

DESIGN MASTER PLAN

Sebago Lake Village

Standish, Maine

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

December 2012



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INTRODUCTION

A VISION FOR SEBAGO LAKE VILLAGE

Ten years ago the Town completed the 2002 *Plan for Sebago Lake Village*. This community-wide effort started with a brainstorming session with over 60 residents and organizations that resulted in a wish list for the village. The results of this meeting were used as the foundation for the 2002 Plan. The vision statement that guided this earlier study is still relevant today, although some of the details are no longer being considered (e.g., the Station Museum).

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 com-

munity 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 Villagers 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.

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. 35. 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 1800s and early 1900s 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.



Looking east from the intersection of Routes 35/114 at the turn of the century.

COMPREHENSIVE PLAN

The 2006 Comprehensive Plan designated four growth areas in Standish: Steep Falls (GA1), Standish Corners (GA2), Sebago Lake Village (GA3), and the Standish Neck area. For the most part, these are established – and in many instances historical – areas near major roadways, where public services (such as public water) and facilities can be easily and efficiently provided. They are also recognized as areas that could be developed with minimal impacts to aquifers, significant wildlife habitat, or other important natural and cultural resources. The Town's intent is to see up to 70% of future development concentrated in these growth areas and the surrounding transitional areas.

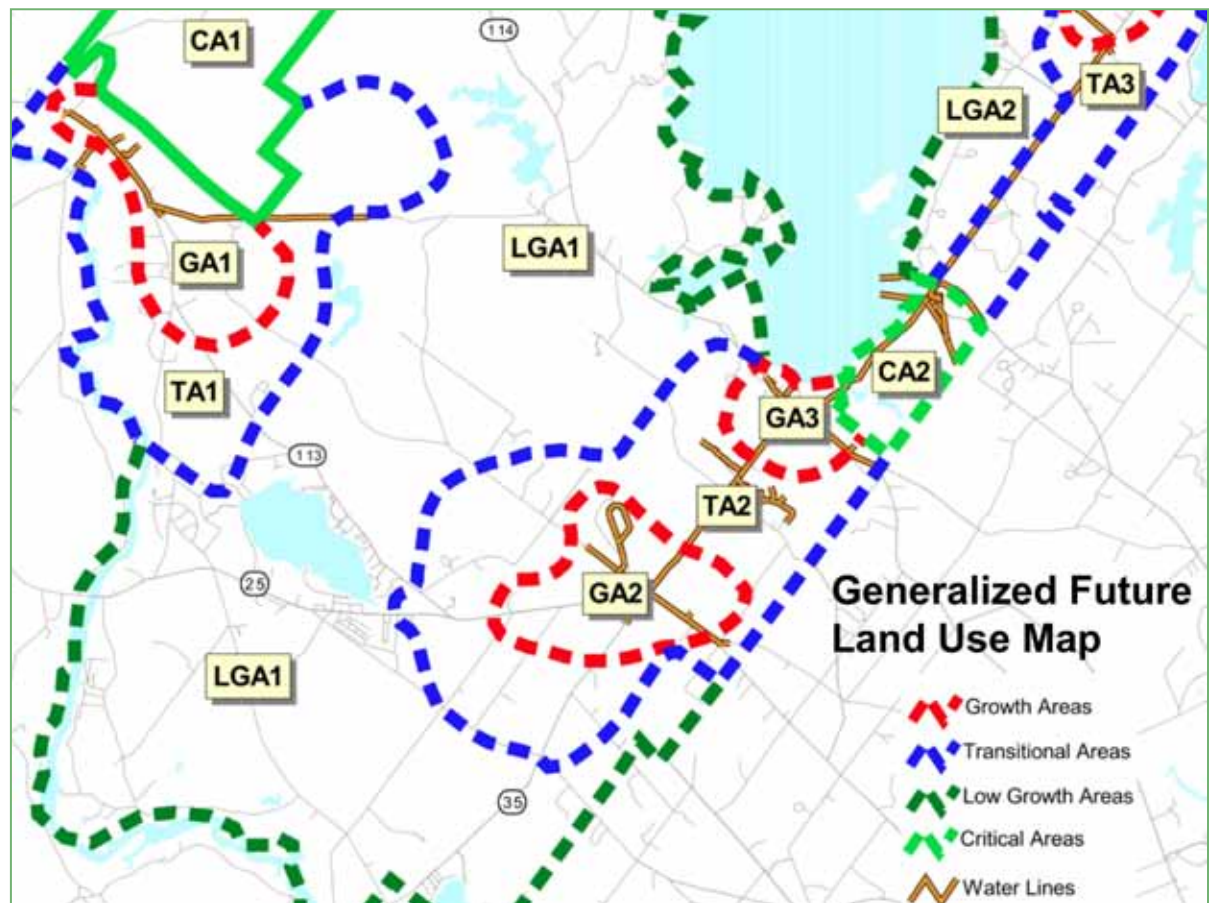
One of the major recommendations of the Comprehensive Plan was a Village Design Master Plan for each of the three established villages in Standish. The first – for Standish Corner – was completed in 2008, with assistance from GrowSmart Maine. Out of that effort came the 2011 Standish Corner District Code, which provides a well-defined blueprint to guide the form of future development.

Sebago Lake Village, like the other designated growth areas, is experiencing the effects of local and regional growth, with an increase in traffic and development pressure. At the same time the Town is striving to retain its historic and rural character while directing growth into appropriate areas. A unique part of the equation in the Village is the presence of Portland Water District, with its legislative mandate to protect the region's drinking water supply and minimize potential sources of contamination.

OBJECTIVES

The Town's objectives in developing a master plan for Sebago Lake Village were to investigate, receive public comments, and make recommendations for a number of key issues that were recognized in the Comprehensive Plan, including:

- Visual preferences for architectural design.
- Sidewalks, pedestrian access and safety.
- Public Green Space.
- Opportunities for more Parking.
- Improved Landscaping and Benches.
- Roadway and Sidewalk Action Plan.
- Identification and protection of existing residential neighborhoods.
- Commercial Design Guidelines.
- Historic Resources.
- Possible locations for a local and/or regional farmers' market.
- Identify opportunities for mixed use development.
- Other strategies as recommended by the Comprehensive Plan.



Growth Areas identified in the Comprehensive Plan: GA1 - Steep Falls; GA2 - Standish Corners; GA3: Sebago Lake Village.

In developing a master plan, the Town is attempting to set a course that will benefit all present and future stakeholders: local residents and property owners; business owners; pedestrians, bicyclists, and motorists; Portland Water District; recreational users of Sebago Lake; and many others. One overriding goal is to (re)-establish Sebago Lake Village as a pedestrian-friendly place that appeals to residents, visitors, and business owners alike.

STUDY PROCESS

A design team of Terrence J. DeWan & Associates, Landscape Architects, Planning Decisions, Inc., Planners, and Gorrill-Palmer Consulting Engineers, Traffic Engineers, met with the Sebago Lake Village Master Plan Committee between December, 2011 and July 2012 to discuss village concerns, examine alternatives, and develop master

planning principles for Sebago Lake Village. Public input was critical in the development of the master plan. The public participation process included:

- **Monthly meetings** of the Sebago Lake Village Master Plan Committee, which were advertised and open to the public. Local residents attended most meetings and offered valu-



Sebago Lake Village is identified as Growth Area 3 in the Comprehensive Plan.

able insight into the issues being discussed. Each meeting focused on different issues and included a PowerPoint show that examined a variety of options and courses of action.

- **Broadcast** (and replays) of Committee meetings on Saco River Community Television.
- **Survey of committee members** and village residents in January/February, 2012. See Appendix A for summary of survey results.
- **A Public Forum** on May 16, 2012 to discuss the planning process and gain community feedback on specific issues through keypad polling and subsequent discussion. Participants were asked to respond to over five dozen questions on a variety of topics. The results of the forum are presented in Appendix B.

THE VILLAGE MASTER PLAN

Sebago Lake Village Growth Area (GA3) was examined both as a whole and as a series of six inter-related subareas, each with its own set of physical characteristics and relationship to the village as a whole. The sub-areas include:

1. **Village Core:** the focal point of SLV, which includes the intersection of State Routes 35 and 114 and the commercial buildings within easy walking distance.
2. **Lakefront:** the frontage on Sebago Lake, most of which is owned and regulated by Portland Water District.
3. **Inner Residential:** the relatively dense village neighborhoods on Route 35, Route 114, and the side streets adjacent to the Village Core.
4. **Outer Residential:** the less densely developed areas adjacent to the two highways, which act as gateways into the village.

5. **Southern Quadrants:** large tracts of highly developable woodland / farmland / orchards to the south of the Village Core and Route 114, on both sides of Route 35.
6. **Gravel Pit:** the sand and gravel operation in the northeast quadrant of the village on the east side of Route 35, south of Johnson Field.

The Village Master Plan provides a roadmap that describes both the Town's role and private actions necessary to achieve the results. The plan incorporates many of the recommendations from the 2006 Comprehensive Plan, including expansion of the village center, reduction of lot sizes, higher residential densities, additional pedestrian facilities, expanded housing options, encouragement of senior housing, allowances for mixed residential/commercial development, preserving open space through conservation subdivisions, and design standards for the village center. Key provisions from the Comprehensive Plan are summarized in Appendix C.

The recommendations address the following:

An Overview of the sub-area, describing existing conditions, current zoning, and its relationship to the village as a whole.

A Vision Statement for each of the sub-areas.

Master plan recommendations to accomplish the goals of the plan and integration of an ongoing roadway action plan as proposed by Gorrill-Palmer Consulting Engineers.

Implementation measures:

Recommended infrastructure improvements: physical changes that the Town would primarily be responsible for.

Development on Private Property that address how future development and redevelopment could be accomplished in keeping with the vision.

Activities and coordination that would be necessary to achieve the goals of the master plan.

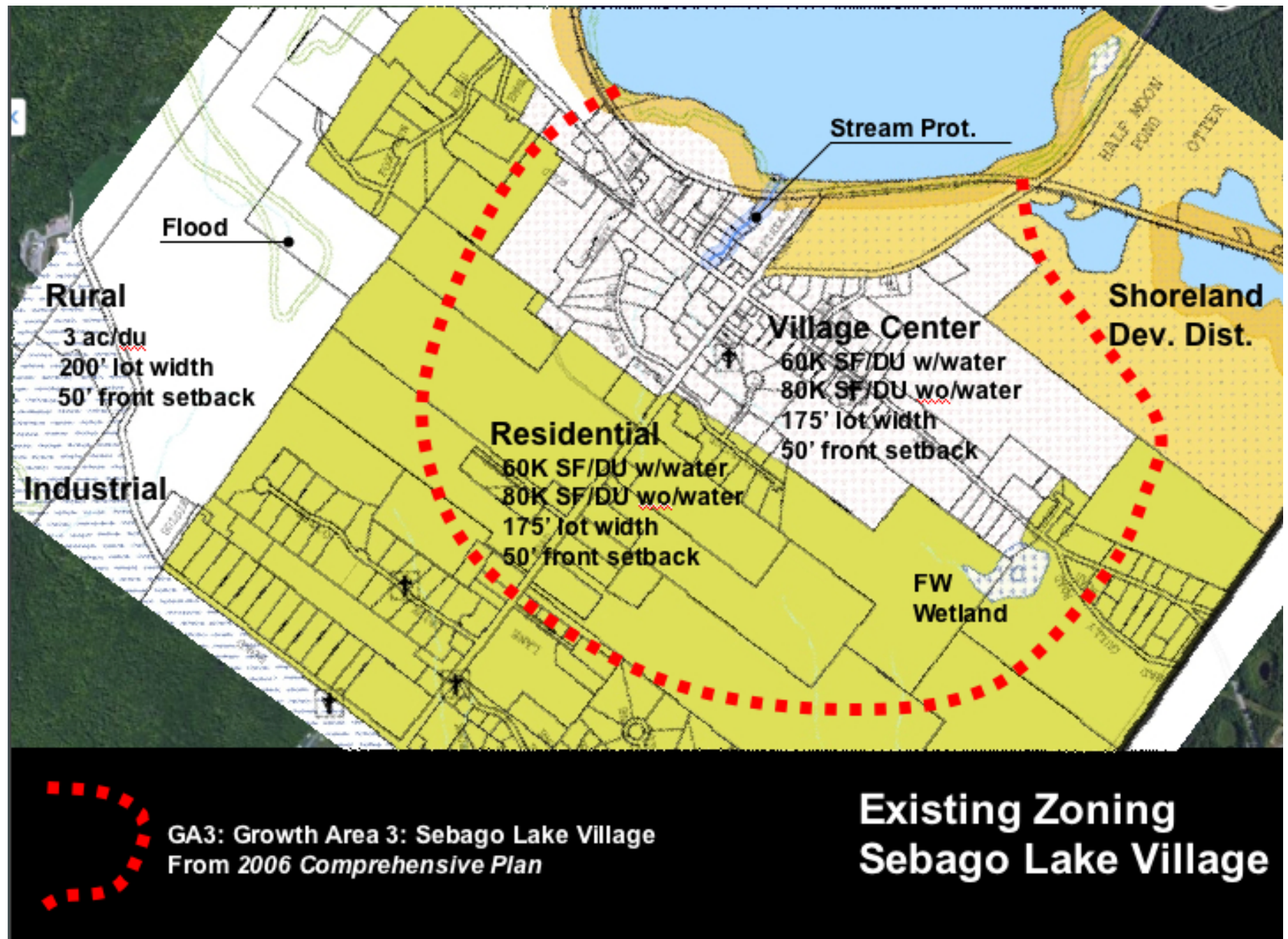
The Master Plan also provides recommendations that apply to the entire village (or multiple sub-areas), including:

- **Zoning**
- **Pedestrian Network:** existing sidewalks and trails, future extensions, the Mountain Division Trail, priorities
- **New Roads:** locations, standards
- **Street Trees and Landscaping**
- **Neighborhood Design/Density:** dealing with residential density, on-site sewage disposal, state standards
- **Design Guidelines for Commercial Buildings**
- **Farmers' Market:** location, standards.

The roadway action plan is designed to encourage pedestrian-scaled, interconnected neighborhoods and to discourage isolated subdivisions on dead-end streets. A schematic plan for a future road network (on page 39) shows how this can be accomplished, given the current street patterns and environmental constraints.



Sebago Lake Village is divided into six sub-areas for purposes of the Design Master Plan.



VILLAGE-WIDE RECOMMENDATIONS

ZONING

The current Village Center and Residential zoning does not reflect the vision adopted by the Committee in several key areas:

- The **minimum sized lots** (60,000 SF with public water / 80,000 SF without public water) that are now required are typically found in suburban subdivisions and are not conducive to village-scale development where the objective is a denser pattern of residential development.
- The **175' lot width requirement** likewise is a suburban model and has the effect of spreading development out, rather than encouraging more dense, village patterns.
- The **50' front setback requirement** encourages higher speed and has no relationship to existing land use patterns in Sebago Lake Village.
- The ordinance does not consider the **form of new development**, how it would relate to existing structures, or the type of patterns that would be created.
- The Town does not have adequate **design guidelines** or standards for development/redevelopment proposals.

The current ordinance should be amended – or a new ordinance adopted – to encourage higher densities and development that meets the vision of this plan for Sebago Lake Village.

PEDESTRIAN NETWORK

The Sidewalk and Trails Plan (next page) presents a long-range vision for a village-wide network of trails and sidewalks that includes the following:

Existing Sidewalks. Sebago Lake Village currently has sidewalks between the Route 35/114 intersection and the Edna Libby School. General condition of existing new sidewalks in the village is good. The 2006 Comprehensive Plan identified the need for additional sidewalks in the village along Routes 35/114.

Future Sidewalks. The 2002 Sebago Lake Village plan included a conceptual sidewalk plan for the village, drafted by the Town Planner for the Ordinance Committee. Most of these earlier recommendations for walkways within the village are included in this plan.

Existing Mountain Division Multipurpose Trail currently ends at Johnson Field, where there is a designated parking area and trailhead.

Future Mountain Division Trail Extension will provide a route between Sebago Lake Village and Fryeburg, and ultimately on to Conway, NH. The plan should provide an easy and relatively direct route between its present terminus at Johnson Field and the Village Core at the Route 35/114 intersection. The multipurpose trail should be located on the north side of Route 35, preferably in the wooded buffer between the highway and Sebago Lake. The section of the trail between Johnson Field and



Existing sidewalk on Route 114 leading to the school.



the village core should be designed to accommodate boaters and Johnson Field users who park in the proposed overflow parking along Route 35.

Existing Paths. There are several well-developed paths on land owned by Portland Water District that provide recreational opportunities and village connectivity. These should continue to be maintained by PWD as a significant and well-used part of their open space system.

Future Paths. The Master Plan envisions relatively dense village-style development in the southern quadrants. An important component of these new neighborhoods should be accessible pathways that provide easy pedestrian connections to the village core, the school, the lake, the Arts Center, and other local destinations. Existing trails should be identified as part of the planning process and incorporated into the plans for all new development. Where possible, trail connections should be

established in existing neighborhoods to facilitate walking. Trails should be laid out and designed according to the following standards:

- Wherever possible, incorporate existing pathways into the proposed trail network.
- Avoid wetlands, stream buffers, and other environmentally sensitive areas.
- Work around existing trees, rock outcrops, and other significant natural features to minimize site disturbance.
- Avoid sustained slopes greater than 5-8%.
- Design trail widths to accommodate anticipated use. Typical trails should be 5-8' in width and cleared to 10' above the trail.
- Trails should be surfaced with bark mulch, wood chips, or superhumus, and replenished annually.
- Trails should be designed to respect abutter privacy while providing convenient access between neighborhoods.

LANDOWNER LIABILITY

Maine has a strong law to protect landowners, known as the "landowner liability" law (or the recreational use statute), Title 14, M.R.S.A. Section 159-A. If someone uses private land or passes through private land for outdoor recreation or harvesting, the property owner assumes no responsibility and incurs no liability for injuries to that person or that person's property. Property owners are protected whether or not they give permission to use the land.

If the owner allows volunteers to maintain or improve their land for recreation or harvesting, they are also protected from liability for injuries to them. For additional information see: http://www.maine.gov/ifw/commissioners_office/LandownerRelations/landowner_liability_explained.htm



The extension of the Mountain Division Trail on the north side of Route 35.



The Mountain Division Trail should follow a meandering route along Route 35. Overflow on-street parking should be provided within the ROW on the north side of the road to supplement the capacity of the boat launch.

- Signs should be installed to guide users to major destinations and encourage responsible trail use.
- Development applications that include neighborhood trails should be accompanied by a plan that details annual maintenance needs and responsible parties. In most situations the homeowners' association will be expected to maintain trails and related infrastructure. Trails may also be maintained by the town through its existing workforce (primarily on town-owned property) or by a volunteer trail committee appointed by the town.

Future Sidewalks as Needed. As new neighborhoods are built and the population in the village grows, sidewalks should be extended along major roads (i.e., Routes 35 south of the village core

and 114 west of the village core) to provide direct routes to the village core and encourage walking as a healthful activity. Landscaped sidewalks can also have a traffic calming effect by letting motorists know that they are in a village environment.

Inter-Village Connector. The 2006 Comprehensive Plan calls for connecting Sebago Lake Village and Standish Corner with sidewalks and pedestrian trails, to be built in conjunction with State Road improvements.

Snowmobile Routes. Portland Water District allows snowmobiling on specified trails through their property. The railroad route is available during winter months only.

NEW ROADS

- New residential streets should be designed to reinforce the vision of a walkable, pedestrian-oriented village, i.e., minimize speed, foster easy pedestrian/bicycle movement, provide interconnectivity throughout the village, and build upon the existing road network.
- Roads should be designed to follow the contour of the land wherever possible to preserve the character of the landscape while minimizing cuts/fills, erosion, and sedimentation.
- Avoid dead-end streets and cul-de-sacs.
- Road designs should provide multiple ways for residents to leave their homes and access major town roads and significant community destinations.
- Roads should be designed to discourage high-speed travel through the new neighborhood. This may be accomplished through narrow road widths (16 - 20'), changes in alignment, street tree plantings, sidewalks, introduction of mini-roundabouts at key intersections, and other measures as appropriate.
- Most new roads should be designed with a separated sidewalk on at least one side of the travel way to encourage pedestrian activity within the village. An exception might be in short eyebrow streets with minimal traffic.
- New roads, especially those in the southern quadrants, should be designed to be extended into abutting properties (both developed and undeveloped) in the future.



New residential streets should be designed to encourage the vision of a walkable, pedestrian-oriented village with sidewalks, narrow widths, and shade trees.

STREET TREES AND LANDSCAPING

- Street trees should be incorporated into the streetscape design to provide shade, add visual interest, and help to unify and add scale to the village.
- Coordinated plantings of trees, flowering shrubs, perennials, bulbs, ornamental grasses, hanging baskets, etc. on public and private properties can add richness and visual interest to the village. For example, Bridgton is known for its extensive peony plantings; volunteers in Brunswick have planted many of the median islands with colorful annuals; Camden, Rockland, and many of Maine's other small villages have installed hanging baskets and window boxes throughout their downtowns to add a note of seasonal color.
- Tree selection should emphasize native species with interesting physical characteristics (bark patterns, spreading form, leaf/flower color, etc.) and minimum problems (large leaves, dripping sap, thorns, etc.).
- Tree locations should consider overhead and underground utilities, sight distance, sidewalk width, visibility for entrances and commercial signage and other issues related to public safety. The ultimate height and width of the canopy should be considered when selecting tree species.
- Street trees should be selected to thrive in the droughty, sandy conditions typically found in Sebago Lake Village. Species suitable for these conditions include Hackberry (*Celtis occidentalis*), Hawthorns (*Crataegus* sp.), Green Ash (*Fraxinus pennsylvanica*), and Thornless Honeylocust (*Gleditsia triacanthos inermis*).



Sebago Lake Village has many examples of village-scale residential development that can serve as a model.

NEIGHBORHOOD DESIGN

- New development should result in identifiable, attractive neighborhoods, following the principles presented in "The Great American Neighborhood, A Guide to Livable Design" (Maine State Planning Office, 2004).

- Limit the number of new homes on a 'block' to maintain a village scale. Avoid more than 8 homes between intersections.
- Homes should be designed to a build-to line (maximum setback), with front doors and porches facing the street.
- Consider the use of lanes or alleyways to provide access to rear garages and minimize the need for driveways.
- Where soils and groundwater conditions are suitable (as determined by a geotechnical engineer), the town should consider reducing the current lot size, frontage, and lot width standards to encourage village scale development, similar to patterns currently found along School Street and Route 35. Specific recommendations are provided for each of the subareas.
- In conservation subdivisions that utilize common septic systems, the minimum lot size may be reduced to 15,000 SF, with 50% open space.
- Spaghetti lots (where the ratio of lot depth to width exceeds 5:1) should be discouraged.
- Where soil conditions are suitable, allow individual or common septic systems to be located in common open spaces, separated by an appropriate distance from waterbodies to preserve water quality. The use of common septic systems by multiple homeowners will require a maintenance agreement to assure the town that the system will continue to operate as designed.
- The Maine State Plumbing Code requires a minimum lot size of 20,000 SF for properties utilizing on-site septic systems, with certain allowances for smaller lots. The Code assumes that a single-family home will generate 300



Site plans for new commercial buildings should locate parking at the rear or side, with front doors convenient to the street..



New parking should not occupy the front setback.

gallons per day of wastewater to be treated. The Town may wish to investigate smaller lots as allowed in the Plumbing Code, tied into sewage flow generation.

- The Plumbing Code requires multiple unit housing to calculate daily wastewater flows at 120 gallons per day.

DESIGN GUIDELINES

New buildings designed for commercial use, senior housing, and mixed-use should complement the traditional building patterns and architectural



A mixed use building with parking in the rear.



Human scale can be achieved by proper attention to architectural details, lighting, signage, and landscaping.

forms that are predominant in the village by adhering to the following design guidelines. (The guidelines do not apply to single-family homes.)

SITE PLANNING

- **Existing Vegetation** – especially specimen trees and trees greater than 10” in diameter – should be preserved wherever possible and incorporated into the site plan.
- **Off-street parking** should be located at the rear or sides of buildings and not occupy the front setback.



A mixed-use building with residential/commercial uses.



- **Corner Locations.** Buildings on the corner of two streets should be located as close to the intersection as allowed by code. Parking, vehicular travelways, or service areas should not be located between the building and property lines along both streets.
- **Service Areas and outdoor storage facilities** should be screened from public and neighbor's view with fencing, landscaping, or architectural enclosures as may be appropriate.
- **Off-street parking** should be interconnected with abutting parking facilities where possible.

ARCHITECTURE

- **New buildings** should be individual structures and not connected to adjacent buildings. New buildings should be designed to fit the specific characteristics of their particular site.
- **New England Traditions.** The design of new buildings should reflect New England traditions in terms of building forms, roof pitches, materials, window placement, and detailing.
- **Human Scale.** Buildings and site elements should be designed to human scale. The forms, massing, and openings of buildings should be proportional to the size of the human figure. Many architectural elements can add scale to a building – recessed openings, divided pane windows, building mounted light fixtures, dormers, cupolas, projecting rooflines, covered walkways, colonnades, and similar features – provided they are designed as integral parts of the overall structure.
- **Americans with Disabilities Act.** All new or renovated buildings should be designed to comply with the current standards of the Americans with Disabilities Act. Building



Accessory structures should be designed to complement the principal building by use of similar color, form, and materials.



Service areas, mechanical equipment, and outdoor storage should be screened from public view.



New commercial buildings should be designed as individual structures and not as strip malls.

entrances must comply with all current accessibility regulations; however, the use of ramps and lifts is discouraged. The use of sloping entry walks, covered entryways, porticos, arcades, and covered porches is encouraged. Where grade separation of an entrance is required because of site topography, accommodation should be provided in the architectural detail of the entry to allow barrier free use by building residents and visitors.

- **Mixed use buildings,** with both residential uses (on the upper floors) and commercial uses (on the ground floor) should be encouraged in the village.
- **Franchise architecture,** where the building is a standardized design found in many other locations, should be prohibited. Buildings for franchises should be designed for the specific site. Historical and traditional design elements are encouraged.
- **Entranceways.** New/renovated buildings should have ground-floor entrances that face the street.
- **Blank walls** facing main roads or other areas of significant use should be prohibited.
- **Historic structures and areas** (e.g., Schoolhouse Arts, the Church, Steam House Turntable) should be preserved wherever possible and highlighted by appropriate site planning and detailing. Redevelopment of historic properties should be undertaken with the advice of professionals (e.g., Maine Preservation) knowledgeable in the area of historic resources and funding sources for infrastructure and other improvements.
- **Freestanding Accessory Structures** (e.g., ATMs, garages, service stations, canopies,

storage units, recycling sheds, trash enclosures, cart corrals, utility buildings) that are allowable under the zoning ordinance should meet the same design standards as the principal building(s). The design of these structures should be coordinated with the principal building through repetition of architectural forms, materials, colors, and detailing.

- **Additions or renovations** should complement or match the materials, form, color, and detailing of the original structure. Renovations should retain distinctive architectural features or examples of skilled craftsmanship and incorporate them into the addition where possible.
- **Corner Buildings** should be a minimum of two stories in height to add mass and visual prominence to the street.
- **Functional Elements.** All vents, downspouts, electrical conduits, service meters, HVAC equipment, service areas, loading docks, service connections, and other functional elements of the building should be treated as integral parts of the design. Meters, utility banks, HVAC equipment, and other exterior service elements should be contained in service closets, screened with walls or fences, or located out of view from the public.
- **Roof-Mounted Equipment.** Mechanical, HVAC, and other equipment mounted on rooftops should be screened from public view or grouped in a location where visibility is limited. Screening for roof-mounted equipment should be designed as an integral part of the architecture to complement the building's mass and appearance.



Franchise architecture has no design relationship to existing buildings in Sebago Lake Village.

SIGNAGE

- **Sign Design.** Commercial establishments should be identified by attractive, legible signs that serve the needs of the individual businesses, complement the site and the architecture, and are legible to both the motorist and pedestrian. The shape, materials, and details of the sign should complement the architectural features on the building. Simple geometric shapes are preferred for all signage.



A highly readable sign that relates to the architecture through detailing, color, and materials.

- **Lettering Size.** Lettering for identification signs should allow the sign to be read at a travel speed of 35 MPH. As a general rule, for signs visible from main roads, lettering should be at least six inches in height.
- **Design.** Building-mounted signs should be designed as an integral element of the architecture. Text should fit within the frame of the sign without appearing crowded. As a general rule, the space between the letters and the edge of the sign should be at least 1/4 the height of a letter.
- **Location.** Signs should not obscure architectural details on the building. In general, flush-mounted signs should be located a minimum of 18" from the corner of the building. Where fascia trim for signs are provided, the sign should not extend over the borders of the trim.
- **Advertising.** The use of 'sponsor' logos, slogans, or other messages on a sign, where the 'sponsor' is not the occupant of the property or a franchiser of a business located on the property, is strongly discouraged. If a sign is sponsored, the name of the sponsor and/or its logo, should not occupy more than 25% of the total face of the sign.
- **Readerboards** should not be allowed within the village.
- **Sandwich Boards** should be permitted during hours of operation provided they do not impede pedestrian movement. Sandwich board should be a maximum of four square feet in size.
- **Lighting** (both for internally and externally lit signs) should be designed as an integral part of the sign design. Lighting must not create glare that would distract motorists or pedestrians. The degree of illumination should not disturb



A well-designed sponsored sign where the sponsor's logo occupies less than 25% of the sign. Greater attention should have been paid to the mounting hardware.

surrounding residential areas or contribute to light pollution. Neon signs should not be permitted.

- **Light Level.** The illumination level on the vertical surface of the sign should be bright enough to provide a noticeable contrast with the surrounding building or landscape without causing undue glare or reflection.
- **Lighting Fixtures** should be carefully located, aimed, and shielded so that light is directed only onto the sign facade. Lights should not be aimed toward adjacent streets, sidewalks, or abutting properties. Ground Mounted Lights should be screened or partially buried to minimize the view of the light source.
- **Internally-lit signs** should consist of light lettering and/or symbols set against a dark background to minimize the amount of light coming from the sign. Internally-lit signs should not act as light fixtures or cause glare on nearby pathways or roadways. Internally-lit

letters and symbols are preferred over whole panels that are internally lit. Letters and/or symbols on panels should constitute no more than 40% of the sign's surface area.

- **Mounting Systems.** Signs should be mounted in a manner that provides adequate support for the weight of the sign. Mounting systems should be designed to be compatible with the architecture in terms of color, forms, and style. Electrical connections, wiring, junction boxes, and other similar devices should not be visible from pedestrian pathways or roadways.

FARMERS' MARKETS

There are many factors that may make SLV attractive to hosting a Farmers' Market: proximity to agricultural producers, traffic volumes (especially in summer months), available land area for set-up and parking, an established village, lakefront location, and the distance to the nearest Farmers' Market (in Westbrook).

Possible Locations. Several locations within Sebago Lake Village may be suitable for a Farmer's Market. These include: Johnson Field parking lot; the Church parking lot on Route 35, south of the village, the Arts Center parking lot, and at the intersection of Route 35 and Northeast Road Extension. Another option might be letting market forces drive the location and adopting of an ordinance change similar to what the City of Portland has considered, i.e., allowing temporary farm stands on school and non-profit properties with land owner permission. Under this scenario, farmers could approach schools and non-profits for use of their existing parking lots similar to what is now occurring at the Steep Falls library.

Draft ordinance language to consider is found at: <http://www.portlandmaine.gov/planning/pbpackets/pbmemofarmstand08142012.pdf>.

Johnson Field. People at the May 16, 2012 Public Forum selected Johnson Field as the preferred site for the Farmers' Market. This location has significant traffic volume on Route 35 from Windham, an off-road parking area, ample room for set-up, and activities for children. On the other hand, access and parking requirements for a Farmers' Market could conflict with scheduled activities and general use patterns at Johnson Field.

Northeast Road Extension. The site closest to the village (at the head of Northeast Road Extension) is also very well suited for several reasons: high visibility, high traffic volumes, available parking, and potential for positive impact on the village (drawing more customers). If this site is selected, the layout and scheduling should consider potential conflicts with boating traffic and parking for waterfront uses.

Planning for a Farmers' Market should consider other sites in Standish as well as SLV. (The Standish Village Master Plan, for example, recommended the parking lot at Colonial Marketplace.) Other locations in the community may be more central to the Standish population. Siting discussions should involve potential farmer/participants, local officials, and others experienced in establishing similar facilities in Maine.

Additional information is available at the Maine Federation of Farmers' Markets website: www.maine farmersmarkets.org.



VILLAGE CORE



200'

VILLAGE CORE

OVERVIEW

The Village Core is the focal point for and historic center of SLV. The core includes the intersection of State Routes 35 and 114 and the commercial buildings within easy walking distance.

The Village Core is located within the Village Center zoning district, which, by code, are “areas where a unit of residential, commercial and municipal activities exist and will be encouraged in the future, with site plan review providing careful controls to ensure the compatibility of future development.” The district currently has a minimum lot size of 60,000 SF/DU with municipal water. The ordinance requires 175’ of lot width and lot frontage and a 50’ setback.

VISION FOR THE VILLAGE CORE

Intersection improvements and access management have reduced the number of accidents and made it easier for all to travel through the Village Core. New interconnected roadways in SLV provide alternative routes for residents who do not need to go through the intersection. Shopkeepers and customers appreciate the additional on-street parking and well-lit landscaped off-street parking that has been developed. Sebago Lake Village has become a point of pride, with street trees, attractive lighting, comfortable shaded benches, public art, and well-marked crosswalks that have encouraged pedestrian activity and community events.



Sidewalks and trails have been improved and extended to the surrounding neighborhoods as more people recognize the health benefits of a daily walk. The extension of the paved Mountain Division Trail through the village and north to Fryeburg from Johnson Field has brought a steady stream of recreational riders and bicycle commuters, where they often stop for food or to enjoy the setting and feel of the lakeside village. The School House Arts and a new farmers’ market also attract tourist dollars into the local economy.

Aerial view of the core at Sebago Lake Village, showing the intersection of Route 35 and Route 114.

Mixed-use development in the blocks surrounding the intersection has brought renewed energy to the village, with ground-floor shops built close to the sidewalks and offices and apartments on the second and third floors. Visitors often remark how well the new buildings blend in with the old, creating an ambiance and a character that is too often missing in rural communities.

MASTER PLAN RECOMMENDATIONS

Intersection Improvements

- Roadway improvements in the village core should be designed to increase smooth/safe traffic flow, ease congestion, create a more pedestrian-friendly streetscape, and minimize the loss of legitimate parking spaces. Further planning efforts should involve property owners and business owners.
- Better access management should be at the core of streetscape improvements. The design implementation should concentrate on areas with multiple access points on major roads, unlimited (open) access, and driveways too close to the intersection. The sketch plan for the intersection takes these factors into consideration while also showing how crosswalks, sidewalks, street tree plantings, and other improvements can be incorporated into the streetscape design. (Note: design sketch is based upon an aerial photo base map and

presented as a concept. Actual design would have to be based upon field survey of existing conditions.)

- Ideally there should be no curb-cuts or on-street parking within 50 feet of the intersection.
- Streetscape improvements should be designed to encourage slower speeds for vehicles entering the village. This can be accomplished through neck-downs at intersections (places where the road width has been reduced by moving the curbing on opposite sides of the street closer together, resulting in shorter crosswalks), curbing, sidewalks, closely spaced street trees, street furnishings, and other elements that will inform motorists that they should expect to encounter pedestrians, and therefore reduce their speed. On-street parking and overflow parking (along Route 35) will also provides a strong visual cue that motorists are entering the village.



Streetscapes should include attractive landscape and places for pedestrian activity.

Traffic Signals

- Intersection evaluation by Gorrill-Palmer and MaineDOT indicates that a traffic signal is warranted and could be considered for this location to address current conditions.
- While traffic signals would help relieve some of the backup experienced at this intersection, there are other factors that should be consid-



The design master plan recommends consolidating curb cuts, adding sidewalks and street trees, and other improvements to make the village core more pedestrian-friendly.



The design master plan for Village Core includes improved traffic patterns, sidewalks, street trees and landscaping, and additional parking.



Landscape improvements are recommended to make the Village Core more attractive and pedestrian-friendly.

ered before deciding to proceed. Left turning lanes may be required, which may necessitate the need for additional ROW width for proper alignment. Additional turning lanes may result in the loss of some on-street parking. A traffic signal would change the character of Sebago Lake Village. Costs involved in the design, land acquisition, and installation can be considerable, especially if funds were not available from MaineDOT.

- Alternatives to traffic signals (i.e., access management, right turning lanes, etc.) should

be installed and evaluated before committing to intersection signalization (see Intersection Improvements, above).

- The design of intersection improvements (curb alignment, sidewalk locations, lighting, landscaping, etc.) should consider the possibility that increased traffic volumes may warrant traffic signals in the future. Street trees, for example, should not be planted in areas that may be needed to expand the width of the roadway if signals were installed in the future.

Sidewalks

- Sidewalks should be installed on both sides of the street throughout the village core to encourage walking and provide safe routes for children walking to school.

Street Trees and Landscaping

- Trees, large shrubs, and commercial signage should be located to avoid blocking the views of the waterfront from Route 35.
- Low-maintenance perennials and flowering shrubs should be planted at strategic locations within the esplanade to add color to the village.

Lighting

- Pedestrian lighting should be installed throughout the village core to encourage nighttime activity and provide a measure of safety/security.
- Lighting should be energy efficient (the use of LED fixtures is recommended) and designed to complement the plantings and other streetscape elements.
- House-side shields should be installed where fixtures are near/adjacent to residential structures.
- Cut-off fixtures should be used to prevent light trespass onto private properties.

Other Streetscape Improvements

- Benches should be installed in strategic locations to provide periodic resting places to encourage walking throughout the village and other points of interest.
- Bike racks should be installed to encourage local cyclists and users of the Mountain Division Trail to stop in the village.

- Artwork – in the form of sculpture by local artists, paving patterns, artist-designed street furnishings, wall murals, etc. – can add character and historic references to the streetscape and other public open space.

Architectural Design

- New or replacement buildings should be at least two stories in height and designed to complement the mass, scale, and level of architectural detail found in the older buildings that define the village core.
- New structures should be at or within 10' of the front property line, in keeping with historic building patterns that have defined the village.
- Buildings on the main roads (Routes 35 and 114) should occupy between 60 and 80% of the frontage.

Parking

- Additional on-street parking should be developed wherever possible, as indicated on the sketch plans.

- Off-street parking should be located at the rear or sides of buildings.
- Additional parking may be possible on several properties within the village core. Some locations may require the use of reinforced covers and chambered septic systems or other engineered approaches to maximize the use of the property.
- Discourage the removal of existing buildings that define the street wall to provide off-site parking.
- Remote parking areas should be connected to the village core with well-defined sidewalks and pedestrian street lights.
- Streetscape improvements should minimize the loss of on-street and off-street parking spaces

IMPLEMENTATION

Infrastructure Improvements

Streetscape and Intersection Improvements.

Allocate (and/or apply to MaineDOT or other agencies for) funds to develop detailed survey,

preliminary design plans, and opinion of costs for improvements to the village core, with a focus on the Route 35 / 114 intersection. Plans should include traffic/intersection improvements, sidewalks, street trees and other plantings, lighting, curbing, on-street parking, and other improvements recommended in the master plan.

Develop a phasing plan that can be implemented by the community as funding becomes available (from local sources, MaineDOT, Community Development Block Grants, or other sources).

Once plans have been approved by MaineDOT and Town Council, and funding is in place, initiate the first phase of the village core improvement project.

The first phase of improvements should address the functional and traffic problems associated with the intersection. Once the project has been completed, the Town and MaineDOT should evaluate the first phase improvements for effectiveness in relieving congestion and reducing accidents at or



A new sidewalk within the Route 35 ROW would strengthen the relationship between the Village Core, the lake, and Johnson Field.

near the intersection. Consider the installation of traffic signals if they are still warranted after the initial improvements are evaluated.

On-Street Parking. Provide on-street parking where possible within the village core. This will include Route 35 starting at two properties south of the intersection: on Route 114 west of the intersection; and on Route 114 east of the intersection as shown on the plan.

Remote Parking. Provide sidewalks, pedestrian lighting, signage, and landscaping to create a safe, attractive connection between remote off-site parking lots and the village core.

Sidewalks. Evaluate the condition, design, and effectiveness of all sidewalks in the village core. Establish an action plan for sidewalk construction and improvements. Allocate funds on a yearly basis for implementation.

Development on Private Property

Uses. Prohibit residential use on the ground floor. Allow residential, office, and other uses on upper floors.

Lot Size/Density. Minimum lot size: single family homes: 20,000 SF. All other uses (nonresidential, mixed-use, duplex, and multifamily): 7,000 SF per 100 gpd of design sewage flow per State Plumbing Code. New structures should all be on public water. Minimum lot frontage: 50'.

Setbacks. Front: Minimum front: 0'. Maximum: 10' of the front property line, in keeping with historic patterns that have defined the village.

Side: 10 feet. Rear: 5 feet; 10 feet if adjacent to residential or mixed-use building. Buildings that front on two State Routes should be at or within 10' of the front property line for both frontages.

Building Width/Size. Buildings should occupy at least 60% of the lot frontage on parcels that face on Routes 35 or 114. Buildings should not have a footprint in excess of 5,000 SF.

Building Height. New or replacement buildings should be at least two stories in height and designed to complement the mass and scale of the older buildings that define the village core. Maximum building height shall not exceed 35 feet.

Parking. Off-street parking should be located at the rear or sides of buildings. Shared parking for complementary uses is encouraged. Shared drives between adjacent lots are encouraged to minimize curb cuts. 50% of the parking requirement may

be located on an off-site lot within 1,000' of the building, provided there is a deeded easement for such use. On-street customer parking within 300 feet of the building may be considered as part of the required parking.

Design Guidelines. Incorporate design guidelines for new/renovated commercial structures – addressing site planning, architecture, historic structures, landscaping, signage, and lighting – into the site plan review process. In addition to the Design Guidelines for Commercial Buildings presented above, new or renovated buildings in the Village Core should be subject to the following:

- Buildings should be individual structures, not connected to adjacent buildings.
- New/renovated buildings should have ground-floor entrances that face the street.
- Franchise architecture should be prohibited.
- Loading docks, overhead service doors, and outdoor storage should not face the street.



Route 114 heading west into the village core.

- Blank walls on new structures should be prohibited.
- All new buildings should have main entrances that face the street.

Activities and Coordination

Intersection Improvements. Apply to Maine DOT and other funding sources for surveying and initial planning in anticipation of an intersection and streetscape improvement project. The scope of the project area should include all land within the Village Core. Plans should illustrate potential phasing and responsible parties, as well as preliminary opinion of costs for all infrastructure improvements.

Establish a working group of property and business owners, residents, tenants, and other stakeholders to work with the Town and MaineDOT on parking, access management, streetscape improvements, and related issues in the village core.

Coordinate intersection improvements with stormwater infrastructure (catch basins, manholes, piping) and underground/overhead public utilities (Central Maine Power, CATV, telephone service). Utility planning should investigate the feasibility of extending natural gas lines to serve Sebago Lake Village.

Work with Central Maine Power to select lighting fixtures that are energy efficient, easily maintained, and complement the other improvements being contemplated in the village.

Coordinate all improvements with individuals and departments who will be responsible for maintenance (MaineDOT, Public Works, arborist, property owners).

Off-site Parking. Initiate discussions with Portland Water District to explore the possibility of off-site parking on one or more of their properties in or within walking distance of the village (e.g.,

on Route 114 west of the village core). Any parking developed on PWD land should be treated as a model for water quality considerations, using permeable paving, filter strips, and other techniques to treat stormwater quality.

Farmers' Market. Select a coordinator (either a volunteer or Town staff member) to work with the Economic Development Committee, the Sebago Lakes Chamber of Commerce, or other local group to organize and promote a Farmers' Market at one location in Standish.

Landscape Improvements. Encourage property owners / shopkeepers to add window boxes, planters, and small patches of flowering plants that add color to the village.

Work with a local landscape designer, Master Gardener, or the Grandiflora Garden Club to develop a theme for plantings in the village core.

WiFi. Consider the installation of a community WiFi network, especially in the vicinity of the Mountain Division Trail trailhead, to further the attractiveness of the village.



The design master plan recommends mixed-used near the street, with on-street parking, sidewalks, and street trees.



LAKEFRONT

OVERVIEW

This part of Sebago Lake Village consists of the frontage on Sebago Lake, most of which is owned and tightly regulated by Portland Water District. The majority of the land is presently wooded with second growth mixed vegetation. Trails have been established in many places throughout the community, tying into a more extensive trail system developed and managed by PWD.

The rail line along the waterfront is currently not active. Access to the rail line is prohibited and blocked by chain link fencing during summer months.

While the waterfront in historic times had been the focal point for Sebago Lake Village, few vestiges of the earlier steamship and rail activity remain today, other than remnants of docks. While most communities with such a dramatic setting would capitalize on the proximity to the water,



Convenient access to Sebago Lake is one of the primary attractions of Sebago Lake Village.

Sebago Lake Village is limited to a narrow (99') ROW that is used for parking and access to the boat launch. Most of the remaining land is owned by PWD and will continue to serve as a wooded buffer to protect water quality in the lake.

All of Sebago Lake Village with 250' of the lake is in the Shoreland Development District. Minimum lot sizes are the same as the underlying zoning, which in this case is Village Center. However, since most of the lakefront is owned by Portland Water District and managed for water quality, no additional structures will be allowed.

A small portion of the lakefront is in the Village Center District. It is also owned by Portland Water District and will remain undeveloped. The land within 75' of Standish Brook, between Maple Street and Northeast Road Extension, is in the Stream Protection District.

Portland Water District Policies. Portland Water District owned approximately 1,700 acres surrounding Sebago Lake, much of which is located in or close to Sebago Lake Village. The majority of this land is open to the public via a permit system and is used for a variety of outdoor recreation, including hunting, fishing, hiking, mountain biking, cross-country skiing and snowshoeing, day camps, and environmental education.

In 1913 the Legislature passed a law that prohibits bodily contact – but allows boating and fishing – in that portion of Sebago Lake that lies within a 2-mile radius of the water intakes for the Greater



The lakefront was the historic focal point for the community in the railroad era.

Portland system. Public access to PWD shorefront property and the lake within 3,000' of their intake structure on the eastern shore of Lower Bay is prohibited.

Portland Water District has an established policy for watershed land acquisition in Standish to protect the water supply. The District has identified two levels of acquisition: Level 1 are those properties most critical to protect water quality in Lower Bay, which is adjacent to Sebago Lake Village. Level 2 properties are considered desirable but not critical to acquire. Level 1 properties include:

- Frontage properties on the west shoreline of Lower Bay.
- Properties on the south side of Maple Street to protect water quality in Standish Brook, which flows into the lake.
- Properties within 500' of the shoreline.

The full text of the policy and associated mapping is included in Appendix D.

VISION FOR THE LAKEFRONT

With the recent improvements to parking, access, and landscaping, the Sebago Lake waterfront has become a focal point for SLV. Portland Water District, a good neighbor and benefactor to the community, continues to protect the region's drinking water supply by careful land management activities. Limited thinning of the woods along the lakefront have opened up selective views of Sebago Lake, strengthening the village's ties to one of its most attractive features.

The new extension of the Mountain Division Trail provides an easy, attractive way to continue from Johnson Field to the village core. The trail meanders through the woods, providing occasional glimpses of Sebago Lake. The Sebago to the Sea Trail provides another attractive route for recreational use near the village. This additional use has provided additional 'eyes' for the community and discouraged undesirable activities.



Creative artwork should be used to enliven the waterfront and village core.

Residents and visitors gather at the gazebo for concerts, festivals, and other activities throughout the year. A series of interpretive signage tells the story of the evolution of the SLV waterfront from a bustling rail/steamboat station to its current state as an attractive park. Large-scale public artworks along the edge of the woods and colorful plantings lead the eye from the village to the waterfront and add a sense of creative whimsy to the Town's ROW.

The overflow trailer parking along Route 35 has been greatly appreciated by boaters who use the boat launch. The Mountain Division Trail provides a safe route back to the lakefront, minimizing conflicts with pedestrians.

MASTER PLAN RECOMMENDATIONS

Artwork/Interpretive Displays

- Consider the installation of a public art piece(s) in the lawn area on the east side of the Town's ROW. Vertical pieces of sculpture at regular intervals could provide a visual link between the village and the waterfront, and be an attraction for visitors.
- Work with PWD to install a series of interpretive signs along the waterfront to relate the cultural and natural history of Sebago Lake. Signage should also explain why the state has mandated water quality protection measures at this end of the lake.

Vegetation Management

- Trees along both sides of the Town's ROW should be trimmed to maintain the view corridor from the village core down to the lake.



Interpretive panels can recount the history of Sebago Lake Village and its relation to the waterfront.

- New plantings proposed within the view corridor should be relatively low to minimize interference with the view.

Access and Activities

- Continue to work with PWD on the location of the extension of the Mountain Division Trail parallel to and on the north side of Route 35. The trail corridor should follow a meandering path between Johnson Field and the village core to maintain a suitable distance from the highway and create a diverse experience for trail users.
- Work with MaineDOT to utilize the triangular piece of state-owned land at the intersection of Northeast Road Extension and Route 35 as part of the open space/circulation improvements, possibly using it for a part of the farmers' market if located in this area.

IMPLEMENTATION

Infrastructure Improvements

Walkway. The Town should consider extending

a landscaped sidewalk from the village core to the waterfront on its property to provide a safe and attractive way for pedestrians to get to Sebago Lake.

Overflow Parking. Expand the existing shoulder on the north side of Route 35 between Northeast Road Extension and School Street to allow on-street parking for boat trailers. Install signage designating hours of use (i.e., no overnight parking). Provide connections between the parking lane and the Mountain Division Trail.

Development on Private Property

Portland Water District. Continue to engage PWD in discussions relative to development in Sebago Lake Village and the implementation of the Village Master Plan. The only development activity anticipated as part of this plan is the extension of the Mountain Division Trail (see below).

Interpretive Signage. Encourage PWD to develop and install a series of interpretive panels and other displays to illustrate the natural and cultural history of Sebago Lake and the village.

Activities and Coordination

Mountain Division Trail. Continue to work with the Mountain Division Alliance to extend the existing trail from Johnson Field to the Village Core (and then westerly along Route 114 on its way to Fryeburg). Explore alignment options on the north (lake) side of Route 35, including a) within the Route 35 ROW, separated from the travel way by a defined median strip; b) following an alignment on PWD property near the top of the slope leading to Sebago Lake; and c) a meandering alignment that is partially on PWD land and partially within the ROW.

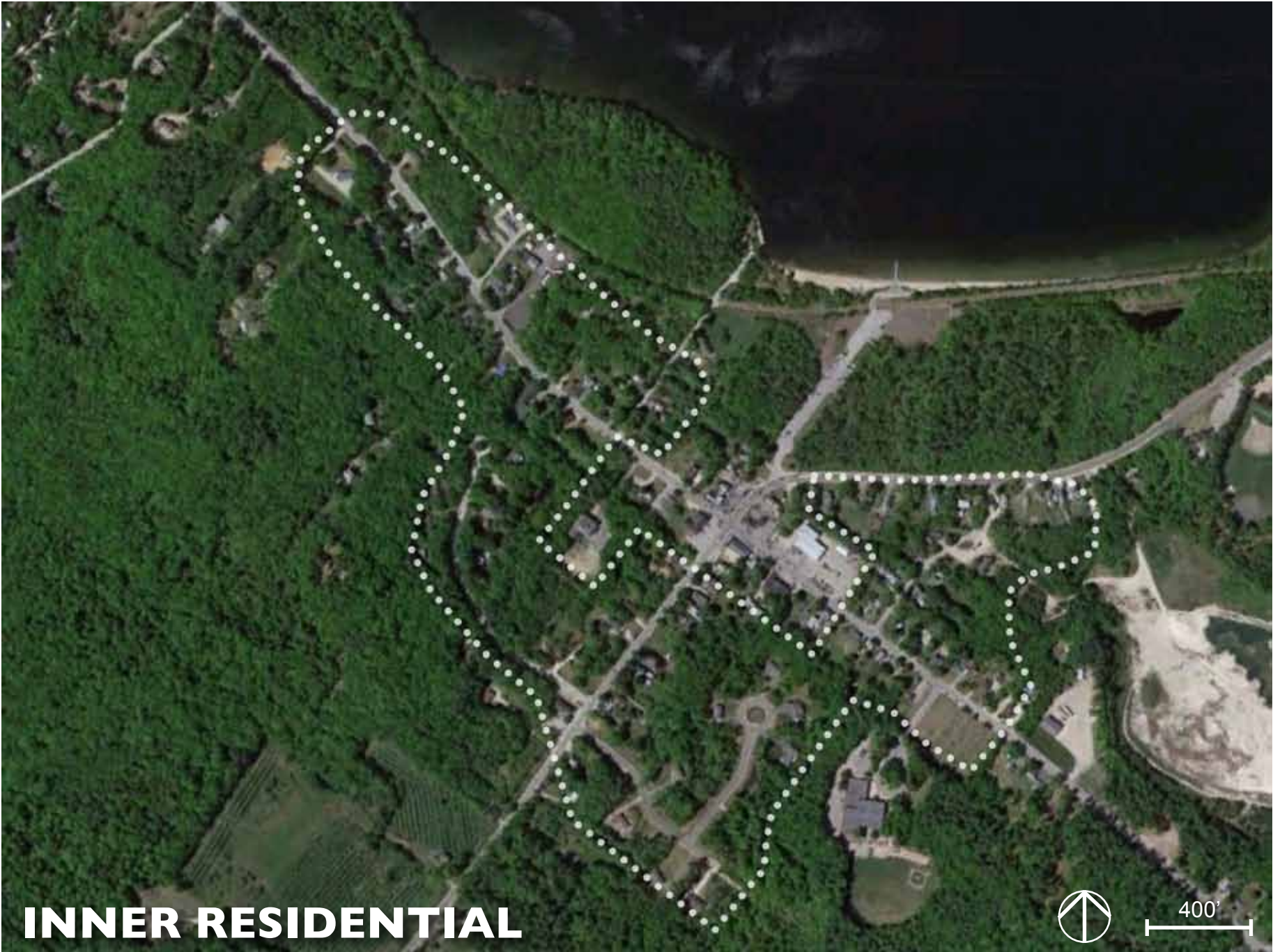


Detail plan for the Sebago Lake Village waterfront.

Vegetation Management. Coordinate tree-trimming activities to maintain clear sight-lines to Sebago Lake from Route 35 and other surrounding viewpoints. (Public works or licensed arborist.) Work with PWD to open selective view corridors during ongoing vegetation management activities to achieve filtered views of Sebago Lake.

Artworks. Investigate the use of the 99' ROW for non-traffic uses. Appoint a community representative to spearhead the initiative and work with

Town staff. Initiate contact with Maine Arts Commission regarding a public arts installation leading from the village core to the waterfront. Initial discussion should include concept for public art, funding sources, community involvement, gauging public support, maintenance, and artist selection process.



INNER RESIDENTIAL

OVERVIEW

The Inner Residential area consists of the relatively dense village neighborhoods on Route 35, Route 114, and several side streets adjacent to the Village Core. While most homes are on Town water, they all rely upon on-site septic systems.

The Inner Residential area is located within the Village Center zoning district, which has a minimum lot size of 60,000 SF/DU and requires 175' of lot width and lot frontage and a 50' setback. The majority of the lots are less than 60,000 SF. Most of the homes are small cottages or traditional village-style architecture and are built relatively close to the street, with small, well-maintained front yards. Several of the homes are showing the effects of age and deferred maintenance, which detracts from the quality of the village. The majority of the buildings in this area are single family homes, although some have home occupations.

The average face to face dimension for homes on Route 35 east of the village core is 80'±. (Under the current zoning ordinance, a home on a road with a 50' ROW would be a minimum of 150' from the home across the street).

Two new cul-de-sac subdivisions, built in the last two decades, do not conform to the village pattern of interconnected roads and small lots. While individual homes are attractive, the land use plan is more suburban in nature and does not contribute to the overall fabric of the village.



Typical street scene within the Inner Residential area.

VISION FOR THE INNER RESIDENTIAL AREA

The residential neighborhoods surrounding the Village Core are considered some of the finest properties in Standish, with their proximity to schools, School House Arts, regional walking and biking trails, the waterfront, Johnson Field, and the village core. Many homes have seen significant improvements, due in part to incentive programs established by the Town. Several of the homes near the village have been converted into attractive offices for doctors, dentists, and other professionals with community-oriented practices. Sidewalks have been extended throughout this area to encourage walking and create a stronger tie with the village core. Street trees and occasional benches have been well received by residents who are often seen walking throughout the village.

MASTER PLAN RECOMMENDATIONS

Public Amenities

- Continue to maintain public sidewalks within the inner village to promote walking as a form of exercise and transportation.
- Extend the sidewalk south along one side of Route 35 to connect with Standish Village, in keeping with the recommendation in the Comprehensive Plan. In some areas outside the inner village, the walkway may take the form of a meandering pathway, separated from the highway with a wider landscaped esplanade.
- Install occasional benches and/or sitting areas (e.g., constructed of square-cut rocks or recycled curbstones) to encourage walking by all ages within the village.



Aerial view of Route 114 south of the Village Core.



Aerial view of Route 35 east of the village core.

Non-Residential Uses

- Homes within the inner residential area may be suitable for conversion into offices, shops, or similar types of commercial uses. Structures that are converted to non-residential use should retain the architectural style and detailing of the original building to the maximum extent possible.
- Homes may be removed and replaced with office, retail, or mixed use buildings, provided they are designed to complement the surrounding residential properties in terms of scale, setback, building height, roof pitch, fenestration, and similar characteristics. New/expanded buildings should not have a floor plan area that exceeds 4,000 SF.
- Parking for non-residential uses should be located at the side or rear of the buildings. Front setbacks should be lawn or landscaped (with proper allowance for parking access). Where

parking is visible, it should be screened with fencing, landscaping, stone walls, or a similar treatment. Shared driveways serving abutting non-residential uses should be encouraged.

- Signage for these types of activities should be residential in scale and designed to complement the architectural style of the building.

IMPLEMENTATION

Infrastructure Improvements

Sidewalks. As housing is developed in the southern quadrants, the Town should extend sidewalks (or a multi-use trail) and sitting areas along Routes 114 and 35 to encourage walking/cycling to the village core and other nearby destinations. Since the need would be generated by new development, the town should initiate a cost-sharing approach to pay for sidewalks and related infrastructure, pro-rated among contributing developers.

Standish Corner Connection. A portion of the pathway south of the village along Route 35 should be part of the inter-village connection (between Sebago Lake Village and Standish Corner) that is recommended in the 2006 Comprehensive Plan.

Development On Private Property

Uses. Primarily residential. Conversion to office/retail allowed with design guidelines to control scale and appearance. New construction for office and retail. Mixed use development encouraged.

Lot Size/Density. Minimum lot size: single family homes: 20,000 SF. All other uses (nonresidential, mixed-use, duplex, and multifamily): 7,000



Typical homes in the Inner Residential area are set back 16' from the edge of the Right of Way. Current ordinance requires a 50' front setback.



Single family homes can be converted into attractive and functional small offices that fit into existing neighborhoods.

SF per 100 gpd of design sewage flow per State Plumbing Code. Minimum lot frontage: 75'.

Setbacks. Front: Minimum front: 15' or average of abutters. Maximum: 25', in keeping with historic building patterns. Side setbacks: 10 feet. Rear setbacks: 5 feet; 10 feet if adjacent to residential or mixed-use building.

Building Size. Building footprints should not exceed 4,000 SF.

Building Height. New or replacement buildings should be at least 20 feet in height and complement the mass and scale of neighboring buildings.

Parking. Off-street parking should be located at the rear or sides of buildings and not occupy the front setback. Shared parking for complementary uses is encouraged. Shared drives between adjacent lots are encouraged to minimize curb cuts. 50% of the parking requirement may be located on an

off-site lot within 1,000' of the building, provided there is a deeded easement for such use.

Activities and Coordination

Property Improvement Programs. The town should investigate ways to assist/encourage private property with home improvements. These may take the form of a revolving loan fund, façade improvement program, purchase/resale, or other programs to upgrade key properties.



Existing sidewalks should be extended to promote pedestrian activity throughout the inner village.



Many of the homes in the inner village could be repurposed as commercial or office use.



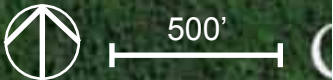
Aerial view of Route 35 north of the village core.



School Street is a good example of a walkable neighborhood.



OUTER RESIDENTIAL



OUTER RESIDENTIAL

OVERVIEW

The outer residential areas are the gateways into Sebago Lake Village, characterized by homes on larger, well-landscaped lots, set back farther from the road. Route 114 east into Gorham is relatively flat with good sight distance and stands of mature white pines lining the road. Route 35 south of the village traverses rolling terrain offering views to the village and beyond to Sebago Lake. Significant features along the road include a large apple orchard, farmland, and mature trees lining the road.

Johnson Field, one of the Town's larger recreation areas, is on the north end of Route 35 and serves as the trailhead for the Mountain Division Trail. The park also features ball fields, a playground, a skateboard park, a playground, and a landscaped parking lot.

Most of the outer residential areas are located in the Residential zoning district, which has a minimum lot size of 60,000 SF/DU with municipal water and 80,000 SF/DU without municipal water. The ordinance requires 175' of lot width and lot frontage and a 50' setback.

VISION FOR THE OUTER RESIDENTIAL AREA

The residential neighborhoods at the outskirts of the Village continue to be highly desirable, with well-sited homes in a rural setting, in relatively close proximity to schools, School House Arts,



An aerial view of Route 114 south of the village core. Homes are on larger lots and set back farther from the road than in the Inner Residential area.

regional trail systems, the waterfront, Johnson Field, and the village core. Many homes have seen significant improvements, due in part to incentive programs established by the Town. While several of the homes have been converted into offices and other commercial uses, the character of the area remains primarily rural residential. The new homes that have been built are set back from the road and well screened by existing vegetation.

A new sidewalk along Route 114 provides a safe, attractive pedestrian linkage between Sebago Lake Village and Standish Village (a distance of 2.1 miles). The new residential areas in the southern quadrants have been designed to minimize impacts on this older, more established part of the village through preservation of woods and wetlands.

MASTER PLAN RECOMMENDATIONS

Gateway Treatment

- The Town should recognize the limits of Sebago Lake Village as gateways into the village and make improvements to the landscape and signage accordingly.
- Work with a professional graphic artist to design a “Welcome to Sebago Lake Village” sign for the approaches into the village. These should be placed at Johnson Field and at the other points where the designated growth area intersects with the main roads.
- Enhance the landscape surrounding the signage with plantings that reflect the landscape theme developed for the village core.
- The signage and landscaping should provide another signal to motorists that they are entering the village and should start to decelerate; i.e., they should be considered another traffic calming technique.



Gateway signage should be installed at key locations to welcome people to Sebago Lake Village.



Aerial view of Route 35, east of the Village Core. Homes are on relatively small lots, backed up by forestland.

Non-Residential Uses

- Homes in the outer residential area may be suitable for conversion into offices, shops, or similar types of commercial uses. Structures that are converted to non-residential use should retain the architectural style and detailing of the original building to the maximum extent possible.
- Homes may be removed and replaced with office, retail, or mixed use buildings, provided they are designed to complement the surrounding residential properties in terms of scale, setback, building height, roof pitch, fenestration, and similar characteristics. New/expanded buildings should not have a foot-

print that exceeds 5,000 SF.

- Signage for these types of activities should be residential in scale and designed to complement the architectural style of the building.

IMPLEMENTATION

Infrastructure Improvements

Signage. Design and install “Welcome to Sebago Lake Village” signs at four locations on Routes 35 and 114.

Sidewalks. See recommendation under Inner Residential.

Standish Corner Connection. See recommendation under Inner Residential.

Development On Private Property

Uses. Primarily residential. Conversion to office/retail allowed with design guidelines to control scale and appearance. New construction for office and retail. Mixed use development encouraged.

Lot Size/Density. For lots that are not part of a new subdivision, or are part of a conventional subdivision, the minimum lot size should be 45,000 SF with public water, otherwise 60,000 SF. All other uses (nonresidential, mixed-use, duplex, and multifamily): 15,000 SF per 100 gpd of design sewage flow per State Plumbing Code (with public water), 20,000 SF per 100 gpd without public water.



Johnson Field and the Mountain Division Trail are regional attractions that add to the livability of Sebago Lake Village.

In conservation/open space subdivisions: maximum density of 1 DU/30,000 net usable acreage and a minimum lot size of 12,500 SF, provided that 50% of the gross area of the parcel is set aside as common open space.

Lot Frontage. Lots in conservation subdivisions: 100 feet on numbered routes/75 feet on internal streets. All others 120 feet.

Setbacks. For lots that are not part of a new subdivision: front: 50 feet minimum or average of adjacent developed lots; no maximum. For lots in conservation/open space and conventional subdivisions - front: 15 feet minimum/25 maximum (with allowances to preserve unique site features). Side: 15 feet. Rear: 10 feet.

Building Size. Non-residential buildings should not have a footprint in excess of 5,000 SF.

Building Height. New or replacement buildings should be at least 20 feet tall and designed to complement the mass and scale of neighboring buildings.

Parking. Off-street parking should be located at the rear or sides of buildings and not occupy the front setback. Shared parking for complementary uses is encouraged. Shared drives between adjacent lots are encouraged to minimize curb cuts. 50% of the parking requirement may be located on an off-site lot within 1,000' of the building, provided there is a deeded easement for such use.

Activities and Coordination

Property Improvement Programs. The town should investigate ways to assist/encourage private

property with home improvements. These may take the form of a revolving loan fund, façade improvement program, purchase/resale, or other programs to upgrade key properties.



The view of Sebago Lake from Route 114 is one of the key natural features in the Outer Residential Area. A multi-purpose pathway connecting Standish Corner and Sebago Lake Village should be a long-term goal of the community.



Significant stands of mature trees should be preserved to act as a greenbelt around future development and mark the entry into Sebago Lake Village.



SOUTHERN QUADRANTS

OVERVIEW

The southeast and southwestern portions of Sebago Lake Village on either side of Route 35 contain large tracts of highly developable woodland/farmland/orchards on rolling topography. The dominant characteristic of this area is the amount of developable land within easy walking distance of the Village Core. As seen in the aerial photo, the majority of the available land is within an easy walking distance of the village core, the school, and the waterfront.

Most of the southern quadrants are located in the Residential zoning district, which the Standish Code defines as areas that “will not be sewered but will provide for residential development in a low-density, self-sustaining, rural environment, with site plan review providing careful controls to ensure the compatibility of future development.” Several relatively new subdivisions have been built by extending dead-end roads off Route 35. The illustration on page 38 shows what could happen to the available land in these quadrants if this pattern of development were to continue.

The land area that may be available for new development is greater than that currently occupied by the developed part of Sebago Lake Village. The key issue is how to guide future development in a way that complements the village and protects water quality without overburdening Town services or the road system. A key consideration in any new development is protecting streams that drain

Sebago Lake Village and ultimately discharge into Lower Bay. The majority of the stream corridors are presently wooded and relatively undeveloped.

The high point of the village – at elevation 430'± – is located on the west side of the orchard. This is approximately 130' above the Route 35/114 intersection and 165'± above the lake level.

According to the Natural Resources Conservation Service, the predominant soils are sandy loam, which should be very favorable for community development using septic systems. The exceptions are two areas of Sebago Mucky Peat (on either side of Route 35), related areas of wetlands, and some areas of steep slopes in the southwestern quadrant. (See Custom Soil Report and Soils Map in Appendix E).



VISION FOR THE SOUTHERN QUADRANTS

Most of the new development in Standish, and specifically in SLV, has occurred in designated growth areas. While long-time residents at first were skeptical of the number of new homes that were proposed, they quickly became convinced that a development pattern that resulted in village-scale homes and preserved woodland habitat, wetlands, and open space would provide long-term benefits to the community.

The new families living within easy walking distance of the village have expanded the customer base for many of the shops and services. The large tracts of adjacent land set aside as greenbelts have become neighborhood trail corridors with many opportunities to see wildlife. New homes on smaller lots, much like those along School Street, have been well received by the real estate market, especially those in the southeastern quadrant that are within an easy walking distance to the Edna Libby Elementary School.

The retirement community on the hill overlooking the orchard and the lake has added to the diversity of housing options that is called for in the Comprehensive Plan. A community garden developed in the common open space has provided residents with an opportunity to grow their own food in an attractive, social atmosphere.

The interconnected road system has been well received by both residents and Town officials. Residents appreciate the curvilinear design and other features that keep speeds at a safe level. Pub-



Without a long-range vision, the land in the southern quadrants may end up being subdivided into numerous cul-de-sacs with no interconnectivity and minimal preserved open space.

lic works and the bus drivers appreciate the lack of dead-end roads. While the roads are considerably narrower than those typically found in new subdivisions, there is adequate room for both the occasional vehicle as well as on-street parking. Sidewalks, street trees, and relatively short blocks have created a series of neighborhoods that have fit in with Sebago Lake Village's established development patterns.

MASTER PLAN RECOMMENDATIONS

Street System

- The Town should incorporate the concept of an interconnected road system into the Zoning Map and/or regulating plan for Sebago Lake Village. The plan illustrated on page 39 is an example of how this may occur; however, the



The use of conservation subdivisions, coupled with a strong pedestrian-oriented vision, could result in a series of walkable neighborhoods, protected open space, and a road network that provides multiple options for residents.

final alignment of the street network will have to consider property boundaries, wetlands, vernal pools, streams, topography, and other environmental and institutional constraints.

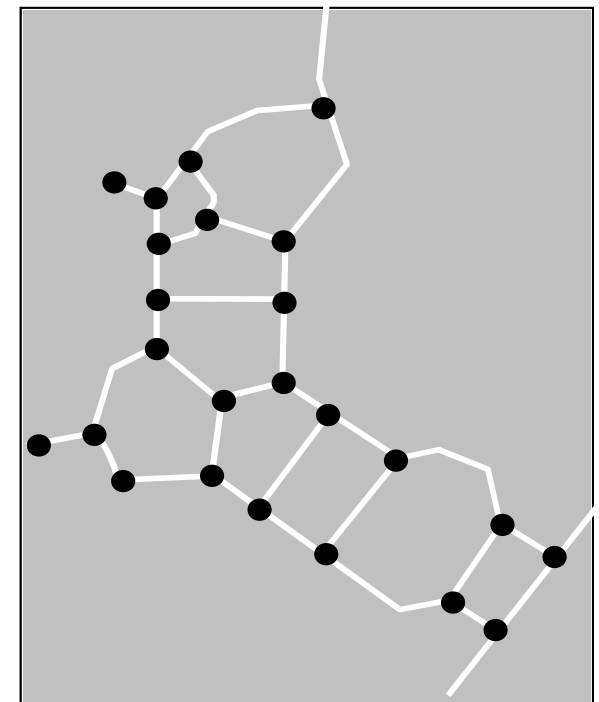
- New residential access streets should be relatively narrow to maintain existing vegetation, minimize earthwork and stormwater runoff, and discourage excessive speed. Streets that provide interconnections between Routes 35 and 114 should be 20' in width. Residential

streets that only serve a single neighborhood should be 16' in width. Grass over gravel shoulders should be provided in all situations to allow on-street parking.

- Link/Node Ratio. The road system should have a link to node ratio of at least 1.3 to assure easy circulation and many options for travel. The ratio is the number of links (road sections between intersections) divided by the number of nodes (intersections and cul-de-sacs).

Walkways and Sidewalks

- Developers should work with abutting land-owners to develop multi-use pathways (for pedestrians and cyclists) that connect new residential neighborhoods with the Village Core, School House Arts, the Edna Libby School, and other local landmarks.
- Where possible, existing pathways should be identified as part of the site analysis process and incorporated into the design of new residential developments.
- All sidewalks and walkways should meet standards for accessibility under the Americans with Disability Act (ADA).



The ratio of links (intersections and cul-de-sac centers, shown here as black dots) to nodes (road segments, shown here as white lines) in new neighborhoods should not exceed 1.3.

Conservation Subdivisions

- Using the Conservation Subdivision approach, new residential development should identify primary and secondary conservation areas within and adjacent to any property considered for development.
- Primary conservation areas should include extended areas of steep slopes (>20%), ponds, freshwater wetlands, vernal pools, and very poorly drained soil. Special consideration should be given to protecting streams that drain into Sebago Lake.
- Secondary conservation areas should include significant natural and cultural features such as orchards, open fields, mature forestland, treelines, historic properties, stone walls, existing trails, areas with prime agricultural soils, hilltops, and scenic views (both into and out of the property).
- Protected open space should not be isolated occurrences, but rather considered as part of a larger greenbelt system of preserved land set



Conservation subdivisions protect high value areas such as wetlands, steep slopes, vernal pools and stream buffers.



New neighborhoods should be linked with a network of side-walks and pathways to encourage pedestrian activity.

aside for water quality, stream buffers, trails, wildlife corridors, and similar functions.

- Individual subdivision plans should indicate how the open space will be connected to the greenbelt.
- All homes should be either adjacent to or within a short (5 minute) walk to a park, playground, or designated open space.

IMPLEMENTATION

Infrastructure Improvements

Roadways. Since the land in the southern quadrants is privately owned, the Town would not be responsible for roadway improvements, other than through the normal subdivision and site plan review process to ensure compliance with Town standards.

Sidewalks. As this area is developed, the Town should consider extending a multi-use trail along

Route 35 to encourage walking/cycling to the village core and other nearby destinations.

Development On Private Property

Uses. Allow residential use on the ground floor. Allow residential, office, and other uses on upper floors. Conservation/Open Space Subdivisions should be an option for any parcel on public water greater than ten acres in size.

Lot Size/Density. For lots that are not part of a new subdivision, or are part of a conventional subdivision, the minimum lot size should be 45,000 SF with public water, otherwise 60,000 SF. All other uses (nonresidential, mixed-use, duplex, and multifamily): 15,000 SF per 100 gpd of design sewage flow per State Plumbing Code.

In conservation/open space subdivisions: maximum density of 1 DU/30,000 net usable acreage and a minimum lot size of 12,500 SF, provided that 50% of the gross area of the parcel is set aside as common open space.



An older neighborhood built to the density recommended for the southern quadrangles in Sebago Lake Village.

Lot Frontage. Minimum of 75 feet on internal streets for lots in conservation/open space subdivisions. All others (including lots in conservation/open space subdivisions on numbered routes): 120 feet.

Setbacks. For lots that are not part of a new subdivision: front: 25 feet minimum or average of adjacent developed lots. For lots in conservation/open space and conventional subdivisions: 15 feet minimum/25 maximum (with allowances to preserve unique site features). Side: 15 feet. Rear: 10 feet.

Building Height. 20 feet minimum, 35 feet maximum for multi-use development.

Streets. Public roads similar to Town Residential, with 5-foot sidewalk on one side. Minor roads may be 16 feet wide.



Homes built close to the street create a sense of community.

Parking. Off-street parking for multi-family and mixed use buildings should be located at the rear or sides of buildings and buffered to minimize visual impact and headlight glare.

Activities and Coordination

Test the proposed Conservation Subdivision Ordinance, using the land in the southern quadrants, to determine the number of housing units that could be constructed and the open space pattern that would result. Make necessary adjustments to the proposed ordinance based upon public review and comment.

Make necessary provision for natural gas to serve potential development in the southern quadrants.



Homes may be built closer to the road in conservation/open space subdivisions.



Sidewalks may not be necessary in all situations, e.g., along short residential streets.



GRAVEL PIT

GRAVEL PIT

OVERVIEW

The sand and gravel operation in the northeast quadrant of the village is near the end of its useful life and may have significant potential for village-scale development as well as open space opportunities. This 50+ acre parcel is largely hidden, separated by topography and mature stands of trees. From the north, the property is accessed from either School Street or Route 35. From the south, access would have to be coordinated with one or more property owners along Route 114.

Johnson Field and Portland Water District property form the northerly boundary of the gravel pit. Informal pathways connect the property to the ball field and ultimately the Mountain Division trail system. The developable part of the property is within easy walking distance of Johnson Field, the village core, the school, and the lakefront.

The majority of the property has been cleared of vegetation (except in a few areas near the edge of the pond) and has been mined extensively over the past several decades. Several large piles of graded sand are present near the pond, where gravel was extracted below groundwater level. The pond is rectangular on the north and east side (where it abuts the property line) and somewhat freeform on the west side where it abuts land that has been cleared for extraction. The depth of the pond is uncertain, but appears shallow in most locations. Studies by Portland Water District indicate that groundwater in the area generally flows east, away

from Sebago Lake. While Sebago Lake Village is not on public sewer, soil quality in the village is generally suited for on-site disposal fields.

The Gravel Pit is located within the Village Center zoning district, which requires a minimum lot size of 60,000 SF/DU, 175' of lot width and lot frontage, and a 50' front setback.

VISION FOR THE GRAVEL PIT

The former gravel pit and surrounding land has been transformed into a vibrant residential community for active adults and an extension of Johnson Field. Its proximity to the village core, School House Arts, Sebago Lake, the weekly Farmers' Market, and the recreational amenities at Johnson Field has made this a highly desirable place to call home. The pond has been reshaped and naturalized, becoming a focal point for community recreation and a place to observe a variety of wildlife. While this is a relatively dense neighborhood – consisting of a low-rise apartment building and a group of small cottages (similar to the homes on School Street) – most of the development is well-hidden and buffered by existing woodland.

A low-speed road provides motorists a safe and attractive alternative to driving through the intersection of Routes 35 and 114. Sidewalks and trails link this new community to the village core, the lakefront, and Johnson Field. The paved Mountain Division Trail allows people to ride as far as Fryeburg or Portland in safe, off-road comfort.

MASTER PLAN RECOMMENDATIONS

Road System

- The primary road to serve future residential or mixed-use development in this quadrant should interconnect Route 35 on the north with Route 114 on the south.
- The intersection of School Street and Route 35 has had multiple accidents and near-misses. The design of the intersection should be carefully evaluated and appropriate traffic calming measures installed as part of any redevelopment activity in this part of the village.
- The road system should also interconnect with School Street to provide residents with multiple low-speed options for travel in the village.
- The new road leading into the gravel pit from Route 114 on the south should be aligned with the northern end of the circumferential road in the southeastern quadrant to create a four-way intersection.



New roads should extend the village pattern without creating a high-speed bypass.



The existing pond should be treated as a naturalistic focal point in any redevelopment plan for the gravel pit.



The gravel pit offers considerable opportunities for village-scale housing as well as open space connections to Johnson Field.

Development Patterns

- On-site sewage disposal will be the biggest challenge to how this property may be utilized in the future. Any intensive use of this property will require additional hydrogeological analysis to determine its capacity to handle septic waste without affecting the quality of groundwater or Sebago Lake.
- New development should preserve significant blocks of existing trees to act as buffers, especially along the numbered routes.
- New roads should include sidewalks, street tree plantings, and other pedestrian amenities to encourage walking.
- Homes should be designed to a build-to line (maximum setback) to create a village development pattern similar to School Street.

Opportunities for Mixed-Use Development

- The property may be well-suited for senior housing, given its proximity to the village core and village amenities, soil conditions, the flatness of the site, and its quiet context. A small multi-level building overlooking the pond could be an efficient, minimally disruptive way to use the western portion of the property near School Street.
- Any residential or mixed-use redevelopment should treat the pond as a community amenity. Improvements might include reshaping to create a more naturalistic appearance; modifications to the existing road to provide a multi-purpose path around the pond; boardwalks or viewing platforms; excavation to increase water depth and provide better habitat for fish; measures to prevent future runoff, erosion, and siltation; and plantings for erosion control, aesthetics, and wildlife attraction.

IMPLEMENTATION

Infrastructure Improvements

Roadways. Since the gravel pit and surrounding land is privately owned, the Town would not be responsible for roadway improvements, other than through the normal subdivision and site plan review process to ensure compliance with Town standards.

Sidewalks. As part of the village sidewalk master planning process, the Town should consider extending a sidewalk along one side of School Street to serve the gravel pit property and encourage pedestrian movement within this area. However, there may not be enough width in the public ROW to accommodate a walkway without impacting private properties.

Development on Private Property

Uses. Allow residential use on the ground floor. Allow residential, office, and other uses on upper floors.

Development Standards. The standards for density, lot area, lot frontage, common open space, and setbacks for both conventional and conservation/open space subdivisions, and parcels not part of new subdivisions, should be similar to those recommended for the southern quadrants.

Streets. Public roads similar to Town Residential, with 5' sidewalk on one side.

Parking. Off-street parking for multi-family and mixed-use buildings should be located at the rear or sides of buildings and buffered to minimize visual impact and headlight glare.

Design Guidelines. Incorporate design guidelines for new mixed-use and multi-family buildings – addressing site planning, architecture, landscaping, signage, and lighting – into the site plan review process. Key provisions should address:

- Design relationship to the site, taking advantage of grade changes.
- Scale of new construction to be consistent with existing structures in the village.
- Design relationship to the neighborhood, using architectural forms and detailing to achieve a harmonious fit.

Activities and Coordination

Long-Range Planning. Continue conversations with the owner regarding possible long-range plans and how the Town might be of assistance.

Design Workshop. Sponsor a one-day design workshop with local architects, landscape architects, developers, and others to investigate possible uses for the property and test community attitudes regarding various types of uses and densities. In anticipation of the event, collect available data (topographic surveys, groundwater studies, aerial photographs, etc.).



Senior housing could be an attractive re-use of the gravel pit.