

FINAL REPORT

Tools for Building Community – From Heart & Soul Community Values to Place Making and Policy Changes

Sponsored by
Friends of Midcoast Maine
and
The Orton Family Foundation

In collaboration with
dreherdesign
and
The Project for Public Spaces
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The Workshop Concept

Twenty one cities and towns lie along the Route One corridor in Midcoast Maine, ranging in size from the largest Brunswick (20,906) and Bath (9700) to Stockton Springs (1383) and Nobleboro (1455), and additional inland and peninsula towns. These communities have varying needs and capacities to address the planning and growth issues facing them. Issues range from:

- dispersed development patterns and sprawl,
- the loss of businesses in our downtowns and village centers to the outskirts,
- the deterioration of the fabric of the downtowns,
- a lack and the loss of established village centers and vibrant public places,
- the loss of walkability,
- the over building of roads and highways to respond to sprawling conditions,
- the building of auto-oriented, pedestrian unfriendly places,
- and a disengaged and distrustful public.

While the challenges are great, the opportunities and interest within the Midcoast to reverse these trends is tremendous. Most Midcoast communities face a shortage of resources and planning expertise. Friends of Midcoast Maine is the only organization in the Midcoast offering assistance and guidance on Smart Growth, New Urbanism, Complete Streets, etc. and other planning and community building resources. The goal of these workshops was to capitalize on all available resources and make the content and conclusions of the workshops “community driven” rather than expert driven.

To assist the Midcoast Communities in reshaping their futures, the Friends of Midcoast Maine (FMM) turned to three other organizations that are known for their grassroots driven approach to reinventing communities in their own image. In collaboration with PPS, dreherdesign, and the Orton Family Foundation, Friends of Midcoast Maine developed a two day pilot workshop that offered a menu of topics, tools and expertise from all three organizations.

On Tuesday and Wednesday, October 11 and 12, 2011, two full day workshops were offered in Lincolnville Center and Belfast, Maine to pilot this merged approach. The result was a robust program of place making, community building, and public engagement, that led to *community empowerment*. The communities are the experts when it comes to their Heart and Soul, and the project participants provided the technical expertise to help them get to where they want to be. These workshops laid the framework for self determination on how to achieve new compact, incremental growth patterns. As a result, these tools have the potential to make the midcoast communities habitable and walkable with vibrant, appealing places and the requisite engaged citizenry that make up healthy communities.

The innovative workshops showcases the “Community as Expert” and “Up-side down Planning”. They focuses on Values Based Planning, and Qualitative and Quantitative

Assessments of Places, Streets and Built Form. They combine values based (Heart & Soul) planning, place-making and streets as places, and form based codes (as one of several methods) to codify vibrant places, in robust workshops that engage participants in exercises that demonstrate the use of these tools. More importantly, the workshops illustrate how these concepts can be combined to build community awareness and understanding that place, people and the physical environment can shape behavior and land use. These workshops illustrate that by using these tools and/or a myriad of others, the public can be engaged to determine their own futures and use that power to build better communities.

Using the engaged workshop community as the resource for the workshop, attendees were provided a broad-reaching and comprehensive menu of new and innovative tools that can be used to address specific community development needs.

Beginning with values based planning, the workshop evolved into streets as places and the collection of qualitative and quantitative data from the communities of Lincolnville Center and Belfast downtown.



The Laboratory

Two Midcoast Maine communities were chosen to illustrate the use of these community building tools: Lincolnville, population 2182 and Belfast, population 6668.

Lincolnville Center, a cross roads community, has a small center with a former general store, a community hall and church, a war memorial, the elementary school, post office, and town hall, all within walking distance of each other but in a fairly dispersed footprint. Roads are rural with gravel shoulders and no sidewalks or bicycle lanes or paved shoulders.



Belfast's downtown is a traditional New England downtown with tight urban development patterns, sidewalks, on street parking, and mixed uses. The area includes a mixed use retail—restaurant- office center, post office, City Hall, library, and other traditional downtown places. The downtown is adjacent to the water and a transitioning active waterfront with new commercial enterprises and plans for pedestrian walkways and amenities to complement urban parks and places.



The Blending of Technologies

While each collaborating organization has its own tested tools that it employs and champions, this workshop was designed to blend those 4 tools into one community building process that interact to create a more intensive community building approach. By combining **values based Heart & Soul planning with qualitative place-making, and quantitative community data** that prepares a community for code writing or other community building activities, and a engaged public process that highlights the community as expert, the workshop participant begins to see the features that make up a robust place and can work to create, recreate or retrofit areas in their community to meet their values.

The goal was not to entrench ourselves in one methodology over another but to blend these tools into a palette of community building exercises that when combined, produce a refined and healthy understanding of what makes community.

While it is easier to remain steadfast in a singular approach and message, the combined methodologies are what make community and indeed build community. In effect, **the empowerment of the community members works to build community.**

Although the workshop partners all have different approaches, the desired outcomes are similar or all partners share common objectives - an empowered community, a more vibrant civic/public realm, healthier, sustainable growth patterns and potentially enhanced economic growth

Workshop leaders included Gary Toth and Phil Myrick of the Project for Public Spaces, Paul Dreher of dreherdesign, Jane Lafleur of Friends of Midcoast Maine and Ariana McBride of the Orton Family Foundation.



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Conclusions

These Community Building Workshops illustrate a new and unique model for future community collaboration and technical assistance.

The over-all message is that the community members can be empowered to make decisions about their community values and their built environments and can create the places and communities they choose.

The continuous loop of identifying values, analyzing and identifying qualitative and quantitative features in the community, developing policies, taking action and relating back to community values is a sound, powerful, scale-able, transferable and nimble community building tool.

By supplementing the power of the community, and motivated and involved community members with the combined disciplines, tools and expertise of four different organizations, these workshops offered a high level of experience, skill and tool sharing that should be continued and enhanced.

Lincolville: The Process and Outcomes

Over 40 people registered for this workshop and slightly fewer attended. The workshop began with the Places of the Heart exercise. This exercise works with universal principles so that people from multiple communities can participate fully.



Places of the Heart Exercise

Time: 25-30 minutes

Materials

- Town map (aerial w/key roads noted is preferable)
- Star stickers
- Sticky notes
- Flip chart and markers

Set Up

- Tables for groups of 5-6 people
- Workshop conveners to facilitate the small groups.

Directions

- 1) Have people break into groups of 5-6 making sure that each group includes at least one person from the host community. (5 mins)
- 2) With the town map in the center of the table, ask the “host” participants to put stars on those places in town where they personally feel the strongest sense of community. (5 mins)
- 3) Ask the “host participants” to share an experience that speaks to why they chose one of those places – what is it about that place that gives them that sense of community? (2-5 mins)
- 4) Ask the other participants to share if they think of places in their own communities that have that similar feel. Have participants write down on sticky notes the characteristics of those places. (5-10 mins)
- 5) Bring the full group back together and ask for volunteers to share the places in town that were starred and some of the characteristics noted for places like it. This info can be captured on a flipchart. (5 mins)

Resonating ideas included the following:

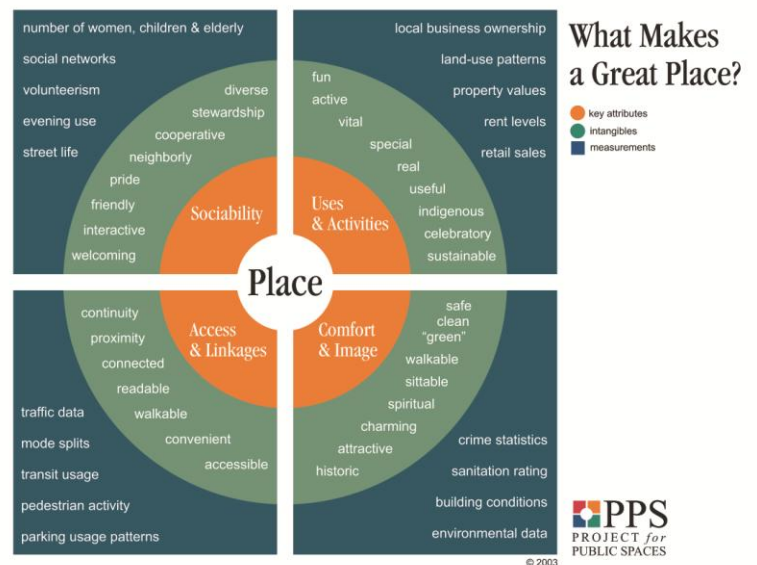
- Other towns have the same concerns and special places of the heart.
- There is a desire to create places where people can get together (gather)
- Desire for places where people can cross paths.
- Desire for activities
- Create a sense of place.

Characteristics or values that were noted included:

- A sense of security in these places of the heart
- A lack of traffic
- Schools close by
- “Home”
- Traffic slows down at Center
- Time slowing down
- Historical buildings and fire station, petunia pump, town hall, school, post office.
- Walking experience
- Connection to neighbors new and old.
- Meeting places-gathering places
- Memories
- Farmers’ market
- “The market place” for people
- Temporary and permanent places
- Access provided to other places-obvious places, visible places, past and future places.
- There are cues in the landscape that illustrate obvious places and are keys to places one looks for.

This was followed by the PPS presentation, a short discussion of form based codes, and on-site field audits.

- The PPS presentation from 9:45 to 10:30 provided an introduction to the concepts of Placemaking. A short transportation presentation also introduced the concept that the design of the streets affects the quality of the places, even in a less concentrated community like Lincolnville.



A brief introduction to Form Based Codes offered an introduction to this tool and additional time on FBC was allotted in the afternoon. *(Lesson Learned: Workshop leaders dropped this introduction from Day Two since it seemed to confuse participants. Instead, it is recommended that the introduction to the Built Form Audit be enhanced so participants better understand how to use the data form in the field.)*

Field work was conducted from 10:30 to lunch. Half of the participants were given the PPS Place Audit and half were given the Dreher Built Form Audit. Four sites were audited, each group facilitated by either Gary Toth, Phil Myrick, Jane Lafleur, Paul Dreher, Rebecca Stone or Ariana McBride:

Group #1: Meeting hall to Petunia Pump both sides

Gary Toth

Group #2: Petunia Pump to the School/Town Hall area (both sides of street)

Phil Myrick

Group #3: Petunia Pump to the Beach/Gazebo/ fire house area. (left side of street),

Paul Dreher

Group #4: Petunia Pump to the beach/Gazebo/fire house area (right side of street)

Ariana McBride/ Rebecca Stone

The Built Form Audit

BUILDING ENVELOPE/PLACE INVENTORY

HEIGHT

SKETCH

- ___ GROUND LEVEL
- ___ GROUND FLOOR HEIGHT(S)
- ___ UPPERSTORY HEIGHT(S)
- ___ PERCEIVED HEIGHT
- ___ OTHER

NOTES

USES

SKETCH

- ___ GROUND LEVEL
- ___ UPPER LEVELS
- ___ PARKING-FRONT, REAR, SIDE, ON STREET
- ___ OTHER

NOTES

HOW DOES THE PLACE FEEL?

PLACE BASED CODE FIELD EXERCISE
2

BUILDING EDGE/PLACE INVENTORY

ELEMENTS

SKETCH

- ___ STOREFRONTS--% OF GLAZING (GLASS/OPENING)
- ___ DOOR/ENTRIES, FREQUENCY & DISTANCE BETWEEN, PUBLIC OR PRIVATE
- ___ BUILDING PROJECTIONS
- ___ STOOPS AND PORCHES
- ___ STREET WALLS
- ___ OTHER

NOTES

SITING

SKETCH

FRONTAGE

- ___ PERCENT BUILD-OUT
- ___ PERCENTAGE OF GLAZING (GLASS/ WINDOWS AND OPENINGS)
- ___ FREQUENCY & DISTANCE BETWEEN OPENINGS--PUBLIC OR PRIVATE
- ___ FRONTAGE WIDTH
- ___ OTHER

LOT COVERAGE

- ___ BUILDABLE AREA , % OF COVERAGE
- ___ PARKING?--SIDE?, REAR?, FRONT?, GARAGE?
- ___ LOT LINE TREATMENT
- ___ ALLEY(S)
- ___ OTHER

NOTES

PLACE BASED CODE FIELD EXERCISE
1

(Lesson Learned: Workshop leaders must improve the description of how to use these forms in the field, including projecting a completed sample of this form, prior to the field work.)

Key comments included the following:

Group #1: From the Community Building to Petunia Pump

PLACE EXERCISE

- There is a sense of place
- A sense of history
- Close knit and close together
- Green space
- “the center”
- Walking distance to other places
- Potential without it being a blank slate.

Recommendations

- Dangerous intersection at Route 235
- No sidewalk
- Vacant lot
- Steep lawn
- Blind curve
- Route 52-high speeds, square off the corners, push the human activity to the street edge.

BUILT FORM AUDIT

- Feel is not pedestrian friendly
- Not interested in strolling
- Open spaces
- Overhead cables
- Petunia pump is center
- Street lights
- Height of buildings is based on a fire truck’s reach
- Setbacks are small and non-conforming (versus a build to line)
- Propose at least one place be a public space
- Variety of signs at pump is too much
- Preserve the views from the center towards route 52 and 173
- How to slow down traffic from 45 to 25 mph
- Make it more pedestrian friendly
- Add sidewalks and crosswalks.



Group #2 Town Office to Petunia Pump

PLACE EXERCISE

Image

- Trees, rural character
- Poor feeling of safety
- Mixed cleanliness and mixed maintenance quality
- No places to sit
- Noisy smelly trucks from farms
- Gardens and future greenhouses

Access and linkages:

- Poor
- lots to improve on

Uses and Activities

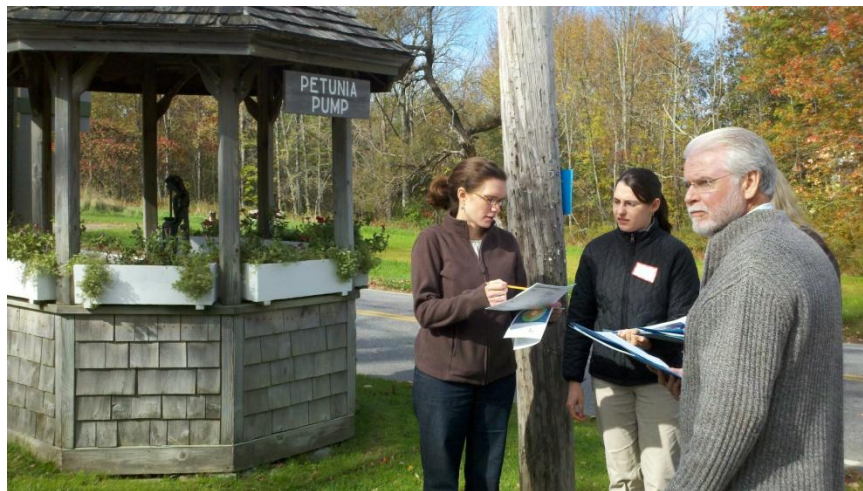
- mix of uses
- school only

Sociability

- mid to good, volunteerism high

BUILT FORM AUDIT

- safety issue
- designated path
- sidewalks to town office
- usability question due to wet lands
- height of school 2 story and single family houses e ½ stories
- regulations have 60 foot setback from center line
- triangulation between town office, Norton pond and store.
- Intersection opportunity.



Group #3 Petunia Pump to Gazebo, left side

PLACE EXERCISE

image

- overall good
- cleanliness good
- comfort low
- needs life-low

sociability

- no kids

uses

- dean and eugley lot a dead zone
- no glass fronts
- wide open pavement
- abuts wet lands
- buildings spread out
- large trees, stonewalls, terraces
- gravel and paved driveways

BUILT FORM AUDIT

- residential
- setbacks and heights are the same
- shared driveways
- side entrances
- backs are work spaces
- Potential for future entrances
- Roadway 22 feet
- Space for sidewalk
- Hedgerow is a buffer to headlights
- 24 feet to front of buildings
- Spaces increased between the buildings as moved closer to park



Group #4 Petunia Pump to Gazebo (left side)

PLACE EXERCISE

- Overall 3
- Safety 3
- Cleanliness 3
- Comfort-sitting 0-1
- Attractive but not vibrant

Access and Linkages

- Visibility 3
- Ease 3
- Transit 0

Uses

- Mix 1
- Events 3
- Business 1

Sociability

- Opportunities
- Sidewalks
- Crosswalks
- Low cost-conservation commission
- Tree planting - replace in future
- Pay fee to use bandstand-bad

BUILT FORM AUDIT

- segregated uses
- driving more likely
- set backs large
- road widens-set backs increase
- small lots and small buildings close to road
- distance between houses wide
- public and private are not linked
- honor roll area has seating
- heights are similar
- gazebo similar height
- uses segregated
- private spaces
- mix of houses, single family and mobile homes
- front yards differ
- rows of maple trees
- closer to right-of-way toward gazebo



After lunch, Jane Lafleur of Friends of Midcoast Maine led a facilitated discussion of how to relate learning experiences between looking at the sites from a place perspective versus a built form perspective.

Paul Dreher of dreherdesign then led a presentation and discussion on Form Based Codes as one tool to build community, create places and grow and develop in keeping with the values of the community. Discussion led to more information about form based codes and the advantages for a community that may want to develop in keeping with the historical patterns of development.

A final presentation and discussion by Ariana McBride of the Orton Family Foundation and Jane presented more community building tools and techniques. The workshop ended with key pad polling to ascertain the value of the workshops to the participants.

Agenda

COMMUNITY BUILDING WORKSHOP

Lincolnvile, Maine

October 11, 2011

- 8:15 Registration and coffee
- 8:45 Welcome and Logistics (15 minutes)
- 9:00 Places of the Heart Exercise (30 minutes)
- 9:30 Discovering What Matters Most in Your Community: Heart & Soul Community Planning (15 minutes)
- 9:45 Place-making and Integrating Values-Place-Streets-Form (45 minutes)
 - Power of ten
 - Triangulation
 - Great Place Audits
 - Building Community Through Transportation
- 10:30 Field work directions and slides (10 minutes)
- 10:40 Break
- 10:45 Field work (Integrating values, place, streets and form) (60 minutes)
 - Group #1: Meeting hall to Petunia Pump (right side of street)
 - Group #2: Meeting hall to Petunia Pump (left side of street)
 - Group #3: Petunia Pump to the School/Town Hall area (both sides of street)
 - Group #4: Petunia Pump to the Beach/Gazebo/ fire house area. (left side of street)
 - Group #5: Petunia Pump to the beach/Gazebo/fire house area (right side of street)
- 11:45 Brief report out (15 minutes)
- 12:00 Lunch
- 12:30 Facilitated Discussion: Integrating Values-Place-Streets-Form (75 minutes???)
- 1:45 Form Based Codes (60 minutes)
- 2:45 Beyond the Code PART ONE: Other Tools for Building Community (30 minutes)
- 3:15 Workshop Wrap-up and Key Pad Polling Evaluation (15 minutes)
- 3:30 Depart

Belfast: The Process and Outcomes

Over 40 people registered for this day long workshop and approximately 25 attended.

The first exercise was a values based Main Street planning exercise, led by Ariana McBride.



Main Street Exercise

Time: 15-20 minutes

Materials

- Sticky notes

Set Up

- Tables for groups of 5-6 people
- Blank wall for stickies
- Workshop conveners facilitate small groups.

Directions

Have people break into groups of 5-6. (5 mins)

Ask folks to think about their community's "main street" and write down 2-3 things that they like about it. Then write down 2-3 things that they'd like to see changed. (2 minutes)

Have them share their thoughts in their groups asking about both what they wrote down and why. [For instance, if someone wrote down that they love their sidewalk cafes and then when asked why they note that they like seeing their neighbors. Another example – someone says that they don't like how wide their street is because people speed through making it unsafe for pedestrians.] (10 mins)

Bring the full group back together and ask for volunteers to share the characteristics that folks liked and those things that folks would like to see changed. This info can be captured on a flipchart. (5 mins)

Note: The "why" question gets us what's underneath people's observations – it starts to get at values.

Comments included the following in a Plus-Delta exercise

PLUS

- Commonality of ideas
- Meet people
- Diversity of businesses and people
- Vibrancy and a “buzz”
- Always something going on
- Traffic too much or too little
- Historic architecture and history
- Compact stores
- Walkable
- Things to do in close proximity
- Waterfront
- Close-knit buildings with doorways close together.

DELTA

- Grapple in design
- Wider main street
- Enhance ability to walk
- More diverse businesses for year round, not just tourists
- Dealing with big changes
- Impact of bypass
- More things for kids to do
- Affordable housing for 30-somethings
- Accessory apartments

The presentation was extended by fifteen minutes and ran from 9:30 to 10:30. Since the afternoon exercise was street oriented, more time was devoted to Streets as Places principles.

Field work was conducted from 10:30 to lunch. Five sites were audited, each group facilitated by either Gary Toth, Phil Myrick, Jane Lafleur, Paul Dreher, or Ariana McBride:

1. Library to traffic light (both sides of High Street) (Gary Toth)
2. Upper Main Street left and right sides, west of traffic light to post Office; (Paul Dreher)
3. Lower Main Street left and right sides, south of traffic light to Front Street (Phil Myrick)
4. Cross Street (Ariana McBride and Jane Lafleur)

Half the participants in each group were given the Streets as Places Audit and half were given the Dreher Built Form Audit.

The report out was recorded on film and audio.



Field Work-Belfast

Report-outs included the following comments captured on audio-video tapes of this section of the workshop.

Group #1: From Library to Main Street

Evaluation

- Street widths 51 feet with parallel parking aisle of 9 feet to give 30 feet of crossing.
- Many uses at beginning near intersection and tight to street
- The Beaver Street and uses fall back from street and more curb cut space than sidewalk space
- Main entrance from /to downtown but feels like a back door entrance
- Some buildings front Main Street and some front side streets.
- Trash cans with planters in area close to intersections but not further away.
- Shop keepers put things out on sidewalk near intersections but not in Co-Op section
- Building height 3.5 stories to 2.5 stories to 1 story.
- Building between Beaver and Spring street was former gas station but could help to pull pedestrian down street if interesting activity added
- Co-op is very vibrant but setback and could have potential to be a “place” for pedestrians.
- Bicyclists using section expressed concern about their own safety.



Suggestions

- Opportunity to re-apportion street width to a dedicated bike lane or wider sidewalk width for pedestrians
- Continue trash cans with planters on them further down street toward library
- Consider reusing some of pavement for wider sidewalks or bike lanes.

Group #2 Post office square

Evaluation

- Gateway entrance to community, steeper grade
- Post office, dollar store, bank, on left
- Retail, residential, sidewalk on right
- Cross-walks a bit problematical for pedestrians
- Trucks and other users
- Heavy pedestrian uses
- Six way intersection
- Did not feel like it was designed for people; what was it designed for?
- Cars slow even though roads widths are wide because of so many uses and things to do. Not just complete streets but streets as places.
- Sidewalk becomes storm drainage swale which is not visible from upper side. It drops off at post office
- Crosswalk at Market Street ends at pile of dirt and does not go into parking lot
- Street width varies from 60+ feet to 70 feet with travel lanes of 15 feet; sidewalks vary from 6 to 9 feet. At top of hill at Market street, there are level changes and a building where sidewalk continues into a building doorway and creates several levels that could be inhabited as a café or some other set of uses. It felt like a “Place” that could be enhanced.



Suggestions

- What needs to be accomplished? Narrow the street or slow down the vehicles?
- If goal is to slow down vehicles, start with that discussion point and then figure out solutions

Group #3

Lower Main Street to Cross street

Evaluation

- Comfortable
- Great image
- Useable
- Sociable
- Positive image
- Steep grade
- Visible
- Dog walkers, letter carriers, bicyclists, kids
- Adequate waste disposal
- Openings in buildings every 12-15 feet
- Narrow sidewalks with good visible activity
- Angled parking slows traffic
- Backing cars slows traffic
- Large truck traffic expected
- Good safety
- Farmers' market closes street in summer
- Thursdays closes street on summer nights for activity
- Access to waterfront
- Primary uses of street are business, residential, retail, access to harbor and boat delivery and boat traffic on large trucks
- 19 foot travel lane at widest widths that must accommodate many uses but potential for other ideas.



Suggestions

- Signage and way-finding could be improved
- Turn some of street into bike path
- Use some of parking spaces for other events

Group #4

Cross Street

Evaluation:

- Questions of safety, lack of lighting, overgrown, junk cars
- Not inviting to pedestrians
- Serves as a connection from vibrant Main Street to Commons
- Should be more inviting
- Starts pleasantly at corner and then changes to less inviting.
- Functions as a traffic short cut and a back side service street as well as industrial uses
- Potential to be a great place
- Has been designated as “slum and blight” by the Belfast City Council
- Quite wide with lots of pavement
- Multi-functional as cut-through to avoid Main Street signal, industrial street, service road
- A “lost” street



Suggested changes

- Add a raised sidewalk, continue to end of street
- Add a mural to large factory wall or break up with windows at street level to make more pedestrian friendly
- Activate under-used public spaces with a public marketplace
- Community garden and farmers’ market potential
- Benches
- Look at vista from Main Street and lead people down this street
- Narrow the street
- Hold temporary activities such as farmers’ market, working around truck deliveries
- Create connections between Maine Street and common.
- Address safety issues
- Add traffic calming measures
- Work to make all uses co-exist
- Add pedestrian amenities, benches, planters, gardens, trash receptacles, etc.

ADDITIONAL REFLECTIONS

- On Lower Main Street there is a need for the street to serve both the shops and restaurants while at the same time needing to accommodate delivery trucks and boat carriers to the waterfront. This led well into the Typology exercise.
- Although Lower Main Street was the most comfortable place for pedestrians, it was also the widest of the four street sections that were audited. The conclusion was that the deleterious effects of the width of the street were compensated by the form-rich street wall comprised of a continuous run of commercial buildings at pedestrian scale and

glazing – an interesting finding. Shoppers – i.e. pedestrians also helped, as did the frequent parking and unparking of motorists.

- High Street served as a much better laboratory for allowing folks to intuitively grasp the relationship of the built form to sense of place and heart and soul. Participants from this group cited several locations where missing buildings created holes and therefore discomfort for pedestrians. The Knox Brothers Autoparts building with its parking in front and setback, stuck out like a sore thumb in the otherwise urban environment.

Built Form Audit

Workshop participants were given the Built Form Audit to capture quantitative features of their study area. The Built Form Audit allows the observer to draw and write hard facts as well as comment on the "feel" of the area. It asks for measurements, distances, physical features and land uses.

The built form audit tool is designed to accomplish a number of things. Primarily it is intended to encourage a graphic inventory of quantifiable qualities relating the built form, street disposition and most specifically the public space/place between and around buildings. The tool is meant to be flexible, i.e. it can work as a planimetric tool or cross-sectional tool or both; it also asks the user to make evaluations; "How does this place feel? Is the vehicle speed too fast?" etc.

The Built Form Audit dovetails nicely with the Place Audit tool - it measure quantitative aspect of a place and provides valuable counterpoint to the qualitative nature of the Place Audit. It also dovetails with values based evaluations. For example stoops have dimensions, certain dimensions will encourage sitting, staying and visiting and others will deny these behaviors. If neighborliness is a community value, sitting, staying may/will encourage human exchange and enhancement of this community values.

BUILT FORM AUDIT TEMPLATES

STREET SPACE ATTRIBUTES/INVENTORY

CONSIDER:

- TOTAL STREET WIDTH
- TRAVEL LANE WIDTH
- VEHICLE SPEED IS IT INTUITIVE/COMFORTABLE? OR IN RETARD?
- PARKING ABLE
- CURBING
- SIDEWALK IF NOT 6' HOLD THERE ONE'S WIDTH AND APPROPRIATENESS OF WIDTH?
- ADVERTISEMENTS (SIGNS, TRUCKS, ETC) LIGHTING, BENCHES, TRASH RECEPTACLES, BIKE RACKS, ETC.
- ADVERTISEMENTS AND LIGHTS/STREET LIGHTS IT COME TO US AS A SENSE OF PERSPECTIVE/PRESENCE?
- BUILDING HEIGHTS PROPORTIONS, OVERHANGS, OVERHANGS (THESE ARE CODEABLE)
- 8 AND PROXIMITY OF PUBLIC ENTRANCES
- STOOPS, PORCHES
- CROSSWALKS CROSSING WIDTH?
- LANE LANE/ LOCATION WIDTH?
- TRANSPORTATION MODES, BUSES, BIKES, ETC.
- OTHER

HOW DOES THIS STREET FEEL?

TRAVEL LANE TRAVEL LANE

DIVIDING LINE (NOT NECESSARILY CENTERLINE OF PUBLIC REALM/STREET)

PLACE BASED CODE FIELD EXERCISE

STREET CROSS SECTION

SAMPLE BUILT FORM AUDIT

STREET SPACE ATTRIBUTES/INVENTORY

CONSIDER:

- TOTAL STREET WIDTH: 62'
- TRAVEL LANE WIDTH: 9' + 12'
- VEHICLE SPEED IS IT INTUITIVE/COMFORTABLE? OR IN RETARD? 25+
- PARKING ABLE: 8' + 9'
- CURBING: 6" UP FOR FOOT BIKE
- ADVERTISEMENTS (SIGNS, TRUCKS, ETC) LIGHTING, BENCHES, TRASH RECEPTACLES, BIKE RACKS, ETC. TRASH, BIKE RACK, TREES
- ADVERTISEMENTS AND LIGHTS/STREET LIGHTS IT COME TO US AS A SENSE OF PERSPECTIVE/PRESENCE? 3 CABS, OUTDOOR SEATING OFFICE
- BUILDING HEIGHTS PROPORTIONS, OVERHANGS, OVERHANGS (THESE ARE CODEABLE) EVERY 2nd floor
- STOOPS, PORCHES: NO
- CROSSWALKS CROSSING WIDTH? TOO WIDE 12' + 9' TOTAL
- LANE LANE/ LOCATION WIDTH? NO
- TRANSPORTATION MODES, BUSES, BIKES, ETC. OTHER: STREET GATS WIDER
- OTHER: STREET GATS WIDER

HOW DOES THIS STREET FEEL?

STREET FEELS A BIT WIDE TRAFFIC MOVES FAST

OFFICE

BIKE RACK

OUTDOOR SEATING

CAFE 85% CURBING

3 TRAILING

12' TRAVEL LANE TO EAST

PARKING 4'

85% CURBING

APPT. 10 1/2'

RECESSED ENTRANCE

BRICK PAVEMENT

SIDE WALK 8'

9'

12'

8'

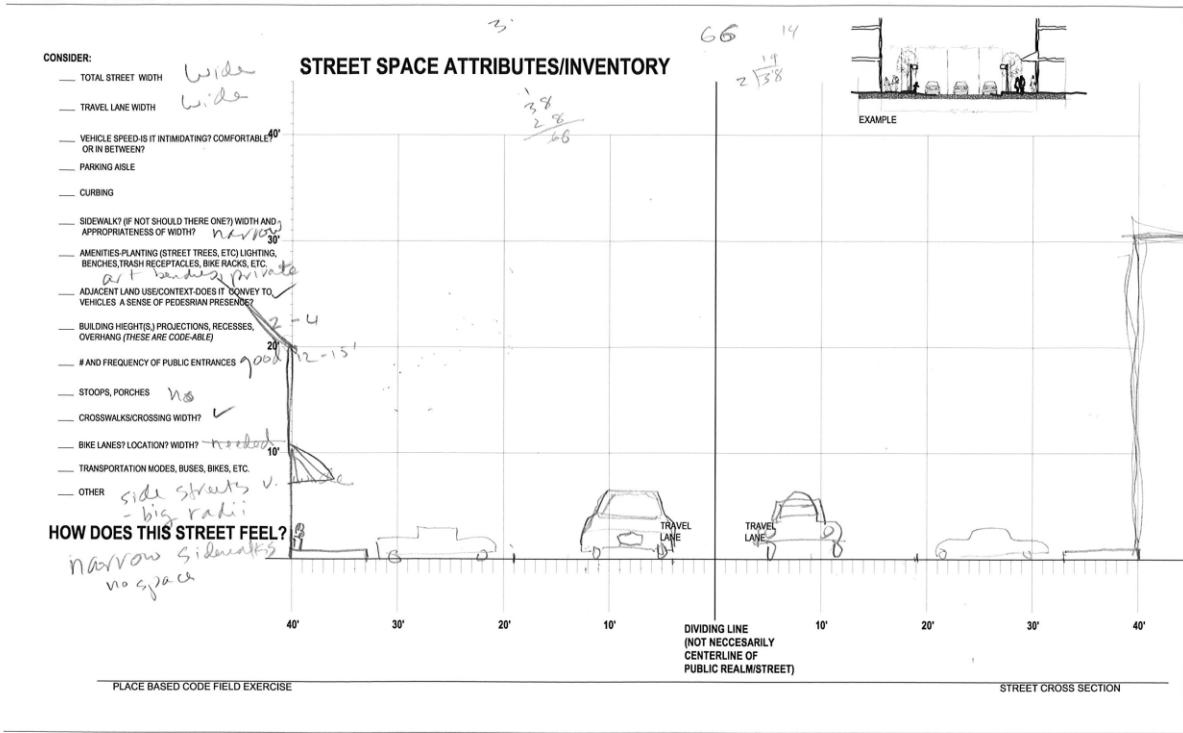
14'

DIVIDING LINE (NOT NECESSARILY CENTERLINE OF PUBLIC REALM/STREET)

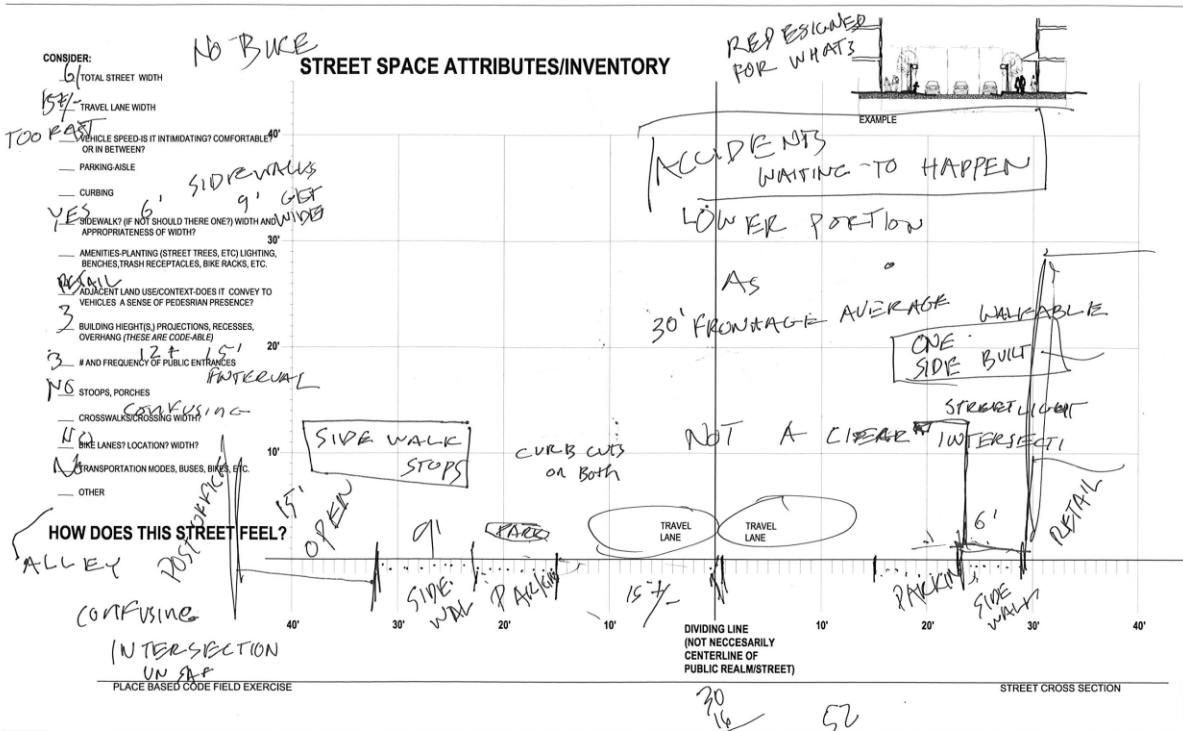
PLACE BASED CODE FIELD EXERCISE

STREET CROSS SECTION

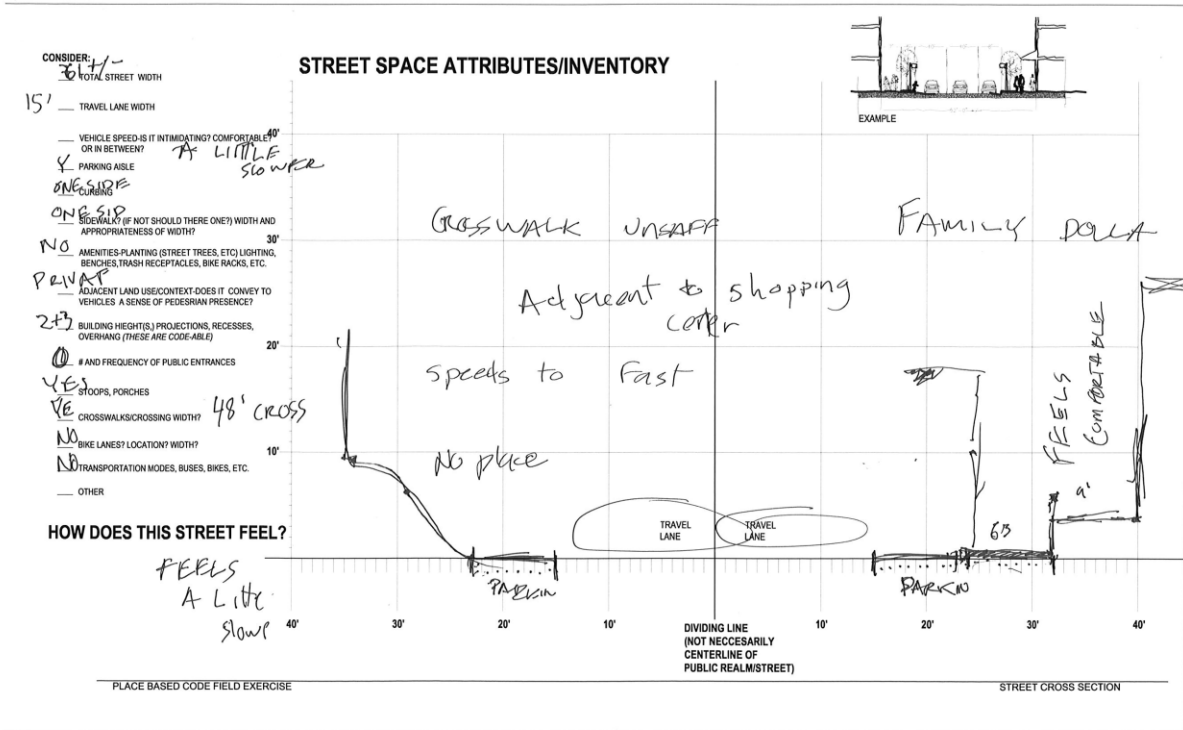
Belfast Built Form Audit #1



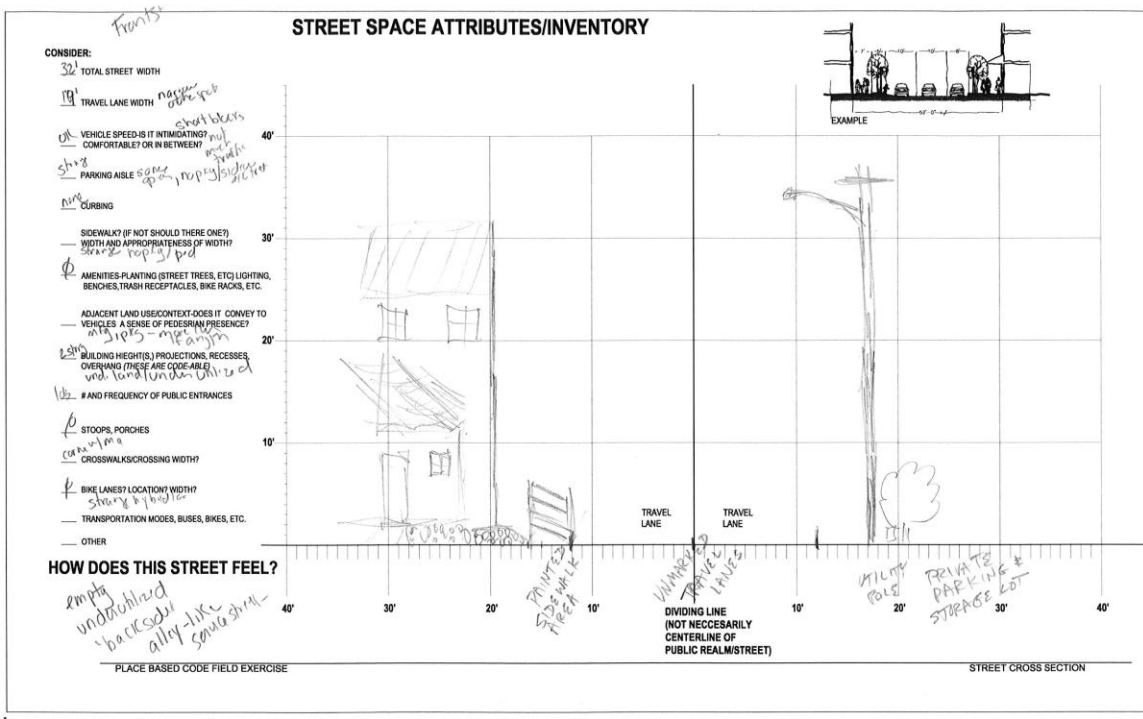
Belfast Built Form Audit #2



Belfast Built Form Audit #3



Belfast Built Form Audit #4



Belfast Built Form Audit #5

(A) MAIN ST. MARGON PENNETT - BELFAST HIST. SOC

STREET SPACE ATTRIBUTES/INVENTORY

CONSIDER:

- TOTAL STREET WIDTH
- TRAVEL LANE WIDTH
- VEHICLE SPEED IS IT INTIMIDATING? COMFORTABLE? OR IN BETWEEN?
- PARKING AISLE
- CURBING 2' CURB + BRICK @ MAIN ST.
- SIDEWALK? (IF NOT SHOULD THERE ONE?) WIDTH AND APPROPRIATENESS OF WIDTH? 30' @ MAIN ST. WATER SIDE
- AMENITIES, PLANTING (STREET TREES, ETC) LIGHTING, BENCHES, TRASH RECEPTACLES, BIKE RACKS, ETC.
- ADJACENT LAND USE/CONTEXT: DOES IT CONVEY TO VEHICLES A SENSE OF PEDESTRIAN PRESENCE? YES
- BUILDING HEIGHT(S) PROJECTIONS, RECESSES, OVERHANG (THESE ARE CODE-ABLE)
- # AND FREQUENCY OF PUBLIC ENTRANCES 20' 1st HALF BLOCK - MANY ENTRANCES - CENTURY + STORE
- STOOPS, PORCHES NO
- CROSSWALKS/CROSSING WIDTH? 6' - 17.0'
- BIKE LANES? LOCATION? WIDTH? NO
- TRANSPORTATION MODES, BUSES, BIKES, ETC. NO
- OTHER

FRAGMENTED

1st HALF BLOCK - MANY ENTRANCES - CENTURY + STORE

IS GOOD STREET WALK - BRICKS DOWN AT 40' TRANS TO MAIN - TRANS TO BRICKS ON INLAND SIDE

ONLY ONE TRAFFIC LIGHT AT MAIN PARALLEL PKG

TRAVEL LANE TRAVEL LANE

EXAMPLE

High St.

MAIN ST.

GRANITE CURB

BRICK

PAVING MARKINGS

LANE

STREET CROSS SECTION

40' 30' 20' 10' 10' 20' 30' 40'

DIVIDING LINE (NOT NECESSARILY CENTERLINE OF PUBLIC REALM/STREET)

PLATE BASED CODE FIELD EXERCISE

DISORGANIZED PARKING LOTS - SOME PAVED, SOME NOT

LOTS OF CURB CUTS @ COOL BIG ONES, TOO - @ PKG LOTS

LOTS OF STREETS COMING TOGETHER IN SHORT LENGTH OF STREET - 4 INLAND SIDE, 4 WATER SIDE, ~~ALL ASSET~~ EXCEPT MAIN ST. BY LIBRARY

4 CROSSWALKS IN THIS LENGTH

PLACE TEMPLATES

B Identify the Opportunities of this Place

List below, by category, the opportunities that exist in this place. Add others not mentioned. Include both short-term, low-cost opportunities and long-term changes.

1. What do you like best about this place as a whole?

2. List ten things that you would do to improve this place that could be done right away and that wouldn't cost a lot:

3. What changes to this place would you make in the long term that would have the biggest impact?

4. What local partnerships or local talent can you identify that could help implement some of your proposed improvements? Please be as specific as possible.

COMFORT & IMAGE		← DISAGREE AGREE →			
From a distance, the area projects a positive image.		1	2	3	4
Automobiles do not detract from the pedestrian experience.		1	2	3	4
The scale of nearby buildings is comfortable for pedestrians, with choices of places to sit or use, both in sun and shade.		1	2	3	4
The area is well managed:		1	2	3	4
- It is in a state of good repair;		1	2	3	4
- It is neat and clean;		1	2	3	4
- It feels safe;		1	2	3	4
- It is well lighted;		1	2	3	4
- Retail space is leased to the best uses		1	2	3	4
Amenities are operable, well located and consistent in design:					
- Telephones;		1	2	3	4
- Waste receptacles;		1	2	3	4
- Lighting fixtures;		1	2	3	4
- Seating.		1	2	3	4
The place is not dominated by groups or individuals that threaten others		1	2	3	4

The early part of the afternoon was occupied by a Street Typology Exercise facilitated by Gary Toth. This involved asking participants to rough out a preliminary hierarchy streets based on how *they want their streets to function*. Prior to starting the exercise, Gary Toth shared examples of Street Typologies from other communities.

- Participants were asked to:
 - identify their goals for overall performance such as local operating speed (which could become design speed), priority between the modes and function within the overall system (e.g. local access versus crosstown mobility).
 - In doing so, to categorize street types by the role in supporting the community in addition to their roles for moving cars.
 - A description of the what the participants came up with is at the end of this paper
- The participants struggled at first. (This is typical at the beginning of this exercise and it is designed to do this as we illustrate the power of the “community as expert”). Several voiced concern that “I am not an engineer, how am I supposed to do this?” It wasn’t until we told them to “do this in your role as a human, a resident of the community who experiences these streets, not a trained professional”, that they were able to settle in. After that, participation was robust. One of the major values of the exercise is that it removes the shackles on how we think about streets (and other aspects of the built form) in America. We have been groomed to abdicate our responsibility for the built form to

professionals and specialized ones at that. Some of the folks who struggled early were planners, groomed within their own profession to think in silos. The early difficulty with this exercise illustrates the point we are trying to capture, that the community is, can be and should be the expert.

The afternoon's Form Based Code discussion was dynamic. The more concentrated nature of Belfast and the presence of a handful of modern intrusions into the built form (demolished buildings and the auto parts store), resulted in participants much more readily making the connections between Form Based Codes and retention and fostering of Heart and Soul and Placemaking.

AGENDA

Community Building Workshop

Belfast, Maine

October 12, 2011

- 8:15 Registration and coffee
- 8:45 Welcome and Logistics (15 minutes)
- 9:00 Values based planning exercise (30 minutes)
- 9:30 Presentation: Streets as Places that Integrate Values and Context (60 minutes)
Placemaking intro. What Makes a Great Place? - 20 mins
Connectivity and Street Typologies - 40 mins
- 10:30 Directions and slides for field work (10 minutes)
- 10:40 Break (5 minutes)
- 10:45 Field work: Streets as Places Audit and Cross-section Evaluation (60 minutes)
 - 1. High Street from Library to Bridge Street (both sides of High Street)
 - 2. upper Main Street left and right sides, west of traffic light to post Office;
 - 3. lower Main Street left and right sides, east of traffic light to Front Street
 - 4. Front Street from boat launch to Boat House
- 12:00 Working lunch - synthesize group results
- 12:30 Brief report out of the field work (30 minutes)
- 1:00 Typology Exercise and discussion of Streets that serve Livability and Mobility (90 minutes)
- 2:30 Form Based Codes (60 minutes)
- 3:30 Beyond the Code PART TWO: Other Tools for Building Community (15 minutes)
- 3:45 Workshop Evaluation, Wrap-up and Final Discussion (30 minutes)
- 4:15 Depart

Attachment 1: Description of the Place and Street Audits

These audit tools deploy an interactive exercise where citizens go out to each place and diagnosis how it is performing in terms of access and linkages, uses and activities, comfort and image, and sociability. The participants then work together as a group to develop short term, mid term and long term suggestions for improving the place. The idea is to start small, with low cost ideas which might even be able to be implemented by citizens themselves. This helps with team building and creating a sense of community but more importantly begins to create a sense of confidence that the community can in fact make itself a better place. The full audits are shown below.

What Makes a Great Place?

MEASUREMENTS **INTANGIBLES** **KEY ATTRIBUTES**

number of women, children & elderly
social networks
volunteerism
evening use
street life
friendly
interactive
welcoming
continuity
proximity
connected
readable
walkable
pedestrian activity
parking usage patterns

diverse
stewardship
cooperative
neighborly
pride
welcoming
readable
walkable
convenient
accessible

fun
active
vital
special
real
useful
indigenous
celebratory
sustainable
safe
clean
"green"
walkable
sittable
spiritual
charming
attractive
historic

local business ownership
land-use patterns
property values
rent levels
retail sales
crime statistics
sanitation rating
building conditions
environmental data

Place Game


Place Performance Evaluation
A Tool for Initiating the Placemaking Process

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PPS is a nonprofit organization dedicated to creating and sustaining public places that build communities. We provide technical assistance, education, and research through programs in parks, plazas and central squares; buildings and civic architecture; transportation; and public markets. Since our founding in 1975, we have worked in over 2,500 communities in the United States and around the world, helping people to grow their public spaces into vital community places.

PPS PROJECT FOR PUBLIC SPACES
700 Broadway
Fourth Floor
New York, NY 10003
212.630.5660
www.pps.org

SITE #: _____ Date: _____

 Rate the Place:

COMFORT & IMAGE POOR GOOD

Overall attractiveness	1	2	3	4
Feeling of safety	1	2	3	4
Cleanliness/Quality of Maintenance	1	2	3	4
Comfort of places to sit	1	2	3	4

Comments/Notes:

ACCESS & LINKAGES POOR GOOD

Visibility from a distance	1	2	3	4
Ease in walking to the place	1	2	3	4
Transit access	1	2	3	4
Clarity of information/signage	1	2	3	4

Comments/Notes:

USES & ACTIVITIES POOR GOOD

Mix of stores/services	1	2	3	4
Frequency of community events/activities	1	2	3	4
Overall busy-ness of area	1	2	3	4
Economic vitality	1	2	3	4

Comments/Notes:

SOCIABILITY POOR GOOD

Number of people in groups	1	2	3	4
Evidence of volunteerism	1	2	3	4
Sense of pride and ownership	1	2	3	4
Presence of children and seniors	1	2	3	4

Comments/Notes:

 Identify Opportunities

1. What do you like best about this place?

2. List things that you would do to improve this place that could be done right away and that wouldn't cost a lot:

3. What changes would you make in the long term that would have the biggest impact?

4. Ask someone who is in the "place" what they like about it and what they would do to improve it. Their answer:

5. What local partnerships or local talent can you identify that could help implement some of your proposed improvements? Please be as specific as possible.

PLACE GAME

Streets as Places Game

What Makes a Great Place?

In evaluating over 2,000 public spaces around the world, Project for Public Spaces (PPS) has found that successful ones have four key qualities: they are accessible; people are engaged in activities there; the space is comfortable and has a good image; and finally, it is a sociable place: one where people meet each other and take people when they come to visit. PPS developed The Place Diagram as a tool to help people in judging any place, good or bad:



Imagine that the center circle on the diagram is a specific place that you know: a street corner, a playground, a plaza outside a building. You can evaluate that place according to four criteria in the red ring. In the ring outside these main criteria are a number of intuitive or qualitative aspects by which to judge a place; the next outer ring shows the quantitative aspects that can be measured by statistics or research.



Streets as Places Training Seminar

This exercise is a tool to evaluate how well the pedestrian environment connects destinations in downtowns. Working in teams, participants will identify short and long term opportunities for improving the safety and attractiveness of streets from the perspective of people on foot.

Project for Public Spaces
New York, New York

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LOCATION: _____ GROUP NUMBER: _____

A EVALUATE THE PLACE

Stop at your designated site and complete part A of the evaluation. Put yourself in the shoes of someone who lives or works in the community and evaluate this site's performance.

ACCESS, LINKAGES & INFORMATION	←	DISAGREE	AGREE	→
Pedestrians can easily walk to and through the area.	1	2	3	4
Pedestrian access is safe and convenient:				
- Sidewalks connect to adjacent areas & are contiguous	1	2	3	4
- Crosswalks are well marked;	1	2	3	4
- Crossing times are adequate	1	2	3	4
- Crossing distances are minimal.	1	2	3	4
Taking transit is easy:				
- Stops and stations are easy to find;	1	2	3	4
- Stops and stations are easy to get to on foot;	1	2	3	4
- Maps and schedules are readily available.	1	2	3	4
Bicycling is easy:				
- Routes are safe and convenient;	1	2	3	4
- Routes are well marked;	1	2	3	4
- Storage is adequate.	1	2	3	4
Automobiles do not detract from the pedestrian experience.	1	2	3	4
There is adequate directional signage, maps and location information.	1	2	3	4

C INTERVIEW

Ask one or two people in the place what they like about it and what they would do to improve it. If a particular issue from the ratings has emerged, ask them their opinion about it.

THEIR ANSWERS:

B Identify the Opportunities of this Place

List below, by category, the opportunities that exist in this place. Add others not mentioned. Include both short-term, low-cost opportunities and long-term changes.

1. What do you like best about this place as a whole?

2. List ten things that you would do to improve this place that could be done right away and that wouldn't cost a lot:

3. What changes to this place would you make in the long term that would have the biggest impact?

4. What local partnerships or local talent can you identify that could help implement some of your proposed improvements? Please be as specific as possible.

COMFORT & IMAGE

← DISAGREE AGREE →

From a distance, the area projects a positive image. 1 2 3 4

Automobiles do not detract from the pedestrian experience. 1 2 3 4

The scale of nearby buildings is comfortable for pedestrians, with choices of places to sit or use, both in sun and shade. 1 2 3 4

The area is well managed:

- It is in a state of good repair; 1 2 3 4

- It is neat and clean; 1 2 3 4

- It feels safe; 1 2 3 4

- It is well-lit; 1 2 3 4

- Retail space is leased to the best uses 1 2 3 4

Amenities are operable, well located and consistent in design:

- Telephones; 1 2 3 4

- Waste receptacles; 1 2 3 4

- Lighting fixtures; 1 2 3 4

- Seating; 1 2 3 4

The place is not dominated by groups or individuals that threaten others 1 2 3 4

USES & ACTIVITIES

← DISAGREE AGREE →

The place is busy at other times than rush hour. 1 2 3 4

People are using the spaces in and around the area for many types of activities. 1 2 3 4

There are several "choices" of things to do and it is easy to go from one activity to another. 1 2 3 4

Uses are easily visible and inviting for pedestrians. 1 2 3 4

Continuity of street-level uses makes for a pleasant walking environment. 1 2 3 4

The ground floors of adjacent buildings are active & welcoming. 1 2 3 4

Spaces for a range of activities are provided, including:

- Shopping; 1 2 3 4

- Dining; 1 2 3 4

- Playing; 1 2 3 4

- Markets; 1 2 3 4

- Community events and exhibits. 1 2 3 4

SOCIABILITY

← DISAGREE AGREE →

There is evidence of volunteerism & stewardship of the place. 1 2 3 4

There are places to gather / there is evidence of people in groups. 1 2 3 4

Strangers make eye contact; people smile and display affection. 1 2 3 4

There is a mix of ages, sexes and ethnic groups which generally reflects the community at large. 1 2 3 4

People bring their friends and relatives to the area or they point to key elements with pride. 1 2 3 4

Attachment 2: The Belfast Street Typology Exercise

Group Exercise: Creating a Community Based Street Typology

Total time: 90 minutes

Objective

This exercise will give you the opportunity to develop a street typology for use by the Belfast community in sizing and planning streets. A typology is a classification of different street types by the role the street plays in the community system as well as its local land use context. The principles of this exercise are to:

- Apply principles of placed based street design and planning
- Develop a mindset about thinking of streets as places not just vessels for moving cars,
- Develop standards for incorporation into a FBC.

Background

All around the US, communities are increasingly becoming concerned about the consequences of tuning streets solely for cars. This has led to consistent overly wide streets and high speeds. Most cities possess far more street capacity than needed even during peak hour, and often, even the needed capacity is. In most communities, this has led to residential streets that parents are reluctant to allow their children to cross; commercial streets with failing shops; difficulty for senior citizens to find neighborhoods where they can age in place; dramatic decreases in walking; concerns about increasing obesity; and parents feeling the need to drive their children everywhere. Traffic congestion is increasing both in number of streets as well as hours of the day. At the societal level, it has contributed to increased concerns about energy security and global climate change.

Your charge is to develop anywhere from five to twelve street types that together, help frame future street investment to support broad community goals. This exercise is not anti car, but instead about creating a balance. Some streets that can handle more cars at higher speeds may still be needed to move from neighborhood to neighborhood and from one part of town to another.

The Exercise 90 minutes

- Take ten minutes to brainstorm 5 to 8 street types. Please record all ideas and dispute none during this period; during this brainstorming, they are no bad suggestions List them on a flip chart.
- Take five minutes to evaluate and narrow down the street types for Belfast. Think about:
 - Why these types?
 - What makes each of these a type? (how are they different from each other?)
- Develop a matrix matching street types with the following desired operational features (20 minutes)
- Begin to suggest Belfast streets as examples to fit into your new streets types, in particular, please place {name streets} (10 minutes)
- Report out (45 minutes)

Street type	Primary use of the street*^	Mode Priority **	Desired speed^	Tolerance of Congestion ^^	Other features (enhanced crosswalks; medians, bulbouts)?
A					
B					
C					
D					
E					
F					

NOTES

*^ What is the street itself primarily used for: getting from one place to another, getting to somewhere on the street, recreation, shopping on the street, etc.

* e.g. residential, commercial, school, office ... This could be called the context,

^ this can be a number or a concept, e.g “walking speed” or “slow enough that pedestrians are less than 10% likely to die in crashes

** Think about who should be / needs to be the primary user(s) of the street: pedestrians, bike, bus, cars, truck

^^ If you don’t have a number, that is ok, you can say narrow, med, wide

Attachment 3: Results of the Belfast Street Typology Exercise

(It was not in the scope of what we were trying to accomplish to synthesize these into one typology with consistent parameters and format)

Group 1

	Function	Target Speed	Examples
Boulevard	Through traffic Multi modal Sidewalks Green buffer Some on street parking	35	
Major Urban Street (Residential)		30 to 35	High, Church, Cedar
Minor Urban Street (Residential)	No on street parking No Sidewalks	15 to 25	Primrose, John
Major Urban Street (Downtown)	On Street Parking Wide sidewalks	10 to 15	Main, Church, High
Minor Urban Street (Downtown)		20 to 25	Washington
Waterfront			

Group 2

	Function	Place	Mode	Target Speed	Example
Gateway Street	Mixed residential, commercial	Transition	Cars, trucks, bikes, people	25	High Street
Main Street	Commercial mixed	Destination	People, bikes, cars, trucks	20	Main Street
Post Industrial	Changing	Opportunity	Context	20	Cross Street
Gateway Residential	Residential	Transition	Cars, trucks, people, bikes	35	Upper Main St
Residential Thoroughfare	Residential	Travel	Cars, buses, people, bikes	25 to 30	Miller Street
Halloween/ Tag Sale Street	Residential	Destination	Local, Cars, bikes, ppl, shared	20 to 25	Cedar Street
Tiny Street	Residential	Destination	People, local, cars, bikes, shared	15 to 20	Franklin

Group 3

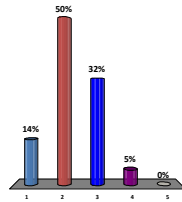
Gateway Street	Get in/out of town
Commercial Exterior	Outside town center
Commercial Interior	Inside town center
Industrial/Heavy Commercial	No peds, no bikes, trucks, deal with noise
Destination Street	Retail Area, Theatre, Library
Neighborhood Street	Residential, maybe mixed use, slower traffic, few trucks
Alley	

Attachment 4: Workshop Evaluations

LincolNville

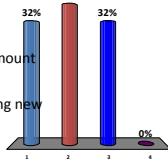
1. How valuable was this workshop?

1. Extremely valuable
2. Very valuable
3. Somewhat valuable
4. Modestly valuable
5. Not at all valuable



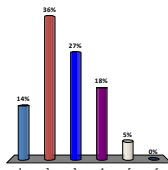
2. How much new information did you learn that you will use in your community or work?

1. I learned a lot
2. I learned a modest amount
3. I only learned a little
4. I did not learn anything new



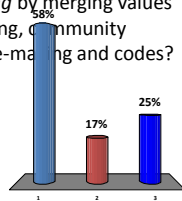
3) How valuable was the field work to you, your community and/or your work?

1. Extremely valuable
2. Very valuable
3. Somewhat valuable
4. Modestly Valuable
5. Not at all valuable
6. I do not know yet



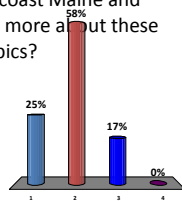
4) Do you think your community might be interested in this process of *community building* by merging values based planning, community engagement, place-making and codes?

1. Yes
2. No
3. Not sure



5) Would you like to schedule a more in depth workshop or team visit with Friends of Midcoast Maine and partners to learn more about these topics?

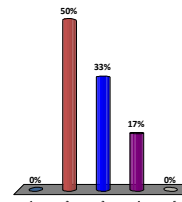
1. Yes, definitely
2. Possibly
3. No
4. Not sure



Belfast

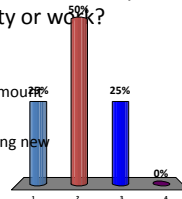
1) How valuable was this workshop?

1. Extremely valuable
2. Very valuable
3. Somewhat valuable
4. Modestly valuable
5. Not at all valuable



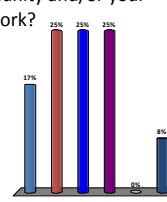
2) How much new information did you learn that you will use in your community or work?

1. I learned a lot
2. I learned a modest amount
3. I only learned a little
4. I did not learn anything new



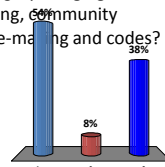
3) How valuable was the field work to you, your community and/or your work?

1. Extremely valuable
2. Very valuable
3. Somewhat valuable
4. Modestly Valuable
5. Not at all valuable
6. I do not know yet



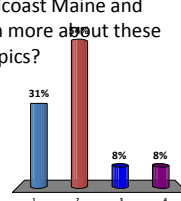
4) Do you think your community might be interested in this process of *community building* by merging values based planning, community engagement, place-making and codes?

1. Yes
2. No
3. Not sure



5) Would you like to schedule a more in depth workshop or team visit with Friends of Midcoast Maine and partners to learn more about these topics?

1. Yes, definitely
2. Possibly
3. No
4. Not sure



ATTACHMENT 5

Tools for Community Building

Speaker Bios

Jane Lafleur is the Executive Director of Friends of Midcoast Maine (FMM), a regional smart growth organization working primarily with small towns with populations under 15,000. FMM provides assistance with community building, city and town planning, smart growth and public engagement throughout the Midcoast and Maine, including Damariscotta, Thomaston, Searsmont, Lincolnville, Belfast, Islesboro, Bar Harbor, Newcastle, Camden, and Rockport, Maine to name a few. She has served as a speaker at the American Planning Association, the Maine Association of Planners, the Northern New England Chapter of APA and the Southern New England Chapter of APA, New Partners for Smart Growth, The Juice Conference and Community Matters 2010 on tools and techniques for smart growth, city and regional planning, community engagement, innovative public processes, and community building.

In 2008, Jane and FMM partnered with the Town of Damariscotta, Maine and the Orton Family Foundation in a Heart & Soul Community Planning project. Jane worked as project coordinator from the values based visioning to the implementation of multiple community building strategies including development of a community directed form based code, using innovative public engagement tools. Jane has been a City Planner since 1981, working with cities and towns in Vermont, New Hampshire and Maine. She received her Masters' Degree in City and Regional Planning from Harvard University.

Ariana McBride is the Senior Associate for Northeast Projects at the Orton Family Foundation. She advises the Foundation's partner communities on project design and implementation strategies and develops resources on the Foundation's Heart & Soul Community Planning approach. Prior to joining the Foundation in 2008, Ariana worked for the Rhode Island Economic Policy Council where she focused on developing a place-centered approach to economic development. Her project work included a regional planning initiative along the Connecticut/Rhode Island state line called the Borderlands Project as well as the One River Project, a collaborative initiative with the Rhode Island School of Design (RISD) that sought to advance waterfront development integrating natural systems, economic opportunities, cultural heritage and public access. Ariana holds a Masters of Community Planning from the University of Rhode Island.

Paul Dreher is the Director of Zoning and Planning for the City of Newport, Vermont. He played a lead role in the public engagement process, illustration and adoption of the City's Form Based Code. He also has experience in neighborhood planning projects, "Complete Streets" development and implementation of community and economic growth strategies. As the owner of Dreherdesign, Paul serves as designer, technical advisor, illustrator and public process facilitator with a focus on Form Based Code. He assisted Damariscotta, Maine with the public process for developing its code. Dreher is a member of The Livability Solutions Coalition. He holds a Masters in Architecture from the Massachusetts Institute of Technology.

Philip Myrick is Vice President and director of PPS' work in parks and plazas, campuses and downtowns. He is a certified planner whose expertise encompasses public space planning, Context Sensitive Solutions (CSS), downtown revitalization, and facilitation. Phil joined PPS in 1995 and has led many of PPS' major projects and programs.

He currently manages the New Hampshire CSS Training Program for PPS. Other current and recent technical assistance projects include Harvard University's master plan for the new Allston Campus; a strategy for enhancing Times Square as an improved, pedestrian-friendly destination; and redevelopment guidelines for a historic neighborhood in Raleigh, NC. Phil has also managed and participated in many of PPS' international projects and training programs: in the Czech Republic, Croatia, Serbia, Scotland, Georgia, and Armenia.

Phil led the development of a new website on Context Sensitive Solutions/Design under a contract with the Federal Highway Administration: www.ContextSensitiveSolutions.org. He has published research on the involvement of nonprofits in managing public spaces in the book *Public Parks, Private Partners* (Project for Public Spaces, 2000).

Gary Toth is Director, Transportation Initiatives with the Project for Public Spaces. He is an experienced leader with substantial expertise in transportation planning, particularly the integration of transportation with land use planning and Context Sensitive Solutions. He possesses a wide ranging network of relationships resulting from participation in many national transportation committees, projects as well as speaking engagements around the country. During his thirty four years of project management experience within the New Jersey Department of Transportation (NJDOT), Gary become known for his collaboration and facilitation skills, and was one of the architects of the transformation of NJDOT to a stakeholder inclusive process. This led to his being a founding member of the NJDOT's Context Sensitive Solutions (CSS) program, and has helped NJDOT become a national leader in CSS. He is a sought after resource and speaker on CSS and Integrating Transportation and Land Use at many venues, including National and Regional workshops. He is one of the eight instructors for the National Highway Institutes Training Course for Transportation and Land Use.

Gary's work with AASHTO and TRB, as well as his subsequent experience, has brought him into contact with the operations of many state DOTs around the country. This has led him to become one of the leading experts in the country on what "makes DOTs tick", and how to engage the transportation planning, funding, project development and design processes to achieve sustainable and livable outcomes.

Project for Public Spaces and Paul Dreher are members of the Livability Solutions Coalition, helping communities succeed. They work with communities on livability, sustainability, placemaking, and smart growth. Livability Solutions came together in 2010 for the explicit purpose of consolidating and coordinating initiatives and tools — making it easier for communities or regions to access resources that will help them to move toward a more livable, sustainable future. Livability Solutions received a recent grant from the EPA's Office of Sustainable Communities under its Building Blocks for Sustainable Communities Program.

ATTACHMENT 6

Beyond the Code...Other Ideas for Building Community

Inclusive Planning & Decision Making

- ✓ **Getting out into the community.** Hold conversations in places where people already are rather than expecting them to come to you. Set up a booth at town events, host neighborhood meetings or hold chats at gathering places like cafés or the local library.
- ✓ **Online engagement.** Create virtual spaces where people can post ideas, swap stories or hear about local events. Platforms like Facebook or i-Neighbors are just a few of the many ways to share online.
- ✓ **Youth engagement.** There are many ways to get youth involved in building community. Storytelling projects, youth forums and youth participation on local boards are just three of many examples.
- ✓ **Community as expert.** Embrace the local wisdom of your residents by giving them opportunities to share their knowledge and apply it to specific planning issues facing your town.
- ✓ **Public engagement policy.** This policy can be a statement of intent or it can provide details about the engagement process for various types of projects, outline strategies for communications and outreach and describe how public input will be recorded and applied to any decisions.

Shared Experience of Place

- ✓ **Neighborhood parties.** Throw a party for a neighborhood or block. It can be as simple as a potluck get together or it can include different activities like bike tune-ups, face painting or community storytelling.
- ✓ **Community celebrations.** Community wide celebrations are a great way to bring people together. Many towns have their own unique celebrations that build on their character and assets.
- ✓ **Public art.** Public art that encourages a sense of place is creative and inspires wonder or learning. It can be implemented as a one-off installation or as a broad, community-wide program, and can be regulated by encouraging its inclusion in new development projects.
- ✓ **Place based learning.** Place based learning can prompt residents to explore and celebrate their community's history, ecology, and culture. It can happen on location, on the web, or through programs or activities at the library, for example.

Tactical Urbanism

- ✓ **Pop up stores.** Many communities are creating ways for spaces to be occupied on a temporary basis often for novel or community building uses. From selling local art to youth run businesses these stores are a great way to occupy a vacant space and generate traffic to an area.

- ✓ **Park(ing) Day.** This event is held once a year where communities across the globe transform parking spaces into a place for people. From modest one space spots for seating to more ambitious park designs, this day can be a great way to show people what's possible to create in a small space.
- ✓ **Guerilla gardening.** Find a public space that could use a little TLC and plant some flowers. It can be as simple as that. Or what starts as a guerilla movement can transform into a full blown beautification program.

Planning for Great Places

- ✓ **Design guidelines.** Guidelines can be used to ensure that future development honors the history or character of a community. They are often used in combination with special districts and can be required or advisory.
- ✓ **Character overlay districts.** This is a common tool for designating parts of a community for special protection. Districts are often identified through a formal inventory and community planning process.
- ✓ **Tree protection bylaws.** Trees can be iconic features of a great place. Tree protection bylaws, including trees on private property, can be established to control tree removal and require replacement plantings. Tree protection bylaws can also protect property owners from view-suits.
- ✓ **Tax increment financing (TIF).** TIF is way to fund redevelopment activities by using the incremental new tax revenue from a designated area.

Supporting Local Business

- ✓ **Public markets.** Markets can be a great way to provide a retail outlet for smaller vendors or start-up businesses allowing them to grow over time. They also contribute to a lively community environment.
- ✓ **Relax parking requirements.** Flexible, managed parking approaches such as shared parking or location-efficient parking standards can help new businesses reduce costs and invest capital in other areas.
- ✓ **Micro equity.** This emerging trend allows people and institutions to invest in local investments. For instance, it could be shares in a community owned department store or joining a pool of local investors who fund local projects.
- ✓ **Buy local campaigns.** Buy local campaigns promote local businesses and promote the civic virtues of supporting them. These campaigns often develop a brand for local businesses, an internet presence, maps, and special coupons or other incentives to drum up interest.
- ✓ **Local currency.** Local currencies are essentially coupons, representing real money, which can be spent within the community at participating stores. Local currencies promote local businesses by encouraging people to spend at participating stores and in many cases getting a built-in discount on purchases.

For more information on many of these ideas, check out the Heart & Soul Community Planning Implementation Guides at http://www.orton.org/page/heart_soul_implementation_guides.

ATTACHMENT 7

Resources

Friends of Midcoast Maine

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