City of Biddeford
Downtown Development Commission
June 03, 2019 5:30 PM City Hall
Conference Room 2nd Floor

1. **Roll Call**
2. **Welcome Guests**
   2.1. Meeting Packet Materials
   6-03-2019 DDC Meeting Packet.pdf
3. **Approval of Minutes**
   3.1. May 6, 2019 Downtown Development Commission Meeting Minutes

4. **Budget Report**
   4.1. Budget Planning/Spending Decisions:
   FY17 Budget Encumbered Balance: $3,172
   FY19 Budget: $2,269.01
   Wifi Expansion
   Social Media Training
   Banners for Lightpoles
   Parks & Gateways

5. **Old Business**
   5.1. Street Level Residential Review - Final Report to Planning Board
   Downtown Survey Questions - Review Draft Questions & Restaurant Week Responses
   Downtown Wifi Expansion - Develop Overview/Inforgraphic for Sponsors
   DDC Logo - Review Options and Select Logo
   Dedication Ceremony for Claudette Lessard

6. **New Business**
   6.1. Ad Hoc Committee Report - Review Report & Downtown Map w/Gateways
   Downtown Design/Beautification Process - Planters and Sidewalk Renovations

7. **Next Meeting**
   7.1. Monday, July 1, 2019

8. **Adjourn**

DDC Downtown Development Commission

JUNE 3, 2019 5:30 PM City Hall
Conference Room 2nd Floor

AGENDA

1. Roll Call / Guests

2. Minutes from May 6, 2019

3. Budget Planning / Sepending Decisions
   - FY17 Budget Encumbered Balance: $3,172
   - FY 19 Budget - $2,269.01
     - Wifi Expansion
     - Social Media Training
     - Banners for Lightpoles
     - Parks + Gateways

4. Old Business
   a. Street Level Residential Review – Final Report to Planning Board
   b. Downtown Survey Questions – Review Draft Questions + Restaurant Week Responses
   c. Downtown Wifi Expansion – Develop Overview/Inforgraphic for Sponsors
   d. DDC Logo – Review Options and Select Logo (logo above is temporary placeholder)
   e. Dedication Ceremony for Claudette

5. New Business
   a. Ad Hoc Committee Report – Review Report + Downtown Map w/ Gateways
   b. Downtown Design/Beautification Process – Planters and Sidewalk rennovations

6. Discussion Meeting Calendar. Next Scheduled Meeting: July 1 2019

7. Adjourn

Downtown Development Commission
May 6, 2019 5:30 PM City Hall - MINUTES
Conference Room 2nd Floor

Present: Clearwater, Edwards, Phillips, Saliwanchik, Schlaver, Swanton
Absent: Brenner, Foley,
City Staff: Favreau
Guest: City planner, Greg Tainsley

I. Call to Order, 5:31p

II. Downtown First Floor Residential Space Update

a. Update from Tainsley re: process of public input inspired by first floor residential on 128 Main St, initial feedback negative on first floor residential.
b. DDC provided short summary to Planning re: first floor residential in downtown areas
c. Planning board will un-table and discuss; then pass recommendations to Council
    i. Request: fuller fleshing out through Comprehensive Plan regarding first floor residential, but initial judgment on ordinance as worded would be passed down
    ii. Potential future: geographic boundaries for ban on street-level residences (not just street names)
    iii. Ongoing Question: Is there merit for exceptions?
d. Edits on DDC report; Schlaver will edit document
    i. Consensus of all attending that this version will pass on to planning; will schedule special meeting to vote (recommends against first floor residential)
e. Report due to planning for June meeting
f. Future planning requests research: what is allowed for first floor uses (e.g. offices, hotels, studios, restaurants, etc.) in best practices of downtowns similar to Biddeford

III. Reports
a. FY17 - $3,172 (Favreau and Schlaver follow up)
b. FY19 - $2,269.01 (Tabled: will vote for category uses June meeting: Parks, Gateways, Training, WiFi expansion)
c. FY20 – DDC not funded

IV. Old Business
a. Downtown Wifi Expansion: uniqueness to 3rd location that may incur higher cost; Favreau will follow up with Ouellette (Axiom). Existing WiFi usage: Clearwater will write up usage data from Axiom/Favreau for Council and Sponsors (DDC will follow up with sponsors and renewals)
b. DDC Ordinance changes – will be read May 7, 2019 to change quorum; Clearwater will ask to suspend second reading to make sure change happens ASAP
c. Potential 2nd DDC meeting per month (2020); will discuss in June
d. Logo – Edwards will reach out with Schlaver start on logos to Engine volunteer/graphic design student Sabrina Tran to give design ideas
    i. One with words, one without
    ii. One with Biddeford, one without
    iii. City Seal potentially included

V. New Business
   a. Polco Survey – Downtown oriented; Why Polco survey data is good
      i. Ideas – Downtown
         1. How many times a month do you go downtown
         2. Where do you spend your time
         3. Where do you spend your money
         4. What is your biggest concern
      ii. Brainstorm list – will be voted on and discussed in following meeting
      iii. Clearwater will follow up with Polco training
   b. Ad Hoc Downtown Committee Report
      i. Review of work from Schlaver
      ii. Will bring downtown map to future meeting
      iii. Categories of Concern (potential subcommittees or time planning/order):
         1. Gateways: Map designed, conversation stalled. Potential DDC lead research on hiring design firm, and general aesthetic guidelines
         2. Public transit and walkability
         3. River/the falls/Riverwalk
         4. Tourism
         5. Restaurants and Retail Expansion
   c. Dedication Ceremonies
      i. Follow up for Claudette ceremony – public works placement of bench/plaque; Schlaver will pass on final event schedule
      ii. Schlaver and Favreau will follow up on Durkin plaque this week
   d. DDC Appointee to Biddeford Public Art Committee
      i. Members: Historic Preservation, private citizens/artists, architect, Engine, DDC
      ii. Favreau will cover

VI. Next Meeting: JUNE 3, 2019 5:30pm

VII. Adjourn:

   a. Moved: Edwards, Second: Swanton, Unanimous: 7:05pm

DDC Downtown Development Commission

STREET LEVEL RESIDENTIAL USES IN DOWNTOWN BIDDEFORD

PLANNING BOARD REQUEST:

The Planning Board tasked the Downtown Development Commission with reviewing a proposed change to ordinance relating to street level residential uses in some buildings on Main Street and specific adjacent streets.

The proposed change would allow street level residential uses when the all of the following criteria applied:

1. Building was located within the defined area,
2. Street level residential unit was to be minimum of 40 feet from street frontage,
3. A Minimum of 1,200 sq/ft of commercial space was preserved
4. Could not open up onto a public right of way, and
5. Building was located on a grade.

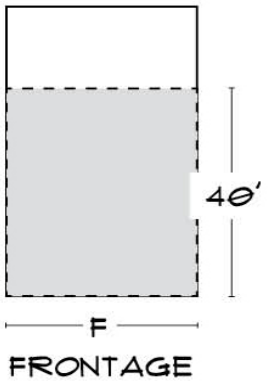
OUR PROCESS:

The DDC utilized GIS information from the city assessor's office to create a database of buildings along Main Street from lower to upper Main. Each building's first floor area, street frontage and location were cataloged in addition to several other data points.

We used the following formulas to calculate the impact of an ordinance change were some or all of the criteria preserved.

We only included buildings on Main Street that were within the defined area and that had more than 1,200 sq/ft of space at street level regardless of whether or not the space had been subdivided.

We then calculated the amount of retail space that would result from the street frontage multiplied by the 40' depth requirement (see figure below).



RESULTING COMMERCIAL AREA

RCA = F × 40

RESULTING RESIDENTIAL AREA

RRA = TOTAL AREA - RCA

In some cases when the street frontage was less than 25 feet we needed to go back 50' or 60' to create a resulting commercial space that satisfied the 1,200 sq/ft requirement. We then created an equation to calculate the sum of the amount of potential commercial area lost/residential expansion by subtracting the RCA from the Total Area.

Once we had a building-by-building total for potential street level residential we surveyed the buildings to determine if they were on the same grade from front-to-back. Additionally we determined if rear access was located on a public right-of-way. If the building was on a grade and opened to private right-of-way we then included that in a second total for residential space that satisfied all the criteria.

RESULTS:

Based on MSRD1 Buildings on Main Street from Elm to Hill Streets we calculated a total of 208,372 sq/ft of commercial space at street level.

Included in this total are 5 buildings over with over 10,000 sq/ft of space on their first floor (41 Main – One Stop Moving + Storage; 129 Main – the Marble

Block; 140 Main Street – Subdivided into Thai Me, Flourish, Cowbell; 193 Main Street – Thatcher hotel, Subdivided into multiple store fronts; and 205 Main Street – City hall). These 5 buildings account for 60,402 sq/ft or roughly 28% of the total commercial space.

If one were to use the formula established in the proposed ordinance of minimum of 40' from the frontage the resulting commercial space would equal 110,620 sq/ feet commercial space with the balance of 95,467 sq/ft being potential residential space.

Once we factor in the final two criteria of grade difference and right-of-way the number is reduced to 38,804 square feet of space that could be converted from commercial uses to residential. This would equate to 18% of the total space on Main Street.

CONCLUSIONS:

We strongly urge the planning board to preserve and encourage commercial, and specifically retail, uses for street level space, as this will contribute best to economic vibrancy. We strongly oppose an ordinance change that could result in nearly 20% of our Main Street retail space being converted.

As we examined successful communities and the downtown much of the literature focused on Anchor Retailers and Institutions. Anchors draw in customers and support the surrounding retail and are generally things like grocery stores, department stores, or libraries and City Hall. When examining the individual commercial locations in the city it was particularly apparent that there is a limited supply of larger spaces that would attract anchor tenants. It is the DDC's recommendation that the Planning Board endeavor to preserve or allow the reconstitution of larger commercial spaces above 5,000 sq/ft.

While not specifically enumerated in our study, we did note on numerous occasions that the needs of retail and commercial tenants at times could be difficult to meet in historic downtowns. Exhaust or air conditioning equipment, trash management and deliveries are all significant considerations when evaluating the impact of an ordinance change. The DDC has some

concerns that the criteria assigned would in all cases result in the back portion of the space no longer being available to future commercial or retail tenants.

The Commissioners questioned whether it was appropriate to address parking requirements for retail expansion and refer that back to the Planning board.

When evaluating the various buildings downtown in light of the ordinance some questions arose regarding the difference of grade. Our study only looked toward grade differences from front-to-back and considered those where the grade difference was significant. Many buildings in the downtown are on grades of various ranges or on left-to-right grades. More clarity as to the specific intent in this portion of the ordinance would benefit interpretation.

The requirement to not open to a public-right-of-way or park was interpreted by the DDC as a desire for residential uses to not impact pedestrians or park visitors. As the consequence of requiring private right-of-way access only for secondary entrances it is recommended that, should an ordinance change be passed, requirements for easements be provided in all cases. To the best of our knowledge, no proposals have been submitted for parking management, nor has documentation of easements been presented which we feel should be necessary prior to any development of the property.

Question 1

About how often do you visit Biddeford's downtown? *

- Multiple times per week
- Once a week
- Once a month
- A few times per year
- Very rarely/never

Question 2

I am MOST likely to visit the downtown: *

- Weekend during the day
- Weekend evening
- Weekday during the day
- Weekday evening

Question 3

In my opinion, Biddeford's downtown is: *

- Actively improving
- Staying the same
- Getting worse
- Not sure

Question 4

Which activities do you typically do downtown? Select all that apply. *

Choose up to nine

- Shop for necessities
- Shop for luxury items
- Eat at a sit-down restaurant
- Pick up takeout
- Have a drink at a bar or brewery
- Attend an event
- Take a walk around
- Visit a park
- Other

Question 5

What attracts you to Biddeford's downtown? Is it a store? A mural? A performer? List your favorite downtown destinations. *

Question 6

What new feature or convenience would make you more likely to visit downtown? *

Question 7

Which type of new business would you MOST like to see in downtown Biddeford?

- Grocery Store
- Clothing Store
- Department Store
- Sporting Goods Store
- Furniture Store
- Restaurant
- Bar/brewery
- Bookstore
- Health and Personal Care Store
- Electronics and Appliances Store

Question 8

Which of the following is the MOST important to you when choosing whether or not to visit a new business in the downtown?

- Price of item
- Parking availability
- Selection of products available
- Uniqueness
- Location
- Local character

Question 9

What is MOST likely to stop you from visiting Biddeford's downtown?

- Lack of business and entertainment options that interest me
- Available parking that suits my needs
- Appearance of downtown
- Physical difficulties with accessing downtown
- Do not have transportation available
- Safety concerns
- None of the above

Restaurant Week Survey Results – March, 2019

The number of survey respondents and number of restaurants participating continue to increase.

- 400 responses received – up from 242 in 2017
- 16 restaurants submitted survey responses, although 84% of the responses were from the following restaurants
    - Yeto's – 22.5% of responses
    - Hamburger Stand – 15% of responses
    - Traditions – 14.5% of responses
    - Saco Scoop – 10% of responses
    - Community Souper – 9.25% of responses
    - Rover Bagels – 7.25% of responses
    - Biscuits and Co. – 5.5% of responses
- Additional restaurants that participated include;
    - Cow Bell
    - Elements
    - Jonesy's
    - Los Tapatios
    - Lucky Logger
    - Maine Roast Coffee
    - Portland Pie
    - Saco Bay Creamery
    - Sublime Taco
- Good participation from Saco restaurants

Three-quarters of the respondents are residents of either Biddeford or Saco. The remaining 26% are residents of 30 different communities.

- Biddeford and Saco – 74%
    - Biddeford – 46%
    - Saco – 27%
- The number of respondents who are residents of Biddeford remained about the same since 2017 (46%) but the percentage of Saco residents increased from 19% in 2017. This is most likely due to the increased participation of Saco restaurants.

Restaurant week is attracting people of varying ages. The highest percentages of respondents are in the 40 – 65 age group (37%) and the 25 – 40 age group (35%).

- Under 25 – 13%, up from 9.5% in 2017
- 25 – 40 – 35%, down from 38% in 2017
- 41 – 65 – 37% down from 39% in 2017
- 65 and over – 15% up from 13% in 2017

Biddeford and Saco's restaurants are attracting both long-term residents and newcomers.

- 28% of respondents who live in Biddeford or Saco described themselves as "newcomers"
- 52% of respondents who live in Biddeford or Saco describe themselves as "long-timers"
- 20% describe themselves as something else suggesting that they fall somewhat in between the two designations.

The most common retail products that the respondents purchase downtown are Specialty Foods, Gifts and Arts, and Grocery Staples.

- 72% of respondents reported purchasing specialty foods
- 67% reported purchasing gifts and arts
- 60% reported purchasing grocery staples
- 44% reported purchasing books
- 43% reported purchasing clothes
- 37% reported purchasing hardware

Despite the number of restaurants in downtown Biddeford and Saco, a majority of respondents would like to see more restaurants as well as fresh food markets/specialty food stores. There was also a high level of interest in activity-based businesses, such a Escape Rooms, bowling alleys, movie theaters, etc.

- 60% of respondents would like to see more restaurants, including
    - high-end, fine dining
    - restaurants offering healthy options
- 55% of respondents would like to see fresh food markets/specialty food stores, including
    - expanded farmer's markets
    - seafood
- 44% of respondents would like to see active businesses
- 30% of respondents would like to see more boutiques and specialty retail stores
- 19% of respondents would like to see more clothing stores
- Other suggestions included
    - Bookstores
    - Art gallery/art supplies
    - Performance venues

Survey Results Collected by Yeto's

Thank you for participating in Restaurant Week and distributing Heart of Biddeford's One Minute Survey. We are happy to report that 400 surveys were completed by patrons of 16 different Biddeford and Saco restaurants. Attached is a short summary of the results.

Below is an overview of the patrons of your restaurant who submitted surveys. We hope the information is useful as you think about existing and potential customers. Please let us know if you have any questions and we welcome any suggestions you have for additional information that you would like to see us collect in future surveys.

Total Number of Surveys Submitted by Yeto Customers: 90

Place of Residence	Number of Responses	Percent of Total
Biddeford	**38**	**42%**
Saco	**17**	**19%**
Other	**35**	**39%**

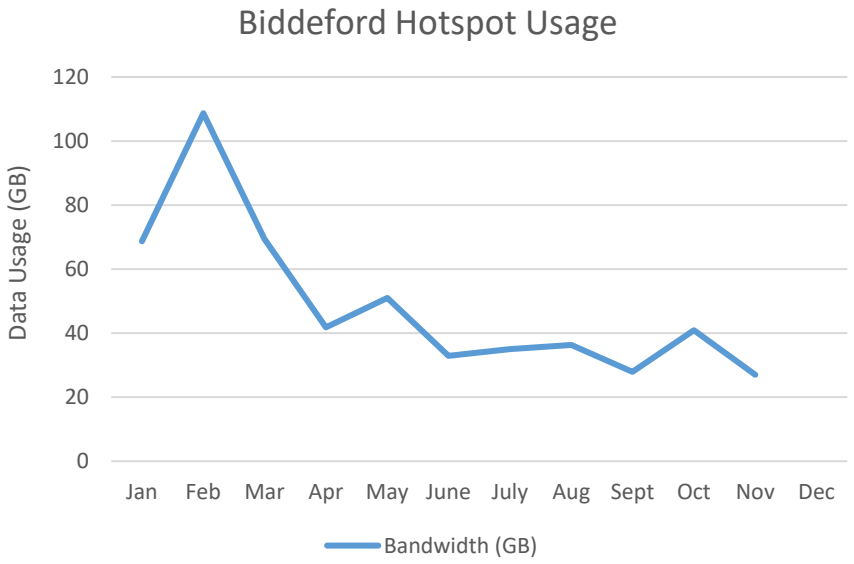
Age of Customer	Number of Responses	Percent of Total
Under 25	10	11%
26-40	38	42%
41-65	36	40%
65+	6	7%

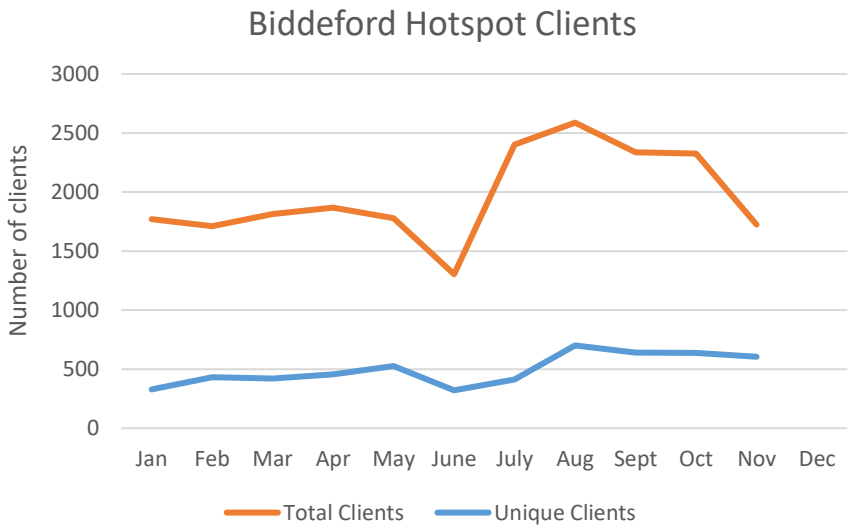
Type of Resident	Number of Responses	Percent of Total
Long Timer	40	65%
Newcomer	12	19%
Something Else	10	16%
NA	28	

every connection counts

Biddeford Hotspot Usage Report – November 2018

Unique Clients:	605
Total Clients	1725
Bandwidth (GB):	27

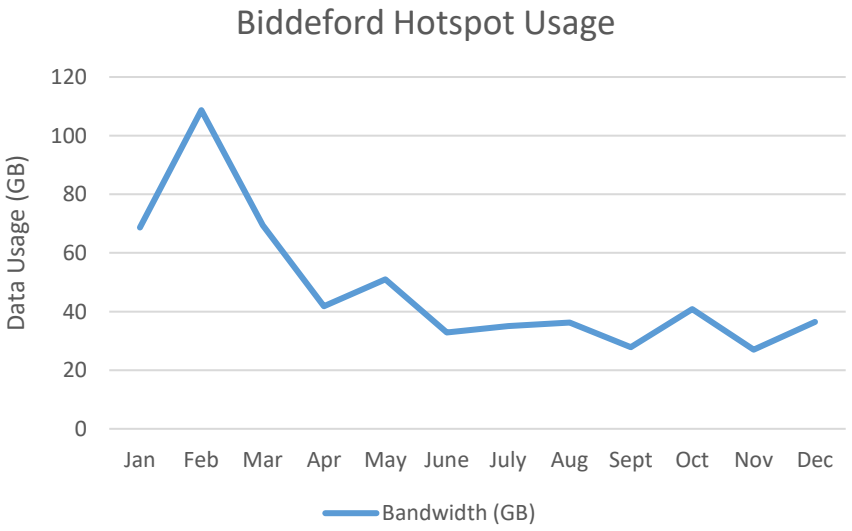


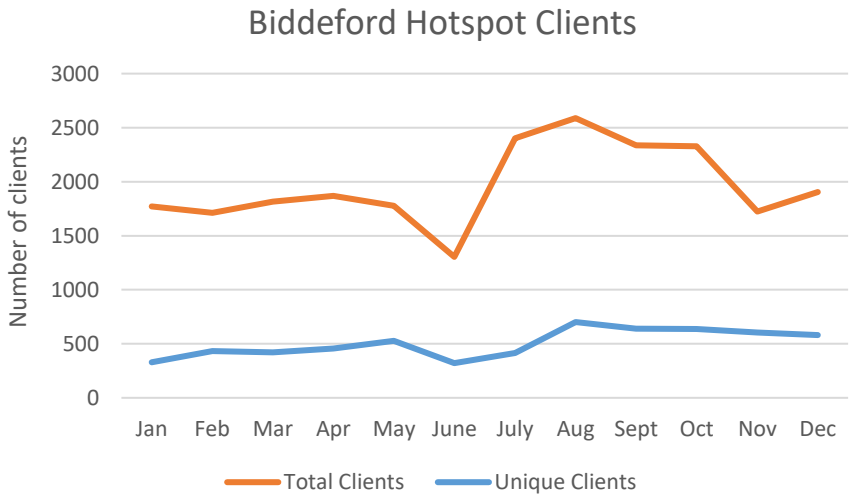


Axiom
every connection counts

Biddeford Hotspot Usage Report – December 2018

Unique Clients:	581
Total Clients	1903
Bandwidth (GB):	36.5

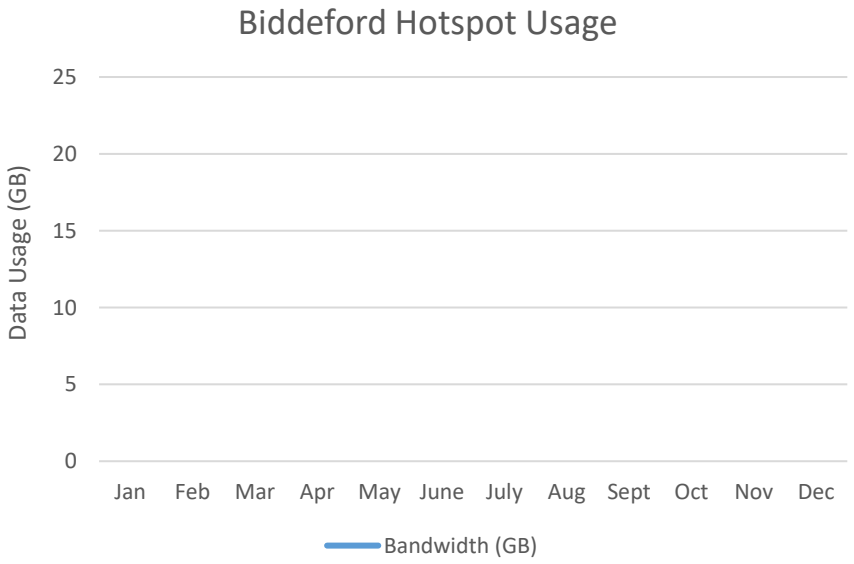


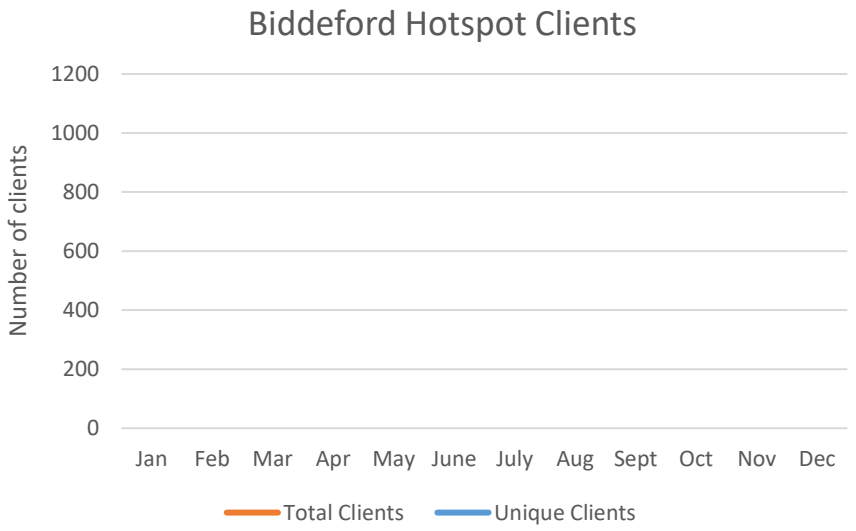


every connection counts

Biddeford Hotspot Usage Report – January 2019

Unique Clients:	351
Total Clients	1140
Bandwidth (GB):	19.64

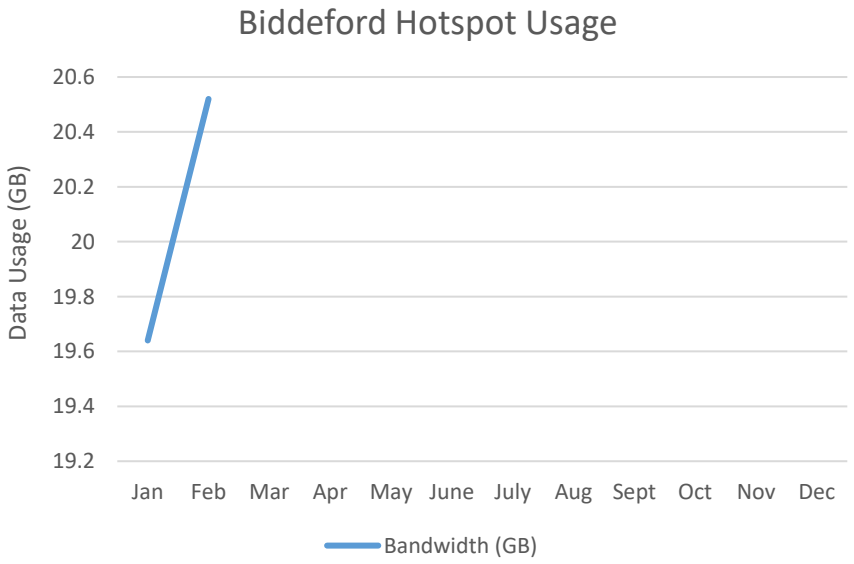


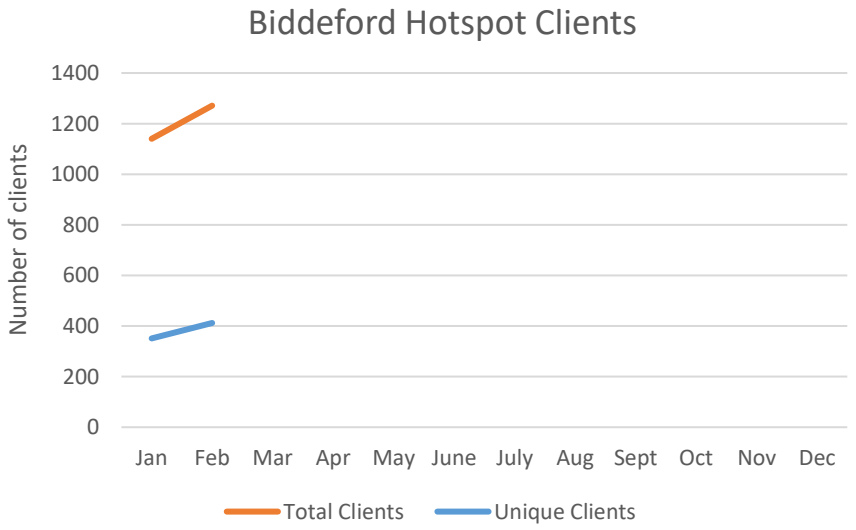


every connection counts

Biddeford Hotspot Usage Report – February 2019

Unique Clients:	412
Total Clients	1271
Bandwidth (GB):	20.52

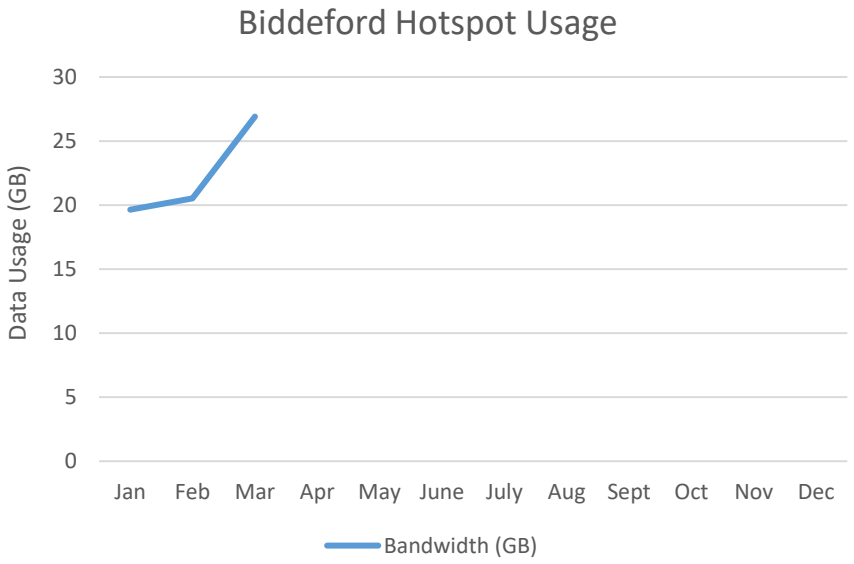


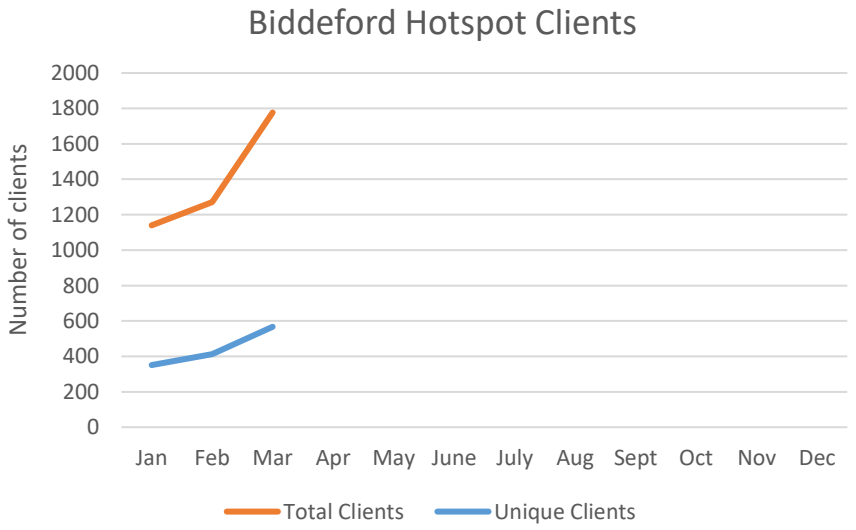


every connection counts

Biddeford Hotspot Usage Report – March 2019

Unique Clients:	567
Total Clients	1777
Bandwidth (GB):	26.91

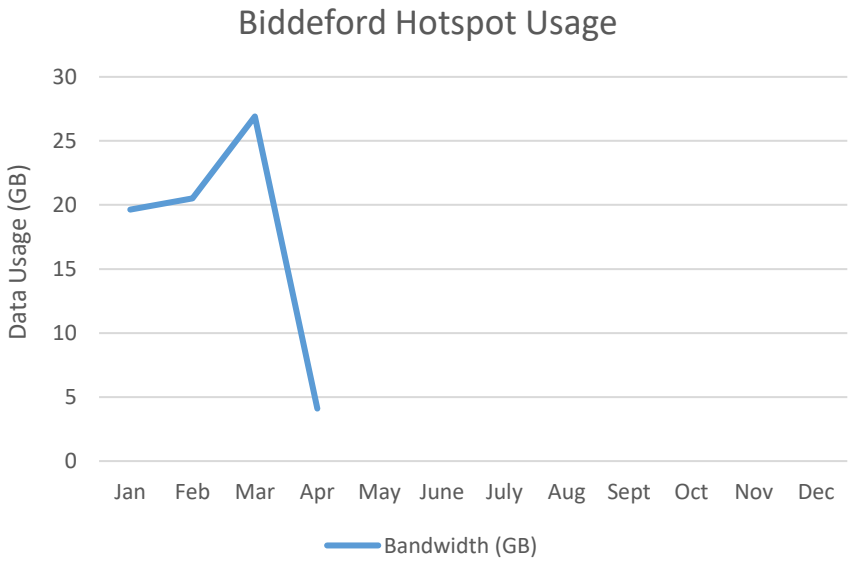


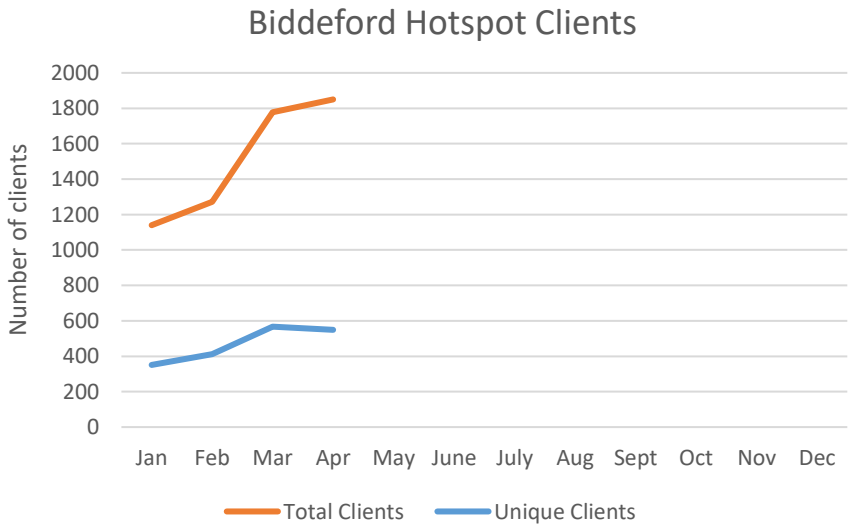


every connection counts

Biddeford Hotspot Usage Report – April 2019

Unique Clients:	549
Total Clients	1850
Bandwidth (GB):	4.1

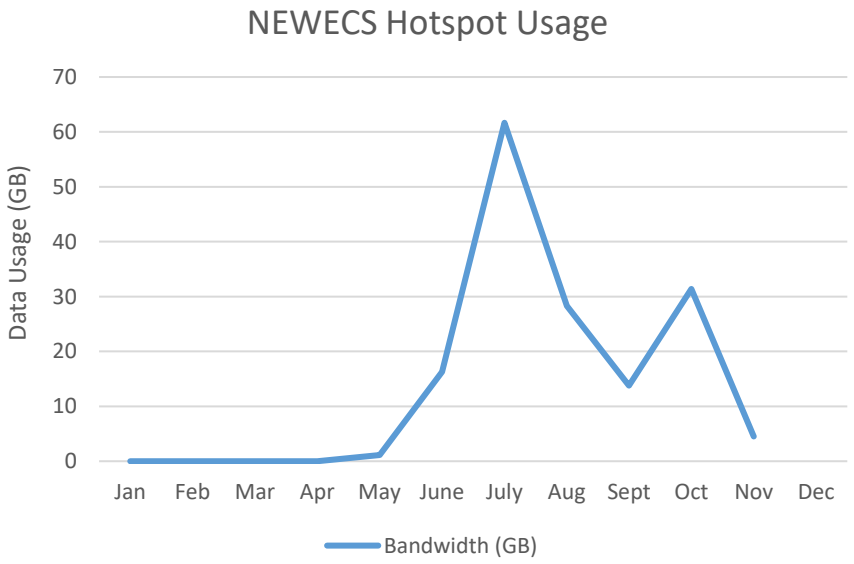


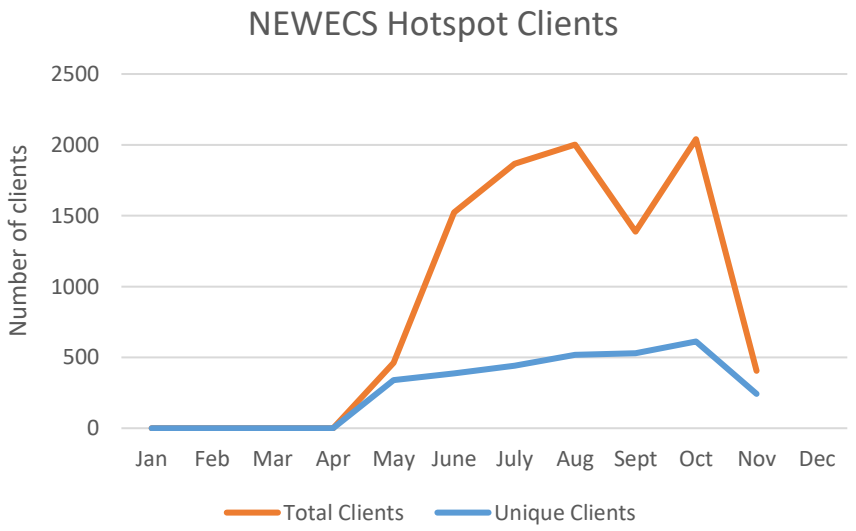


every connection counts

NEWECS Hotspot Usage Report – November 2018

Unique Clients:	242
Total Clients	405
Bandwidth (GB):	4.51

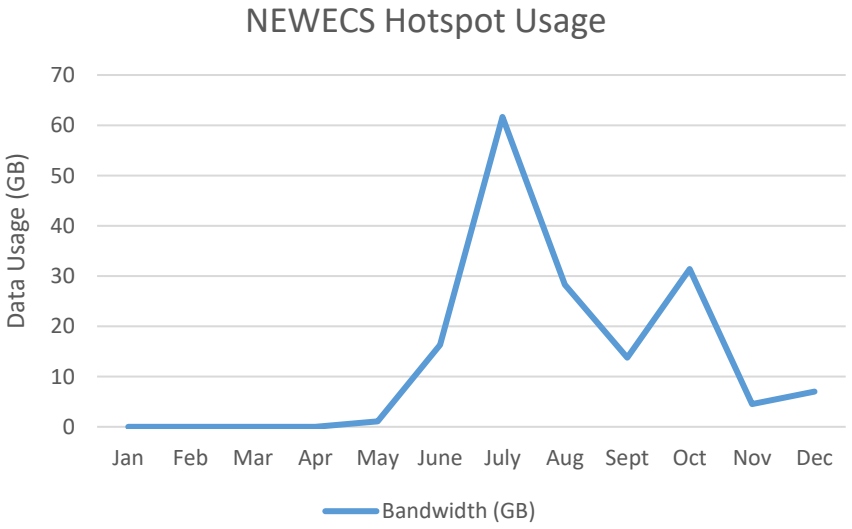


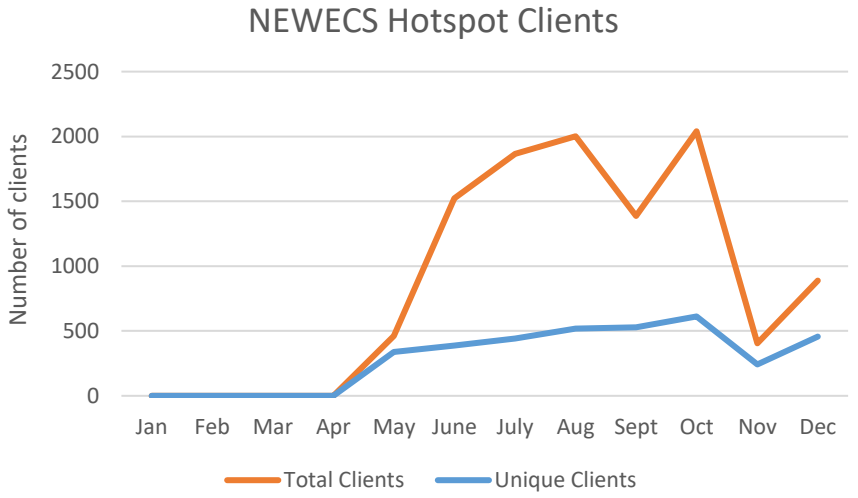


Axiom
every connection counts

NEWECS Hotspot Usage Report – December 2018

Unique Clients:	514
Total Clients	888
Bandwidth (GB):	7.03

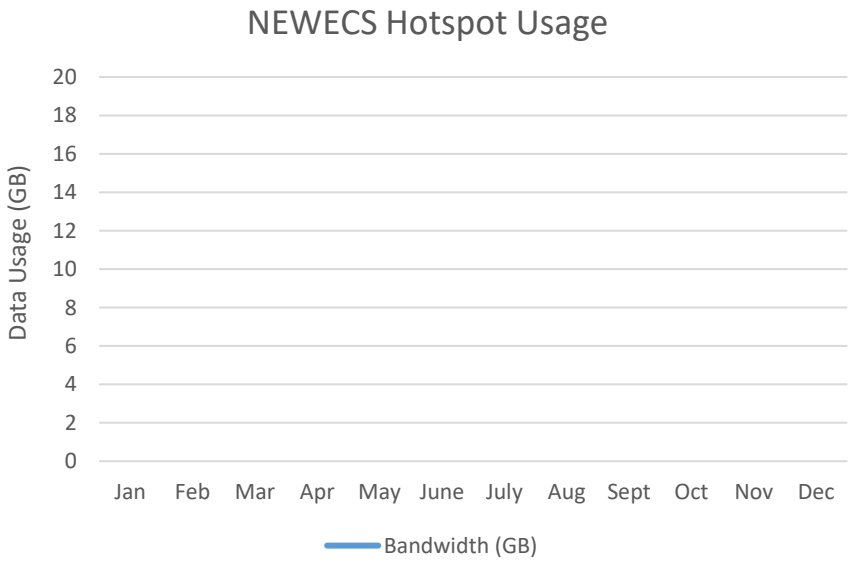


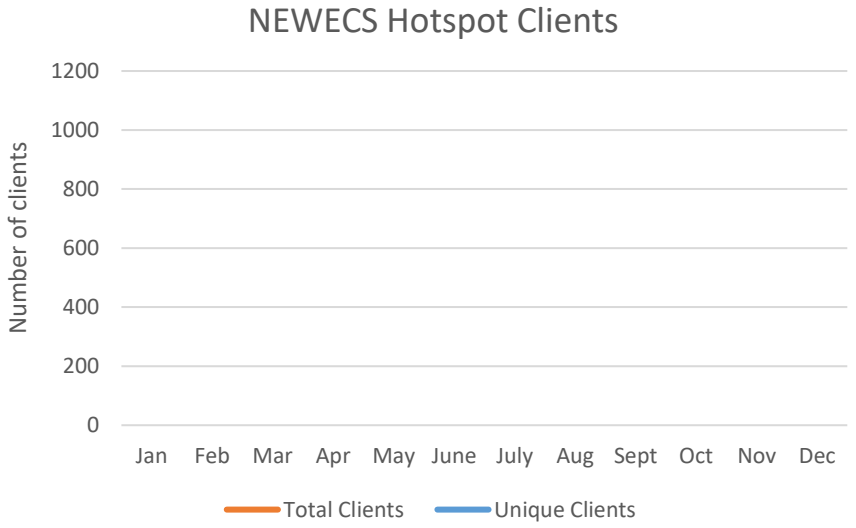


every connection counts

NEWECS Hotspot Usage Report – January 2019

Unique Clients:	338
Total Clients	1045
Bandwidth (GB):	17.9

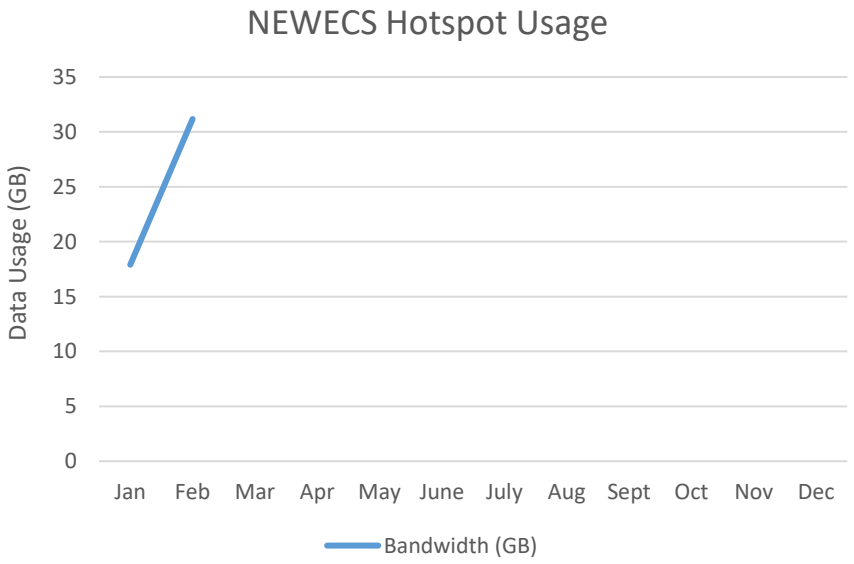


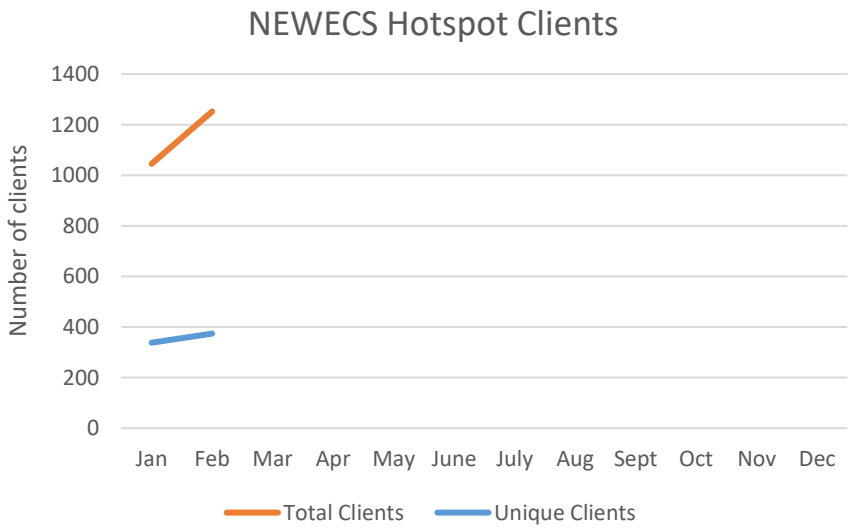


every connection counts

NEWECS Hotspot Usage Report – February 2019

Unique Clients:	374
Total Clients	1252
Bandwidth (GB):	31.17

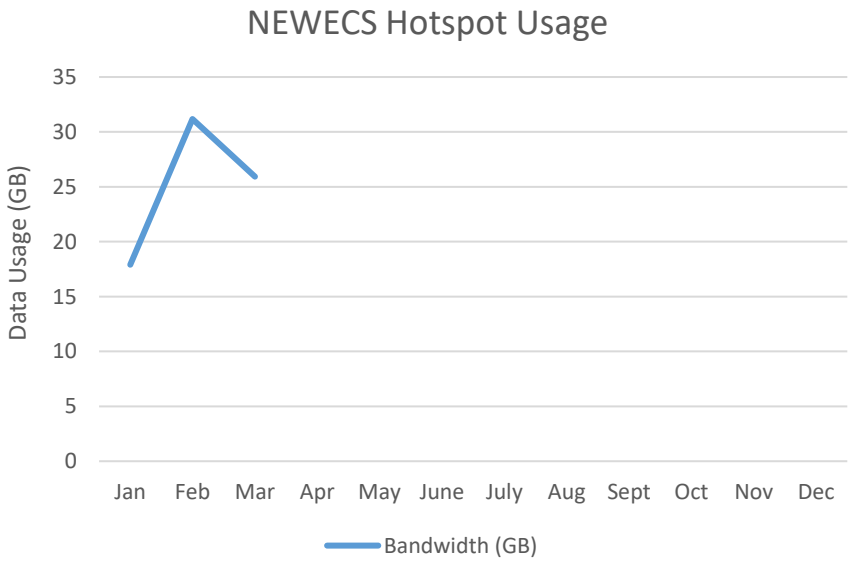


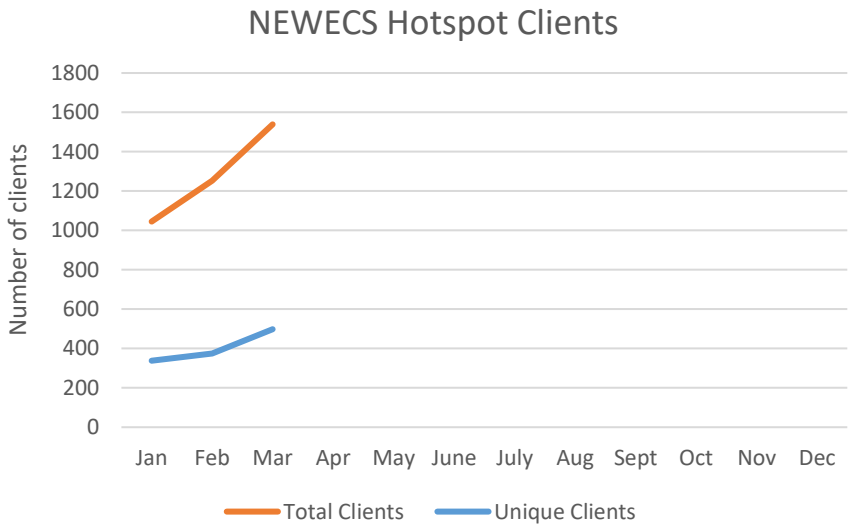


Axiom
every connection counts

NEWECS Hotspot Usage Report – March 2019

Unique Clients:	498
Total Clients	1539
Bandwidth (GB):	25.94

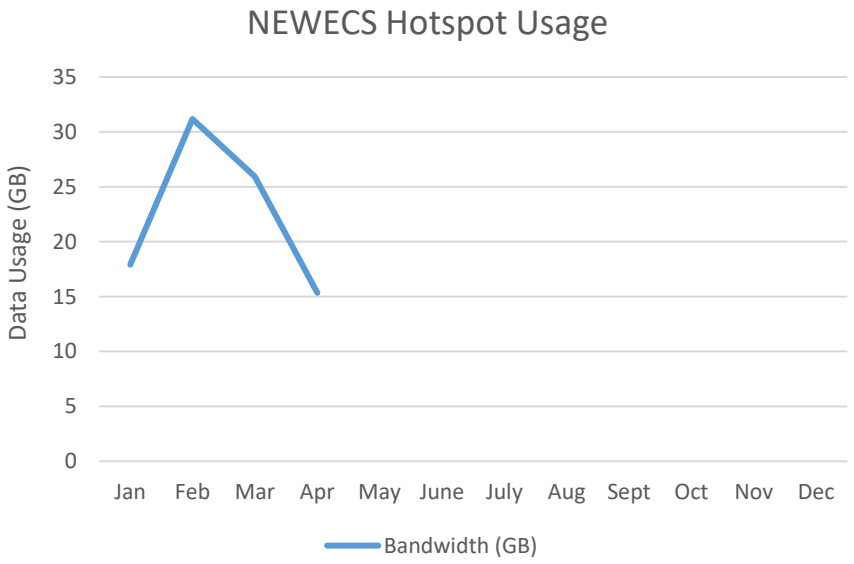


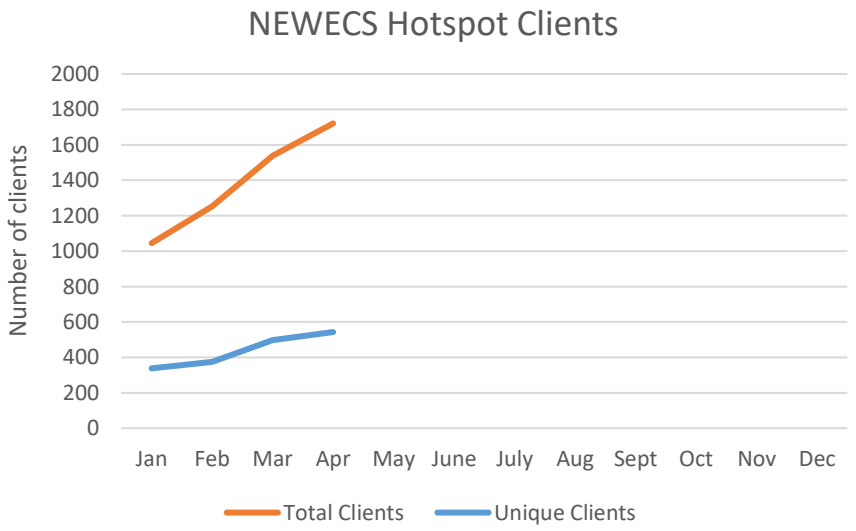


every connection counts

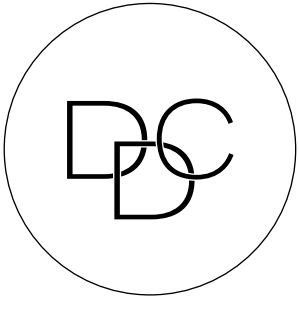
NEWECS Hotspot Usage Report – April 2019

Unique Clients:	543
Total Clients	1721
Bandwidth (GB):	15.34



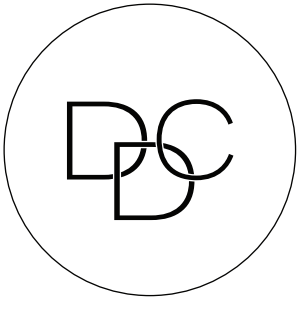


DDC
BIDDEFORD
Downtown Development
Commission



Downtown Development
Commission

BIDDEFORD
Downtown Development
Commission



Downtown Development
Commission

DDC Downtown Development Commision

DDC
Downtown
Development
Commission

DDC
Downtown
Development
Commission

Bauhaus Font

DDC Downtown Development Commision

DDC
Downtown
Development
Commission

DDC
Downtown
Development
Commission

BODINI FONT

DDC

DOWNTOWN DEVELOPMENT COMMISION

DDC

DOWNTOWN
DEVELOPMENT
COMMISSION

DDC

DOWNTOWN
DEVELOPMENT
COMMISSION

FRANCHISE FONT

DDC

Downtown Development Commision

DDC Downtown Development Commission

DDC Downtown Development Commission

Grotesque Font

Downtown Action Plan

Prepared by:
Downtown Task Force

November 9, 2017

This page intentionally left blank

Executive Summary

The downtown area is increasingly important to the vitality of the broader community it serves bcause a genuine downtown experience is becoming more highly valued than in past decades. The Biddeford City Council has asked the Downtown Task Force to recommend ways to facilitate downtown Biddeford's ongoing improvement. After much study, the Task Force has determined that providing a pleasing and unique pedestrian experience is an effective way to ensure the continued success of existing downtown businesses, develop new business, and create additional downtown housing units. People like to go where other people already are and drawing new visitors and residents into downtown will encourage many others to follow.

Biddeford has made great progress in recent years nurturing the downtown area. The most transformative action was, of course, the purchase of the Maine Energy Recovery Company in 2012. Without a doubt, the closure of this facility changed the general attitude about and in downtown. The level of new investment directed downtown, both public and private, has accelerated and people from the Southern Maine region and "from away" now see Biddeford as a real opportunity. There has been an increasing degree of positive publicity about Biddeford and it is probably not an exaggeration to say that Biddeford is now the most talked about place in Maine.

To capitalize on the progress already made, the Task Force is recommending a set of new actions that will continue the positive momentum we are now experiencing. Capturing pedestrians and increasing the number of "feet on the street" is the common thread that runs through these recommendations. Emphasis here is on moving people out of their cars and providing an experience found nowhere else. Among these recommendations are:

- Completing the RiverWalk
- Constructing a parking garage
- Designing gateways into downtown
- Continuing downtown beautification
- Nurturing art in public spaces

The actions suggested here give the pedestrian something to do, something interesting to look at and something new to experience. They paint a picture of Biddeford using fresh colors. They demonstrate new pride in this city. These actions, if executed thoughtfully, will be great attractions in Biddeford that in turn will draw in new residents, stimulate new business, and increase property values. If people want to go where people already are, the suggestions will make people want to be in Biddeford.

This report was prepared by the members of the Downtown Task Force:

Bruce Benway	Mark Robinson
Steve Beaudette	Julian Schlaver
Pete Lamontagne	Bill Southwick
Delilah Poupore	Brad Favreau

Introduction

Downtown is for people. It is an interesting place that encourages the desire to linger. Downtown is for walking, to shops and restaurants or other venues and amenities. It is an enjoyable pedestrian experience that unfolds with every step. Downtown is an adventure, with ample things to see and do. Downtown is a place people want to *be*.

The vision of the Downtown Task Force for Biddeford encompasses these traits, but in a way that can only happen here. Biddeford's unique qualities, for example, the Mill District, with its imposing buildings set against the backdrop of the Saco River, and Main Street with its variety of 19th century architecture, already provide the necessary ingredients to fulfill this vision. Emphasizing our strengths and seizing opportunities will draw us closer to this vision.

Communities grow and evolve naturally, as market conditions and demographic shifts bring about change. City Council has asked this ad hoc committee to suggest ways to guide this natural evolution to lead to the most beneficial outcomes for Biddeford.

Why is downtown important?

Downtown is the heart of a city. The downtown defines the greater community by providing a visual identity of the area, often through iconic buildings and other place-making elements. Here, Biddeford City Hall is perhaps the most iconic image of our downtown.

The 'flavor' of the overall city is the direct result of what takes place in the downtown. Is there a strong arts community downtown? Is downtown a tourist destination? How do residents and visitors use the downtown? Downtown sets the theme of the community for both residents and visitors.

Downtown embodies the history of the community. History often begins downtown. Downtown offers a rich and varied account of the community's foundation. The falls here on the Saco River and the Mill District define what Biddeford has been in the past and point to where it may go in the future.

Walkable, pedestrian friendly communities are becoming more important in the 21st century as age cohorts on both sides of the adult spectrum (i.e. young adults and seniors) are beginning to prefer living in a densely populated downtown that offers a unique urban experience. This lively and convenient kind of experience is becoming more valuable and is likely to be the driver of future economic development.

Characteristics of a Great Downtown

First, a successful downtown is an easy and enjoyable place for pedestrians and has many features people want to explore on foot. Historic buildings give downtown a unique presence. Public art, interesting water features and other distinctive characteristics add aesthetic value to a downtown area. Effort to maintain both public and private spaces is evidence of the pride that all members of the community take in the downtown area. Aside from being pleasing to the eye, a great downtown also includes strong infrastructure that supports flow of both pedestrians and vehicular traffic. Reliable public transportation aids moving people in and out of downtown and the supply of parking is sufficient to meet development requirements. Both of these must be easy and convenient to use. Lastly, a strong arts community, in conjunction with successful civic organizations keeps downtown vibrant and engaging.

Remarkable City Hall Investment in Biddeford's Future

Listen to long-time Biddeford residents and you will hear stories about downtown from years ago. National chain stores like Woolworth's and JC Penney anchored Main Street. Local shops flourished in the spaces between. Going shopping in Biddeford meant going to Main Street. However, America was a different place then. These days shopping is an entertainment activity that likely takes place in a regional mall or big-box retailer, or increasingly, online. Main Street may no longer be the commercial center of Biddeford, but the flavor of what once was can be recaptured using a 21st century vernacular.

That flavor is people. People attract other people, and enhancing Biddeford's existing downtown attributes and creating new destination venues will spark greater pull of people downtown. A great deal of private investment has been made downtown in recent years that was invigorated by public spending on infrastructure. The city has leveraged millions of dollars not only to upgrade and repair vital infrastructure such as streets and sidwewalks, but also to improve downtown in other meaningful ways. Spending time downtown has never been more pleasant. Some of these projects include:

Purchase of the Maine Energy Recovery Company (MERC) – This transformative event at the end of 2012, taking the stink out of downtown, sparked millions of dollars of new investment downtown.

Main Street sidewalk reconstruction (2012) – Hill Street to Alfred Street. This project included new sidewalks, streetlights and upgraded electrical service.

Main Street sidewalk reconstruction (2017) – Alfred Street to Lincoln and Adams Street. The project included new sidewalks, streetlights, street trees and crosswalks of laid pavers and cobblestones. Decorative cobblestone accents also now adorn Main Street.

Street reconstruction (2016) – Main Street from Elm to railroad tracks. This project included sewer separation and new street surface.

Elm Street repaving (2015) – "Mill-and-fill" street resurfacing.

Adams/Jefferson Street repaving (2015) - A "Mill-and-fill" street resurfacing.

Main Street repaving (2017) – Elm Street to Alfred Street – Another "Mill-and-fill" street resurfacing.

Mill District "elevated platform" (2016) – Here, the city repaired sewer lines and the "platform" they are suspended from adjacent to Building 15. City took ownership of the area.

Pilot downtown beautification project (2017) - Infrastructure is of course important, but great downtowns also are visually interesting. Biddeford is fortunate to have many fine and architecturally significant buildings, but a little seasonal color adds "atmosphere." This spring the city embarked on a pilot beautification program along Main Street. Now over 100 planters and hanging baskets add the color of many varieties of flowers. The response throughout the summer months has been overwhelmingly positive.

Downtown wifi (2017) – A new downtown wifi hot spot was installed here at City Hall. This is a public/private partnership initiated by the City's Downtown Development Commission with the generous help of Bangor Savings Bank, GWI, and Axiom Technologies of Machias. The DDC is currently seeking new sponsors for three additional hotspots to cover Main Street completely from Mechanic's Park to Elm Street.

Investment in Heart of Biddeford – The Heart of Biddeford is a National Main Street Center organization that works on business enhancement, downtown design, and special events. The City recognizes the great contribution made by the dedicated staff and volunteers of HoB and has supported its efforts with dedicated funding since 2005.

As a result of these ongoing public improvements and maintenance projects, the cost of which is more than $11 million, the commercial properties downtown are selling at 58.59% above assessed value, and valuation overall has increased by more than $38 million, yielding an additional $716,000 of property tax revenue. Also because of these public investments, businesses both old and new thrive in downtown Biddeford. Over the past five years, many new businesses have opened on Main Street, and while some have lasted only a short time, those that have endured have established a strong presence in Biddeford. Some examples are Elements, Biscuits & Company, Trillium, Suger, Cow Bell Burger Bar and Uncorked. A new martini bar is opening soon.

Each of these businesses is, in part, experiential and provides distinctive products. These are true destination-oriented enterprises that entice people downtown repeatedly. Also, proprietors of these establishments are eager to establish a personal relationship with their patrons, adding a warm, small town feel to shopping and dining downtown.

Along with Main Street and the adjacent streets, retail is also taking hold in the Mill District. The benefit of plentiful space in the Mill District has expanded retail presence beyond traditional Main Street storefronts. In particular, new enterprise is burgeoning in Pepperell Mill Campus, where Portland Pie,

Sweetcream Dairy, Tulu Salon and Spa and Banded Horn are flourishing. Over the past decade, not only has this space been absorbed by retail and office users, but manufacturing has taken root in the very soil that was cultivated a century and a half ago when the first mills began operation. Hyperlite and Angelrox are examples of two manufacturers now carrying on Biddeford's historic legacy. Pepperell Mill Campus has been very successful attracting and nurturing small businesses of all kinds, as well as professionals and artists. See Appendix 4 for a directory of Pepperell Mill.

Additional Public Investment on the Way

The success that the City of Biddeford, private investors, and community organizations have accomplished in just a few short years is remarkable. Still there is much to do to achieve Biddeford's full potential. Further infrastructure projects, business enhancement and a continued focus on downtown will strengthen Biddeford's position as a destination place that will be the envy of neighboring communities. Projects that are key to reaching this goal require public funding and support:

RiverWalk – The RiverWalk is a very important project for downtown Biddeford. When fully completed, it will provide a special attraction that will draw new visitors, and therefore additional economic activity, to the City. The Saco River has always been a significant asset for Biddeford. Crossing the "barrier" between downtown and the river that the many mill buildings now pose will open up the drama of the river to pedestrians. That was the idea behind the conception of the RiverWalk several years ago. The first phases have created a path from Mechanic's Park past the Overlook and through North Dam Mill to Laconia Plaza, with a new pedestrian bridge leading to Saco Island. Conceptual designs now in place for future work to take the RiverWalk far beyond North Dam Mill. The RiverWalk, once fully completed, will trace the edge of the river past the Mill District across Elm Street to the future Diamond Match Park. Indeed, the RiverWalk will help define Biddeford as a destination community. This project is a very good example of the kind of amenity that helps make downtown successful: pedestrian experience and connections to important transportation links. The master plan prepared by Wright Pierce in late December 2016 will guide future phases as funding is acquired. Citizen support and involvement are both crucial for future phases of the RiverWalk to become reality.

Parking Garage – If pedestrians are essential to a lively downtown, getting people out of their cars is the first step, and all those cars must be parked somewhere. Parking has been a problem here for decades, and pressure on the existing parking supply is growing. Therefore, this committee strongly supports the construction of a structured parking facility. For a new garage to be successful, however, convenient and clear pedestrian connections and intuitive wayfinding are also important considerations, and if implemented thoughtfully, can only enhance the downtown pedestrian experience. This group made recommendations in January of 2017 (see Appendix 1) regarding a proposed parking garage earlier this

year. Council has engaged Desman Associates to recommend a site (from among those suggested by this group) and to design the facility. However, a parking garage must be *one* part of a comprehensive parking management strategy that together balances parking supply and demand to make car-storage as efficient as possible. A parking facility is a significant part of infrastructure needed to support future growth downtown.

Main Street sidewalks – As mentioned earlier, the new sidewalks, lighting and street trees from Lincoln Street down to Hill Street have brightened the character of Main Street. However, the sidewalks from Lincoln and Adams Streets west to Elm Street are also in need of replacement.

Re-design of the Main, Hill and Water Streets intersection – This very busy intersection at the foot of Main Street is badly in need of redesign and reconstruction due to its difficult existing configuration and to increased levels of traffic. This project is currently in design phase and should be completed during the 2018 – 2019 construction season.

Lincoln Street re-construction – This project will include Lincoln Street repaving, burying overhead electrical lines, and rebuilding the retaining wall adjacent to Lincoln Mill This work is essential to the success of the Lincoln Hotel & Lofts project.

Ongoing downtown beautification project for 2017 and has been an unqualified success. Main Street is brighter and livelier because of the colorful flowering plants that line the streets this season and because of the efforts to keep sidewalks and streets clean. Continuing this project annually, whether funded by the proposed Downtown Improvement District or by the City, sends an important message about the pride we all take in Biddeford.

City Hall Clock Tower – Wind your way up the stairs of the City Hall tower to the clock mechanism and you will find the names and dates of countless workers penciled or painted on the broad wooden beams. These are, no doubt, the men who over more than a century cared for the tower, keeping the clock good working order for the benefit of all city residents and visitors. Today, the clock no longer operates. The hands of its four faces are frozen in place. The repair and continued maintenance of the clock and repairs to the tower's exterior is an excellent way for the city to demonstrate to residents and to the private sector its renewed commitment to the maintenance of municipal property.

City Square Park – This small park next to the bank building at 208 Main Street is a leafy oasis with mature trees and nicely trimmed hedges. However, an iron fence surrounds it on all sides with an inconspicuous opening near the rear of the bank building. Opening the fence park along Main Street will allow greater enjoyment of the park, particularly if benches are added. This park might also be an excellent venue for street performers. Bangor Savings, the new owner of 208 Main Street, will play an important role in the upkeep of this park.

Upcoming Private Investments

New private investment in the downtown will supplement public funds described above to create a complement of places and spaces that reinforce the pedestrian experience here.

3 Lincoln Street Redevelopment – The purchase of the MERC facility by the City in late 2012, and its subsequent demolition, was a transformative event for downtown Biddeford. This six-acre site is now ready for redevelopment. The feasibility study conducted by Camoin Associates of Saratota Springs, New York suggested mixed-use, campus-like development. City staff is actively marketing the site to both Maine and out-of-state developers.

Lincoln Mill – Perhaps the most exciting new development downtown is about to begin at 17 Lincoln Street. This highly anticipated project called The Lincoln Hotel & Lofts will include 180 residential rental units, commercial space, and special roof top amenities. A stand-alone boutique hotel is planned as a second phase. A project of this magnitude will certainly have a dramatically positive effect downtown as hundreds of new residents and visitors will be only steps away from Main Street. Construction is expected to begin before the end of 2017.

208 Main Street – this purpose-built bank building dating from 1921 has been occupied by several financial institutions over the years. Bank of America operated a branch here until 2015, when it was sold to a local developer. Bangor Savings Bank now owns the building and will move its downtown branch here by early fall.

27 Washington Street – Impressed by the direction downtown Biddeford has taken in recent years, developer James Brady purchased the former post office/courthouse on Washington Street this year. This beautiful period building sat empty for several years, slowly becoming dilapidated as a leaky roof caused a mold problems. In spite of the expense to rehabitate such a structure, Brady has nevertheless felt that the investment to bring it back to near original condition, plus a reasonable rate of return, will be provided by the building. His positive outlook is based largely on the many other investments he sees now being made in downtown Biddeford. Brady's plans for the historic building are to convert it to Class A office space, something currently lacking downtown.

Action Plans

Defining Downtown through Gateways

Successful downtowns have clearly visible indications that one is entering the central business district. We call these indications "gateways." Gateways can serve several functions in support of Biddeford's downtown:

- Provide recognizable entry points to downtown

- Create an identifiable brand for downtown by using consistent design language and place-making elements (public art, plantings, hardscaping, and signage as part of a gateway scheme)
- Emphasize neighborhoods adjacent to the downtown area that in turn become "gateway districts," and create stronger identity for these neighborhoods
- Assist with wayfinding in the downtown and adjacent neighborhoods

Seven locations around the perimeter of downtown Biddeford have been proposed as formal gateways (shown as squares on the "Proposed Downtown Boundary and Proposed Downtown Gateway" map). These are geographic points (mainly street intersections) that already hint at transition from outlying areas into the downtown and need only the addition of place-making elements to become true gateways. These gateways are:

- Elm Street at the Saco City line (Spring Island)
- Elm Street at the railway overpass
- Main Street at Elm Street
- South Street at Elm Street
- Alfred Street at Birch Street
- Pool Street at Hill Street
- Water Street at Main Street

(see Appendix 3 for map.)

Using gateways to establish a new brand for downtown will enhance the downtown experience and help to reset the existing image of downtown Biddeford. The proposed gateways encompass an area bounded roughly by Elm Street, the Saco River, Hill Street and Birch Street. These boundaries define downtown experientially, and delineate the downtown area from other parts of Biddeford. A gateway design must incorporate common elements to achieve a meaningful and evident transition into the downtown area. One way to achieve this is to use Biddeford's long history as a mill town to set up a thematic design vernacular. Also, the area inside the invisible boundary defined by the seven gateways should be somehow experientially different than the rest of the city, in such a way that the gateways are not just isolated markers, but true thresholds into downtown.

Importantly, creating downtown gateways cannot rely on signage alone to mark this transition, although signs may be one part of a larger gateway design. Among the elements that might be considered for a strong gateway presence are industrial parts that hint at Biddeford's past, water elements or water art, plantings, a common color palette, hardscaping, and, of course, signage. Whatever elements are chosen for the design, they must indicate strong visual continuity among the seven gateways that states unmistakably, "you are entering downtown" to residents and visitors alike.

All gateways need not be implemented simultaneously. In fact, some gateways warrant higher priority than others. There are gateway areas in the city that have not yet reached a level of improvement that would be amenable to the addition of a formal gateway. For example, it may be more appropriate to wait until the Saco Lowell building at 59 Elm Street is under renovation before a gateway on Springs Island is implemented. Conversely, The gateway at the foot of Main Street near Mechanic's Park appears ready

for a gateway design and perhaps might be the first gateway fully implemented as part of the redesign of the nearby intersection.

As a part of the Capital Improvement Program for fiscal year 2019, the Economic Development Department has requested $225,000 to design and implement downtown gateways (See Appendix 5).

Pedestrian Access

Wayfinding is an essential element of providing a positive pedestrian experience. Clear, concise and engaging signage in the downtown area offers assurance to visitors who may be unfamiliar with Biddeford. Another important element is a large map of downtown, perhaps mounted as part of a kiosk, that can be easily updated. Such a map, perhaps located in Shevenell Park, would identify shops, restaurants, performance venues and other amenities to assist pedestrians find their way.

Business retention and attraction is part of access. More people walking from business to business augments street activity, which, in turn, increases the perception of safety.

The final location of a parking garage has yet to be identified. However, if it is located some distance from Main Street, the MERC site for example, it is critical not only to install wayfinding signs, but also find ways to make the path between the two engaging for pedestrians. Greater activity along this path will stimulate use of the parking structure and assist Main Street businesses gain and keep customres.

Pedestrian Amenities

The Project for Public Spaces (PPS) describes "The Power of 10," in which communities should strive to offer pedestrians ten or more things to do or see. "The idea behind this concept is that places thrive when users have a range of reasons (10+) to be there. These might include a place to sit, playgrounds to enjoy, art to touch, music to hear, food to eat, history to experience, and people to meet. Ideally, some of these activities will be unique to that particular place, reflecting the culture and history of the surrounding community. Local residents who use this space most regularly will be the best source of ideas for which uses will work best" (from the PPS website).

New, thoughtful pedestrian amenities for downtown can further enhance its character and create an rich and varied ambiance amid our beautiful downtown buildings that will encourage people to pause and linger. This, of course, is the overreaching goal of improving downtown: creating an environment where pedestrians feel safe, relaxed and entertained.

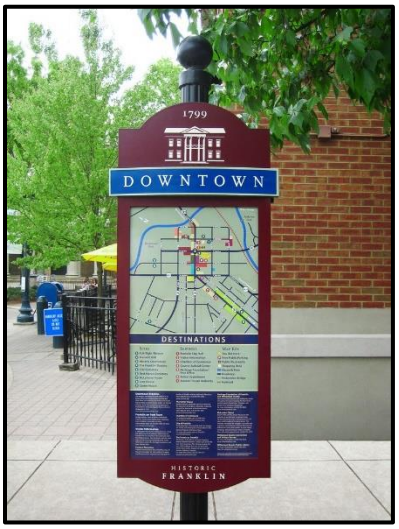
Water elements can be interactive or just for viewing, and can reflect history and culture, like the Pepeprell Mill Campus' wheel at 40 Main Street.

Public art, sculptures, murals, and art in empty storefront windows can reflect Biddeford's history and show how the values of a thriving community attract the artistic types.

Professional public performances and arts events such as Music in the Park, Fringe Fest, and Art Walk, as well as more informal "busking" (performers on street corners) can add drama and interest to our already busy streets.

Restaurants with outdoor seating, even those using on-street parking spaces increase the supply of seating and add visual interest to the streets.

Immersive holiday lighting, making walking tours of the downtown just as exciting in the winter as in the warmer months.



Interesting and engaging wayfinding signage, used to direct visitors to shops, restaurants, parking, and other points of interest, orients people and can help define the downtown area.

Business Attraction: Restaurant Sector

Biddeford is well poised to become a serious food and eatery destination. Already there is a good selection of restaurants downtown, with plenty of room for growth in this sector. Dining is a sector that benefits from close promixity of many different establishments. Food is an excellent way to attract visitors to Biddeford and to keep them here awile, visiting shops, strolling the RiverWalk, or seeing a play at City Theater. There are concrete ways to encourage abnd nuture the restaurant scene:

- Brand Biddeford as a restaurant destination by building on previous success of Restaurant Week activities.
- Establish an annual restaurant convention, inviting successful resturateurs to speak about new trends in the restaurant business and best practices in creating a thriving restaurant destination. Incorporate a tasting tour of local establishments. Invite well-known food critics, and promote this event widely via local television and radio stations, as well as of course, social media.
- Consult with the Maine Restaurant Association, existing regional restaurateurs, and restaurant experts to assess what other restaurant options are needed to form a complete and comprehensive restaurant destination in Biddeford.
- Broaden the Façade Improvement Program to include expenses related to restaurant build-out.
- Allow food trucks downtown, amending the City code if needed.
- Incent property owners to partner with restauranteurs and assist with often costly built-out of new restaurants.
- Find out what is missing in restaurant options for people in the 25 mile radius, and have HOB recruit that restaurant

Continually Re-assess Action Items

Finally, it is important to review downtown progress on a periodic basis. Downtown is in a constant state of change and improvement and the the suggestions made here, as part of a thoughtful analysis of downtown by the Downtown Task Force, can influence that change. While not intended as a comprehensive and exhaustive "to-do" list, this report offers a a set of practical items that fulfills the overall goal of this report: making downtown Biddeford a place that attracts foot traffic. As stated at the beginning of this report, downtown is for people, and attracting only cars into downtown will severely limit the growth and development of downtown businesses. Pedestrians are needed for that. It will become the purview of other groups or individuals to execute the proposals made here, and regular and consistent review of this central goal, and devising new ways to achieve that goal is critical to the success of downtown. Citizen involvement is crucial, both in reaching the goals set out here, and reviewing progress regularly. Careful and reflective oversight, over time, is needed to transform Biddeford into the destination place we all wish it to be.

Come enjoy a tour of downtown Biddeford with me. The year is 2023

What a familiar place: the aroma of donuts and bread coming from Reilly's bakery, the beautiful bones of the historic architecture. Over here, the roaring of the waterfalls. Down there, the quiet of Mechanics Park. With just the right light, you will swear you can see the shadows of millworkers and their families who, for decades, filled these streets on a Friday night. You know you belong here because this city was built by immigrants, fought for with hours of hard work, maintained through innovation, and preserved by its own people who cared so much about their downtown, the very heart of the city.

While familiar and comforting, the downtown is not locked in the past, and that is why we see a group of medical students walk out of their second story apartments to check out Banded Horn and a few other breweries that now join dozens of successful businesses in the mills.

The retail shops in Main Street, many of them flagship stores that are stocked with goods created in the mills, stay open late to accommodate the restaurant crowd, made up of young local families as well as retirees and tourists here from the Kennebunks and Biddeford Pool. ArtWalk and another sold out show at City Theater showcase Biddeford's creative spirit. Buskers play on the street corners while a free concert welcomes all to the quaint bandstand in Shevenell Park. The trees and plantings, charming cobblestone crosswalks, ample benches, and interactive play spaces along the full length of Main Street demonstrate that this town is still proud to welcome locals and visitors to its city center.

Following clear signage, we see another gateway to the river. It is an easy stroll from Main Street, down though the thriving mill district, to Laconia plaza on the River Walk. On this early evening walk along the Saco, we see kayakers and casual fishermen enjoy this clean and mighty river.

It is easy to be impressed with the diversity of the crowd enjoying the downtown. New hotels in the downtowns of both Biddeford and Saco, not only draw curious visitors, but they also add to the employment opportunities offered in the mills' manufacturing businesses. With more economic opportunity, young families have found their place within the fabric of downtown Biddeford.

In 2023, it is striking the unpretentious beauty of this place, where the City, local developers, business owners, and thriving community organizations collaborate to preserve this city's authentic natural beauty and history while cultivating entrepreneurship and economic opportunity that makes Biddeford better for all its members.

Appendix 1

Structured Parking in Downtown Biddeford:
A Consideration of Potential Sites

Downtown Task Force Subcommittee:

Bruce Benway
Steve Beaudette
Pete Lamontagne
Delilah Poupore
Mark Robinson
Julian Schlaver
Bill Southwick

January, 2017

Executive Summary

Downtowns are important in many ways. They are the heart of a community, and serve as centers for services, employment, and civic interaction. They symbolize a community to its residents, and to people throughout the region.

Community pride is not isolated to the impact of a downtown, but a downtown is clearly a cornerstone of that pride. Long-time Biddeford residents are acutely sensitive to this reality, and still lament an article that appeared on the front page of the Maine Sunday Telegram on February 27, 2000. Written by reporter Kelley Bouchard, the article was entitled "MERC: A Point of Reckoning for 'Trash Town USA.'" Unfortunately, the article led a number of media stories in the subsequent decade that perpetuated that unfortunate label.

Then, however, the tide turned dramatically. Tangible, significant, and historic changes have occurred in Biddeford since the community made the strategic decision in 2012 to remove a trash-to-energy facility from its downtown. That positive momentum should continue.

The Downtown Task Force Subcommittee is charged with making recommendations to the Mayor and the City Council to help improve the downtown, and thus help improve what symbolizes Biddeford, a City that is diligently revitalizing itself with energy and imagination. As its mission applies to downtown parking, the Subcommittee has recognized that highly qualified experts have studied that issue in particular detail. Those experts have concluded that continuing the positive trends in downtown Biddeford depends on addressing a documented shortage of parking in the City's downtown district.

The Subcommittee concurs. It reviewed the parking challenges intensely, as outlined in this report, and it used a detailed process to arrive at its recommendations. Throughout the Subcommittee's process, it viewed the Mill District as an integral part of Biddeford's downtown, not as a distinct and separate area. Together, the downtown and Mill District make up a single vibrant neighborhood, the future of which increasingly depends on its supply of parking.

The Subcommittee recommends:

1. Build a structured parking facility downtown.
2. Finance the facility in such a manner that will not burden taxpayers.
3. Locate the facility in one of two possible locations:
    - On city-owned property at 3 Lincoln Street;
    - Behind Lincoln Mill and adjacent to Pepperell Building 10, with access available from York Street and Saco Falls Way, identified here as Lot D/E.

Introduction

The City Council appointed the Downtown Task Force Subcommittee in May, 2016. The Subcommittee functions as an advisory body to the Mayor and the City Council. The Subcommittee's purpose is to examine issues of particular importance to the downtown area of the city, and then to provide comment or make recommendations to Council. To date, this group has submitted two recommendations to the City Council.

First, the Subcommittee stated its full support of the future phases of the RiverWalk, as an integral part of the redevelopment of the downtown and Mill District. This recommendation is in recognition of clear national trends in downtown revitalization, which place the very highest premium on attracting pedestrian traffic, on creating walk-able downtown configurations, and on enhancing natural community gathering spaces.

Second, in September of 2016, the Subcommittee issued a recommendation that the City initiate a far more robust communications strategy to inform the community of the many positive changes in downtown Biddeford. In recent years, policy decisions by the City Council, and economic development strategies pursued by city staff, have produced tangible and very positive results that can be measured with hard, quantifiable data. That progress is not as widely known as it might be and typically does not factor into community discussions as city leaders and citizens jointly discuss planning initiatives for the coming years. Biddeford residents should be made more aware of these positive changes. In summary, the City Council can be challenge when it makes policy decisions, because its constituents have not fully absorbed the direct connection between visionary policy decisions that must be made, and the actual and quantifiable economic progress that such decisions have been shown to yield. Briefly, below are some examples of quantifiable forward progress that recent policy decisions have produced. This progress supports the need for more parking downtown:

- The latest U.S. Census data shows that Biddeford is now the fastest-growing community in Maine for people under 30. The median age in Biddeford is 34, significantly lower than the median ages of 42.7 for Portland and 43.5 for the state as a whole. In a state well known for its rapidly aging population and a well-documented, decades-long exodus of young people, this is an outstanding and much-envied indicator that Biddeford is successfully transforming itself into "the place to be."
- Downtown commercial buildings are selling, on average, nearly 59 percent above assessed value, generating $38.3 million in new value and $716,000 in additional property tax.
- Residential properties are selling for 12 percent above assessed value, adding $14.5 million in additional value and $287,000 in taxes.
- On a routine basis, Biddeford now garners a large share of regional press exposure on the topic of downtown revitalization in Maine. As an example, an article in the Boston Globe, one of the nation's most respected newspapers, doesn't even mention the City of Saco. All the attention is on Biddeford.

This is extraordinary progress in just a few short years.

And so, after issuing recommendations on RiverWalk completion and City communications about progress in economic development, the Downtown Task Force Subcommittee has focused on parking in the downtown and the Mill District. The Subcommittee now offers its observations and recommendations regarding options for structured parking in downtown Biddeford.

For several years no topic, except perhaps the purchase and closure of the solid waste incinerator, has been more debated among Biddeford citizens and public policy officials. And yet, since 2006, many professional parking studies commissioned by the City have reinforced the need to build a parking structure in Biddeford. In the "Biddeford Mill District Master Plan" published in October, 2009, it was estimated that there will be a need for as many as 3,000 parking spaces when the Mill District is fully built-out. This projected need for parking spaces is in part based on the expectation that the former waste incinerator site at 3 Lincoln Street would be redeveloped into commercial, residential, and office spaces. This Subcommittee has determined that in order to successfully build out the existing vacant space in the Mill District, accommodate new development, and maximize its taxable value, additional structured parking is essential.

Independent of elected officials, the Subcommittee has studied the issue of parking in depth, and now offers its insight to the Mayor, the City Council and to city staff. Although differences of opinion among members of the Subcommittee do exist on minor issues, the Subcommittee is largely unified on major policy issues in regard to structured parking. The Subcommittee is hopeful that its conclusions will provide a useful reference for further investigation into this important matter.

Assumptions

The Subcommittee began studying the issue of structured parking with the understanding that certain conditions surround the issue of parking here in Biddeford. These conditions are:

1. Revitalization of the city's downtown area is very important. A city's downtown is a large part of its identity. The state and condition of downtown defines the perception of its citizens regarding the overall health and vitality of the city. New development, stimulated by additional parking, helps ensure a thriving downtown.
2. According to the "Downtown Parking Study" conducted by Rich & Associates in 2012, municipalities should control at least 50% of the available parking supply in accordance with the industry's "best practices" standards. This allows the municipality to better manage the city's supply of parking and to react to changing demands. As of the date of that report, Biddeford controlled just 45%.
3. Additional parking is needed in the downtown/Mill District area in order to sustain the existing growth rate and to stimulate new development. The present supply of parking is critically insufficient. The present shortage of adequate and reliable parking in

downtown Biddeford is not only hampering development, it is also an obstacle to attracting major new job creators.

4. The Subcommittee offers its recommendations here based on the assumption that financing structured parking can be accomplished through revenue generated by an overall downtown parking management plan and with some funding available through an existing tax increment financing (TIF) district. The Subcommittee believes that property taxes in Biddeford can remain unaffected by the construction of a parking structure.

Methodology

Having begun this investigation with basic assumptions, the Subcommittee entered into this study with no preconceived notion of an optimal site for structured parking. It was only through field work and inquiry that the group reached some consensus of what sites would be proper to consider. Then through analysis, study, and discussion, the Subcommittee evaluated these sites and reached a strong consensus. The Subcommittee applied both quantitative and qualitative metrics in its evaluation.

The group began the investigation with a walking tour of downtown and the Mill District. By covering the area on foot, the Subcommittee gained a useful and practical perception of pedestrian distances, as well as the important role that pedestrian connections and state-of-the-art "way-finding techniques" will play in the proper siting of any garage. This field investigation was conducted during inclement weather, highlighting the importance of proper distances and good connections. Also, in a general way, the Subcommittee identified the properties that are available for redevelopment. It also reviewed the RiverWalk and how it, and its future expansion, factor into any decision to build a structured parking facility.

Next, the Subcommittee adopted an evaluation scoring sheet, a detailed process in which 44 criteria --- organized in five distinct categories --- established the important factors for the proper siting of a garage. In contemplating these criteria, the group began to formulate overall objectives that structured parking must achieve. Optimal sites must:

- Support Mill District redevelopment & optimization
- Serve and support existing businesses downtown
- Encourage convenient access to the RiverWalk, and promote the Saco River as a defining feature of downtown Biddeford
- Meet present needs, but perhaps more important, anticipate future growth in the next 2-5 years.

The Subcommittee believes very strongly that downtown growth will continue along Lower Main Street, then proceed to the northeast, toward the Saco River.

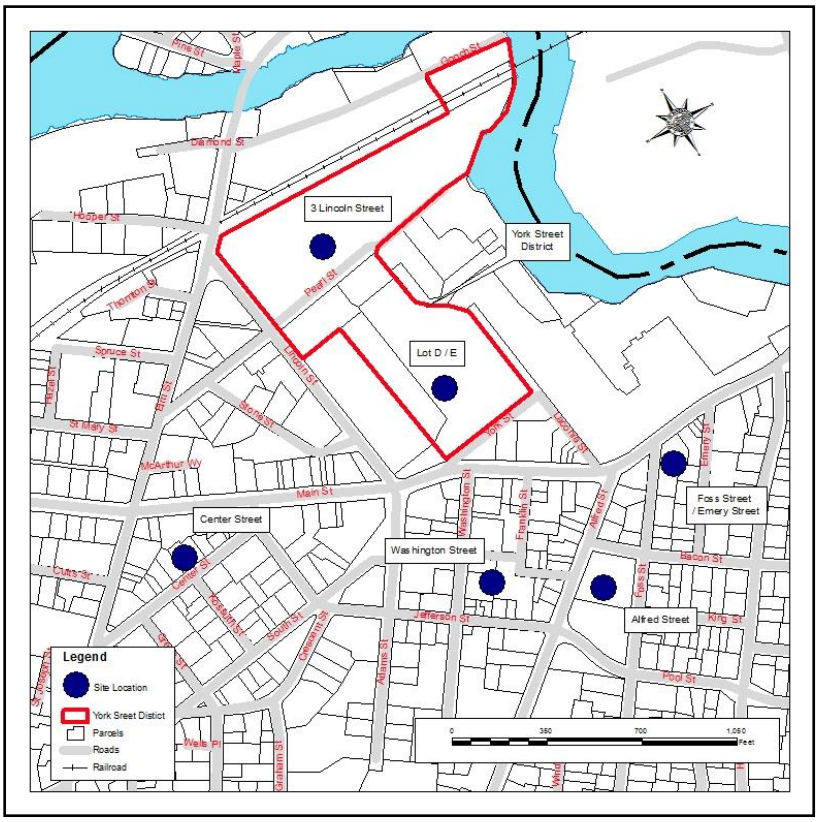
The Subcommittee assigned a weighted value to each criterion; naturally, some of the criteria carried greater importance and influence than did others. Throughout this process, the Subcommittee recognized its strong conviction that structured parking is absolutely necessary,

given the undeniable advances that the City of Biddeford has been making in its downtown district. Furthermore, the Subcommittee is firm in its conclusion that although the City should build structured parking in the near future, the City must remain aware, during the planning process, not only on what is perceived to be happening in 2017, but also on the growth that is anticipated.

The five categories of criteria used in the evaluation sheets were: Site Considerations, Revenue Streams, Impacts on Property Values, Proximity Considerations, Downtown Enhancement, and Other Considerations. (See the Appendix for Evaluation Sheet.)

With the site walk and evaluation sheet completed, and with an understanding of the over-arching goals that structured parking must achieve, potential sites began to reveal themselves. In all, the Subcommittee evaluated six sites. They are, in no particular order:

- **3 Lincoln Street** (former incinerator site) – a portion of this site was considered, allowing other development to take place on the site as appropriate. Presently this area is used temporarily for surface parking that is leased to tenants of the Lofts at Saco Falls. If selected as the site for a garage, more than 80 of new structured parking spaces would be "pre-leased" at market rate (same rate as others) to these residents and would provide an immediate revenue stream. This site is city-owned.



- **Lot D/E** (York Street adjacent to Pepperell Building 10, Lincoln Mill, and the Bugbee Brown Building) – This site has very good proximity to both the Mill District and downtown. The size and configuration of the parcel allows great flexibility in siting and orienting a garage, either fronting York Street, or nearer 3 Lincoln Street.
- **Washington Street** – This area at Washington Street and Federal Street offers excellent proximity to existing downtown businesses. As part of an overall parking management plan, it may provide revenue to the City and help to mitigate costs. Bangor Savings Bank presently uses almost 20% of the available surface spaces, and may provide a reliable market for paid parking.

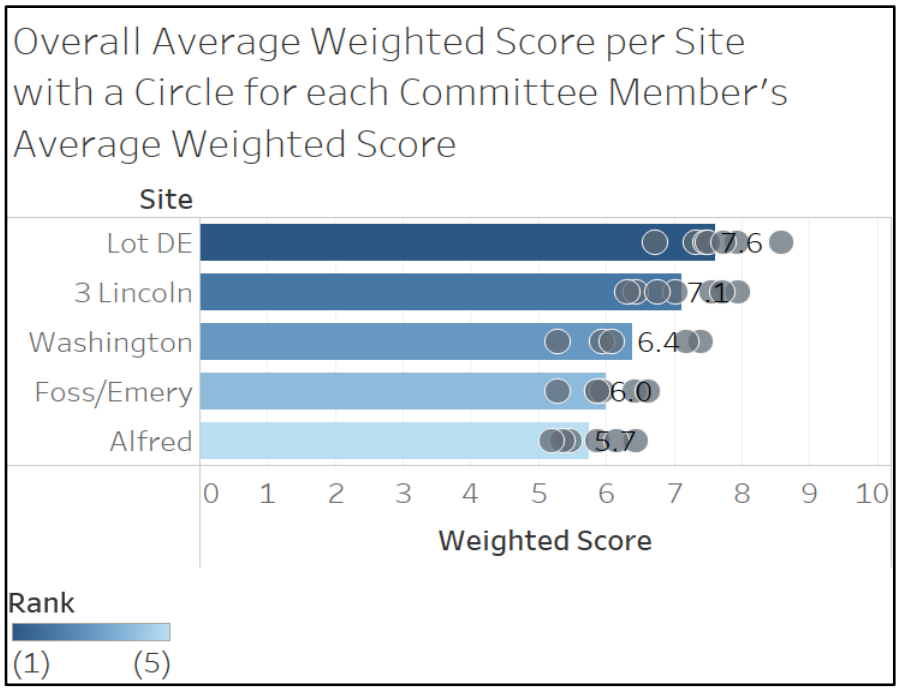
- **Alfred Street** (adjacent to police station) – This site, near the Washington Street site, may create a good gateway to downtown from outer Alfred Street and help eliminate blight in nearby residential neighborhoods.
- **Foss and Emery Streets block** – Like the previous two options, this block presently is the site of surface parking. With excellent proximity to both Pepperell Center and Buildings 19 and 20, the potential to spur new development there is high. It offers good proximity to North Dam Mill. However, this option is also the site of multiple existing residential structures.
- **Center Street** – Considered in the past for surface parking, a garage here may eliminate significant blight along Center Street. This site offers excellent proximity to upper Main Street, but is poorly situated to stimulate new development in the Mill District of further east on Main Street.

Impacts on Property Values

Positive impacts on the property values in close proximity to the location is desired. With the possible sites in hand to study, an analysis of projected property values was conducted. This analysis provided data for the category of 'Impacts on Property Values' in the evaluation sheets. With the help of the GIS Mapping Division all properties within three concentric distances from the proposed sites were identified and sorted according to property type (i.e commercial, single family residential, etc.). According to parking industry standards, 350 feet from structured parking is a comfortable pedestrian distance drivers will walk to his or her final destination. Therefore property within this distance would be most greatly affected by a new parking structure. Seven hundred feet is the maximum reasonable pedestrian distance from structured parking, and will have noticeable impact on values, and 1,000 feet is generally thought to be the farthest acceptable distance, but property values are nevertheless likely to be at least somewhat affected by structured parking. The Assessing Department provided multipliers based on the three concentric distances as well as by property type (e.g. commercial, residential, raw land, unfinished mill space). These multipliers were applied to the present value of each property surrounding the sites to arrive at an estimate of how values would change given new structured parking nearby. The multipliers included both positive and negative impacts, depending on the types of properties. A list of the multipliers used is included in the appendix along with the results.

Finally, a simple matrix of pros and cons was devised to illustrate the numerous points that came up during the course of discussion. This matrix provided a qualitative analysis of the potential sites under review. (See the Appendix for Parking Sites Pros and Cons.)

Findings



Each member scored the sites according to the criteria in the evaluation sheet. The mean scores for each site were then calculated. Reviewing these scores, the Subcommittee eliminated the Center Street site from further consideration due to its low final average. Scores for the Lot D/E site were highest, with an averaged 7.6 on a 10-point scale. All other things being equal, this site offers the right blend of proximity to downtown and the Mill District that can promote new development in both areas. New pedestrian connections are straightforward with a small amount of additional way-finding needed. Its location also can easily serve the RiverWalk, both existing and future phases.

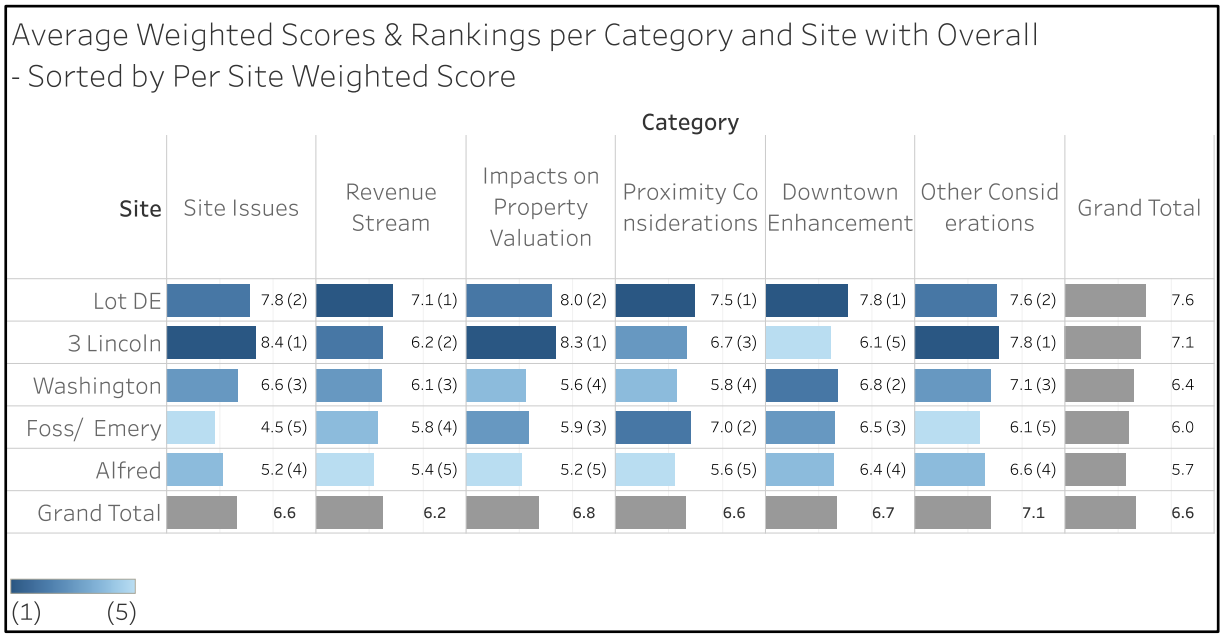
Next, 3 Lincoln Street scored closely behind Lot D/E with an average score of 7.1. This site is presently city owned, requires minimal initial site work, has a partial revenue stream already in place (Lofts at Saco Falls), and would likely induce important new development on site (along with new jobs). It also provides excellent proximity to the RiverWalk, and is a good choice as a location for a multi-mode transportation hub (where cars, buses, trains, bikes, and pedestrians converge), which is a consideration of growing importance for attracting future development. Proper way-finding would be necessary, especially toward the downtown area.

The Washington Street site, while it supports existing businesses downtown very well, may not stimulate new development in the Mill District. The site is constricted somewhat by existing buildings which limits its potential for future expansion. As such, it rated an average of 6.4. Both the Foss/Emery Block and the Alfred Street site offer some advantages, but each poses significant challenges which held down their scores. The Foss/Emery site is well positioned for new development along lower Main Street, but the number of structures now there make it costly to acquire. The Alfred Street site is not near enough to the heart of the Mill District to reliably serve build-out there.

Conclusion

Lot D/E and 3 Lincoln Street scored high in this analysis, and have been put forth as viable sites for structured parking by others. They both provide good proximity to the areas of the downtown and Mill District areas of Biddeford in most need of a greater supply of parking. These two sites would require minimal initial site work, and both would provide good access to the RiverWalk. While each one has some drawbacks (mainly acquisition in the case of Lot D/E, and proximity to downtown in the case of 3 Lincoln Street) they both meet the principal goals of spurring development, meeting the existing needs of businesses, supporting the present and future expanded RiverWalk, and being flexible enough to meet uncertain future needs in the City. Of all the sites considered by the Subcommittee, these two sites consistently and reliably rated highly. The high scores of 3 Lincoln Street and Lot D/E indicate that either would be an excellent choice for structured parking. Because of this, and because of the proximity of the two sites to each other, it would be appropriate to consider each option both individually and together as a single "district", where a parking structure may be sited and oriented within this district for maximum benefit. This "district" might also include portions of the parcel at 17 Lincoln Street, allowing even greater flexibility. This site may then be accessible from York St., Lincoln St., Pearl St., and Saco Falls Way.

Washington Street, Foss/Emery Block, and Alfred Street each offer some positive attributes, but because these benefits are not great enough to counter each one's shortcomings, the Subcommittee feels that they be considered as "second tier" potential sites for parking.



After a thorough investigation, the Downtown Task Force Subcommittee, therefore recommends that Lot D/E and 3 Lincoln Street sites most strongly merit further investigation as

per Criteria Comparison of Lot DE and 3 Lincoln
(darker color indicates larger difference)

Category	Criteria	Site: Lot DE	Site: 3 Lincoln
Site Issues	Site preparation costs	6.7	7.9
	Ease of garage expansion	8.9	8.9
	Impact on ideal efficient design (minimizes wasted space and cost)	8.4	8.3
	Impacts on construction costs of structure (unique to site)	7.7	8.0
	Acquisition costs	7.8	9.4
	Demolition costs to prepare site	8.3	9.1
	Impacts caused during construction (parking, other)	7.7	7.9
	Legal and/or other impediments to site	7.4	8.3
	Impacts on exiting use of site	6.7	7.7
	Category Score	**7.8**	**8.4**
Revenue Stream	Hourly parking revenues: short term	5.7	2.9
	Hourly parking revenues: long term	6.9	5.1
	Monthly pass revenues: short term	7.7	6.9
	Monthly pass revenues: long term	8.6	8.1
	Impact on other parking revenue potentials	5.7	6.0
	Potential for other non-property tax revenues (rent, other)	7.9	8.0
	Volatility (predictability) of revenues	7.5	6.5
	Category Score	**7.1**	**6.2**
Impacts on Property Valuation	Influence on increase of valuation of existing properties	9.4	9.2
	Influence on new construction	7.6	8.3
	Any reduction in existing property tax valuation	6.7	7.3
	Quality of valuation growth	8.4	8.6
	Category Score	**8.0**	**8.3**
Proximity Considerations	Mill District (occupied space)	9.1	7.4
	Mill District (unoccupied space)	9.7	9.1
	Water Street	3.6	2.4
	Western Main St corridor (Elm to Adams)	6.6	5.2
	Central Main St corridor (Adams to Alfred)	8.9	6.6
	Eastern Main St corridor (Alfred to Bridge)	5.4	3.7
	Access to Riverwalk & Saco River	8.8	9.1
	Ease of vehicle entrance/exit to major transportation routes	7.4	9.1
	Access to other transportation systems (rail, bus, pedestrian connection..	7.7	7.7
	Category Score	**7.5**	**6.7**
Downtown Enhancement	Impact of vehicle traffic on Main St	5.0	7.0
	Impact of pedestrian friendliness perception	8.5	4.6
	Likelihood to increase downtown population day (employees)	8.5	6.9
	Likelihood to increase downtown population night and/or weekends	9.2	6.3
	Supports creation of downtown housing units	8.3	7.3
	Supports redevelopment of existing housing in immediate neighborhood..	5.7	5.1
	Strength of retail growth creation	8.9	5.8
	Strength of high end job creation	7.0	6.4
	Support of existing downtown businesses	9.1	5.4
	Quality of jobs created	7.4	6.3
	Category Score	**7.8**	**6.1**
Other Considerations	Visual impact	7.7	7.5
	Potential for multi-transportation hub	7.4	9.8
	Impact on perception of safety and security	8.4	7.8
	Additional investments needed to fully integrate site into downtown area	8.1	6.1
	Other (specify) – Future Adaptability	6.4	8.0
	Category Score	**7.6**	**7.8**

0.0 3.8

Site Evaluation

Criteria	
Site Issues	**Weight**
Site preparation costs	0.95
Ease of garage expansion	1.05
Impact on ideal efficient design (minimizes wasted space and cost)	1
Impacts on construction costs of structure (unique to site)	1
Acquisition costs	1.05
Demolition costs to prepare site	1
Impacts caused during construction (parking, other)	1
Legal and/or other impediments to site	1
Impacts on exiting use of site	0.9

Criteria	
Revenue Streams	**Weight**
Hourly parking revenues: short term	1
Hourly parking revenues: long term	1
Monthly pass revenues: short term	1
Monthly pass revenues: long term	1
Impact on other parking revenue potentials	1
Potential for other non-property tax revenues (rent, other)	1
Volatility (predictability) of revenues	1.05

Criteria	
Impacts on Property Valuation	**Weight**
Influence on increase of valuation of existing properties	1.05
Influence on new construction	1
Any reduction in existing property tax valuation	0.95
Quality of valuation growth	1

Criteria	
Proximity Considerations	**Weight**
Mill District (occupied space)	1
Mill District (unoccupied space)	1.05
Water Street	0.95
Western Main St corridor (Elm to Adams)	0.95
Central Main St corridor (Adams to Alfred)	1.05
Eastern Main St corridor (Alfred to Bridge)	1
Access to Riverwalk & Saco River	1.05
Ease of vehicle entrance/exit to major transportation routes	1.05
Access to other transportation systems (rail, bus, pedestrian connections)	1.05

Criteria	
Downtown Enhancement	**Weight**
Impact of vehicle traffic on Main St	0.95
Impact of pedestrian friendliness perception	1.05
Likelihood to increase downtown population day (employees)	1.05
Likelihood to increase downtown population night and/or weekends	1.1
Supports creation of downtown housing units	1
Supports redevelopment of existing housing in immediate neighborhoods to downtown	1
Strength of retail growth creation	1.05
Strength of high end job creation	0.95
Support of existing downtown businesses	1.05
Quality of jobs created	1

Criteria	
Site Issues	**Weight**
Visual impact	1.05
Potential for multi-transportation hub	1.05
Impact on perception of safety and security	1.1
Additional investments needed to fully integrate site into downtown area	1.1
Other (specify) – Future Adaptability	1

II. Pros and Cons

3 Lincoln Street	
Pro	**Con**
Site is presently city-owned - no acquisition cost required	**Low proximity to Main Street**
Minimal initial site work is required	**Minimal imapct on redevelopment of North Dam Mill Campus i.e. Building 15**
Will induce quicker re-development of site	**Poses potential traffic movement problem for Elm Street**
Excellent proximity to RiverWalk and future green space	**Careful way-finding and pedestrian connections needed**
High potential to induce absorption of vacant Mill District space: PMC 10 & 11, RiverDam, Saco Lowell, Lincoln Mill	**Low short-term hourly revenue potential**
Highest projected property valuation increase: 83%	
High potential as a multi-modal transport hub	
High short-term monthly revenue potential (LaSF)	
High long-term monthly revenue potential	
High potential to induce quality incremental employment	
High potential for future expansion	
Creates downtown 'gateway' potential for 3 Lincoln St.	

Lot D/E	
Pro	**Con**
High proximity to PMC and downtown	**Not city-owned.**
Fair proximity to 3 Lincoln St	**Some legal impediments may exist**
Minimal initial site work needed	**York Street is not a city thoroughfare**
High potential for future expansion	**Poses potential traffic movement problem for Main Street and Elm Street**
High potential to induce quality incremental employment (PMC Buildings 10 and 13)	
Proximity to Lincoln Mill increases viability of boutique hotel	
May induce quicker redevelopment of Buildings 10, 11	
High long-term monthly revenue potential	
High long-term hourly revenue potential	
High projected property valuation increase: 70%	

Foss/Emery Street	
Pro	**Con**
May reduce blight in surrounding residential neighborhood	**Low proximity to upper Main Street**
May Induce redevelopment of PMC Buildings 13, 19, 20	**Low proximity to re-develop-able areas of Mill District, e.g. 3 Lincoln, River Dam, Saco Lowell**
High long-term monthly revenue potential	**Poses potential traffic movement problem for Main Street**
Medium projected property valuation increase: 60%	**Impacts re-design of Main/Hill/Water Street intersection**
	Low potential for job creation
	Involves costly acquisition of multiple private properties
	Requires costly demolition of exisitng structures
	Requires costly re-location of existing residents
	Low potential for future expansion
	Low potential for wide-spread future re-development
	Design must consider context of site and repurpose-ability - see note

Washington Street	
Pro	**Con**
Presently city-owned - no acquisition cost required	**Low proximity to re-develop-able areas of Mill District, e.g. 3 Lincoln, River Dam, Saco Lowell**
Requires minimal initial site work	**Low potential for future expansion**
May induce quicker redevelopment of 25 Adams - present District Courthouse	**Low impact on employment and jobs**
High long-term monthly revenue potention: Bangor Savings Bank	**Low potential to induce significant re-development**
	May pose traffic movement problem on Washington, Franklin, and Main Streets
	Low proximity to RiverWalk
	Careful way-finding and required
	Lower projected property valuation increase: 44%
	Design must consider context of site and repurpose-ability - see note

Alfred Street	
Pro	**Con**
May reduce blight in surrounding neighborhoods	**Low proximity to upper Main Street**
Can become a gateway to downtown	**Low proximity to Mill District**
May increase available retail space	**Low proximity to RiverWalk**
	Careful way-finding required
	May pose traffic movement problem at Alfred and Main Streets
	Low potential for job creation
	Requires acquisition of existing commercial property.
	Low potential for widespread re-development
	Lower projected property valuation increase: 47%
	Low long-term monthly revenue potential
	Low short-term monthly revenue potential
	Design must consider context of site and repurpose-ability - see note

III. Structured Parking Site Property Valuation Analysis

Multipliers used to estimate future property values were:

	350’	700’	1000’
Commercial	1.3	1.2	1.1
Rental Residential	1.1	1.05	1.0
Single Family Residential	.9	.95	1.0
Undeveloped land	4.0	3.0	2.0
Finished Mill Space	1.3	1.2	1.1
Unfinished Mill Space	*	*	*

*Unfinished Mill Space was reviewed by the Assessor on a case-by case basis using multipliers ranging from 1.69 to 7.5.

Results of the analysis:

1 3 Lincoln Street

		Present Value		Projected Value	Change
1000' radius	$	35,439,400	$	42,927,858	
700' radius	$	13,453,200	$	21,553,521	
350' radius	$	11,619,200	$	46,099,926	
	$	**60,511,800**	**$**	**110,581,305**	**83%**

2 Lot D/E

		Present Value		Projected Value	Change
1000' radius	$	22,785,200	$	26,120,330	
700' radius	$	36,188,300	$	55,369,917	
350' radius	$	16,858,300	$	47,272,836	
	$	**75,831,800**	**$**	**128,763,083**	**70%**

3 Foss St.

		Present Value		Projected Value	Change
1000' radius	$	31,049,000	$	61,706,118	
700' radius	$	31,058,200	$	38,134,669	
350' radius	$	24,985,600	$	39,149,814	
	$	**87,092,800**	**$**	**138,990,601**	**60%**

4 Wash St.

		Present Value		Projected Value	Change
1000' radius	$	55,541,900	$	62,926,848	
700' radius	$	32,357,900	$	64,161,779	
350' radius	$	20,304,100	$	28,583,770	
	$	**108,203,900**	**$**	**155,672,397**	**44%**

5 Alfred St.

		Present Value		Projected Value	Change
1000' radius	$	43,977,300	$	74,528,160	
700' radius	$	37,458,700	$	47,054,865	
350' radius	$	14,901,200	$	20,066,410	
	$	**96,337,200**	**$**	**141,649,435**	**47%**

Appendix 2

Recommendations to council
August 31, 2016

The City's river walk addresses two of the universally accepted important factors for successful downtowns, namely pedestrian generators and a sense of place. It is for these reasons, the Downtown Task Force is recommending that the City Council move forward with elevating the planning and construction of the entire Riverwalk.

It is also recommended that the Riverwalk be connected to a series of other pedestrian ways throughout the downtown. These additional ways should be constructed with the same design feel as the riverwalk so that citizens may transition from one to the other without a conscious observation that they have. In addition, the pedestrian ways should connect with the adjacent neighborhoods.

Each major parking location should be connected to the riverwalk by one of the 'other' pedestrian ways. In addition, available parking should be designed for users of the riverwalk, especially Biddeford residents, at the major beginning/ending locations.

To achieve this recommendation, the Downtown Task Force is recommending the following specific steps of action:

Complete the conceptual design and location of the riverwalk from Mechanics Park to the planned connection of the Eastern Trail (the railroad bridge north of the Diamond Match property).

Complete the pre-designed cost estimate for the entire riverwalk project.

Secure all the necessary legal permissions and/or ownership to construct the riverwalk.

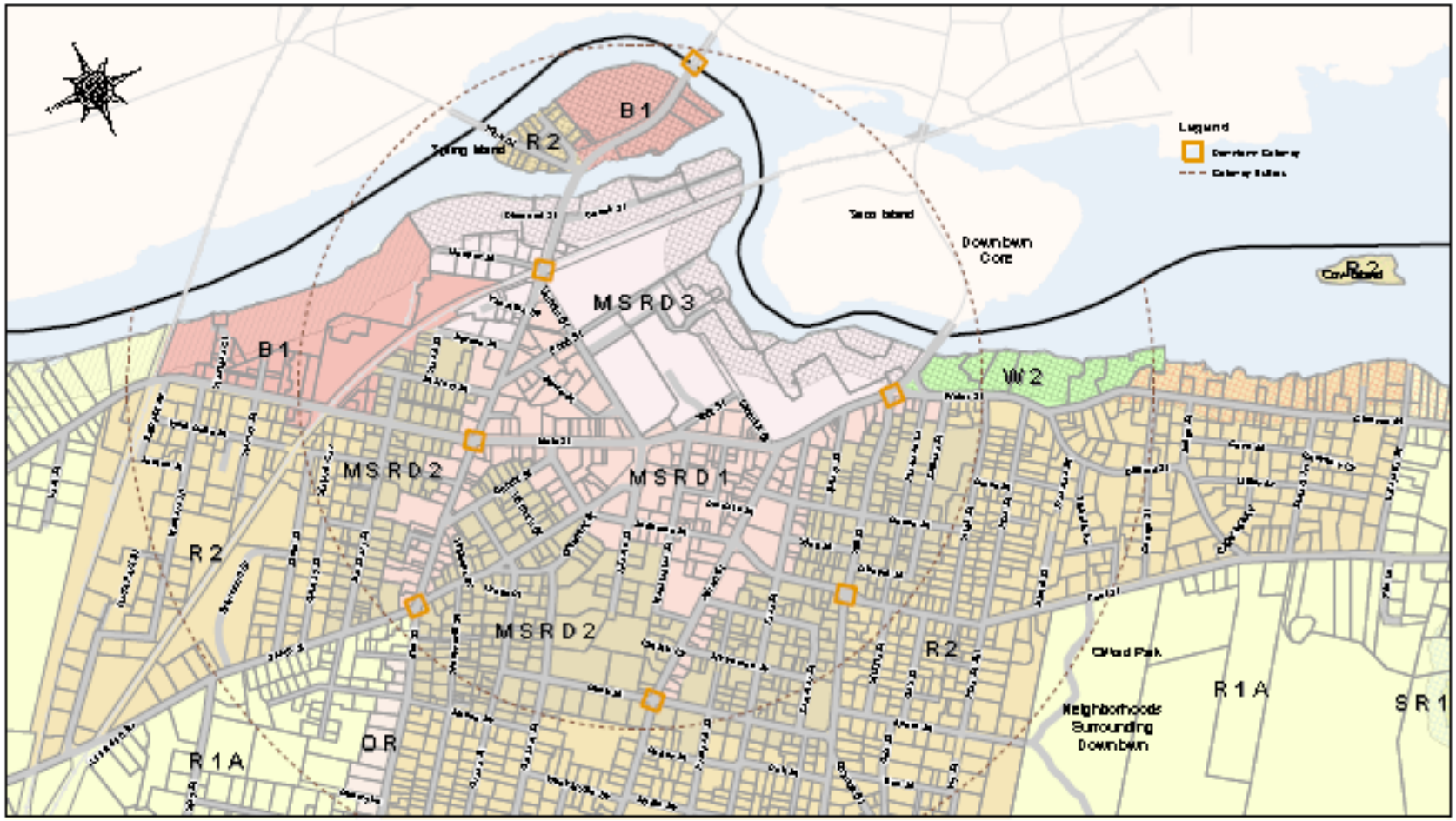
Indentify the 'other' pedestrian ways throughout the downtown area and work to secure the legal permissions and/or ownership issues associated with the ways.

Seek in the very near future, the pre-design cost estimates for each additional 'other' pedestrian way.

Separate recommendation

The lack of understanding of the changes happening in the downtown is a source of much of the misinformation that exists. The Downtown Task Force recommends the City work to reach the public with real information about what is occurring in the downtown as well as the community as a whole. We recommend that it be on a regular basis.

Appendix 3



The City of Biddeford, Maine

Technologies Department - GIS Mapping

DOWNTOWN GATEWAYS

0 0.1 0.2 0.3 Miles

1 inch = 0.1 miles

Appendix 4

NORTH DAM BLDG 18

FIRST FLOOR

101 Dance House Productions
104 Maine Photography Studio
107 Capstone Marketing
110 Margaret Gerding Studios
112 Erin Donovan
114 Integral Pipeline Technologies
115 Chasing The Sun Photography
116 Cottage Linens
117 Bottom of the River Sound
126 Irvin Serrano Photography
127 Flash Forward Communications
128 Maine Marine Trades Association

SECOND FLOOR

201 Back To Basics
203 Four Corners Frame Shop
204 Business Communications of ME
205 Vervacious
208 Four Star Fresh
209 Stacey Kane Photography
214 Rabelais
216 Photo Italia Studio & Gallery
217 Van Meer & Belanger
218 The Jacman Group
221 Union Church
223 Mindful Soul Counseling Center
224 Indigo North Counseling
226 Kinney Shores Trading Co.
230 Heartwood College of Art
230 Wholly Crow Gallery

THIRD, FOURTH & FIFTH FLOORS: Apartments

NORTH DAM BLDG 17

FIRST FLOOR

101 Kairos Art
103 Mainely Motorsports
115 Saco River Auction Co.

SECOND FLOOR

203 Growlin' Gourmet
204 Retro Girl's Attic
205 Burn Heart
206 Mullenberg Designs
209 Aptilite
215 Support Solutions
220 Kymara Gallery
221 Local Technique
223 Engineered Drafting and Design
225 Hobson & Company
227 Sanweco Inc.
228 Out of The Ark Studio
229 Vuthy Sim Designs
230 Old Mill Violins

THIRD FLOOR

301 - A Big Brothers Big Sisters
301 - E *Mill Management & Leasing Offices (207-282-5577)*
301 - H Cara Matchmaking
301 - I Brainstorm Business Services
301 - K Robert Fralley
302 - M Law Office of Joe Mekonis
302 - N Brady Construction
302 - O Fieldstone Marketing
302 - P Asclepius Research Services
302 - Q Retro Giraffe Studio
302 - R Law Office of Scott Houde
302 - S Eastern Trail Alliance
302 - U Prudential Financial
302 - V HERE North America

FOURTH & FIFTH FLOORS: Apartments

NORTH DAM BLDG 15

FIRST FLOOR

101 Woodworking Co-Op
103 Oak and Laurel Inc.
107 LAW Calibration
110 Port Living Co.

SECOND FLOOR

201 Michael Molarsky
202 Maine Salt Water Creations
204 Maine Juice Co.
205 Sarah Hoag Violin / Viola Studio
206 Alec Wall
207 Twenty Sauce
210 Quality Upholstery
213 North Dam Quilts
215 C2 Graphics
217 Next Gen Beverage
219 HMH Vises
225 207 Pole Fitness
226 Peter Greeno Photography
228 Empath Healing
230 Screentech

NORTH DAM BLDG 35

FIRST & SECOND FLOORS: Apartments

PEPPERELL CENTER

FIRST FLOOR

101 Portland Pie Company
109 Angelrox
114 Al's Goldfish Lure Co.
116 CREFCO
120 Hyperlite Mountain Gear
123 Impact Fitness Center
124 The Maine Pie Company
127 Hands Free Vehicle Technologies
131 Equilibrium Balancing Health
136 The Yard
138 Sweetcream Dairy
140 Think Tank Biddeford
144 McKenney Photography
150 Trident Marketing Solutions

WING - FIRST FLOOR

102 Banded Horn Brewing Co.
103 Round Turn Distilling

SECOND FLOOR

201 Tulu Salon & Spa
206 Rain Boots Records
216 Foreside Home & Garden

SPENCER BUILDING

FIRST FLOOR

101 Maine DOC
102 Independents of America
103 Flux Integration
106 The Counseling and Psycho
108 Golway Bay Transport

SECOND FLOOR

201 Spurwink Services
202 YCCAC
203 Biddeford School Department

BUILDING 30

101 Rebuild Ministries

BUILDING 37

101 Barn Fresh Classics

Appendix 5

FY2019 BIDDEFORD CAPITAL IMPROVEMENT PROGRAM

Project Description Form

DEPARTMENT: Planning & Development	**PROGRAM:**
Est. Total Cost: $225,000 **Estimated Cost FY2019 $225,000**	**Estimated Cost FY2020-2023:**
City Share FY2019: $225,000	**City Share FY2020-2023:**

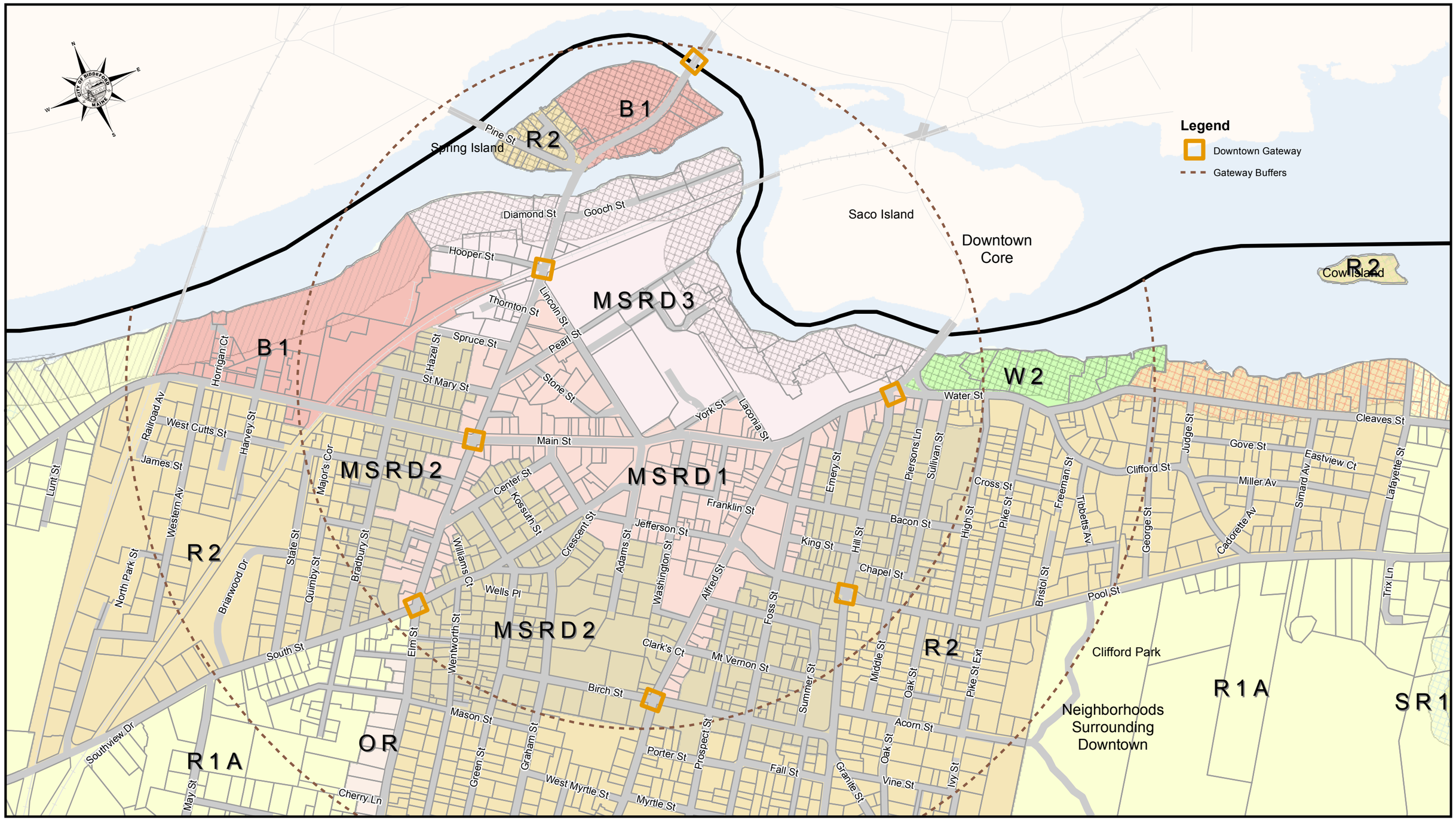
1. Description of Project: Downtown Gateways Beautification
2. Need for and impact of Project: Recommendation of Downtown Task Force
3. Consistency with the adopted plans or other related planning documents:
4. Years previously on the BIDDCIP; funding received in each of the past five (5) years (if applicable): FY2014- $; FY2015 - $; FY2016 - $; FY2017 - $; FY2018 - $
5. New personnel, equipment, or supplies required:
6. How project originated and how cost estimates were obtained: Preliminary Staff Estimates
7. Any related department or City Projects: Downtown Sidewalks, Façade Improvement
8. Financing possibilities or potential grants: State Grants
9. Justification of timing of project and segments (if applicable):
10. Other information:

IMPLEMENTATION SCHEDULE (Fiscal Years)

	2019	2020	2021	2022	2023	Future
TOTAL PROJECT COST	$125,000	$100,000	$	$	$	
NON-CITY SHARE	$	$	$	$	$	
CITY SHARE	$125,000	$100,000	$	$	$	

Attach on separate page(s) additional information (if needed).

CHJ



The City of Biddeford, Maine
Technologies Department - GIS Mapping
205 Main Street · P.O. Box 586 · Biddeford, Maine 04005-0586
Tel. 207 571-0660 · gis@biddefordmaine.org

DOWNTOWN GATEWAYS

0 0.1 0.2 0.3 Miles

1 inch = 0.1 miles

ESRI Special Achievement In GIS Winner 2007

Document Path: S:\Departments\Community-Economic Development\Brad\Gateway District 2.mxd