



SEBAGO LAKE VILLAGE MASTER PLAN



SEBAGO LAKE VILLAGE Master Plan Committee

**Meeting
January 4, 2012**

**Terrence J. DeWan & Associates
Planning Decisions
Gorrill-Palmer Consulting Engineers**

AGENDA

- 1. Introductions / Background: Bud Benson**
- 2. Study Objectives: Mark Eyerman / Terry DeWan**
- 3. Study Process: Overview of Proposal**
- 4. What We've Learned Thus Far... (Slide show)**
- 5. Where We Need to Go...**
- 6. Future Meetings: Time / Dates / Public Sessions**
- 7. Adjourn**



PLAN TO ADDRESS:

Visual Preferences: Architectural Design

Sidewalks, Pedestrian Access, Safety

Public Green Space

Parking

Landscaping

Roadway Action Plan



Neighborhood Integrity

Commercial Design Guidelines

Historic Resources

Farmers Markets

Mixed Use Development Opportunities

Implementation Strategies

2002 Plan for Sebago Lake Village Standish, Maine 04084

Report to the
Standish Town Council
January 8, 2002

Online Copy:
www.standish.org

Funded by
Safe Communities Grant
BH-01-246



2002 Vision for Sebago Lake Village

Sebago Lake Village is located at the south end of Sebago Lake in the town of Standish where recreational opportunities abound. This small but energetic community offers residents and visitors diverse experiences, from live stage performances at the Schoolhouse Arts Center to hunting and fishing in beautiful natural settings. The local businesses service the essential needs of residents and tourists alike.

Sebago Lake Village is alive with activity. The Village has managed to maintain and enhance its early nineteenth-century historic and rural character while also meeting the demands of modern transportation needs. A community parking lot is conveniently located for customers of local businesses and commuters who take advantage of public transportation to Portland. The Villager's feel connected by a network of pedestrian trails and walkways from church to school, from neighborhood to neighborhood, and business to business.

Children in the village who attend the Edna Libby Elementary School are fortunate to have a community center, ball fields, hiking/biking trails and a beautiful lake all within walking distance. Senior citizens from the Sebago Lake Retirement Complex walk to the village and enjoy the activity and beauty of the village while seated on shaded benches. The Village News keeps residents informed of all the activities and events of the area including the concert schedule for the Lakeside Gazebo and the weekly Farmer's Market.

2002 Vision for Sebago Lake Village

The village is rich in history as well - once the most westerly destination of tourists who traveled by train to enjoy the beauty of Sebago Lake. Today the beauty of the lake can be viewed from the scenic vista just off Rte. 25. The village not only offers a multitude of recreational opportunities but is also the "gateway" to the Western Lakes Region. The Sebago Lake Station Museum, founded by the Portland Water District and maintained by the Standish Historical Society, offers an historical view of the railroad and Sebago Lake Village. In the late 1800's and early 1900's tourists and travelers rode the train from Portland and beyond to enjoy the beauty of the lake.

The Portland Water District, a good neighbor and benefactor, protects the water at the south end of Sebago Lake, which is drinking water for more than 500,000 Maine residents including the town of Standish. In the year 2002, the Portland Water District preserved recreation access to the Lake for Standish families by generously donating waterfront property northeast of the village. Residents gather at the beach for festivals throughout the year. ###

2006 Comprehensive Plan

2016 Vision for the Town

...desire to retain the **rural character** and protect the natural environment of Standish.

...town defined by its **proximity to Sebago Lake**...

...provide open space, wildlife habitat, scenic vistas, and recreational opportunities in harmony with a sustainable **nature-based economy**.

Large tracts of farmlands, **undeveloped open land** and healthy forests still remain, protecting surface and groundwater quality.

Aggressive application of **growth management techniques** has assured that growth has taken place primarily within the village centers,

2016 Vision for the Town

- ...**diverse mix** of residential, light commercial, religious, municipal, and institutional land uses, as well as civic open spaces.
- ...**commercial and light industrial development** has been accommodated in other growth designated areas.
- ...**businesses** ... have sprung up to serve the local citizenry.
- ...business-friendly **local economy**

2016 Vision for the Town

- ...welcoming appropriate new enterprises into the targeted village areas of Steep Falls, Standish Corners and **Sebago Lake Village**.
- ...achieved its goal of providing pedestrian-friendly, **compact village centers** through the extensive development of sidewalks and pedestrian ways within the villages and linking **Sebago Lake Village** with Standish Corners.
- ...also connected with the surrounding suburban neighborhoods through a **multi-purpose trail system** utilizing the old range roads.

2016 Vision for the Town

...all types of **traffic** flow without conflict.

Commuter rail service has been restored through Steep Falls and Sebago Lake Villages, facilitating the development of our four-season tourist industry.

Major attractions include a town beach and marina on Sebago Lake. River and trail access and open lands have made Standish an **attractive destination point** for visitors from the greater Portland area and other places.

2016 Vision for the Town

- ...supply of **affordable housing and elder care facilities** are adequate to meet the needs of our population.
- ...public services are improving to meet the changing face of our community. The **quality of our roads** continues to improve due to ongoing implementation of our road assessment and maintenance schedule.
- ...**Recreational opportunities** are enhanced through public/private partnerships, supporting facilities such as a community center and sports complex, to name a few.

Common Themes

Early 19th Century Design

Protect Water Quality

Attractive Destination

Retirement Housing

Center for Arts and Activity

Ped Amenities / Gazebo

Community Parking Lot

Farmers Market

Public Transit to Portland

Scenic Vista

Trail Network / Walkability

RR Station Museum

Community Center

Community Beach Activities

Preserve Open Land

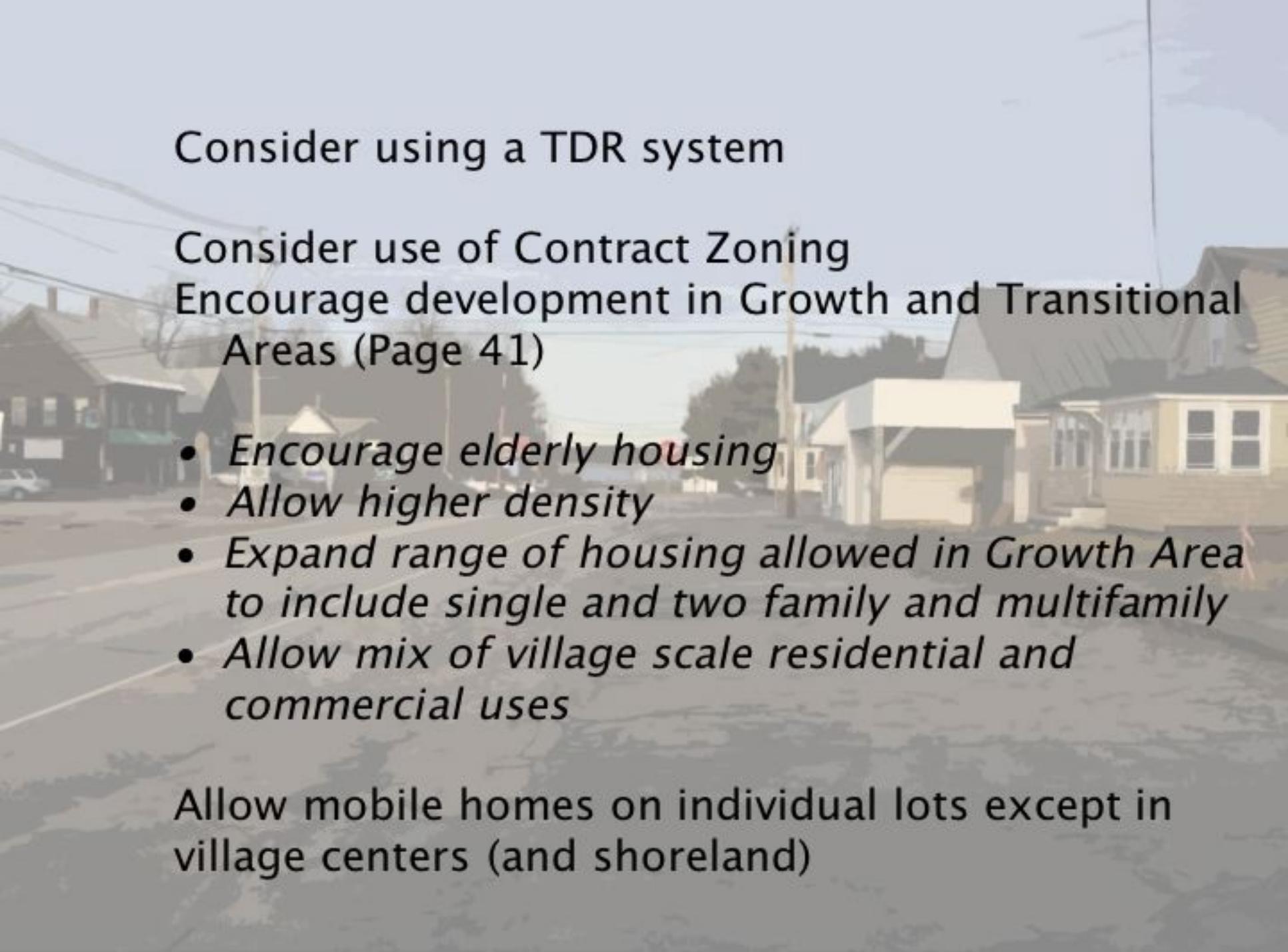
Traffic Flow

Future Land Use Plan

*Goal: 60–70% of residential development in
Growth and Transitional Areas*

*Encourage new development in **Growth Areas** and
to a lesser extent **Transitional Areas***

- *Special treatment for special purpose elderly housing*
- *Provide amenities in villages*
- *Increase parking*
- *Create public village green space*
- *Allow higher densities with highest density of use of public water*
- *Range of housing*
- *Mixed-use development with village scale commercial uses*



Consider using a TDR system

Consider use of Contract Zoning

Encourage development in Growth and Transitional Areas (Page 41)

- *Encourage elderly housing*
- *Allow higher density*
- *Expand range of housing allowed in Growth Area to include single and two family and multifamily*
- *Allow mix of village scale residential and commercial uses*

Allow mobile homes on individual lots except in village centers (and shoreland)

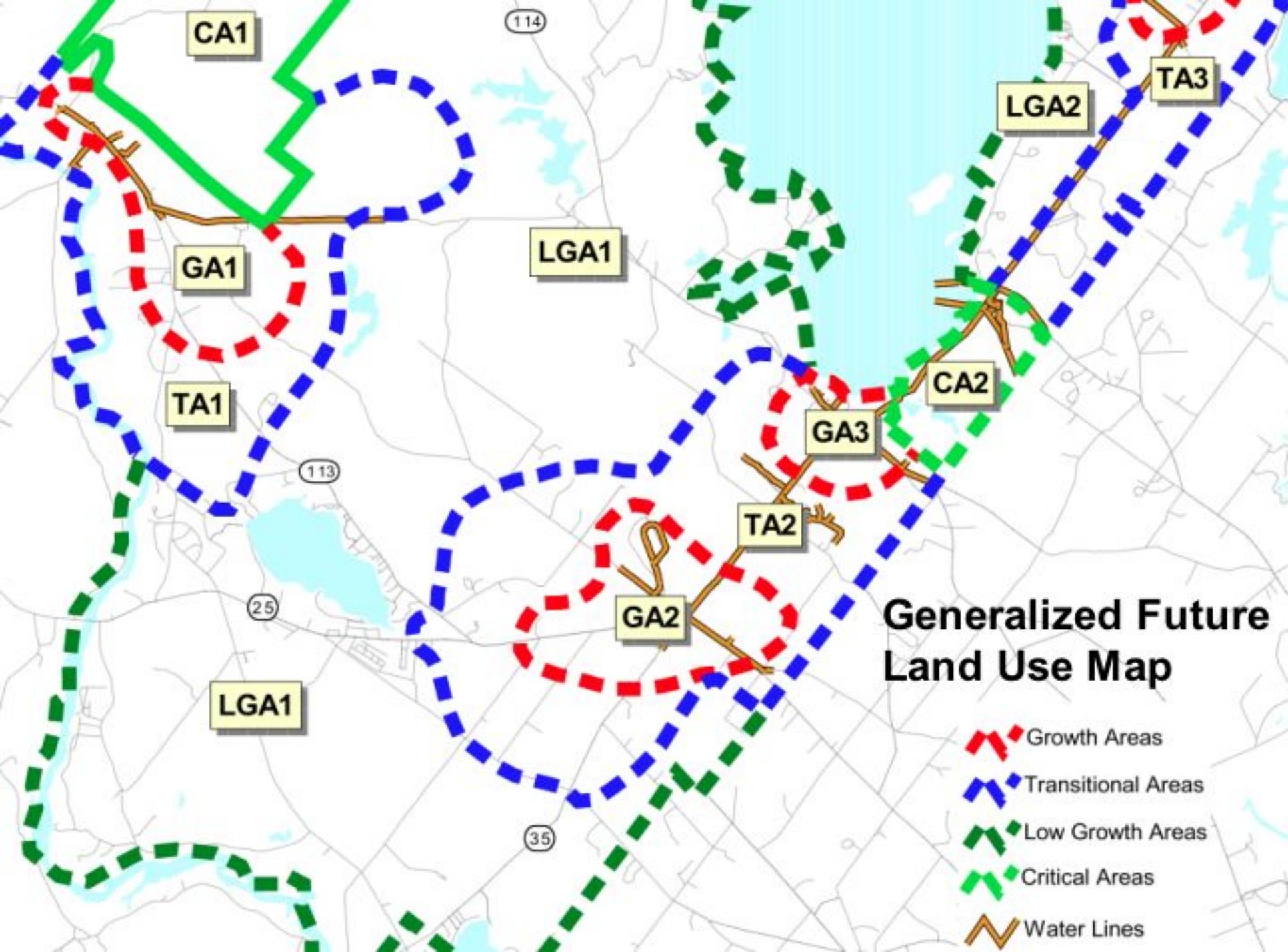
Conduct village studies (Page 41)

- Make villages more livable
- Extend tourist season
- Encourage small businesses
- Encourage health services

Design standards

Studies should address:

- Visual preference
- Pedestrian
- Public green space
- Parking
- Landscaping & benches
- Design standards for commercial along RT 35 outside of village center



Generalized Future Land Use Map

-  Growth Areas
-  Transitional Areas
-  Low Growth Areas
-  Critical Areas
-  Water Lines



LGA1

CA2

GA3

Sebago Lake Village

TA2

Municipal Building

GA2

Standish Corner

GORHAM

**Generalized Future
Land Use Map
2006 Comprehensive Plan**



LGA1

Sebago Lake

Otter Ponds

TA2

Rte 35

Johnson Field

Apple Orchard

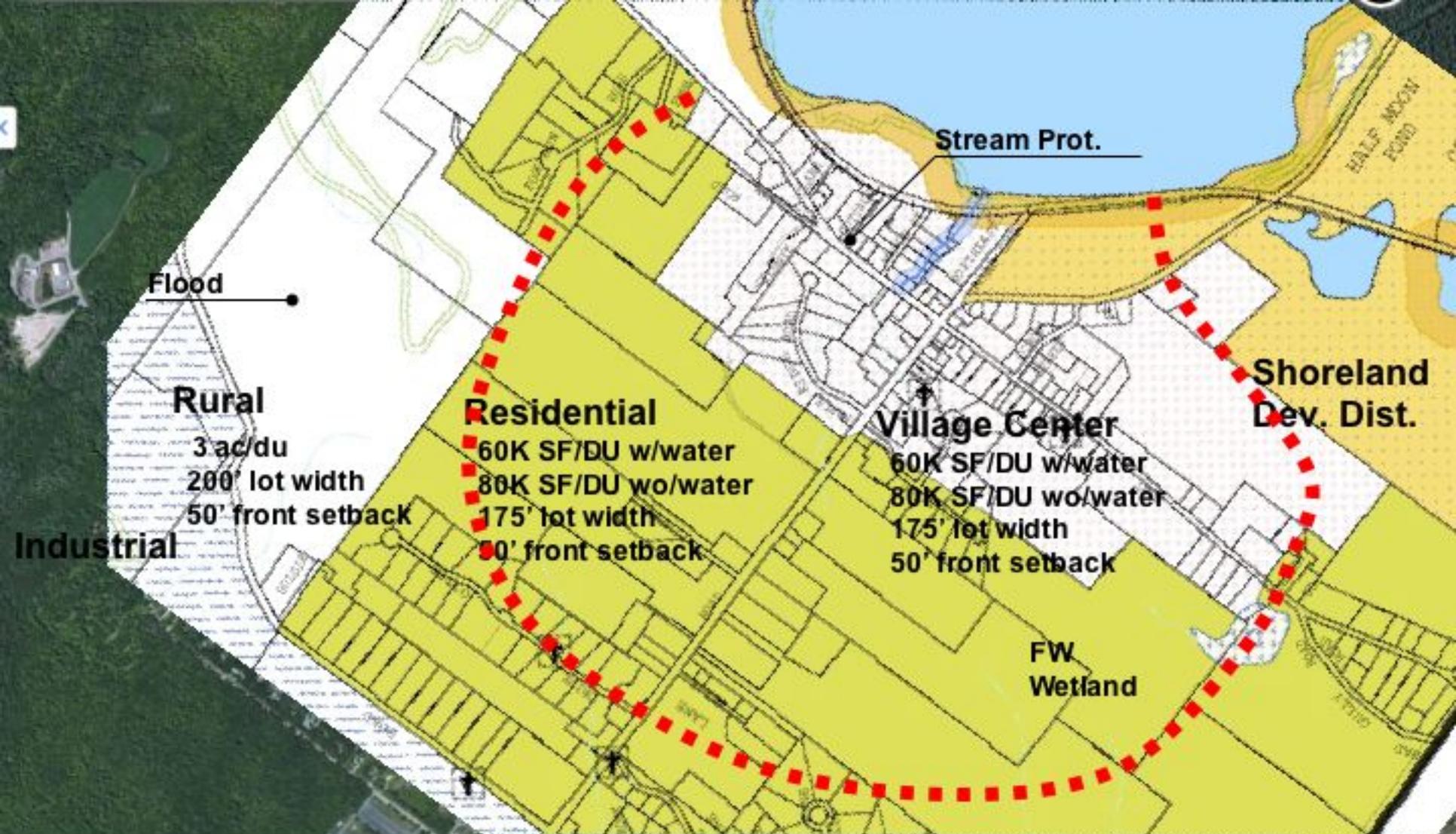
Rte 114

GA3

Otter Drive

STANDISH
GORHAM

**GA3 Growth Area
Sebago Lake Village
2006 Comprehensive Plan**



**Existing Zoning
Sebago Lake Village**

LGA1

- **Expand VC boundary**
- **Consider historic district**
- **Expand range of housing**
- **VC Density** – consider reducing – currently 60K SF w/ public water & 80K SF w/o
- **Allow higher density for conservation subdivisions**
- **Consider reducing residential density – same as VC**

Note: Front setback is 50' in both VC and R Districts

**Proposed Zoning
Sebago Lake Village
2006 Comprehensive Plan**



- 1. Village Core
- 2. Lakefront
- 3. Inner Residential

- 4. Outer Residential
- 5. SE / SW Quads
- 6. Gravel Pit

Growth SubAreas Sebago Lake Village



Average person walks 3 mph
1 mile in 20 minutes; 0.5 mile
In 10 minutes.

Walking Distances Sebago Lake Village

1. VILLAGE CENTER



569 ft

Imagery Date: 5/17/2010 1998

lat 43.760070° lon -70.523928° elev 297 ft



ndish

Maple

114

Richville Rd

Chadborne Rd

35 Chadborne Rd

114

Northeast Rd

Fort Hill Rd

35

114



114

Northeast Rd

Richville Rd

Maple St

Chadborne Rd

114

Fort Hill Rd

Northeast Rd Ext

35

Chadborne Rd











SEBAGO LAKE VILLAGE CONCEPTUAL SIDEWALK PLAN Existings & Proposed Improvements SebagoLakeVillage-SidewalkPlan.mdx

1 inch = 200 feet



Trail Manager Presumpscot Regional Land Trust
 Trail Owner Portland Water District

Allowed Uses



Legend

- Sebago to the Sea Trail
- Paved Trail
- Unpaved Trail
- Road
- Informational Kiosk
- Parking
- Permit Required
- No Trespassing
- Railroad
- Town Boundary

Portland Water District's Sebago Lake Land Reserve

For more information, contact: prlandtrust@yahoo.com, or go to www.sebagotothesea.org

Miles
0 0.1 0.2

Please: Respect Private Property Plan Ahead Dispose of Waste Be Considerate

Trail Connections

Sebago to the Sea Trail





Sebago Lake

P

P

P

Half Moon Pond

Otter Ponds

Inter-Village Trail

Google earth

Trail Connections

1. VILLAGE CENTER: probes

Placement / orientation of future buildings

Future land uses

Scale of new buildings

Location of parking / entrances

Municipal parking

Streetscape improvements

Access management

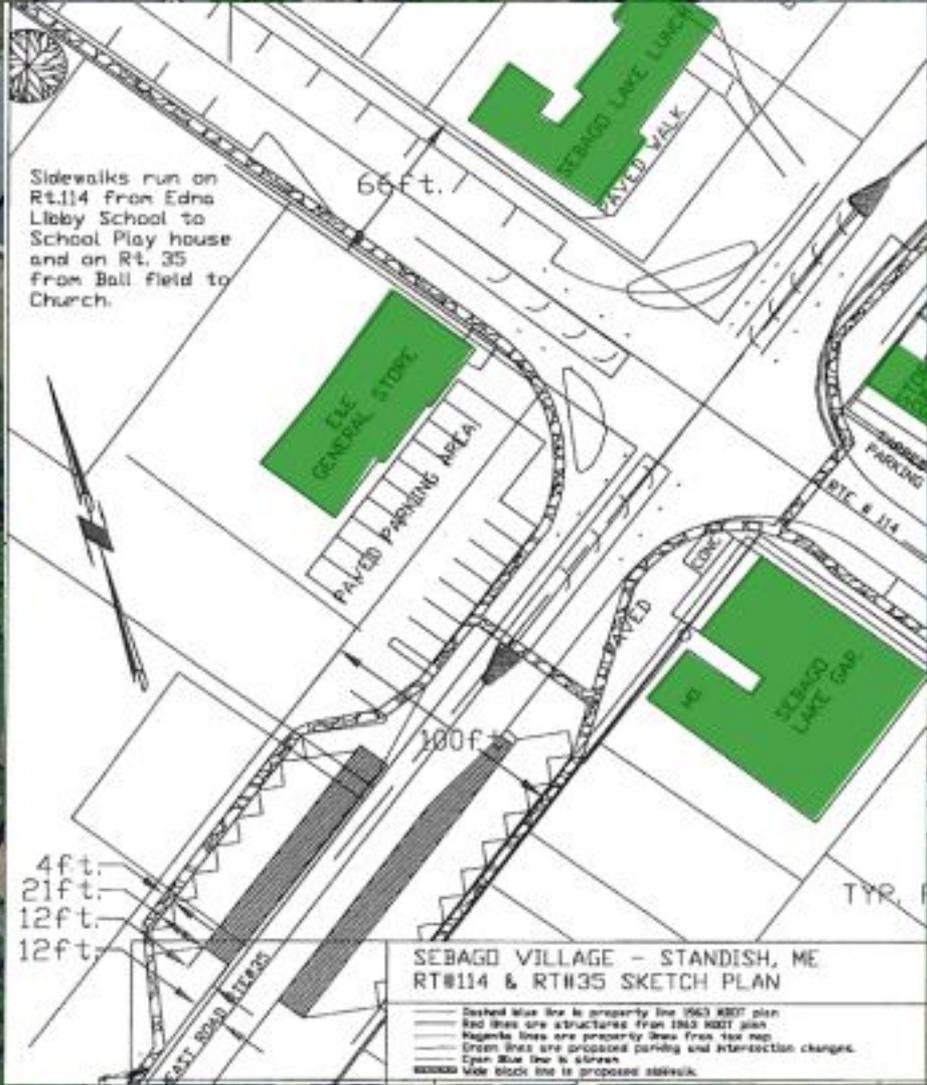
Intersection improvements

Soft parcels

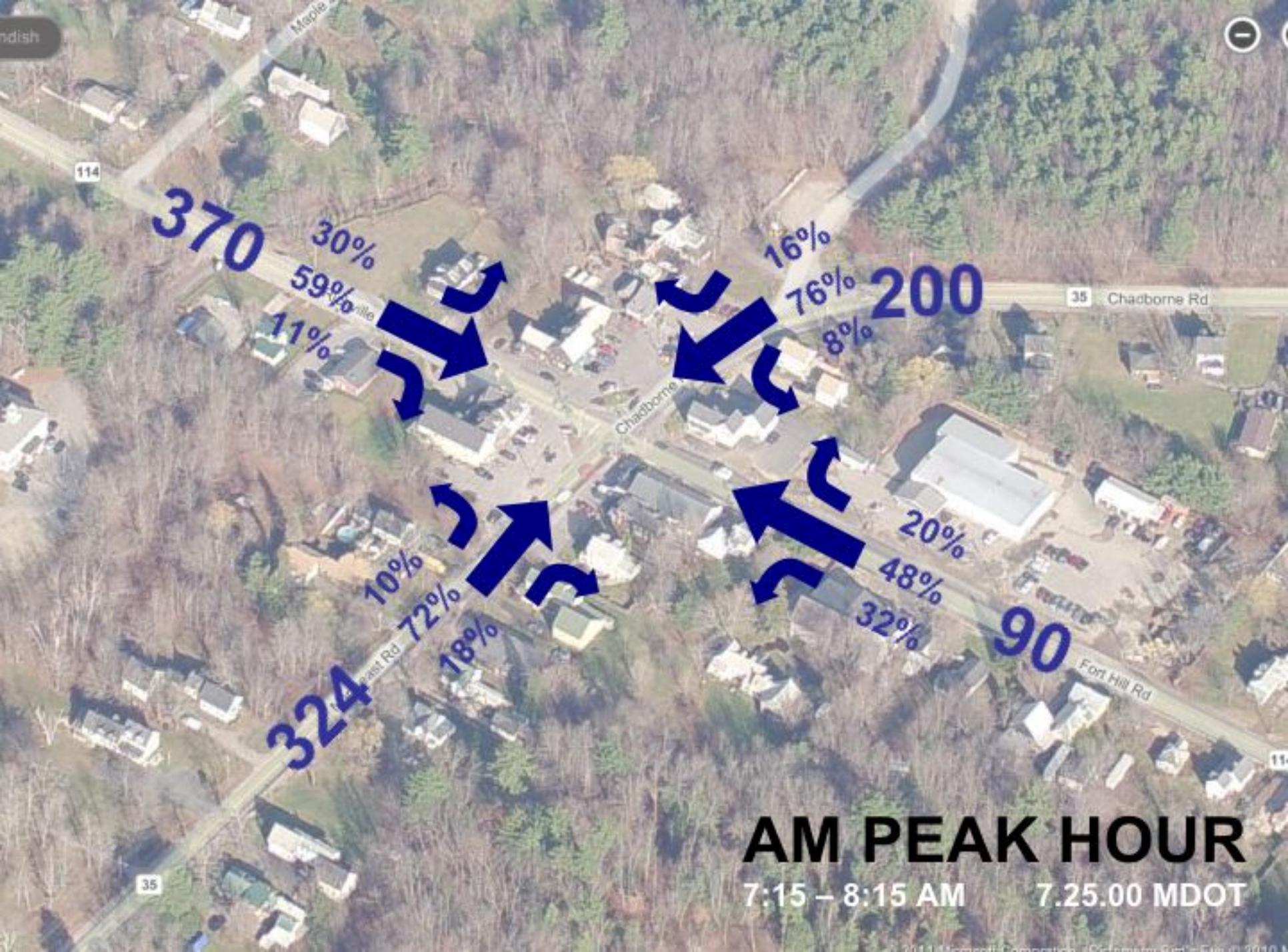
1a. INTERSECTION

Route 35 / 114





2002
PLAN



114

Maple

234

33%

45%

22%



34%

61%

5%



505

35

Chadborne Rd

Chadborne

27%

61%

12%



23%

71%

6%



332

114

Maple

332

Fort Hill Rd

35

PM PEAK HOUR

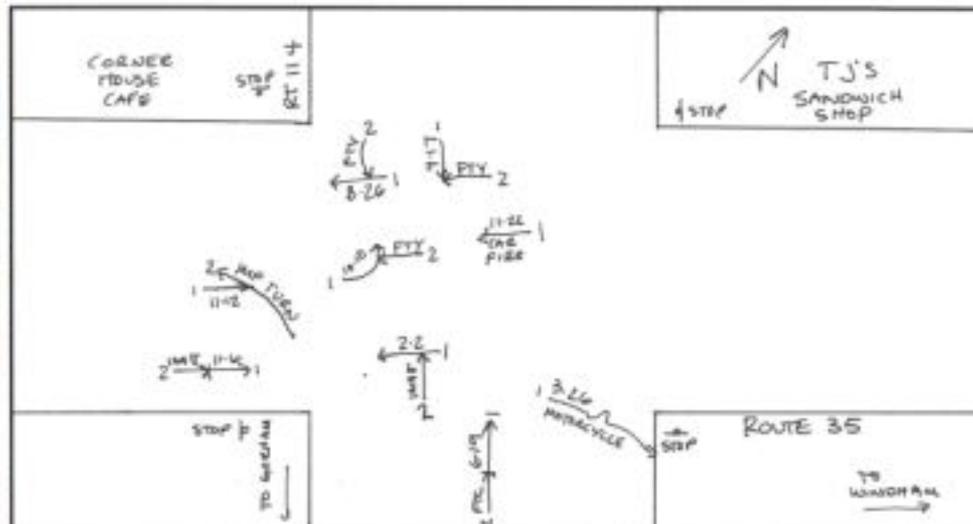
4:30 – 5:30 AM

7.25.00 MDOT

COLLISION DIAGRAM

SHEET 1 OF 2

LOCATION ROUTES 35 & 114
 TOWN STANDISH NODE NO(S) 15643
 YEARS REVIEWED 2008 - 2010 DATE PREPARED 12/30/11



CRITICAL RATE FACTOR _____ EQUIV. PROP. DAMAGE ACC./YEAR 9 ACC./MEV _____

LIGHT
 1. DARK (NO LIGHTS) 2. DAWN (ST. LIGHTS ON) 3. DARK (NO ST. LIGHTS) 4. DARK (ST. LIGHTS ON) 5. DARK (NO ST. LIGHTS) 6. DARK (NO ST. LIGHTS) 7. DARK (NO ST. LIGHTS) 8. DARK (NO ST. LIGHTS) 9. DARK (NO ST. LIGHTS) 10. DARK (NO ST. LIGHTS)

ROAD SURFACE
 1. DRY 2. WET 3. SNOW/SLUSH-UNSAFED 4. ICE/FROST SNOW-UNSAFED 5. SLIT 6. SNOW/SLUSH-SET BASED 7. OTHER 8. SNOW/SLUSH-SET BASED 9. ICE-FROST SNOW-SET BASED 10. OTHER

APPARENT CONTRIBUTING FACTORS - HUMAN
 1. NO IMPROPER ACTION 2. FAIL TO YIELD RIGHT OF WAY 3. EXCESSIVE SPEED 4. FOLLOW TOO CLOSE 5. OBLIVIOUS TRAFFIC CONTROL DEVICE 6. DRIVE OFF LEFT OF CENTER/NO PASSING 7. IMPROPER PASS-OVERTAKING 8. IMP. UPGRADE LANE CHANGE 9. IMP. PASSING STOP/STOP 10. IMPROPER TURN 11. URGENT BACKING 12. NO SIGNAL OR IMP. SIGNAL 13. IMPROPER TRAFFIC 14. DRIVER INATTENTION-DISTRACTION 15. PHYSICAL IMPAIRMENT 16. VISION OBSCURED-GLASS/HEADLIGHTS 17. ROBERTS ISOLATION ERROR 18. OTHER HUMAN FACTOR 19. VISION OBSCURED-GLASS/HEADLIGHTS 20. OTHER HUMAN FACTOR 21. NO SIGNAL OR IMP. SIGNAL 22. OTHER HUMAN FACTOR 23. NO SIGNAL OR IMP. SIGNAL 24. OTHER HUMAN FACTOR 25. NO SIGNAL OR IMP. SIGNAL 26. OTHER HUMAN FACTOR 27. NO SIGNAL OR IMP. SIGNAL 28. OTHER HUMAN FACTOR 29. NO SIGNAL OR IMP. SIGNAL 30. OTHER HUMAN FACTOR

VEHICULAR
 31. DEFECTIVE BRAKES 32. DEFECTIVE STEERING 33. DEFECTIVE LIGHTS 34. DEFECTIVE SUSPENSION 35. DEFECTIVE TIRE 36. OTHER VEHICLE DEFECT 37. DEFECTIVE BRAKES 38. DEFECTIVE STEERING 39. DEFECTIVE LIGHTS 40. DEFECTIVE SUSPENSION 41. DEFECTIVE TIRE 42. OTHER VEHICLE DEFECT 43. DEFECTIVE BRAKES 44. DEFECTIVE STEERING 45. DEFECTIVE LIGHTS 46. DEFECTIVE SUSPENSION 47. DEFECTIVE TIRE 48. OTHER VEHICLE DEFECT 49. DEFECTIVE BRAKES 50. DEFECTIVE STEERING 51. DEFECTIVE LIGHTS 52. DEFECTIVE SUSPENSION 53. DEFECTIVE TIRE 54. OTHER VEHICLE DEFECT

SYMBOLS
 ANGLE, BACKING, FWD, HEAD ON, OVERTURN, RAN OFF ROAD, FEETSTRAH, REAR END, SIDE SWIP, TURNING MOVE, CHANGE LANE, OUT OF CONTROL, FATAL ACCIDENT, VEHICLE STOPPED, BICYCLE, ANIMAL, BLEED, R = RUN, OL = CLOSDY, SW = CLOSED WIND, P = POSSIBLE RISK, N = NON-REPAIRABLE, S = POSSIBLE RISK

LEGEND
 C = CLEAR, S = SUET, R = RUN, OL = CLOSDY, SW = CLOSED WIND, P = POSSIBLE RISK, N = NON-REPAIRABLE, S = POSSIBLE RISK

REPORT NO.	DATE	TIME	PLACES				LIGHT	ROAD SURFACE	ACF	OTHER
			A	B	C	D				
21068	08-26-08	15:00					2	1	2	
30145	11-22-08	13:19					2	1	50	
7750	03-26-09	12:31					2	1	15	
13729	06-19-09	17:45					2	1	4	
2514	02-02-10	18:38			1		4	1	14	
8101	04-17-10	11:55					2	2	2	
21961	10-10-10	11:10					2	1	2	
24227	11-06-10	21:15					4	1	14	
24803	11-12-10	7:25					2	1	10	VE LEAVING TRACK

- 9 crashes total
- 2008: 2; 2009: 2; 2010: 5
- 7 in daylight; 2 in dark
- 2 possible injuries
- Mostly dry pavement (8)
- Variety of apparent contributing factors

- 2002 Plan: 32 crashes from '99 - '01 (Sheriff)
- 1999: 11; 2000: 9; 2001: 12 (through Nov.)
- MDOT: 7 crashes

COLLISIONS

**GORRILL-PALMER
 CONSULTING ENGINEERS, INC.**
 P.O. Box 1237
 GRAY, MAINE 04039
 (207) 657-6910
 FAX (207) 657-6912

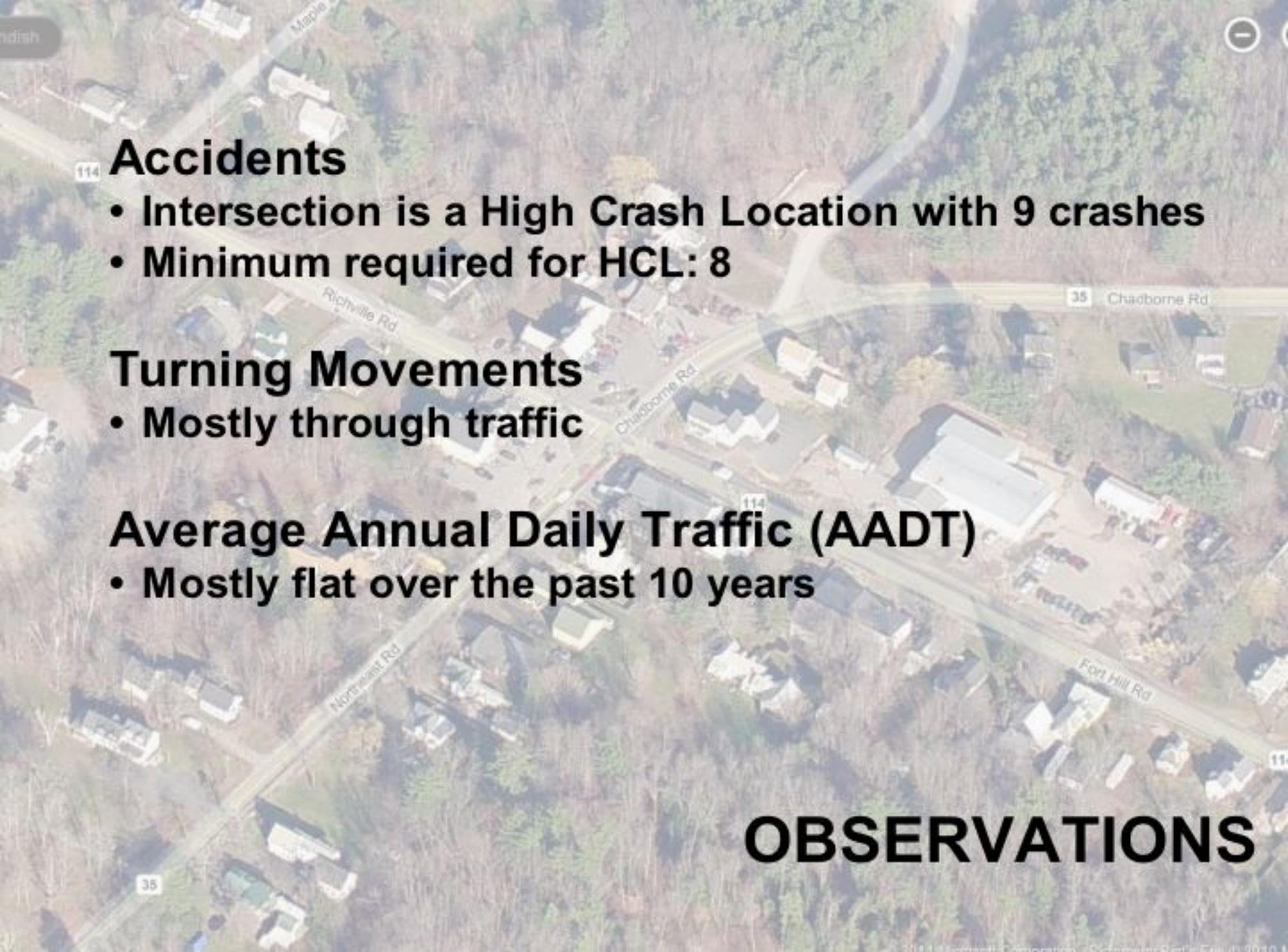
JOB 1599
 SHEET NO. _____ OF _____
 CALCULATED BY TREP DATE 12/29/11
 CHECKED BY _____ DATE _____
 SCALE _____

Location	AADT					Approx. Yearly Growth
	2000	2002	2005	2007	2010	
Rt 35 SW/O Rt 114	7940			7760	7240	-0.9%
Rt 35 NE/O Rt 114	7780				7500	-0.4%
Rt 114 NW/O Rt 35	7240	7770			6180	-1.6%
Rt 114 SE/O Rt 35	4570	4560	4330		3770	-1.9%

- **2002 Plan: Traffic counts grew by 26.2% since '95**
- **2010 Stats: Growth is essentially flat since '00**



GROWTH RATE



114 Accidents

- Intersection is a High Crash Location with 9 crashes
- Minimum required for HCL: 8

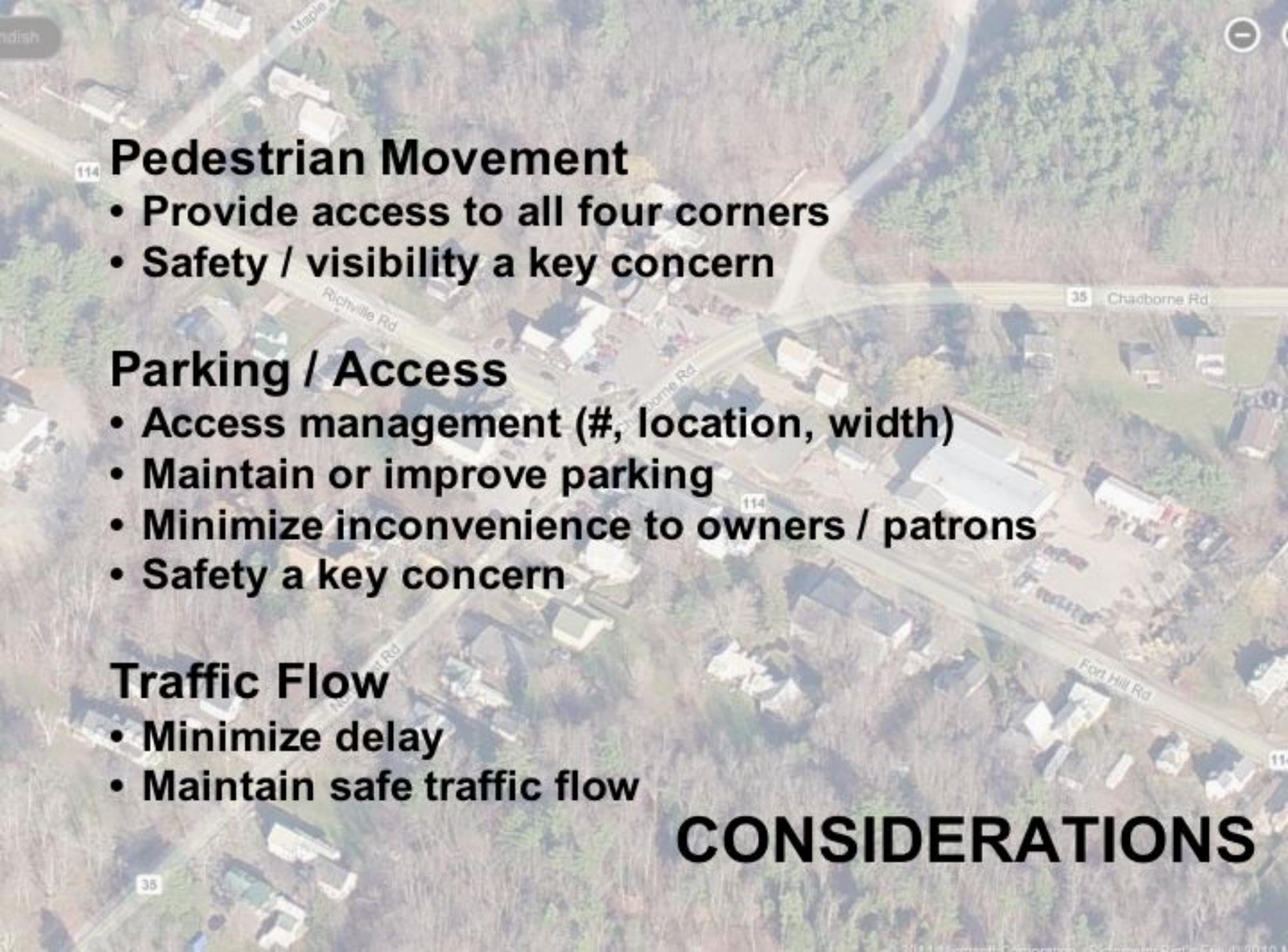
Turning Movements

- Mostly through traffic

Average Annual Daily Traffic (AADT)

- Mostly flat over the past 10 years

OBSERVATIONS



Pedestrian Movement

- Provide access to all four corners
- Safety / visibility a key concern

Parking / Access

- Access management (#, location, width)
- Maintain or improve parking
- Minimize inconvenience to owners / patrons
- Safety a key concern

Traffic Flow

- Minimize delay
- Maintain safe traffic flow

CONSIDERATIONS

2. LAKEFRONT



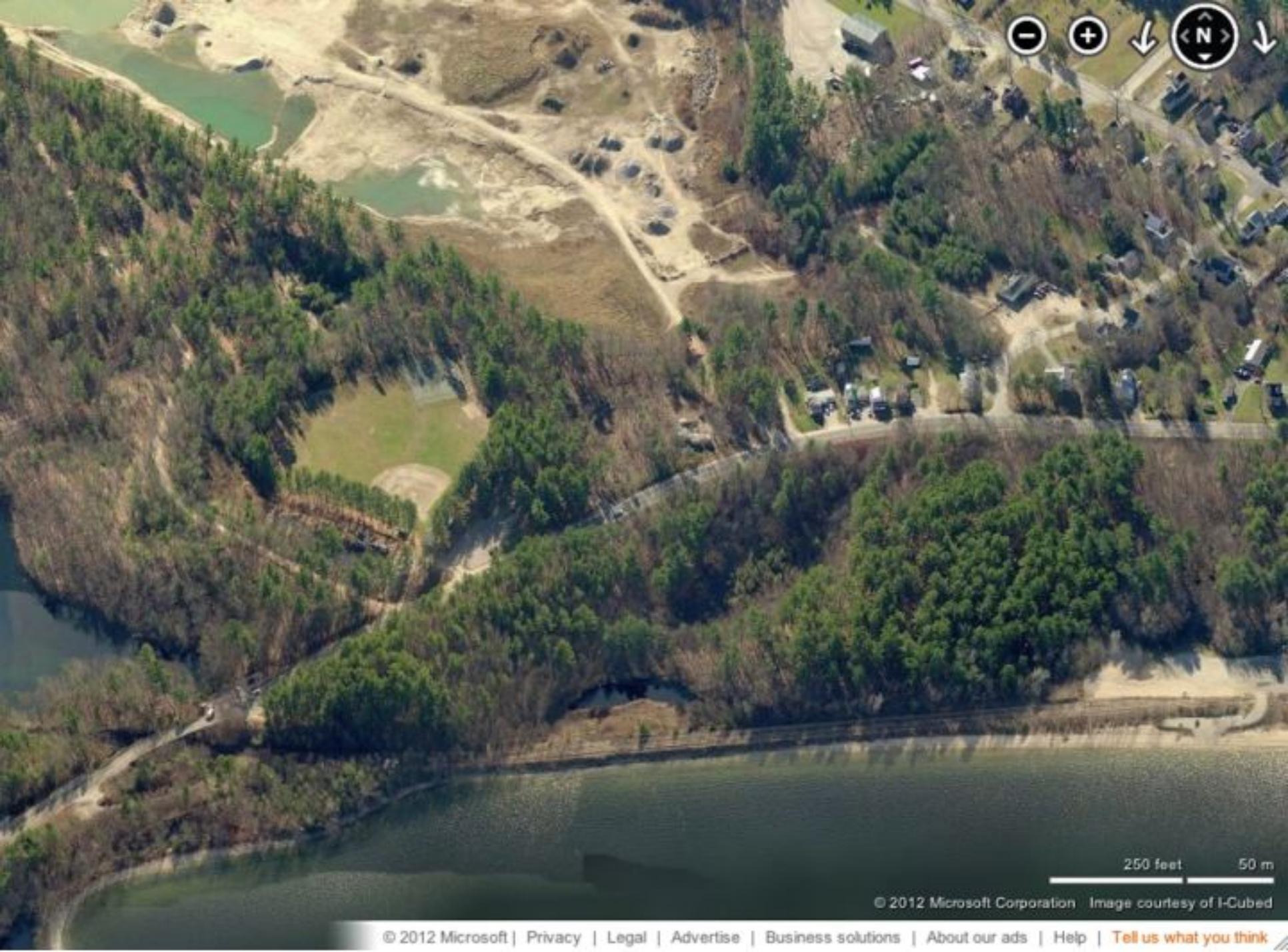
Imagery Date: 5/17/2010 100%

Lat: 43.76270° Lon: -70.519531° elev: 259 ft

Eye alt: 3







250 feet 50 m

© 2012 Microsoft Corporation Image courtesy of I-Cubed



250 feet 50 m

2. LAKEFRONT: probes

Public use / Protection of water supply

Village enhancement

Year-round activities

Railroad Station Museum

250 feet 50 m

3/4. RESIDENTIAL



Rte. 35 NE



Rte. 114 SE





Rte. 35 SW

58K

27K

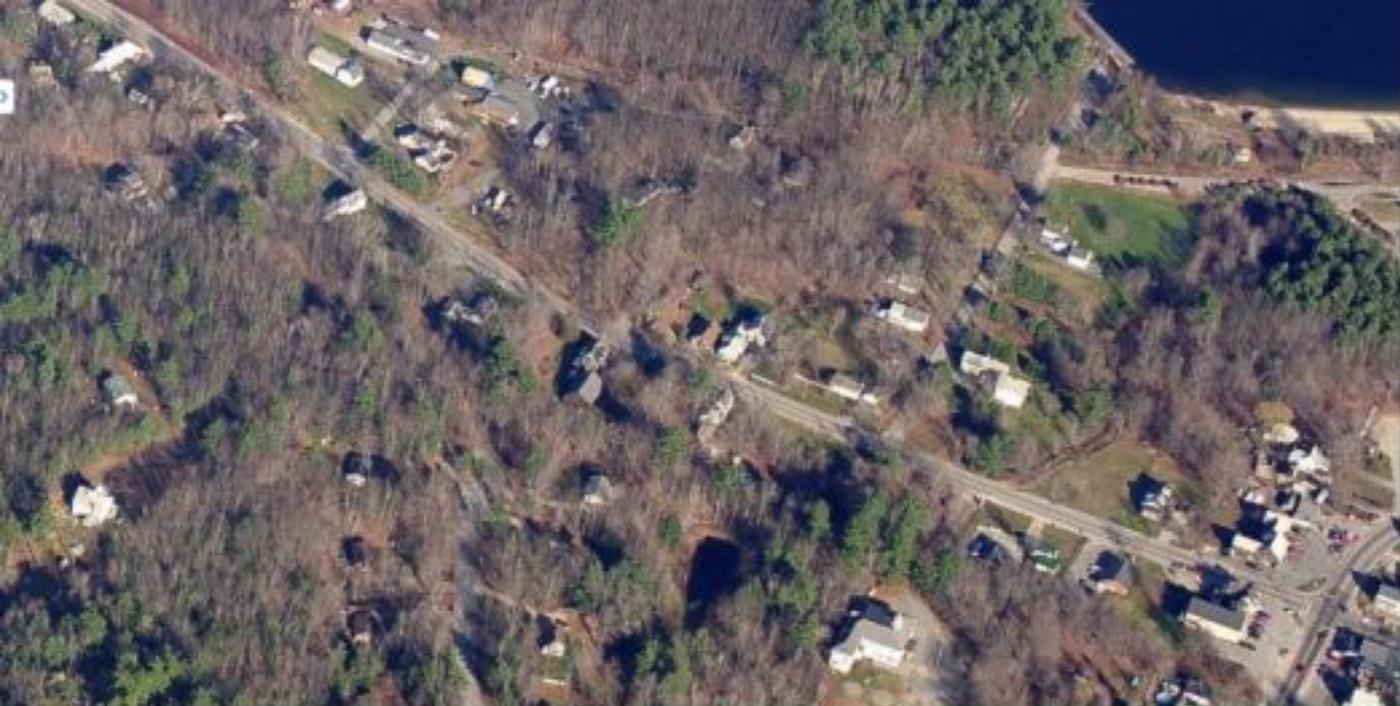
34K

95K

92K

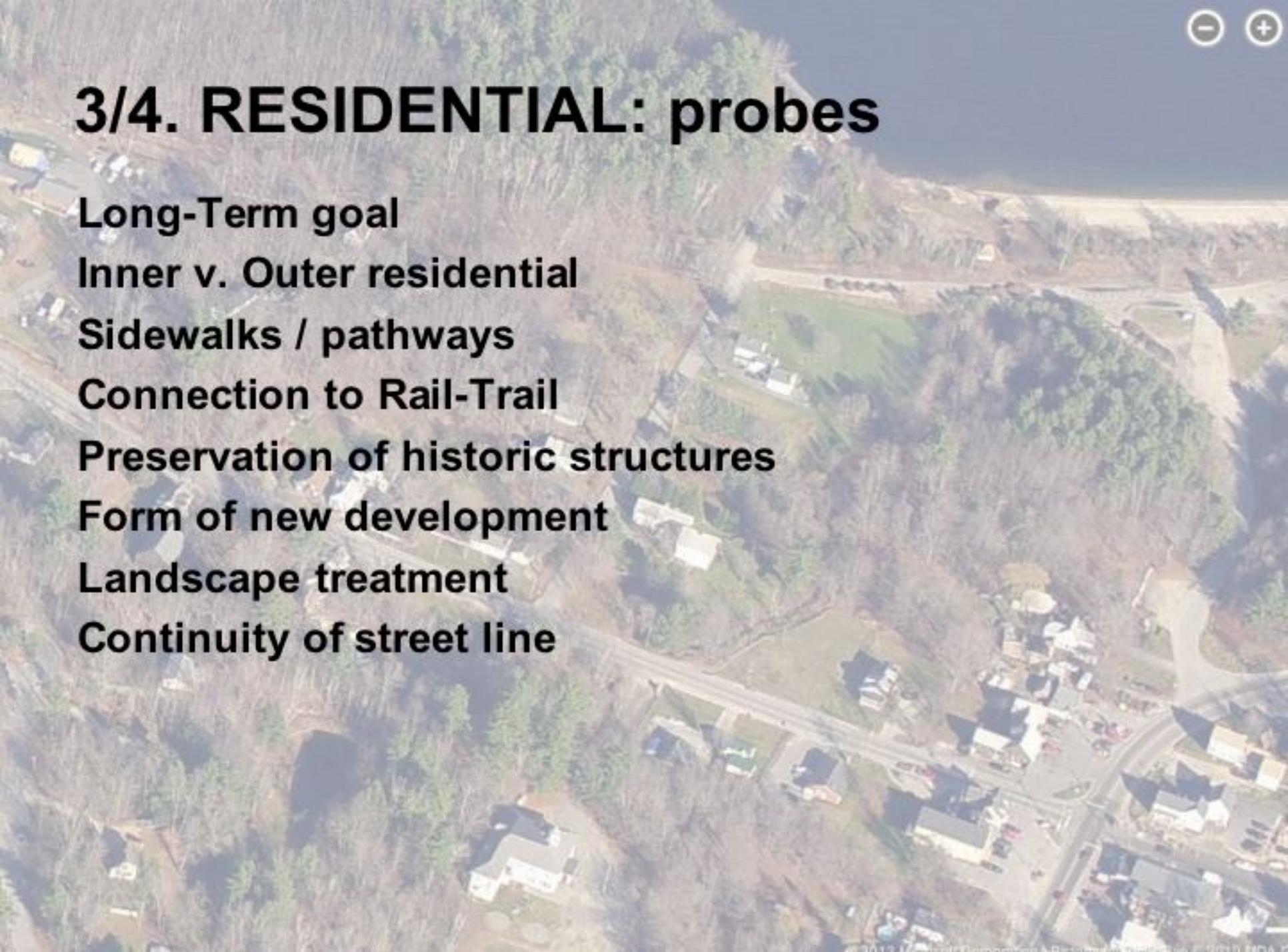
76K





**Rte.
114 NW**



An aerial photograph of a residential neighborhood. The houses are scattered across a landscape with many trees, some of which are bare, suggesting a cooler season. A road runs through the middle of the area. In the upper right, a sandy beach and the ocean are visible. The text is overlaid on the left side of the image.

3/4. RESIDENTIAL: probes

Long-Term goal

Inner v. Outer residential

Sidewalks / pathways

Connection to Rail-Trail

Preservation of historic structures

Form of new development

Landscape treatment

Continuity of street line

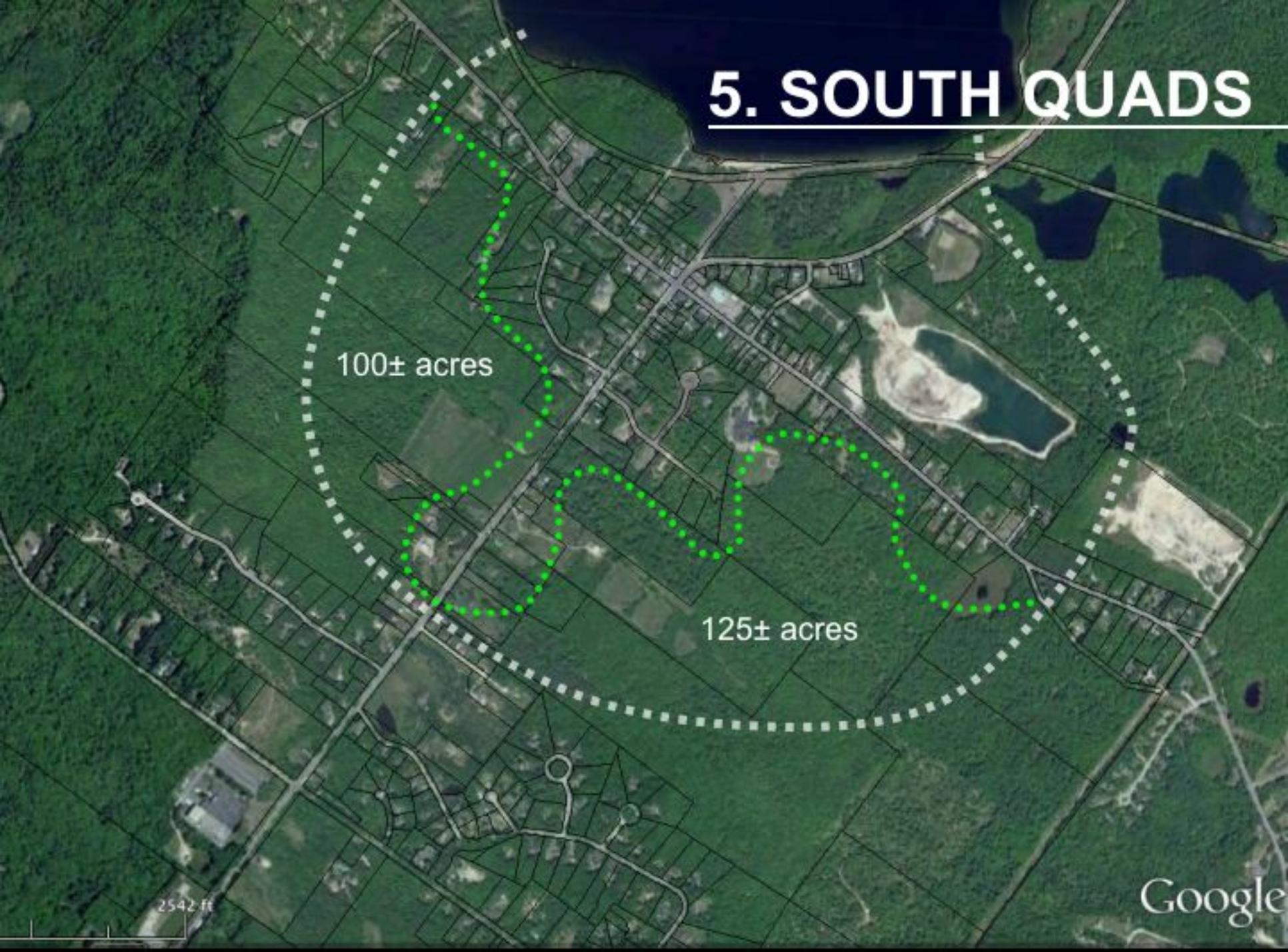
5. SOUTH QUADS

100± acres

125± acres

2542 ft

Google



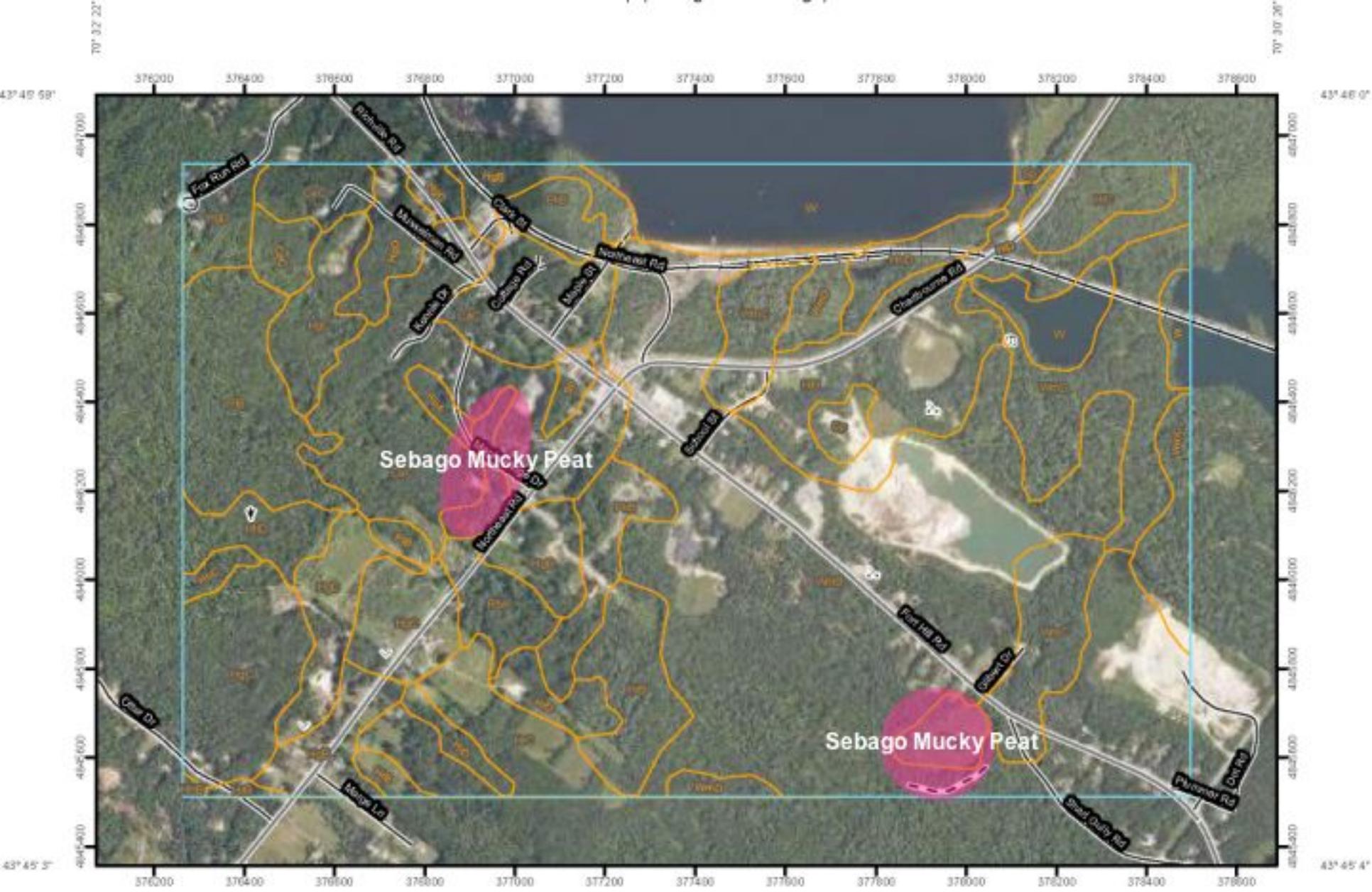


2542 ft

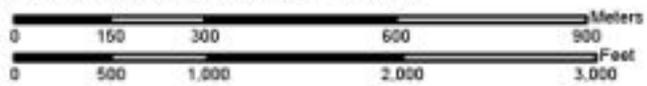


Aquifers

2895 ft



Map Scale: 1:12,400 (if printed on A size (8.5" x 11") sheet)



USDA Soils Classifications

70° 32' 21"

70° 30' 34"



5. SOUTH QUADS: probes

Developable area / Limitations

Access

Interconnectivity

Form of development

Relation to surroundings

6. SAND PIT



755 ft

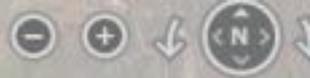
lat 43.758416° lon -70.520063° elev 303 ft

Google earth

Eye alt 3620 ft



100 feet 25

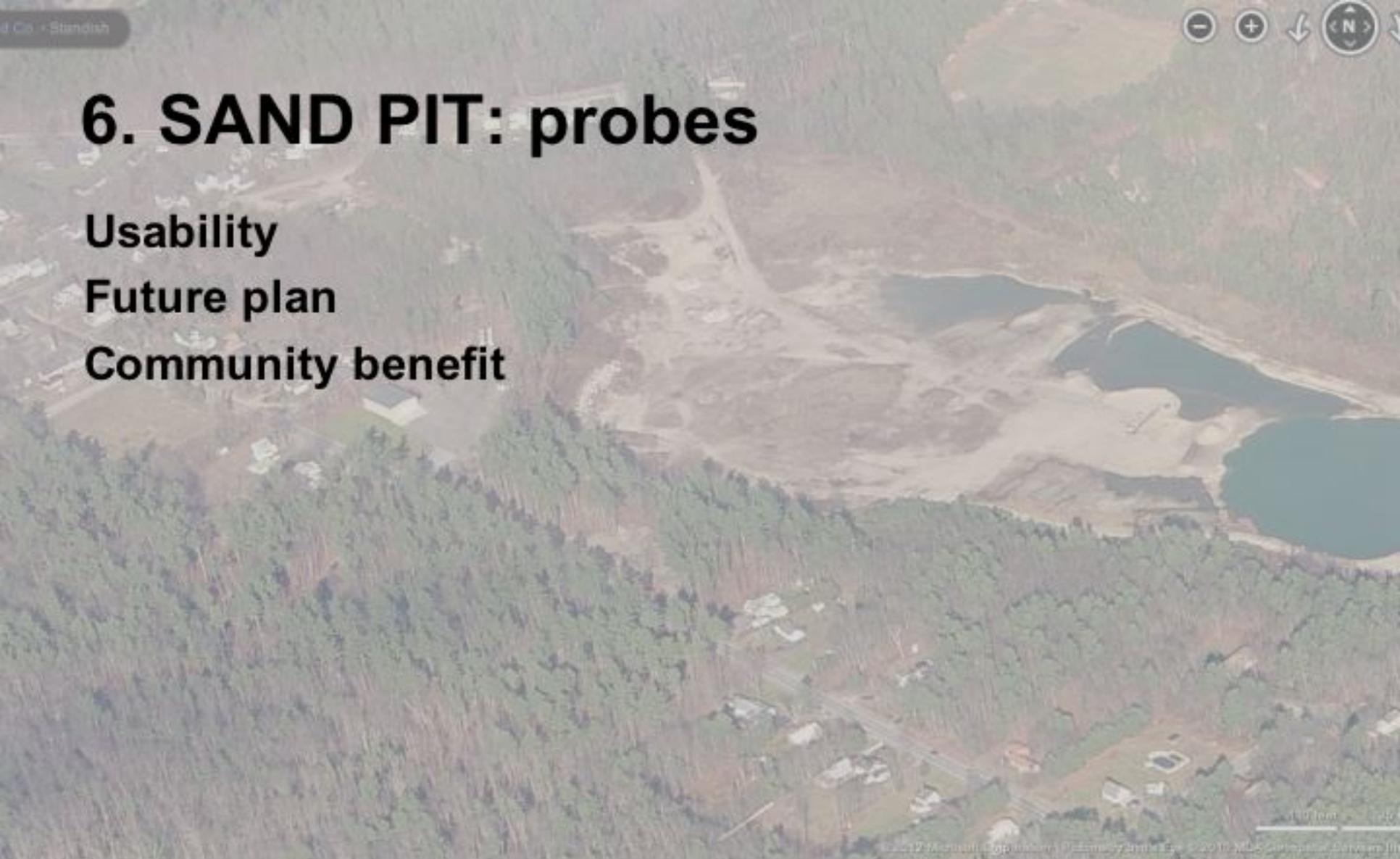


6. SAND PIT: probes

Usability

Future plan

Community benefit



100 feet