2005/03downtown%20redevelopmet_leinberger.aspx).

Litman, Tod, *Parking Best Management Practices*, (2006): American Planning Association

Maine Downtown Center and the Maine State Planning Office. 2004. *Revitalizing Maine's Downtowns*. Maine State Planning Office. Retrieved at [mdg.org/files/Revitalizing\\_Maines\\_Downtowns.pdf/105](http://mdg.org/files/Revitalizing_Maines_Downtowns.pdf/105).

Worster, Alison, "Downtown Revitalization," (2008): Maine State Planning Office. Retrieved at [maine.gov/spo/special projects/quality of place/documents/downtown revitalization](http://maine.gov/spo/special%20projects/quality%20of%20place/documents/downtown%20revitalization).

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## Resources – Downtown Revitalization Task Force Recommendations



### *Town of Waldoboro, Maine Downtown Revitalization Taskforce Recommendations*

P.O. Box J  
Waldoboro, ME 04572-0911  
Phone: (207) 832-5369  
Fax: (207) 832-6061

#### **DOWNTOWN BUSINESS DEVELOPMENT**

##### **Actions:**

- Establish neighborhood Development Groups
- Coordinate properties of similar use as Creative Bargaining Groups
- Identify a Phased project Timeline for each Group and create a Master Plan
- Apply for Grants and Incentive Financing
- Start with simple Steps towards a final vision and realized Plan

##### **Steps:**

- Define each neighborhood and its' use
- Describe each neighborhood and its' mutual relationship with others
- Establish a Downtown Business Owner Operators Association
- Begin Schematic Design and Preliminary Budgets for each neighborhood

##### **Resources:**

- Town would provide a Grant writer for Downtown Revitalization Grants, Community Enterprise Grants, Non-Profit Development Grants, and even Community Planning Grants and/or similar Grants or incentive financing.
- The Waldoboro Business Association
- State Universities and Colleges
- Local Business Owners, Stakeholders and Community Investors



### *Town of Waldoboro, Maine Downtown Revitalization Taskforce Recommendations*

P.O. Box J  
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#### **DOWNTOWN SIGNAGE CAMPAIGN**

##### **Actions:**

- Create a system of signs directing drivers to Downtown Waldoboro
- Develop a distinctive Logo and Message identifying the unique Downtown
- Install a Hallmark in the center island at the intersection of Jefferson St and Route One
- Install a map/directory in the village center

##### **Steps:**

- Establish a budget and funding for the project
- Develop a competition for the Logo for the Downtown/Waldoboro- one for School children, one for Professionals
- Consult with a designer for the Hallmark and Directory
- Identify a location for the Directory

##### **Resources:**

- Town Planner
- Village Task Force Members
- Waldoboro Business Association-planning input and seed money
- Town – Gap funding or matching funds





**Town of Waldoboro, Maine**  
*Downtown Revitalization Taskforce  
Recommendations*

P.O. Box J  
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## DOWNTOWN PARKS

### Actions:

Create a series of walking loops that begin/end in the village that encourage people to be in the Downtown

Incorporate use of existing streets and maximize views of the Medomak River

Create small parks for stops along the paths, with benches/picnic tables, use existing sites when possible.

Develop a brochure to inform users regarding the history, recreation and services in the Village

### Steps:

Start with existing low cost routes and expand as needed

Establish a committee to establish routes and small park areas that could be accessed-use existing town owned sites when possible

Determine a budget for the design and improvements required

Consult with a designer to plan the project

Work with Town Manager and budget committee to incorporate funding into capital investment plan

### Resources:

Downtown Revitalization Task Force members

Recreation Department

Community Development Block Grants

Town Contributions

Medomak Valley Community Foundation



**Town of Waldoboro, Maine**  
*Downtown Revitalization Taskforce  
Recommendations*

P.O. Box J  
Waldoboro, ME 04572-0911  
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## DOWNTOWN MASTER PLAN

### Actions:

Gateways & Downtown Signage: \*See D/T Signage Campaign

Building Improvement, Facades & Upper Floor Re-use: \*See D/T Business Development & Building Façade Improvement

Streetscape Improvements

Pedestrian Improvements: Improve sidewalk on Friendship St \*See D/T Park

Downtown Parking Improvements: Initiate a parking study of the village area

### Steps:

Inventory current parking resources

Inventory current space use and define unused spaces

Establish a D/T Business Owners Association

Seek a Community Development Planning Grant – Deadline May 2010.

### Resources:

Planning and Development Director and Grant Writer to access funding

Incorporate streetscape planning and design into Gateway 1 startup funding program

Downtown Revitalization Task Force

Waldoboro Business Association

Town Public Works Dept



**Town of Waldoboro, Maine**  
*Downtown Revitalization Taskforce  
Recommendations*

P.O. Box J  
Waldoboro, ME 04572-0911  
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Fax: (207) 832-6061

## BUILDING FAÇADE IMPROVEMENT

### Actions:

**Short Term:** Hold a competition for owners to encourage painting, repairs, plants displays, etc each Spring

**Long Term:** Develop a plan to create a second façade facing the Medomak River

Work in small steps linking/sharing nearby decks, stairways, green spaces

Apply for Grants and Incentive Financing

### Steps:

**Short Term:** Establish criteria and a coordinator for the competition

**Long Term:** Develop and inventory of existing building, uses, vacant spaces etc.

Create a volunteer team to explore traditional, current and potential connections of properties

Start a Working Design and beginning Budget for the connecting of entries, decks, stairs, walkways and access to parking areas

### Resources:

Grant writer to seek potential grant opportunities.

Apply for 2011 CDBG façade grants as part of the Community Enterprise Grant Program

Neighborhood Development Group (to be created)

Waldoboro Business Association



**Town of Waldoboro, Maine**  
*Downtown Revitalization Taskforce  
Recommendations*

P.O. Box J  
Waldoboro, ME 04572-0911  
Phone: (207) 832-5369  
Fax: (207) 832-6061

## ARTISTS in the VILLAGE

### Actions:

Establish an inventory of local artists

Identify property/business owners willing to provide space for displays of artwork

Coordinate a series of ongoing activities to feature artist's work including evening artwalks

Create a seasonal vendor area under the Sproul Block covered area

### Steps:

Identify individual artist's participation levels

Create a volunteer coordinator to facilitate between businesses and artists

Establish a schedule for the art walks

Produce a brochure/advertise promoting Artists in the Village

### Resources:

The Waldoboro Business Association

The Tidemark Gallery

Downtown Property/Business Owners, Stakeholders

Maine Arts Commission



**Town of Waldoboro, Maine**  
**Downtown Revitalization Taskforce**  
**Recommendations**

P.O. Box J  
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Phone: (207) 832-5369  
Fax: (207) 832-6061

## Village River Trail

### Actions:

The Medomak Valley Land Trust will assist the Village Task Force in assessing the feasibility of a river trail in the downtown area.

### Steps:

Visit other river walk projects such as; Camden, Belfast and Warren. (Payson Park)  
Have discussions with the National Park Service's Rivers and Trails Assistance Program.  
Define the first possible trail from Main Street to Mill Street.  
Host a walk along that proposed path after obtaining permission from land owners.  
Assess the possibility of creating a path from Elm Street to the businesses on Route One.  
Research possible grants to construct a foot bridge from Elm Street to the picnic spot on Rte 32.  
Publish a River Map on the town web site showing the alewife counting station, the fish ladder, the Rte 32 picnic spot, the falls and the town landing.

### Resources:

The Medomak Valley Land Trust will initiate these steps with the help of our AmeriCorps Volunteer Lincoln Smith and support from Caren Clark and Liz Petruska.

Members of the Economic Development Committee and the Village Task Force will be notified and invited to join us on our field excursions and meetings with other groups.

All seven steps can begin immediately and will require no monetary outlay.





## Resources – ReThink, ReImagine, Revitalize Waldoboro



### Waldoboro Community Visioning

## ReThink, ReImagine ReVitalize Waldoboro



October 26, 2010  
Final

The Town of Waldoboro, Maine  
and  
The Community Visioning Steering Committee

**Bruce Hyman Planning**  
*Planning for the Future You Want to Create*

**Richardson & Associates**  
Landscape Architects



**Theodore + Theodore**  
Architects

### Waldoboro Community Visioning

Final

#### Introduction

This document represents the aspirations of the over two hundred citizens of Waldoboro that participated in a community visioning process over the course of several months – April, May and June of 2010. The visioning process focused on creating a consensus among those that participated in answering the question, “*What do you want Waldoboro to be like in twenty years?*”

The purpose of creating a consensus community vision is to move local governance from reactive to proactive. There is a sense the community has become distanced from local government and vice-versa. Another purpose of Waldoboro’s visioning process has been to “re-set” the relationship so that future policies and initiatives will have a clear link to the community’s desires.

The Vision’s implementation will take many years and the participation of many on many levels. The Vision is intended to set the future context for and be a first step in the near-term update of the Town’s Comprehensive Plan and other economic development and community planning initiatives. There are also several higher-priority ‘catalytic projects’ that are seen as important to jump-starting the type of positive change envisioned by the process’ participants.

While many differences were revealed during the discussions, there was an even stronger sense of the similarities that make up the unique place that is Waldoboro:

***A desire for economic opportunity*** – the ability for young and old to make a good living, raise a family, and retire in town.

***A strong belief that the diversity of the town’s residents is among its greatest strengths*** – those that make their living from the land, the business owners, the artisans; the families that have built the town over many generations, the newcomers that have recently chosen to make Waldoboro home, and those in between.

***A legacy of attachment to the land and to the water*** – the forests and farms; the Medomak River, its tidal flats and the many ponds; the Village center, the rural farmsteads dotted along the ridgelines, the many peninsulas with breathtaking viewpoints of the Medomak River.



ReThink, ReImagine  
ReVitalize Waldoboro

1



### ***Waldoboro Bicycle-Pedestrian Plan***

April 2011



Prepared by

**Waldoboro Bike-Pedestrian Committee  
Lincoln County Regional Planning Commission**

### ***Waldoboro Bicycle-Pedestrian Plan***

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## Resources - Maine Downtown Center & Main Street Approach

Established in 1999, the Maine Downtown Center's mission is to advance preservation-based economic development in Maine downtowns. The Center and its Advisors serve as a resource for all Maine communities undertaking downtown revitalization projects or developing sustainable programs. Currently there are 9 Main Street Maine and 13 Maine Downtown Network communities, representing every county in Maine.

The Maine Development Foundation's Downtown Center serves as the state coordinator for the National Trust for Historic Preservation's **Main Street Program**. Developed by the Trust in 1980 it has a reputation as one of the most powerful economic development tools in the nation for vibrant, healthy downtowns. The Main Street Program is currently used in 44 states and proven successful in over 1,200 communities.



The Main Street Approach is a community-driven, comprehensive methodology used to revitalize older, traditional business districts throughout the United States. It is a common-sense way to address the variety of issues and problems that face traditional business districts. While commercial district revitalization can be addressed in many ways, the underlying premise of the Main Street approach is to encourage economic development, within the context of historic preservation that is appropriate to today's market place. This approach advocates a return to community self-reliance, empowerment, and the rebuilding of commercial districts based on its traditional assets: unique architecture, personal service, local ownership, and a sense of community.

The Main Street approach is incremental and will not produce wholesale, immediate change. Expensive improvements, such as pedestrian malls constructed with once plentiful public funds, often fail to address the underlying causes of commercial district decline and do not always produce the desired economic results. If a long-term revitalization effort is to succeed, it will require careful attention to every aspect of downtown – a process that takes time and requires leadership and local capacity building. The Main Street program should be seen as one of many tools that a community utilizes to generate economic and entrepreneurial growth. Also, while they may be an important component of an overall plan for downtown revitalization, communities should not confuse substantial public improvement projects for the Main Street program.

A local Main Street program is not designed to tackle the bigger issues of an entire community. The focus is limited to the revitalization of the central business district. This certainly takes into account that a healthy, economically viable, and attractive downtown is important to the community at-large's overall health and vitality, and vice versa.

Both the public and private sectors of the community must be involved and committed for a local Main Street program to succeed. Each sector has an important role to play and each must understand the other's needs, strengths and limitations so that an effective partnership can be created.

Additional information is available at [www.mdf.org/mdc\\_overview](http://www.mdf.org/mdc_overview) and [www.mdf.org/mdc\\_resource\\_cafe](http://www.mdf.org/mdc_resource_cafe).

## Maine Downtown Center

The Maine Development Foundation's Downtown Center serves as the state coordinator for the National Trust for Historic Preservation's Main Street program. We utilize the Main Street Four-Point Approach® which has a reputation as one of the most powerful economic development tools in the nation for vibrant, healthy downtowns. Established in 1999, the Center's mission is to advance preservation-based economic development in Maine downtowns. We are a member of the Maine Downtown Coalition and are proud to work with 9 Main Street Maine and 17 Maine Downtown Network communities, representing every county in Maine.



### NEWS ALERTS

- Maine's Historic Tax Credits result in \$135 million of private investment in historic commercial buildings since 2008

## Main Street Resource Cafe

### Maine Downtown Center

The information and links to key topics below will help you revitalize your downtown. Additional resources will be added periodically, so please visit often!

We invite you share material or links to web sites you have found useful in your downtown revitalization efforts by emailing us



### Getting Started

#### Organization

- Organizing Committee Checklist
- Board of Directors Job Description Sample
- Creating a Mission & Vision
- Fundraising
- Fundraising Campaign Sample Work Plan
- Grant Writing
- How to Run a Meeting
- NTMSC Organization Basic Training (ppt)
- Organization Committee Training (ppt)
- Organizational Development and Bylaws
- Program Director Employment Contract Sample
- Strategic Planning
- Suggested Personnel Policy Content
- Summary Report Example From Gardiner Main Street
- Volunteer Recognition
- Volunteer Training and Recruitment
- Work Plan Form Sample

#### Design

- Historic Preservation
- Building Technology Heritage Library
- Community Planning and Zoning
- Documents and External Links



## Resources - Main Street Four-Point Approach

As a unique economic development tool, the Main Street Approach is the foundation for local initiatives to revitalize their districts by leveraging local assets—from cultural or architectural heritage to local enterprises and community pride.

Main Street's success is based on the Four-Point Approach®, which works together to build a sustainable and complete community revitalization effort.

1. **Organization** involves getting everyone working toward the same goal and assembling the appropriate human and financial resources to implement a Main Street revitalization program. A governing board and standing committees make up the fundamental organizational structure of the volunteer-driven program. Volunteers are coordinated and supported by a paid program director as well. This structure not only divides the workload and clearly delineates responsibilities, but also builds consensus and cooperation among the various stakeholders.
2. **Promotion** sells a positive image of the commercial district and encourages consumers and investors to live, work, shop, play and invest in the Main Street district. By marketing a district's unique characteristics to residents, investors, business owners, and visitors, an effective promotional strategy forges a positive image through advertising, retail promotional activity, special events, and marketing campaigns carried out by local volunteers. These activities improve consumer and investor confidence in the district and encourage commercial activity and investment in the area.
3. **Design** means getting Main Street into top physical shape. Capitalizing on its best assets — such as historic buildings and pedestrian-oriented streets — is just part of the story. An inviting atmosphere, created through attractive window displays, parking areas, building improvements, street furniture, signs, sidewalks, street lights, and landscaping, conveys a positive visual message about the commercial district and what it has to offer. Design activities also include instilling good maintenance practices in the commercial district, enhancing the physical appearance of the commercial district by rehabilitating historic buildings, encouraging appropriate new construction, developing sensitive design management systems, and long-term planning.
4. **Economic Restructuring** strengthens a community's existing economic assets while expanding and diversifying its economic base. The Main Street program helps sharpen the competitiveness of existing business owners and recruits compatible new businesses and new economic uses to build a commercial district that responds to today's consumers' needs. Converting unused or underused commercial space into economically productive property also helps boost the profitability of the district.

Coincidentally, the four points of the Main Street approach correspond with the four forces of real estate value, which are social, political, physical, and economic.

## Resources - Main Street Eight Principles of Downtown Revitalization



The previously described Four-Point Approach® is in turn guided by the following time-tested Eight Principles.

1. **Comprehensive:** No single focus — lavish public improvements, name-brand business recruitment, or endless promotional events — can revitalize Main Street. For successful, sustainable, long-term revitalization, a comprehensive approach, including activity in each of Main Street's Four Points, is essential.
2. **Incremental:** Baby steps come before walking. Successful revitalization programs begin with basic, simple activities that demonstrate that "new things are happening" in the commercial district. As public confidence in the Main Street district grows and participants' understanding of the revitalization process becomes more sophisticated, Main Street is able to tackle increasingly complex problems and more ambitious projects. This incremental change leads to much longer-lasting and dramatic positive change in the Main Street area.
3. **Self-help:** No one else will save your Main Street. Local leaders must have the will and desire to mobilize local resources and talent. That means convincing residents and business owners of the rewards they'll reap by investing time and money in Main Street — the heart of their community. Only local leadership can produce long-term success by fostering and demonstrating community involvement and commitment to the revitalization effort.
4. **Partnerships:** Both the public and private sectors have a vital interest in the district and must work together to achieve common goals of Main Street's revitalization. Each sector has a role to play and each must understand the other's strengths and limitations in order to forge an effective partnership.
5. **Identifying and capitalizing on existing assets:** Business districts must capitalize on the assets that make them unique. Every district has unique qualities like distinctive buildings and human scale that give people a sense of belonging. These local assets must serve as the foundation for all aspects of the revitalization program
6. **Quality:** Emphasize quality in every aspect of the revitalization program. This applies to all elements of the process — from storefront designs to promotional campaigns to educational programs. Shoestring budgets and "cut and paste" efforts reinforce a negative image of the commercial district. Instead, concentrate on quality projects over quantity.
7. **Change:** Skeptics turn into believers and attitudes on Main Street will turn around. At first, almost no one believes Main Street can really turn around. Changes in attitude and practice are slow but definite — public support for change will build as the Main Street program grows and consistently meets its goals. Change also means engaging in better business practices, altering ways of thinking, and improving the physical appearance of the commercial district. A carefully planned Main Street program will help shift public perceptions and practices to support and sustain the revitalization process.
8. **Implementation:** To succeed, Main Street must show visible results that can only come from completing projects. Frequent, visible changes are a reminder that the revitalization effort is under way and succeeding. Small projects at the beginning of the program pave the way for larger ones as the revitalization effort matures, and that constant revitalization activity creates confidence in the Main Street program and ever-greater levels of participation.





## Resources – Maine Department of Community & Economic Development

Several grants are available to Maine communities. Complete program information is available at [maine.gov/decd/meocd/cdbg/application](http://maine.gov/decd/meocd/cdbg/application).



**State of Maine**  
Community Development Block Grant Program

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**2011 Community Enterprise Grant Program**  
Application Package



Office of Community Development  
111 Sewall Street  
59 State House Station  
Augusta, ME 04333-0059  
Phone: (207) 624-7484  
TTY: 1-800-437-1220




- Micro-Enterprise Assistance
- Business Facades
- Streetscapes





**State of Maine**  
Community Development Block Grant Program

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**2011 Community Planning Grant Program**  
Application Package




Office of Community Development  
111 Sewall Street  
59 State House Station  
Augusta, ME 04333-0059  
Phone: (207) 624-7484  
TTY: 1-800-437-1220  
[www.meocd.org](http://www.meocd.org)




**State of Maine**  
Community Development Block Grant Program

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**2011 Downtown Revitalization**  
Application Package



Office of Community Development  
111 Sewall Street  
59 State House Station  
Augusta, ME 04333-0059  
Phone: (207) 624-7484  
TTY: 1-800-437-1220  
[www.meocd.org](http://www.meocd.org)





### Example Rockland CDBG Application

**Scope and Magnitude of Identified Problems:** The historic integrity of Downtown Main Street Rockland is still intact, but a number of buildings need significant improvements. The condition of existing exterior building materials could be greatly improved with repairs. In some buildings repair or replacement of materials is necessary to preserve the structure; while in others, cosmetic correction would restore the historical integrity of the structure. Most require a combination both.

**How problems negatively impact Local Economy and Downtown viability:** Approximately 2.5 miles south of the Downtown Main Street area on Route 1 in the Town of Thomaston near the Thomaston-Rockland Town Line is a strip development consisting of car dealerships, a chain restaurant, a nation-wide hotel, coffee/donut franchise, a movie theatre complex, a Lowe's big box store, and the planned location for a new Wal-Mart Super Center. Approximately 1-1.5 miles north of the Downtown Main Street area on Route 1 in

**How the problems Negatively Impact LMI persons and contribute to Blight:** The problems of spot blight affect LMI persons because LMI persons occupy a majority of the apartment units in the buildings scheduled to participate in the Business Façade Improvement Matching Grant Program. Until spot blight and structural conditions are remediated, LMI person will have no alternatives but to endure the current conditions.

**Describe the Obstacles to Overcoming the identified problems:** The obstacles to overcoming façade-spot blight and structural problems and making basement levels reusable and accessible to improved rear or harborside sidewalks and parking lot area are financing. The Downtown Sidewalk Inventory and Assessment contained in the *2005 Rockland Downtown Revitalization Plan*, and the recent Downtown Sidewalk Inventory and Assessment in the *2009 Downtown Revitalization Plan Update* rated the Main Street.

**Explanation why CE funds are necessary:** Because of low rents owners of buildings slated for façade improvements lack the resources necessary to totally pay for façade repairs themselves. With apartment renting for \$625-675/month, including heat and other utilities, and "as is" commercial space leasing for \$7.50 to \$13.00/sq.ft. there is insufficient income to make significant façade repairs.

**Specific activities to be undertaken in the Project:** Specific façade improvement activities to be undertaken with CE and private funds along Main Street include repairs to rooflines and cornices, upper level painting, re-pointing brickwork, window sill repairs, renovated entrances and new doors and new signage and awnings. For the rear or harborside facades the specific activities to be

**Specific use of CE funds and Activities to be funded with Other Sources:** CE funds will be used to re-establish the Downtown Business Façade Improvement Matching Grant Program in which CDBG grants up to \$25,000 per building will be matched on a 1:1 basis with private funding to undertake façade improvements along the front, side and rear of Downtown Main Street buildings from Pleasant Street north to the intersection of Rankin Street, Main Street and North Main Street.

**Identification and Description of potential applicants and their Needs:** Letters have been submitted by owners of the following buildings committing themselves to participate in the façade program.

252 Main Street: This 2-story building was erected in 1876. It is presently occupied by Rock Coast Coffee Roasters on the first floor and 1,020 sq. ft. of underutilized office space on the 2<sup>nd</sup> floor. Façade needs include replacing the roof over the bay window, and replacing the water damaged roof line trim and framework. Owner has identified a financial need of \$7,650 for the work.

**Explanation how CE project will Stimulate Businesses and Viability:** Businesses participating in the Façade Improvement Program will stimulate other businesses to do the same. This previously happened in Rockland. Buildings with improved historical appearances, repaired facades, and affordable rents will assist in ensuring downtown viability by being able to compete with the shopping centers for customers and tenants.

**Describe positive impact on LMI Persons and S/B Conditions:** 385 and 475 Main Street are occupied by a majority of LMI persons living in buildings with identified spot blight conditions which need improvements to the façade, roofline, painting and new doors. Interviews conducted with LMI tenants showed they are positive about the use of CDBG funds to alleviate substandard building conditions.

**Project Timeline:**

Grant award	Phase II complete	Façade Apps due	Start façade work	Complete	Project close-out
5/1/11	7/1/11	8/1/11	10/1/11	11/30/12	12/31/12

**Activities Completed:** Activities completed to date: adoption of the *2009 Downtown Revitalization Plan Update* identifying the spot blight conditions for each Main Street buildings; adoption of the *Main Street Façade Improvement Program Administrative and Design Guidelines* by the Economic Development Advisory Committee on May 25, 2006; and, \_\_\_\_\_ has been hired, subject to funding, to provide architectural assistance for each of the façade improvement projects.

**Capacity & Experience of Administrator:** XXXXX will administer the program and is a Certified CDBG Program Administrator.

**Budget Summary Review:**

CDBG grant	Owner Matching funds	TIF	Streetscapes	Administrator	Total
\$150,000	\$161,241	\$35,000	\$27,739	\$12,500	\$386,480

**Citizen Participation**

**Effective use of Media:** The public awareness announcement of the June 24, 2011 workshop on the 2011 CE Business Façade Improvement Matching Grant Program application was written up in the June 17, 2010 Free Press, and in the June 21, 2011 VillageSoup. Details of the meeting were reported the June 26, 2010 Bangor Daily News. The public hearing was written up in the Jan. 11, 2011 VillageSoup and reported on the City Council approving the application submission and TIF matching funds in the amount of \$35,000.

**Relevance of Listed Meetings:** The 2011 CE façade application was unveiled to the public at a citizen participation workshop held on June 24, 2011; 29 persons attended. Comments at the workshop included suggestions to improve the sides and backs of buildings as well as the fronts. This comment assisted in the development of the application to include side and rear building façade projects.

**Involvement of downtown businesses:** The President and the Director of Rockland Main Street Inc. (RMS) attended the workshop along with Downtown business and property owners. The RMS Design Committee reviewed the application on Jan. 18, 2011 and the Rockland Economic Development Committee reviewed it on Jan. 6, 2011.

**Involvement of LMI Beneficiaries and public hearing in application development:** Potential LMI beneficiaries were interviewed and their comments about the positive impact of improvements to their building were included in the application. At the Jan. 10, 2011 public hearing RMS reps spoke in support.

**Other local resources:** Nine property owners will provide private cash matches in the amount of \$161,241; \$35,000 in Downtown Tax Increment Financing (TIF) funds in will be used for architectural consultant services; owner of 449 Main Street has committed \$27,739 in cash to assist with streetscape improvement for the harborside parking area; and the Community Development Department will be contributing \$12,500 of in-kind services to administer the façade program.

# Resources – Maine Historic Preservation Commission







Additional information is available at [www.maine.gov/mhpc](http://www.maine.gov/mhpc).

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 **Maine Historic Preservation Commission**  
STATE OF MAINE

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<b>AGENCY INFORMATION</b> <ul style="list-style-type: none"><li>About Us</li><li>National Register of Historic Places</li><li>Project Review</li><li>Tax Incentives</li><li>Grants</li><li>Restoration Resources</li><li>Archaeology</li><li>Architectural Survey</li><li>Certified Local Government (CLG) Program</li><li>Preservation Planning</li><li>Laws &amp; Regulations</li><li>Historic Preservation Easements</li><li>Office of the State Historian</li></ul>	<h2>Welcome to the Maine Historic Preservation Commission</h2> <p><b>The Commission:</b></p> <ul style="list-style-type: none"><li>is the State Historic Preservation Office for the State of Maine</li><li>nominates properties to the National Register of Historic Places</li><li>reviews and comments on the effect of federal undertakings on historic properties</li><li>assists owners of income producing properties to obtain federal and state rehabilitation tax credits</li><li>oversees the identification and evaluation of archaeological sites as well as historic buildings, objects and districts</li><li>promotes historic preservation through planning and public education.</li></ul> <p><b>Latest News</b></p> <p><a href="#">2/4/2011: CARMA training class</a></p> <p><a href="#">9/30/2010: MHPC Seeking Public Input on Statewide Historic Preservation Plan</a></p> <p><a href="#">6/10/2010: Introducing CARMA: Maine's On-line Survey Database (Required for all surveys starting 1 November 2010)</a></p> <hr/> <p><b>Recent National Register Listings</b></p> <p><a href="#">9/8/2011: Land's End Historic District</a></p> <p><a href="#">8/24/2011: E. C. &amp; M. I. Record Homestead, Bucksfield, 1844-1845</a></p> <p><a href="#">8/24/2011: Barn on Lot 8, Range G, Freeman Township, c. 1825-1899</a></p>	<b>FEATURED LINKS</b> <ul style="list-style-type: none"><li><a href="#">Maine Public Historic Sites</a></li><li><a href="#">Maine Preservation</a></li><li><a href="#">Greater Portland Landmarks</a></li><li><a href="#">Maine Association of Archives and Museums</a></li><li><a href="#">Light Stations</a></li><li><a href="#">National Association of Preservation Commissions</a></li><li><a href="#">Advisory Council on Historic Preservation</a></li><li><a href="#">National Park Service (Preservation Briefs, CLG Program, NRHP, etc.)</a></li><li><a href="#">Maine Archaeological Society</a></li></ul>
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## Resources – National Trust for Historic Preservation

Additional information is available at [www.preservationnation.org/main-street](http://www.preservationnation.org/main-street).

### Main Street NATIONAL TRUST FOR HISTORIC PRESERVATION

## Why Downtown is Important Main Street

*Downtown* is a symbol of:

- ❑ Community economic health
- ❑ Partnership between the private sector and the public sector
- ❑ Local quality of life
- ❑ Community pride
- ❑ Community history

*Downtown* is important factor for industrial, commercial developers, and professional recruitment.

*Downtown* serves as a good incubator for new small businesses – the success of tomorrow. Strips and malls are often too expensive for new entrepreneurs. Lower rents make *Downtown* a good location.

*Downtown* represents independent business which:

- ❑ Support local families
- ❑ Support local community projects such as teams and schools
- ❑ Keep profits in town (chain stores send profits out of town)

*Downtown* helps reduce sprawl by concentrating activity in one area.

*Downtown* is a major employer. Often when you count the number of jobs in a community, you will find *Downtown* is the largest employer.

*Downtown* infrastructure is a major public investment. Only healthy businesses in buildings assessed at full value generate taxes that give taxpayers a return on this public investment.

*Downtown* revitalized protects property values in surrounding residential neighborhoods.

*Downtown* rehabilitation work stimulates the local economy. Materials and labor for new commercial construction often come from out of town.

*Downtown* is the heart of the community and the site for government, arts, churches, and financial institutions.

*Downtown* is an important community space where members of all segments of the community can meet equally for parades, speeches, and other community events.

*Downtown* can be a tourist attraction and is the location of a community's unique businesses and buildings.

*Downtown* is where the arts and culture thrive.

## Downtown Revitalization Stakeholders/Benefits

### Local Residents/Consumers

- enhanced marketplace (better shopping and the benefits of shopping locally)
- sense of pride in downtown
- social/cultural activities
- opportunities to keep kids in town
- sense of hometown community
- historical awareness (preservation of architecture and human history)
- tax dollars stay in the community
- opportunity to participate/volunteer
- better communication (newsletter)
- political advocate
- home values increase

### Property Owners

- increased occupancy rates
- rent stability
- increased property values
- increased stability
- reduced vandalism/crime deterrent
- assistance with tax credits, grants, loan programs, design, and co-op maintenance
- communication medium with other property owners
- better image
- new uses, especially on upper floors

### City Government

- increased tax base
- more tourism
- increased property values
- increased number of jobs
- better goals and vision
- healthy economy
- better services available
- positive perception of downtown and community
- better relations between city hall and private sector
- increased volunteer base for city
- takes political heat, develop consensus for political requests (avoid "victimization")
- industrial recruitment
- impetus for public improvements and city grant dollars
- education resources for city leaders (officials) on planning and economic development

### Retail Business Owners

- increased sales
- improved image
- increased value of business
- coordinated efforts between local business and franchises
- quality of business life
- educational opportunities (seminars and workshops)
- increased traffic
- district marketing strategies (promotion and advertising)
- better business mix
- new market groups downtown
- community pride
- have needs/issues addressed

### Service Business Owners

- image building/improvement
- pride
- new/renewed/repeated exposure
- increased variety of services
- healthier economy generates new/more businesses
- increased competition means more aggressive business styles
- tapping leakage
- increased population, new customers
- improved image, creates new market

### Financial Institutions

- community reinvestment act (federal government requirement)
- potential for loans, deposits, and other services (bank cards, financial services)
- improved image and good will
- survival of community critical to bank success and economic stability
- central location more cost effective

### Preservationists

- Main Street Approach reinforces common goal of preservation
- increases coalition
- increased awareness and credibility
- education of public and group
- improved public image
- improved economic feasibility of preservation





Additional information is available at [www.pps.org](http://www.pps.org).

- Multi-Use
- Transportation
- Markets
- Downtowns
- Civic Centers
- Parks
- Campuses

- Home
- About
- Services
- Training
- Projects
- Placemaking Blog

## Resources

- Articles
- Great Public Spaces
- Store
- Image Collection

## Work With Us

212.620.5660  
info@pps.org

700 Broadway, 4th Fl  
New York, NY 10003

## Stay in Touch

## Approach

The most successful downtowns, waterfronts, town centers and commercial hubs present a rich array of places where the life of the community plays out. What these communities have in common is a network of streets, paths, parks and squares that hold the neighborhood together and provide the stage on which public lives are played. The ground floors enjoy a tight, symbiotic relationship with the public spaces, forming a seamless transition between indoors and out.

PPS works with developers and communities to create these kinds of neighborhoods, where a broad array of new types of activities and destinations located in close proximity to each other result in the same dynamic conditions that attracted people to older cities and neighborhoods. We have studied the characteristics of successful urban settlements, and especially the web of public spaces that knit them together, and apply what we have learned to the planning, programming, design and management of new communities. We ensure that new developments.

- Begin with the public spaces as the basic framework around which housing, retail and commercial development are planned and designed;
- Build a strong sense of community by creating social gathering places, developing a sense of stewardship among its residents and providing places for community events;
- Reflect a consensus among the development team, the community and the public sector regarding goals and management strategies;
- Provide a sense of place and a variety of destinations: The Power of Ten;
- Offer a wide-range of uses and activities so that they are vibrant and well-used;
- Support transit options and smart growth principles;
- Are well-integrated into existing communities or surrounding areas;
- Are well-managed and programmed and take advantage of public-private partnerships in their operation.

- Multi-Use
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## Stay in Touch

## Eleven Principles for Creating Great Community Places

Categories: [Articles](#), [Placemaking 101](#)

Effective public spaces are extremely difficult to accomplish, because their complexity is rarely understood. As William (Holly) Whyte said, "It's hard to design a space that will not attract people. What is remarkable is how often this has been accomplished."

PPS has identified 11 key elements in transforming public spaces into vibrant community places, whether they're parks, plazas, public squares, streets, sidewalks or the myriad other outdoor and indoor spaces that have public uses in common. These elements are:

- ### 1. The Community Is The Expert

The important starting point in developing a concept for any public space is to identify the talents and assets within the community. In any community there are people who can provide an historical perspective, valuable insights into how the area functions, and an understanding of the critical issues and what is meaningful to people. Tapping this information at the beginning of the process will help to create a sense of community ownership in the project that can be of great benefit to both the project sponsor and the community.
- ### 2. Create a Place, Not a Design

If your goal is to create a place (which we think it should be), a design will not be enough. To make an under-performing space into a vital "place," physical elements must be introduced that would make people welcome and comfortable, such as seating and new landscaping, and also through "management" changes in the pedestrian circulation pattern and by developing more effective relationships between the surrounding retail and the activities going on in the public spaces. The goal is to create a place that has both a strong sense of community and a comfortable image, as well as a setting and activities and uses that collectively add up to something more than the sum of its often simple parts. This is easy to say, but difficult to accomplish.