



March 28, 2014

Ms. Christine Grimando
Town of York, Maine
Community Development Department
186 York Street
York, ME 03909

**Subject: Request for Qualifications for
York Village Master Plan, Design & Construction Documentation – York, ME**

Dear Ms. Grimando:

Fay, Spofford & Thorndike (FST) appreciates the opportunity to be considered for planning and engineering services for the York Village Project. FST has provided comprehensive planning, design, and construction phase services for municipal infrastructure projects for over 100 years. Many of our projects have involved similar scale street enhancement and infrastructure design that we have provided assistance on from initial planning/concept development onto final design and construction. Foremost, within these engagements it is our priority to objectively listen to the client, present feedback and professional guidance and facilitation, and to develop a realistic framework for project implementation, cost structure, and public acceptance. Ultimately, these goals lead to the construction of a finished product that exceeds the client's expectations. We believe we can deliver these services to the Town of York.

We have read through the proceedings of the Village Study Committee (VSC). Our understanding of the committee's objectives and by extension those of the community is highlighted by our observation that the village improvements must pay particular attention to several key elements. These include, but are not limited to, the site history, safe vehicular, bicycle and pedestrian movement, parking, and overall functionality with adjacent properties and land use. There are many issues and objectives as outlined in the 25 recommendations set forth by the VSC, some of which overlap and are congruent while others less so. To this end, this engagement will involve a variety of services, for which we have assembled a team, custom selected, to best serve the Town of York.

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Our team includes:

FST's Northern Office (formerly DeLuca-Hoffman Associates, Inc.)

This office has provided municipal infrastructure design for numerous Maine municipalities including Falmouth, Kennebunk, Saco, Scarborough, and Portland. Our core services include road and sidewalk design, drainage, utilities and related infrastructure. We also have great experience with preparing opinions of costs and working with our clients to better understand how costs potentially impact project phasing and ultimately public acceptance, as it is routine that larger municipal infrastructure projects must go through the budgeting process and public affirmation through passage of bond referendums. Our office is also accustomed to working with a team of consultants and project stakeholders. We routinely work with volunteer committees such as the VSC and we understand the needs and objectives these groups often represent. We are excited about this opportunity to share our experience with the VSC and stakeholders on the York Village Study.

Terrence Parker, ALSA of Terra Firma Landscape Architecture

Terrence's core services include planning, concept development, graphics simulations, and streetscape design. We believe Terrence's specific history and background in York provide particular strength to our team and to the Town. We believe the ability to visually articulate plans and ideas will best allow public acceptance of any selected approach. As evidenced by the examples accompanying this package, we believe Terrence's team is well suited for a role in this project (see www.terrafirmalandarch.com).

William Bray, P.E. of Traffic Solutions

Bill's core services include traffic analysis, counts, accident history evaluation, and road design. Bill's past Public Works history in the Town lends strength in understanding the Village and many of the basic infrastructure elements, in addition to the traffic aspects of the area.

FST Corporate and field offices located in Burlington, MA and Nashua, NH

FST employs over 280 persons with background and experience in transportation, facilities, and utilities. This organizational breadth and experience is a valuable asset that strengthens the Northern office on engagements such as the York project. For this engagement, we plan to include specific assistance from Rick Azzalina, P.E. of the Burlington office, as Rick has significant experience that is very much aligned with the York project (see www.fstinc.com for more company background information).

In addition we have specific ties to other subconsultants who we foresee potentially having a role in assisting the Town. These consultants include:

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- Gamble Design LLC– Providing way finding, streetscape, site and environmental graphics (see www.gambledesign.com)
- S.W. Cole Engineering – Providing geotechnical engineering including pavement design and structural information for any major infrastructure elements (see www.swcole.com)
- McHenry Architecture – Providing architectural planning, historic preservation and commercial rehabilitation (see www.mchenryarchitecture.com)

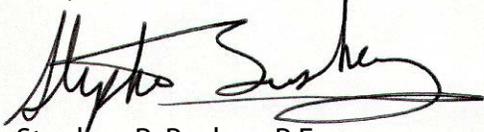
In support of our interest in the Project, we are enclosing the following:

- Description of the Consultant Team
- Resumes for the Consultant Team
- Project Understanding
- Project Profiles
- Professional References

We understand that the Town and the Village Study Committee have spent a great deal of time developing the framework for the Village Project and feel that our team offers the expertise to improve and analyze the Village concepts prepared to date. We are very excited about the consultant team we have assembled and look forward to the meeting with you and the Village Study Committee should we be selected.

Sincerely,

FAY, SPOFFORD & THORNDIKE



Stephen R. Bushey, P.E.
Senior Principal Engineer

SRB/cmd

Enclosure

c: Terrence Parker
William Bray

CONSULTANT TEAM

Fay, Spofford & Thorndike (FST) has provided comprehensive planning, design, and construction phase services for municipal infrastructure projects for almost 100 years. The great majority of our work is completed for the public sector, and New England municipalities turn repeatedly to FST to help maintain the viability of their valuable infrastructure assets.

FST is a full-service, multi-discipline consulting engineering and planning firm, founded in 1914. With offices throughout the Northeast, our corporate headquarters is located in Burlington, MA with a regional office in So. Portland, ME, where this project will be managed and the majority of the work performed. FST has over 280 professionals capable of providing engineering services over a broad spectrum. Within the South Portland office, there are 26 staff persons including 8 Professional Engineers, 6 CAD operators, 4 construction monitors, and various support persons.

The project team proposed by FST to work with the Town brings outstanding technical skills and a proven record of success on relevant projects. With our staff committed to this project, we are confident that our team has the depth and experience to ensure efficient and satisfactory completion of the work. An overview of key staff members identified for this project is provided below.

Our **Project Manager, Stephen Bushey, P.E.** from our So. Portland office has 26 years of experience and has been responsible for assignments that include concept planning, review of preliminary and final design, as well as permit applications for a variety of civil/site projects. His expertise includes concept planning, infrastructure analysis, civil/site design, cost estimating and public relations. His work on street projects includes the design and construction of over 4 miles of streets in Scarborough, ME. Steve has also designed various urban projects, most particularly in Portland including numerous medical facilities, multi-tenant residential and commercial projects. As Project Manager, Steve will be the primary point of contact with the Town of York, and will be responsible for coordinating the various engineering disciplines, team member participation, conceptualization and ultimately, construction document preparation. He will be responsible to ensure that assignments are completed on time and within budget. Steve will share responsibility with Rick Azzalina, profiled below, on the general civil engineering themes and overall assessment of alternatives, costs, and planning strategy.

Our **Lead Design Engineer and Deputy Project Manager, Steven Blake, P.E.** also from the So. Portland office has over 12 years of experience and has been responsible for a variety of civil/site projects. Steve was the Lead Design Engineer for several infrastructure projects in the Town of Kennebunk including the Lower Village, West Kennebunk (Alfred Road), and other infrastructure improvements. Steve will be the Lead Design Engineer and will assist with project coordination and meetings.

Additional support staff in the So. Portland office includes Dean Davis – CAD Director, Celina Daniell – Administrative Support, and Gordon Smith – Dir. of Construction Services. These persons, and others, will support the project and they will be relied upon to assist with document production and client communications.

From our Burlington office, **Rick Azzalina, P.E.** will be responsible for **Design Strategy and Quality Control/Quality Assurance** and he will assist with the urban design elements of the project. Rick has over 35 years of experience designing and managing urban street projects that have helped revitalize main street communities and commercial districts throughout New England. Some of his projects come from on-call contracts that he manages for the eastern Massachusetts Cities of Malden, Salem and Everett. Rick's most recent project in Arlington involved improving traffic flow by defining travel, turn and bike lanes, upgrading signalized intersections, and installation of new signing. Most notably, the project's major streetscape amenities including street lighting, landscaping, decorative pavement surfaces, kiosks, and bus shelters will improve the "livability" of this busy city street.

Subconsultants

Terra firma Landscape Architecture is a professional landscape architecture and planning firm in Portsmouth, NH. The firm has worked on residential, commercial, civic, and municipal projects for the past 20 years.

Terrence Parker, ASLA, will serve as the **Lead Landscape Architect** for this project. Terrence brings to the project his expertise in streetscape related projects, project administration, computer aided photo simulations, community presentations, and cost estimating. Recent projects in which Terrence was the Lead Landscape Architect include the Music Hall Streetscape project in Portsmouth, NH, Wallingford Square in Kittery, and the York Public Library.

William Bray, P.E. of Traffic Solutions Inc. will assist with the traffic engineering aspects of the assignment. His services may include traffic count data collection, accident history analysis, intersection capacity analysis and signal warrant analysis. Mr. Bray will also be called upon to assist with geometric design, street materials placement and signage.

Other firms on the team include **Gamble Design LLC and McHenry Architecture**. If the village improvements project proceeds, we foresee the need to engage these firms for their experience/expertise in creation of appropriate wayfinding and graphics identity. Similarly, the architectural elements of various historical buildings in the study area must be engaged within any design effort.

S.W. Cole Engineering, Inc. will serve as the **Geotechnical Engineering** firm for the project. S.W. Cole was established in 1979 with extensive experience with roadway and pedestrian improvement projects. The firm specializes in geotechnical engineering, geosciences, and construction material testing.

Tim Boyce, P.E., will be the **Lead Geotechnical Engineer** for the project. Tim has over 15 years of geotechnical engineering experience and will be responsible for developing and conducting geotechnical investigations and making recommendations roadway pavement sections.

Resumes of the Project Team follow this page.

STEPHEN R. BUSHEY P.E.

Senior Principal Engineer

Mr. Bushey is a licensed professional engineer with Fay, Spofford & Thorndike. He directs the preparation and review of preliminary and final civil design, as well as permit applications, for a variety of civil/site engineering projects. Mr. Bushey's expertise includes site feasibility/selection, civil/site design, street reconstruction and utilities design, public presentations, local and state permitting. His experience encompasses many commercial and institutional developments that involve streetscapes, vehicle and pedestrian overlap, and coordinated design of site conditions for access, utilities, drainage, and related improvements. The following is a small selection of representative projects:

EDUCATION

BSCE – University of Maine
Orono, Maine

MBA – University of New
Hampshire
Durham, New Hampshire

PROFESSIONAL REGISTRATION

Licensed Professional
Engineer, Maine #7429

Certified Professional in
Erosion & Sediment Control
#3887

Mercy Hospital Relocation, Portland, Maine

Completed master planning, permitting and design for the proposed 450,000 SF Hospital relocation to the Fore River parcel in Portland. The Master Plan includes nearly 2 miles of interior access drive, pedestrian access ways, and related streetscape enhancements located prominently along the Fore River Parkway in Portland. Mr. Bushey completed state and local permitting for campus design that includes the hospital, multiple medical office buildings and both surface and structured parking. He was responsible for public presentations and coordination between all review agencies and team members. He is currently assisting the hospital on their future phase relocation activity planning.

The Forefront at Thompson's Point, Portland, Maine

Oversaw design and permitting for the \$100+ million commercial site development including 4,500-seat Event Center, Hotel complex, multiple office buildings and ancillary development. Completed State and Local permitting efforts that included a public railroad crossing segment, utilities designs, stormwater management and general site demolition and clean-up. Project involved multiple public presentations and coordination with regulatory officials. The Master Plan includes nearly a mile of interior access routes and pedestrian and bicycle facilities connected to the broader Portland Trails network, thus connecting the site to greater than 50 miles of interconnected pedestrian trail facilities in the greater Portland area.

Foundation Center, Scarborough, Maine

Completed design and permitting for a 58,050 SF medical and general office building in Scarborough, Maine. Increased parking from 165 onsite spaces to 312 parking spaces and designed improved access and landscape enhancements including a new street intersection design along U.S. Route 1, building perimeter sidewalks, and related improvements.

The Mill at Saco Falls, Biddeford, Maine

Completed full design and local and State Permitting for the conversion of a more than century old factory mill building into 66 units of residential housing. The project included new parking facilities, utility extensions and site landscape enhancements to improve the site's setting along the Saco River. The design work included challenges involving grading and existing building conditions as well as greenscaping along nearly 500 LF of granite revetment along the Saco River.

STEVEN J. BLAKE, P.E.

PROJECT ROLE: Engineering Support

Engineer

Mr. Blake is a Senior Engineer with FST's Land Design and Engineering Services Group. He performs the preparation of preliminary and final design, as well as permit applications for a variety of civil/site engineering and environmental projects. Mr. Blake's expertise includes civil/site design, road design, permitting, hydrologic and hydraulic analysis, street design, ADA compliance, and integration of utility infrastructure placement with street surface improvements.

EDUCATION

B.S., University of New Hampshire, Durham, New Hampshire

REGISTRATIONS

Licensed Professional Engineer, Maine #11695

MaineDOT Certified LPA

Alfred Road Reconstruction (PIN #017476.00), Kennebunk, Maine

Performed design for the Alfred Road Reconstruction Project in Kennebunk. The project was partially funded by the Maine DOT as a Locally Administered Project. The project included reconstruction and widening of approximately 3,400 linear feet of roadway including new bike lanes, sidewalks, on-street parking, storm drain facilities and pedestrian lighting. The roadway reconstruction included full depth reconstruction, pavement reclaiming, and the application of cement treated base. The project also included several public meetings to gather feedback from the residents of West Kennebunk.

Lower Village Improvement Project, Kennebunk, Maine

Performed survey, design, and public outreach for the reconstruction of approximately 1,000 LF of Western Avenue (from Port Road to the Kennebunkport Town Line) in Kennebunk's Lower Village. Project included roadway reconstruction, utility relocation, new sidewalks, pedestrian lighting, boardwalk, and storm drain design.

Reconstruction of Old Alfred Road, Arundel, Maine

Responsible for providing bid documents for the reconstruction and realignment of Old Alfred Road in Arundel. The design included approximately 750 LF of full depth roadway reconstruction and 400 LF of pavement reclamation. The design included provisions for realigning a portion of the existing roadway to provide adequate site distance. Other facets of the project included regrading of existing driveways and installation of culverts and ditches for stormwater conveyance.

Bog Road Athletic Field Facility

Project is ongoing with the Town of York Parks and Recreation Department. Project includes design of parking facilities and new multi-purpose athletic fields. Permitting for the project included a Stormwater Management Law permit and Local Site Plan permit.

Vice President & Associate

Richard Azzalina has nearly 40 years of experience on urban street design, highway and civil design projects in the New England area. His experience encompasses numerous urban renewal programs; complete street improvements; highway and bridge replacements; and transit and commuter rail stations. In particular, he has an established expertise in program/project management involving all phases of design including site evaluations and feasibility studies; environmental documentation and permitting; coordination and liaison with federal, state, and local agencies; and community participation.

EDUCATION

B.S., Civil Engineering,
Northeastern University,
1975

PROFESSIONAL AFFILIATIONS

Member:
Essex County Highway
Association

PE REGISTRATIONS

MA, Civil, 40219, 1997

Massachusetts Avenue Corridor, Arlington, MA

Project Manager on streetscape and transportation improvement projects along one-mile length of major urban spine. Work involves improving traffic flow by changing use of available pavement; defining travel, turn and bike lanes with pavement markings; upgrading signalized intersections; and installation of new signage. Major streetscape amenities include street lighting, landscaping, decorative pavement surfaces, kiosks, signage and bus shelters

Pleasant Street, Malden, MA, Malden Redevelopment Authority

Project Manager responsible for preparation of final design plans, specifications and cost estimates for a MassDOT administered urban roadway rehabilitation of a once thriving retail and commercial district along Pleasant Street and provision of both sidewalk and lighting enhancements in the downtown Malden area. The work includes improved pedestrian connections and streetscape amenities to help stimulate social/economic benefits in a blighted area.

On-Call Engineering Services, City of Salem, MA

Has served as Project Manager for on-call contract with City involving diverse engineering services for street projects involving pedestrian access and bicycle accommodations, traffic capacity improvements and streetscape enhancements.

Air Force Road, Everett, MA, Malden Redevelopment Authority

Project Manager for design for reconstruction of two roadways as part of tri-community effort to attract development along the Malden River in Malden, Everett, and Medford. Work included pavement improvements, new shoulder and travel lanes, curbing, storm drain modifications, streetlights and plantings.

Lincoln Street (Route 20), Worcester, MA

Rick is leading the design of roadway and intersection improvements along 1½-mile arterial through a commercial area of Worcester. The project involves bicycle and pedestrian accommodations in response to MassDOT's Healthy Transportation Act. In addition, the project will increase traffic capacity and access to transit systems.

project team

Terrence Parker, ASLA

Education

Master of
Landscape Architecture,
University of Georgia, 1984

Studied Temple
Gardens in Japan, 1982

Professional Registration

New Hampshire
Maine
Massachusetts

Experience

Licensed Landscape
Architect, 1986 (27 years)

Created Firm

1993 (20 years)

Recognition

Sculpture Prize, CT
Academy of Fine Arts, 1991

Rhode Island
Nurserymen's Award
for Plant Identification,
1979

Addenda

Eastern Trail
Representative for South
Berwick, ME
2003-Present

South Berwick Traffic
Committee, Review of
Consultant Concepts
2008-2009

Kittery Foreside Committee
to revitalize downtown
Kittery
1995-1997

Professional Approach:

To use my insight as a Landscape Architect to create culturally and ecologically meaningful and sustainable landscapes that advance the quality of interaction with the land.

Expertise:

Site analysis, concept generation, construction documentation, master planning, public presentations, sustainable planting, rain garden and native ornamental garden design, streetscape design, site sculpture, and earthworks.

Professional Experience

Planning Board
South Berwick, ME 2010-Present

Principal, terra firma landscape architecture

Portsmouth, NH 1993-Present

Landscape Architect, To Design
Hartford, CT 1991-1993

Landscape Architect, CR3, Inc.
Simsbury, CT 1988-1991

Artist in Residence, Cortona, Italy 1990

Adjunct Professor, Paier College of Art, Hamden, CT 1989

Relevant Project Experience

Streetscapes:

- Wallingford Square, Kittery, Maine
- Music Hall Streetscape Renovation, Portsmouth, New Hampshire (Un-built)
- Carl's Meat Market Parking Lot Streetscape + Rain Garden, Kittery, Maine
- Water Street Park and Streetscape, Exeter, New Hampshire
- Mayer Arts Building and Streetscape at Phillips Exeter Academy, Exeter, NH
- Volkswagen Dealership, Stratham, New Hampshire

Educational, Cultural + Public Grounds:

- 3S Artspace, Portsmouth, New Hampshire (In progress)
- Central School, South Berwick, Maine
- Cornerstone School, Stratham, New Hampshire
- York Public Library, York, Maine
- Burr Mall, Hartford, Connecticut
- Whitman Commons, Hartford, Connecticut



WILLIAM J. BRAY, P.E.
TRAFFIC SOLUTIONS
235 Bancroft Street
Portland, Maine 04102
Phone (207) 774-3603
trafficsolutions@maine.rr.com
Registered Professional Engineer – Maine License #4907

Professional Accomplishments:

- Forty- years as traffic professional.
- Served as the City of Portland’s Traffic Engineer between 1978 and 1992.
- Standing member of the Portland Area Comprehensive Transportation Study Committee (PACTS) from 1978 to 2002. Served as Chair of the Technical and Policy Committees.
- Town of Scarborough’s Traffic Consultant from 1986 to present year.
- Town of Sanford’s Traffic Consultant from 2006 to present year.
- Provided project specific, traffic peer review services for a number of communities including; Skowhegan, Westbrook, Brunswick, Saco, Freeport and Gorham.
- Responsible for the design and installation of the first closed loop traffic control signal system in New England.
- Responsible for the design and installation of a number of traffic signalized intersections in City of Portland and other municipalities in Cumberland and York Counties.
- Managed the design and implementation of the first traffic calming improvement project in the State of Maine. Provided oversight and review comments on the first traffic calming ordinance in the State of Maine.
- Served as a Project Advisory Committee member for the I-295 “Connector” corridor project. Represented the City of Portland as liaison to the Maine Department of Transportation during permitting and design phases of the project.
- Developed traffic impact fee programs for four communities in Cumberland County and for the Town of Sanford.
- Completed a Town wide Transportation Study for the Town of Scarborough and a follow-up detailed feasibility study for the Oak Hill intersection.
- Prepared more than 1000 traffic impact studies for development projects located within the States of Maine and New Hampshire.

Professional Memberships:

Institute of Transportation Engineers – Member
Institute of Transportation Engineers – Maine Chapter Past President
American Public Works Association – Member
American Public Works Association – National Board of Transportation Engineers
American Public Works Association Maine Chapter – Member and Past President

UNDERSTANDING OF THE PROJECT



The FST approach to the York project will include a team effort, as there are many aspects of the project that involve specialists and experts such as road and infrastructure design, landscape architecture, planning and traffic engineering among others. Our team is specifically assembled to meet these needs and more, as necessary.

We understand there are numerous considerations which must be evaluated, some weighing greatly on the village enhancement while others more subtle, but no less important. We understand that Tourism during summer months is an important element of the York Village economy yet we know it significantly strains local road and pedestrian facilities. The configuration of the Village center, highlighted by the Civil War monument, will involve both technical challenges as well as the

challenge of gaining acceptance by the community. Change is often viewed with scrutiny and fear, and it is the professional's job, if not obligation, to assure that due process, thoroughness and fairness are prioritized in any setting. The FST team design objectives will be driven by our initial interaction with the VSC and other stakeholders. For this reason initial meetings need to be well organized and dynamic so that our team can be brought up to speed quickly and efficiently.

With respect to specific design elements, we are likely to consider and include as design objectives some, if not all of the following:

- New sidewalks with pedestrian amenities; given the space constraints of the study area, transitioning and coordination with adjacent buildings, driveway and street entrances and related conditions will be very challenging, particularly for ADA compliance;
- Sidewalk bump out areas for traffic calming;
- ADA compliance and improved measures for the passage of handicapped individuals so that they too, can enjoy and have access to the village in a safe and secure manner;
- Pedestrian crosswalks that may incorporate textured surfaces consistent with current crosswalks in Town, or perhaps reflect newer, improved alternatives such as High Friction course wearing surfaces or even more sustainable alternatives including natural materials such as granite;
- Safe bicycle passage through the village;
- Parallel parking lanes or in some cases perhaps the use of reverse entry spaces that may maintain available parking capacity but improve safety;



- Signage and wayfinding improvements that enhance and complement existing conditions;
- Pedestrian facilities and amenities including landscaping, hardscapes, public art and related enhancements;
- Street lighting improvements;
- Depending on the design selection the assessment for a new signalized intersection (for the Common Option in particular);
- New or improved drainage systems, as we understand that drainage conditions in the study area may be poor or subject to capacity issues during larger rainfall events;
- A specific assessment of parking supply and demand conditions and the ability to lose spaces within the public ROW yet preserve sufficient parking to support areas businesses and others; and
- Specific opinions of costs need to be developed to allow any worthwhile discussion and consideration of alternatives moving forward. It is imperative that each available alternative be properly estimated for costs including both soft costs, construction costs and long-term maintenance costs, as many improvements, while noteworthy when first completed, become burdensome to the municipal budget over time due to their possible operations and maintenance costs. We have experienced that the fate of many similar projects is wholly dependant on the project proponent's ability to accurately capture and understand these costs and then to translate that into understandable findings that the public can weigh and cast their opinion, either for or dissenting on the proposal. Our work on many school projects involves the preparation of opinions of development costs. These values are often used for establishing referendum amounts. Over time, we have experienced great success on managing and understanding project costs, as we have established budgets beginning at pre-referendum all the way to construction. For our school projects, these budgets are usually in the \$1 million to \$10 million range. In the past 10 years, FST's Maine office has overseen greater than \$100 million in publicly funded construction.

We understand the importance of the historic Village district, and we believe it is critical that impacts to its historical significance be avoided or minimized. To accomplish this, the FST team will use a collaborative approach that would ensure understanding of the design issues, not only from the perspective of design standards but also from the interest of VSC, local officials, business owners/operators, and related stakeholders, including most importantly, the general public. Design of this village area has to fit its physical setting; preserve and improve scenic, aesthetic, and historical resources; and enhance safety and mobility. All of this most importantly, must be publicly accepted.



PROJECT PROFILES

FST has provided engineering services on many similar projects as the York Village project. These engagements have included a team effort, most often with FST providing Project Management and overall team and client coordination. Our York team is very experienced with working collaboratively with a volunteer stakeholder group. Many of our team are members of similar groups within their own communities. We also understand the dynamics of working within the context of a municipal framework, as we know the importance of achieving solutions that marry public acceptance and fiscal consideration. Many of our clients are within the Public Sector so therefore we are intimately familiar with due process and the need for thorough consideration and sound financial analysis, prior to performance of real construction. The following project profiles offer a representative view of more recent projects FST and our team members have worked on. We believe these examples are ample evidence of our ability to work for the Town of York.

Route One South Infrastructure Project, Falmouth ME (2013-current)



Fig. 1 – Route 1 Falmouth, Existing

The project includes construction of 8' wide multi-use bituminous sidewalks with improved pedestrian accommodations along both sides of Route One along with new street and pedestrian lighting, street trees, etc. Several center medians will be constructed to provide traffic calming and improved safety for mid-block pedestrian crossings of Route One. A significant portion of the project includes the placement of all overhead utilities (electric, telephone, communications) in an underground duct bank system. This has been a long time desire of the community. As outlined in the VSC reports, there is desire to assess the potential to move the existing overhead utilities in the Village to underground. A key piece for York will be to determine an accurate cost projection related to this goal.

FST recently completed the final design of a Streetscape project in Falmouth. For this project, FST provided engineering planning and design services associated with the Town of Falmouth's long-range plan to improve the aesthetics and economic development of a 1.25-mile stretch of the Route One corridor (Route 88 to Bucknam



Fig. 2 – Route 1 Falmouth, Proposed

Our experience in Falmouth is noteworthy for its applicability to the Town of York Conditions. Other utility upgrades include improvements to the existing storm drain system to incorporate innovative behind-the-curb/esplanade bio-retention treatment areas to provide surface water quality treatment before discharging to Mill Creek, which has been identified as a sensitive receiving waterbody. Each esplanade Biofilter was designed just upstream of existing curb line catch basins and includes a cobblestone entrance apron and planting program consisting of perennials for seasonal color and ornamental grasses. Sixteen esplanade Biofilters are proposed in this project that is scheduled for construction in 2014-2015. We just recently opened bids on this \$11.7 million dollar project and we can use this data along with additional information we have to prepare opinions of costs.



Fig. 3 – Proposed Esplanade Biofilter PhotoSim

KENNEBUNK DOWNTOWN ENHANCEMENTS

This project was completed for the Town of Kennebunk in 2010 and involved modifications to the Downtown corridor. The design work consisted of sidewalk widening and reconstruction, implementation of curb extensions with ADA compliant crosswalks, drainage improvements, utility relocations, and realignment of the Garden and Main Street Entrance.



Fig. 4 – Downtown Enhancement

The Downtown Corridor includes Main Street, which is U.S. Route One, an arterial roadway. This project also included a complete overhaul of the street lighting system and replacement with a pedestrian scale LED system.

The project was instrumental in helping the Town join the Healthy Maine Streets Program and become more involved as part of the Maine Downtown Network. The success of the Downtown Enhancement Project also succeeded in gathering community support to move forward with similar enhancement projects in Lower Village and West Kennebunk.



Fig. 5 – Downtown Enhancement

WEST KENNEBUNK VILLAGE IMPROVEMENTS

This project was completed by the Town of Kennebunk in 2012 and included over 3,400 feet of corridor improvements to Alfred Road. The project included road construction, road widening for bicycle lanes, new sidewalks, and reconfigured parking in the Village area to provide much needed safety improvements.



Fig. 6 – Alfred Road



Fig. 7 – Lower Village

LOWER VILLAGE IMPROVEMENT PROJECT

This project was completed by the Town of Kennebunk in 2013 and included corridor improvements to Western Avenue from Port Road to the Kennebunkport Town line. The project included sidewalk widening, ADA improvements, utility relocation, drainage improvements, and construction of the new boardwalk. Relocation of overhead utilities

to underground was contemplated with CMP and Kennebunk Light and Power however, it was determined not feasible due to the high cost.

MAIN STREET STREETScape IMPROVEMENTS, SACO, ME



Fig. 8 – Saco City Hall

FST staff provided design and construction phase services associated with the construction of approximately 1,200 linear feet of Main Street in Saco, Maine. The project was performed as part of the City's long range planning efforts to revitalize the downtown urban streetscape. The project

included reconstruction of concrete and brick sidewalks, replacement of granite curb, implementation of pedestrian crosswalks, as well as integration of public streetscape amenities including unified signage, etc. Utility infrastructure improvements included installation of underground primary and secondary electrical systems, as well as installation of a decorative street lighting system. The project required careful coordination with existing businesses throughout the construction process to minimize impacts to business operations, parking, customer access, etc.



Fig. 9 – Main Street, Saco

Reconstruction of Main Street, Damariscotta & Newcastle, ME

FST finalized design for reconstruction of the historic Main Street through downtown Newcastle and Damariscotta. Tourism during summer months is an important element of both towns' economy and strains local road and pedestrian facilities. FST's design provides new sidewalks with pedestrian amenities, sidewalk bump out areas for traffic calming, parallel parking lanes, a new signalized intersection, and new drainage system. Main Street in both towns are historic districts, and it was critical that impacts be avoided or minimized. To accomplish this, FST adopted a collaborative approach that would ensure understanding of the design issues, not only from the perspective of design standards but also from the interest of MDOT, local officials, business owners/operators, and Maine Historic Preservation Commission (MHPC) reviewers. Design of this transportation facility had to fit its physical setting; preserve scenic, aesthetic, and historical resources; and maintain safety and mobility. Standards for vehicle sizes at intersections, driveway widths, and the location and number of crosswalks were considered within the context of the historic district.

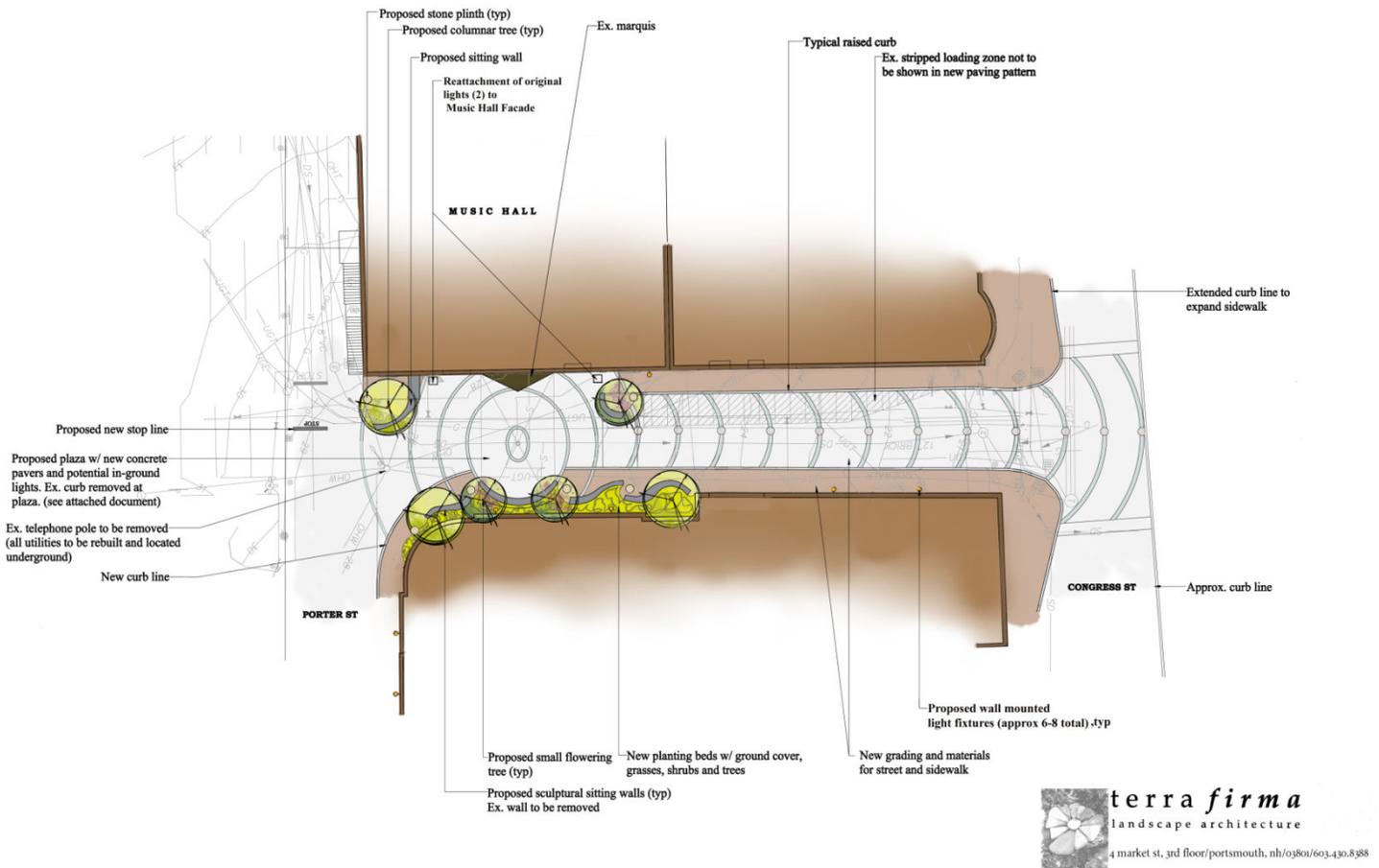


Fig. 10 – Main Street, Damariscotta



Fig. 10 – Main Street, Damariscotta

Since the project is locally considered a downtown revitalization, MDOT directed FST to facilitate the Town's decision process and include their special requests in the project. Tasks ranged from evaluating sidewalk types and crosswalk needs to providing textured pedestrian ramps and improving access to local businesses. In addition, all project elements including traffic signal types and locations, retaining walls, and sidewalk surfaces were designed to meet Historic Commission approval.



The proposed design seizes the opportunity to solve the safety issues and create a beneficial exterior plaza immediately outside theater. The plaza is defined by sculptural sitting walls and plant masses at the plaza corners. Awkward curbs are then removed and the existing street grades are made more level.

Theater goers can then extend the theater experience simply by sitting on the new walls in a well lit and vegetated space and engage others informally. In this way, the new plaza can accommodate impromptu gatherings, while vehicular traffic is maintained--- but slowed---by the plaza elements.

project team

terra firma landscape architecture

Wallingford Square

Kittery, ME



As a former member of the Kittery Foreside Committee Terrence Parker helped write the grants and select the planners to develop the business plans to renovate the abandoned Downtown. From that vision, Oak Point Engineers of Portsmouth completed the construction drawings based on the conceptual designs of *terra firma* landscape architecture. The design includes widened sidewalks with concrete paving blocks, a new street alignment, new Elm trees and street furniture. In April of 2006 a cover story in *The DownEast Magazine* featured this renovation of Wallingford Square.

project team

terra firma landscape architecture

York Library

York, ME



The design for the York Public Library worked to create physical linkages to the village center while providing an important visual connection to join the new building to the village. The strategic placement of the canopy and street trees accomplished the following: created new sightlines, framed the view to the building, reinforced pedestrian patterns and separated some neighbors with a living screen. In addition, a detention marsh was created with wetland plantings to enhance the wildlife habitat.

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terra firma
landscape architecture

www.terrafirmalandarch.com

601 Islington Street, Unit 205
Portsmouth, NH 03801
603. 430. 8388

terrence@terrafirmalandarch.com

REFERENCES

Below please find three (3) references for FST as required by the Town of York's RFP:

Town of Kennebunk, Maine

1 Summer Street
Kennebunk, Maine 04043
[Christopher J. Osterrieder, P.E., Community Development Dir.](#)
207.985.2102
costerrieder@kennebunkmaine.us

Chris is a former employee of DeLuca-Hoffman Associates, Inc. and currently oversees engineering and Community Development in Kennebunk and he has worked closely in the past with Steve Bushey and Steve Blake.

Town of Falmouth, Maine

101 Woods Road
Falmouth, ME 04105
[Jay Reynolds, Public Works Director](#)
207.699.5374
jreynolds@town.falmouth.me.us

Jay is currently working with FST on the U.S. Route One improvements project. FST and the design team have prepared construction documents for an \$11 million project to be constructed over the summer of 2014. FST completed documents under a tight timeline beginning in the Fall 2013.

City of Saco, Maine

200 Main Street
Saco, ME 04072
[Peter Morelli, Economic Development Director](#)
207.282.3487
pmorelli@sacomaine.org

FST (as DeLuca-Hoffman Associates, Inc.) has maintained a greater than 20 year relationship with the City of Saco as we have provided general engineering services to the community over that period. Over that time, we have also assisted the Community on the preparation of funding requests through grant programs such as CDBG and EDA. These funding opportunities have exceeded several million dollars in value. The FST Main office is very familiar with these programs and can similarly assist the Town of York in this regard.

The following represents a current list of citations involving FST:

Project Name and Location	Name and Address of Project Owner	Description of Legal Proceedings, Convictions and Fines
Design Build Services Infrastructure Improvements – Hampton Beach Area, Hampton, NH	Town of Hampton Town Hall 100 Winnacunnet Road Hampton, NH	Joseph Rapuano v. Town of Hampton, et. al including Fay, Spofford & Thorndike, LLC Pitman v. Town of Hampton, et. al including Fay, Spofford & Thorndike, LLC Begin 2008/Settled w/no Litigation. Concluded: 2009
DCR Three Bridges - River Street Mt. Vernon	Dept. of Conservation and Recreation 251 Causeway Street Boston, MA 02114	Dennis Sholes et. al v. Fay, Spofford & Thorndike – Nitsch Engineering, Inc. Status: Settled. Begin 2009/Settled w/no Litigation. Concluded: 2012
Metro West Water Supply Tunnel, Boston, MA	Massachusetts Water Resources Authority Charlestown Navy Yard Boston, MA 02129	Jacobs Engineering v. Fay, Spofford & Thorndike Status: In Mediation Begin: 2011

CLOSURE

FST is excited about the opportunity to assist the Town of York for this project. We believe our assembled team has the experience and background to work collaboratively with the VSC and project stakeholders. We truly appreciate the opportunity to provide assistance on this project.