



**Maine Department of Transportation  
QUALITY COMMUNITY PROGRAMS  
Fiscal Years 2012-2013 Application**

**Date Application  
Received**

*(For MaineDOT Use  
Only)*

**Quality Community Program Eligibility:**

Please indicate which Quality Community Program(s) your project is eligible for. Please place an "x" next to all that apply:

- ☒ **Transportation Enhancement Program (Up to 80% of total project value)**  
☒ **Safe Routes to School Program (Up to 100% of total project value, within 2 miles of a K-8 school)**  
☐ **Other Program (please list):**

**Section 1: General Information**

**Applicant Name(s):** Town of Standish

**Contact Person:** Gordon Billington, Standish Town Manager

**Mailing Address:** 175 Northeast Road

**City:** Standish

**State:** ME

**Zip:** 04084

**Daytime Phone No.:** 207.642.3461

**Email:** StandishTownManager@roadrunner.com

NOTE: The following sections of this application request specific project related information. If warranted, pictures, maps, exhibits, diagrams, survey summaries, etc., should be included with the application. Please be concise. If additional space is required, please attach supplemental sheets.

**Section 2: Project Brief**

**Location of Project:** Provide town/city, street name(s) and additional project location references. Attach map showing location of the proposed improvements. Indicate area affected or linked to the proposed improvement(s) especially noting valued community resources, including neighborhoods, schools within two (2) miles, businesses, and village areas.

Standish Corner Village; Standish, Maine (See Project Map and Valued Community Resources Map Appendices A and B)

A. Rt. 35 (west side) from the George E. Jack Elementary School, through to the emerging business centers located at Standish Corner, the site of the Service Level F intersection at Rt. 25 (0.24 miles)

B. From the intersection, pedestrian staging areas north on Rt. 35 (0.03 miles)

C. From the intersection, down Oak Hill Road past two churches and historical landmarks to Oak Ridge Drive (0.3 miles)

D. From the intersection, westerly down Rt. 25 through Village Center and emerging, revitalized business hub to Village View Rd. (0.2 miles)

E. From the intersection, easterly down Rt. 25, past historical landmarks and businesses connecting the "Upper" and "Lower" Villages to the lights at Colonial Marketplace (0.4 miles)

F. Rt. 35 (east side) from the George E. Jack Elementary School, through to the emerging business centers located at Standish Corner, the site of the Service Level F intersection at Rt. 25 (0.06 miles)

**Project Summary** (*Outline proposed improvements in 30 words or less*):

Connect residential neighborhoods and businesses with the George E. Jack Elementary School and Colonial Marketplace, addressing pedestrian/bicycle traffic through the Rt.25/Rt.35 intersection within the Standish Corner Village's emerging business district.

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### **Section 3: Project Details**

#### **Section 3.1 - Estimated Cost of Infrastructure Project**

<b>Environmental Evaluation:</b>	<b>1. \$</b>
<b>Preliminary/Final Design Engineering:</b>	<b>2. \$ 82,3453.46</b>
<b>MaineDOT Project Design Administration (5% of Preliminary and Final Design line above)</b>	<b>3. \$ 4,117.27</b>
<b>Right of Way/Land Acquisition:</b>	<b>4. \$ 2,500</b>
<b>Construction:</b>	<b>5. \$ 1,416,824.40</b>
<b>Construction Engineering:</b>	<b>6 \$ 54,896.98</b>
<b>MaineDOT Construction Administration (10% of Construction Engineering line above)</b>	<b>7 \$ 5,489.70</b>
<b>Total Value of Project (add lines 1 through 6):</b>	<b>8. \$ 1,566,173.81</b>

Local Match/Voluntary Contributions (Note: All match/voluntary contributions must be detailed. Bonus consideration may be given to applications that offer additional match/voluntary contributions beyond any applicable required local match.)

**- Cash:** **9. \$ 156,617.38**

**- In-kind, right of way, or other contributions:** **10. \$ 156,617,38**

**- Please describe local match in detail:** Cash match would come from municipal funds dependent upon voter approval and contingent upon grant approval. In-kind would consist of engineering services and public works heavy equipment and personnel involved in site preparation and drainage work for those portions along municipal ways.

**Total Local Match/Voluntary Contributions:** **% 20.** **11. \$ 313,234,76**

**Funds Requested from MaineDOT:** **12. \$ 1,252,939.65**

Note: The sum of Lines 11 and 12 should equal Line 8 above.

Note: Section 3.2 of this form also requires further details on costs. The amount shown on line 8 on the above estimate should match the total outline of costs in Section 3.2, or an explanation must be given for the discrepancy.

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#### **Section 3.2 - Detailed Description of Infrastructure Project and Cost (if applicable)**

**Provide a detailed description of project work items and/or construction costs from Section 3.1. Note that all infrastructure improvements must comply with the requirements of the Americans with Disabilities Act (ADA).**

A detailed cost breakdown by section is contained in Appendix C, Standish Corner Village Sidewalk Cost Estimate.

As described in Section 2 above, there are five (5) proposed sections or segments of sidewalk/pedestrian ways. Sidewalk segment cross sections change by location as noted and as further described by the Street Types Plan Map and Sidewalk Project Diagrams in Appendices D.1 and D.2.

The detailed cost estimate was prepared by MRLD LLC in partnership with BH2M for civil engineering support.

LED lighting and an esplanade with trees thirty (30) feet apart are included in most segments. While included in this grant application for information, funding for those items (totalling \$1,168,800) would be sought from other sources such as tree canopy grant and EECBG grants administered by Efficiency Maine and are not included in the request from MaineDOT.

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### Section 3.3 - Project Description and Demonstrated Needs

**Describe the proposed project and scope:** *Attach diagrams, maps and/or correspondence that will help provide a clear description of the proposed scope.*

(See Appendices A, B, D.1 and D.2)

**Project Scope:** Construct approximately 1.3 miles of sidewalks and other transportation improvements through the Town's most central village area to connect businesses, elderly housing, residential neighborhoods, schools and the village recreational complex. The project includes pedestrian 'safe harbor' landings at all corners of the service-level F Route 25/35 intersection, school and pedestrian crosswalks, and improved storm water solutions. It also provides for walk lights and traffic signage to improve traffic flow and minimize driver confusion.

**Describe why this project is important to your community/region and worthy of funding:**

This Transportation Enhancement grant, if awarded, will transform the town's most central village area. This project will serve the town in two ways:

1. Address treacherous travel conditions within the village center and
2. Spur economic development.

Standish is a sprawling, auto-oriented community with little infrastructure and no public space. After 4 years of study and analysis by citizen committees, the Town Council, Town staff and broad citizen input, we have concluded that sidewalks and municipal improvements along our village roads are the highest priority need for the Town to evolve to a vibrant village crossroad community that will serve our citizens as well as those of other rural communities who pass through Standish during their commute to and from Portland.

We believe the project will be a catalyst for building additional town infrastructure and improving significant safety issues, while supporting and growing our fragile business economy. Sidewalks will connect existing residential neighborhoods and local businesses through a treacherous intersection along major state routes to the community-centered George E. Jack Elementary School. This neighborhood interconnectivity will provide a positive stimulus to economic development in the emerging Village Corner business district, towards the Colonial Marketplace, and provide pedestrian connection between our 'Upper' and 'Lower' Village areas.

**Describe the Transportation Values:** *Each project should serve primarily transportation purposes, as opposed to recreation purposes. A project serves valid transportation purposes if it serves as a connection between origins and destinations, increases safety, or enhances the use of the transportation system and the transportation environment.*

(See Appendix E for Existing Conditions Photos)

This Project will be the first step to reduce the focus on the automobile as the only mode of transportation in Standish. It will establish an interconnected sidewalk network to encourage pedestrian and bicycle traffic.

- A sidewalk and school crosswalk along the northerly side of Rte. 35 across from the George E. Jack School will mitigate the dangers of a deep drainage ditch and lack of shoulders along the road. (School Letter Appendix F)

- Sidewalks through the Village Center will serve to separate bicycles and pedestrians from fast-moving through traffic in and around the 25 / 35 intersection and along Rte. 25 towards our current retail hub known as Colonial Marketplace.
- Improvements to the service-level F intersection of Routes 25 and 35 will provide walk signals and pedestrian / bicycle staging areas at the four corners.
- Improved directional signage will work to alleviate driver confusion and unsafe turnarounds in private driveways and at the intersection.
- Sidewalks will reduce the vehicular-focused congestion that discourages commuters from stopping at Standish businesses, restaurants and other services.
- This project will provide a solution to regional transportation challenges caused by the 'Service Level F' intersection of Routes 25/35.

### **Describe the Positive Impacts on Community:**

As part of the overall growth plan, the installation of sidewalks would be the first step to launch the Village Center Implementation Design Plan. Sidewalks will:

- Create critical mass and encourage economic development,
- Promote pedestrian and bicycle activity within the Village Center business community,
- Provide neighborhood interconnectivity,
- Encourage stop-and-shop behavior in the village area,
- Connect the George E. Jack Elementary school with an important Village Center;  
Support the school's emergency evacuation plans,  
Reduce the number of students who require bus transportation, and  
Promote use of recreational facilities located on the school grounds,
- Provide pedestrian access along several historic sites,
- Provide walking opportunities for residents of two elderly housing projects in the Standish Corner area, and help to make Standish conducive to the development of more elderly housing projects, and
- Lay the groundwork for Standish's Quality of Place goals as outlined in the Village Center Implementation Design Plan, developed under the GrowSmart Maine Model Town program.

### **Describe Regional Benefits:**

- Standish Corner Village is a critical local and regional crossroad. Routes 25 and 35 provide direct connections from the east for the greater Portland area and from the west to the greater Sebago Lakes Region and into New Hampshire.
- Standish is the Gateway to the Pequawket Trail Scenic Byway and is the largest Town closest to the eastern New Hampshire border. If Standish manages growth responsibly it could become a key economic center this side of the New Hampshire border.
- A thriving Village Center at the 25 / 35 intersection would provide new experiences and opportunities to commuters passing through Standish.
- While Routes 25 and 35 form a major state intersection for commuter traffic, Standish citizens are also trying to live and work here safely. This Project will attempt to reconcile both needs.

- The 2007 Gorrill-Palmer Route 25 / 35 Corridor study recommends developing a network of local roads to form a grid of interconnectivity around the failed intersection. By implementing those recommendations, Standish could be a model for other towns trying to improve similar traffic flows. (See Appendix G Gorrill Palmer Roadway Plan)
- Standish has joined into an agreement that includes the Towns of Bridgton, Casco, Frye Island, Harrison, Naples, Raymond, Sebago, Standish and Windham to design and develop a Regional Comprehensive Plan for the Sebago Lakes Region as facilitated by the Greater Portland Council of Governments.

This effort, supported by the State Planning Office and Maine Department of Transportation, will focus on regional land use, transportation and economic development planning to be consistent with the State's Growth Management Goals. Inclusion of the lessons learned from Standish's efforts to implement the Growth Area 2 (Standish Corner) recommendations from its Comprehensive Plan would benefit this regional effort.

### **Describe the Demonstrated Needs:**

- Pedestrian activity is treacherous in Standish Corner Village. DOT has classified the dangerous Routes 25 and 35 intersection as 'service-level F' and it is unsafe for vehicles, bicycles and pedestrians alike.
- The intersection is a high crash location with traffic counts that have increased dramatically over the last 25 years. Recent business growth has added pressure to the intersection and traffic levels are steadily increasing. (See MaineDOT 2006 Average Daily Traffic and Traffic Count Over Time Diagrams at Appendix H)
- The intersection currently has no walk signals or staging areas/sanctuaries at the four corners for pedestrians and bicyclists.
- Traffic congestion and unsafe conditions in the village area are detriments to the growth of economic activity.
- Since the George E. Jack Elementary school is only safely accessed by car, 100% of the student population must be transported by bus or automobile. Most communities are able to support some student population that can walk to school, thereby shortening bus routes and creating fitness opportunities.
- During special events at the school, cars parked along Rte. 35 have fallen into the deep drainage ditches along Rte. 35. Improved stormwater drainage and sidewalks will correct this unsafe situation.
- Sidewalks will improve the school's emergency planning by providing safe walking access to the evacuation staging area located at the Congregational Church. Presently the students are expected to walk the unsafe roads to the staging area.
- Summer recreational programs located at the school must be supported by bus. Even a short walk to a local ice cream shop is not possible.

### **Describe How the Project Brings New Opportunities for Public Benefit:**

Standish is poised to become a vital, regional town that can serve the communities northwest of Portland. Since 2003, the Town has focused its planning efforts on transforming our rural, sprawling community into a vibrant, thriving village crossroads that will serve its citizens and those of other rural communities who commute through Standish to and from Portland. A sidewalk network in the Standish Corner Village growth area will connect key entities, resources and institutions within our community and encourage revitalization. (See Appendix I List of Businesses Along Sidewalk Route and Appendix B Map of Valued Community Resources) The visioning is done, the planning and ordinance changes are imminent, and we are nearly 'shovel ready'.

- A vibrant pedestrian environment promotes growth, encourages density and enables an emerging business community.
- A safe pedestrian environment will allow the emergence of an 18-hour economy for local business and residents.
- Standish residents must travel to other communities for most of their needed goods and services. A thriving business community will provide those services to residents locally.

- Building a community with 'sense of place' will help attract the brightest and most talented labor force needed to compete in today's economy.
- Sidewalks promote a sense of community and allow opportunities for citizens to gather.
- A strong village community identity will encourage new populations that will live AND WORK in Standish.
- The Growth Plan puts additional densities into the Standish Corner growth area. Along with that density come increased needs for public space and the access to it. Currently, the only public space for this growth area is the George E. Jack School. As the village grows, and use of the school grounds becomes more intense, safety issues that are already evident will be greatly magnified. (see Letter from School, Appendix F).
- Sidewalks to the school will enable the promotion of a 'Walk to School' campaign.

**Describe How Your Project Meets State Planning Goals/Economic/Tourism Benefits:** *A project that will enhance or enable a livable, compact community that has the potential to improve quality of life, thereby enhancing the economic vibrancy of a community or region.*

The Comprehensive Plan was written with the help of the Greater Portland Council of Governments and was readily approved by the State in 2006. (See Appendices J to J.4 for Comprehensive Plan Executive Summary, Land Use Map, Actual Growth Patterns, Transportation Inventory Analysis, Goals and Strategies, and Survey Information and Public Outreach Process) Since then, Standish has been extremely proactive in its implementation. As directed by the plan, the first step was to commission MRLD, LLC (Yarmouth, Maine) to develop a Village Design Master Plan that would encourage future growth to our most central growth area at Standish Corner. (See Appendix K Extracts from Village Design Master Plan) (Also See Appendix S for List of State Management Goals Addressed by the Town's Growth Plan and the Sidewalk Project)

In line with state planning goals, the Plan identified three areas of concern:

- 1) The linear nature of the village area along the arterials made it ripe for sprawling development,
- 2) Growth pressures and existing zoning regulations were threatening rural character, and
- 3) The emergence of a thriving village center around the failed 25/35 intersection is unlikely without population density and a safe pedestrian environment.

The Plan recommends that the town:

- Redefine the linear boundaries of the current village area to a more compact design,
- Reduce lot sizes and encourage village density to support a thriving business economy,
- Allow mixed uses and diverse housing types and,
- Create a sense of place with municipal infrastructure and public spaces.

This Transportation Enhancement grant, if awarded, will be the first step to help Standish achieve these goals. It will:

- Enhance the quality of life and community pride,
- Create an environment for fiscally sustainable growth,
- Encourage and enable an 18-hour economy,
- Act as a springboard for further economic development opportunities, and
- Help to establish Standish as a destination versus a pass-thru community of commuters.

## **Describe the Potential Safety Improvements:**

The Project will provide many safety improvements that will work to stimulate the development of a vibrant Standish Corner Village:

- Improve a service-level F intersection with infrastructure upgrades that include pedestrian staging areas, crosswalks and walk lights, and new directional signage to alleviate traffic driver confusion,
  - Alleviate the growing safety concerns that new business development is causing,
  - Provide greater pedestrian and bicycle access to both the students at the elementary school and also the citizen participants of recreational and other town activities located on the school property,
  - Provide a safe evacuation route from the school,
  - Mitigate unsafe shoulders and deep ditches along major arterials, and
  - Provide a safe harbor for passing emergency vehicles.
- 

## **Section 4: Community Support**

**Provide information on the consultation and support for the project by the community:** *Identify public discussion processes that occurred in the development of the proposal. Identify organizations that pledged their support of the project and the roles they plan to play in project implementation. Possible project partners may include school officials, local traffic engineers, community members, municipal officials, law enforcement agencies, public health agencies or organizations, local elected officials, and other not-for-profit community groups. Include as attachments letters of support.*

The seeds for this Project began in 2003 with an extensive planning effort that is ongoing today. The planning efforts, growth studies and ordinance implementation by the Town (described in the following section) required significant citizen outreach and public involvement.

- 2003 --2006 Standish Comprehensive Plan: Process involved considerable citizen input leading to SPO approval in 2006. (See Appendices J.3 and J.4 Future Land Use Map and Survey Information and Public Outreach Process)
- 2006 – 2008 Village Design Master Plan: Facilitated by a services contract with MRLD, LLC, citizens were engaged over a two year period to develop a master plan for Growth Area 2 of Standish Comprehensive Plan known as Standish Corner. (Appendix K )
- 2007 – 2010 GrowSmart Maine Model Town Project: Working with the Town of Standish, GrowSmart Maine facilitated citizen-led efforts to implement “smart growth” strategies from Standish’s new Comprehensive Plan. Numerous public meetings were held employing such tactics as key pad polling to develop consensus visioning. Primary focus was placed on the Standish Corner Growth Area. (See Appendix L for GrowSmart Visionary Pictures)
- 2008 – 2010 Standish Corner Village Implementation: Again facilitated by MRLD, LLC and GrowSmart Maine, a citizen’s committee developed a comprehensive set of land use ordinances and regulating plan to implement the smart growth principles envisioned by the Comprehensive Plan for Growth Area 2, Standish Corner.
- Participation of many groups has provided the vision and support for the Town’s planning effort. This has included citizens from within and outside the project district, elected officials, the Town Manager and staff from Planning, Public Works, Recreation, Public Safety Departments and representation from MSAD#6, Greater Portland Council of Governments, MRLD, LLC of Yarmouth, Maine, and GrowSmart Maine.
- As the sidewalk project has been further defined, letters of support have been offered from area businesses, the Sebago Lakes Region Chamber of Commerce, GPCOG and fire and safety endorsements. (See Appendices M Letters of Support) Together with the Standish Town Council action, there is clearly broad community support for this project.

Is a municipal official where the project is located certified to locally administer the project?

☐ Yes ☒ No

Is the municipality willing to become LAP Certified?

☒ Yes ☐ No

A municipal/state agreement with the Maine Department of Transportation is required for the development, design, and construction of the project in accordance with Federal, State, and Local requirements.

Note: Information on Locally Administered Project (LAP) requirements can be found at:

<http://www.maine.gov/mdot/lap/lpa.php>

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## Section 5: Sensible Transportation Planning Bonus Points

*Please Note: Your community may receive additional bonus points if it has met some of the criteria listed below. To be eligible for these bonus points, please answer the following questions:*

**Does your community have an approved Comprehensive Plan or Community Transportation Plan that has been found consistent by the State Planning Office or MaineDOT?** ☒ Yes ☐ No If yes, please list the year it was found consistent:

**If applicable, please outline relevant ordinances and policies that have been enacted to support the Comprehensive or Transportation Plan by promoting and encouraging compact development patterns in growth areas.**

As a result of its recent planning efforts, Standish is well positioned to take advantage of this Transportation Enhancement Grant opportunity.

- Standish Comprehensive Plan was approved by the State in 2006.
- The Comprehensive Plan Land Use Map identified Standish Corner as a preferred growth area. (Appendix J.3) This growth area is already served by public water making it a prime location for higher density growth.
- The Town commissioned MRLD, LLC (Yarmouth, Maine) to develop a Village Design Master Plan that would direct future growth to Standish Corner. (Appendix K) This development pattern would be in contrast to the poor growth pattern following the 1990 Comprehensive Plan. (Appendix J.2)
- The Route 25 / 35 Corridor Study, prepared for the Town of Standish by Gorrill-Palmer Engineering, was completed in 2007. It recommended the development of a series of local roads around the Rtes. 25 / 35 intersection and along these major arterials to alleviate safety concerns and congestion problems. (Appendix G)
- Standish was selected by GrowSmart for its Model Town program of 2008. GrowSmart contributed substantially to the growth plan. The resulting Village Design Implementation Plan was received by the Town Council in March 2010. Its recommended Regulatory Plan is currently under review by the Ordinance Committee for implementation.
- The Town does have an ordinance that requires developers to put in sidewalks but this has resulted in a random pattern of disconnected and dissimilar sidewalks. (See Town Roadway and Sidewalk Ordinance and Maps Appendix N)
- Standish has worked with the Portland Water District, other municipalities within Cumberland County and community agencies in support of the Sebago Lake to the Sea Trail project. (See Appendix O)
- Standish received a ReCOGnition award from GPCOG in 2004 for Innovative Planning for developing an initial Standish Village Roadway Plan based on original Range Roads. (See Appendix P)
- The Town has worked with neighboring communities and the 113 Corridor Committee to promote the Mountain Division Rail Line and for designation of Route 113 as the Pequawket Trail Scenic Byway. (See ReCOGnition Award Appendix Q)

- As mentioned under regional benefits, the Town has entered into an agreement with the communities within the Sebago Lakes Region of Bridgton, Casco, Frye Island, Harrison, Naples, Raymond, Sebago, Standish and Windham, to develop a Regional Comprehensive Plan with focus on land use, transportation and economic development planning.

The timeline below includes the major studies and ordinances enacted by the Town in support of the Comprehensive Plan and its Transportation Plan strategies:

- Two-tier Growth Cap Ordinance (2006)
- Elderly Housing Ordinance (2006)
- Accessory Apartment Ordinance (2007)
- Gorrill Palmer Roadway Plan (2007) adopted by Ordinance
- Town of Standish Sidewalk Plan Ordinance (2007)
- GrowSmart's Maine Model Town (2008)
- Village Design Master Plan (2009)
- Standish Corner Village Design Implementation Plan (2009)
- Conservation Subdivision Ordinance (2010) (in process)
- Standish Corner Regulating Plan (2010) (in progress)

**If applicable, please describe any regional efforts with surrounding municipalities that your community has undertaken to promote and encourage compact development patterns in growth areas.**

- As mentioned under regional benefits, the Town has entered into an agreement with the communities within the Sebago Lakes Region of Bridgton, Casco, Frye Island, Harrison, Naples, Raymond, Sebago, Standish and Windham, to develop a Regional Comprehensive Plan that will be consistent with the State's Growth Management Act. Standish's lessons learned will be shared with this effort.
- In 2007 Standish engaged Gorrill-Palmer Engineering to perform an access management study of the Route 25 corridor within Standish to address traffic management along this east-west arterial. The plan not only addresses issues that are detriments to business and residential development in the Comprehensive Plan's Growth Area 2 (Standish Corners) but also issues that effect commuter access to the population nodes to the west of the Town.
- Standish received an Award for Best Practices in Regional Collaboration with the Towns of Baldwin, Hiram, Brownfield and Fryeburg in 2009 from the Greater Portland Council of Governments as part of the Route 113 Corridor Committee for (1) adoption of a regional economic development strategy to bring jobs to the communities to offset the need to commute for jobs, (2) for State designation of Route 113 as the Pequawket Trail Scenic Byway, and (3) for seeking and obtaining a State policy commitment to restore the Mountain Division Rail Line. This latter commitment resulted in successful bond packages to first perform a feasibility study and purchase remaining rights of way and then to begin restoration of this alternative mode of transportation to service growth areas. (Appendix Q)
- Standish also was recognized by the Greater Portland Council of Governments with a 2010 Regional ReCOGnition Award for its innovative solutions for growth planning initiatives and these best practices have been shared with neighboring communities ( Appendix R).

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## Section 6: Authorized Signatures

*An authorized representative of the city/town and applicant/sponsor must sign the application.*

**Municipal Official:** (check one)



**Applicant**



**Endorsement**

**Name:** Gordon Billington

**Title:** Standish Town Manager

**Phone#:** 207.642.3461

**Email:** StandishTownManager@roadrunner.com

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**Signature**

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**Date**

**Applicant/Sponsor** (if different)

**Name:**

**Title:**

**Phone#:**

**Email:**

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**Signature**

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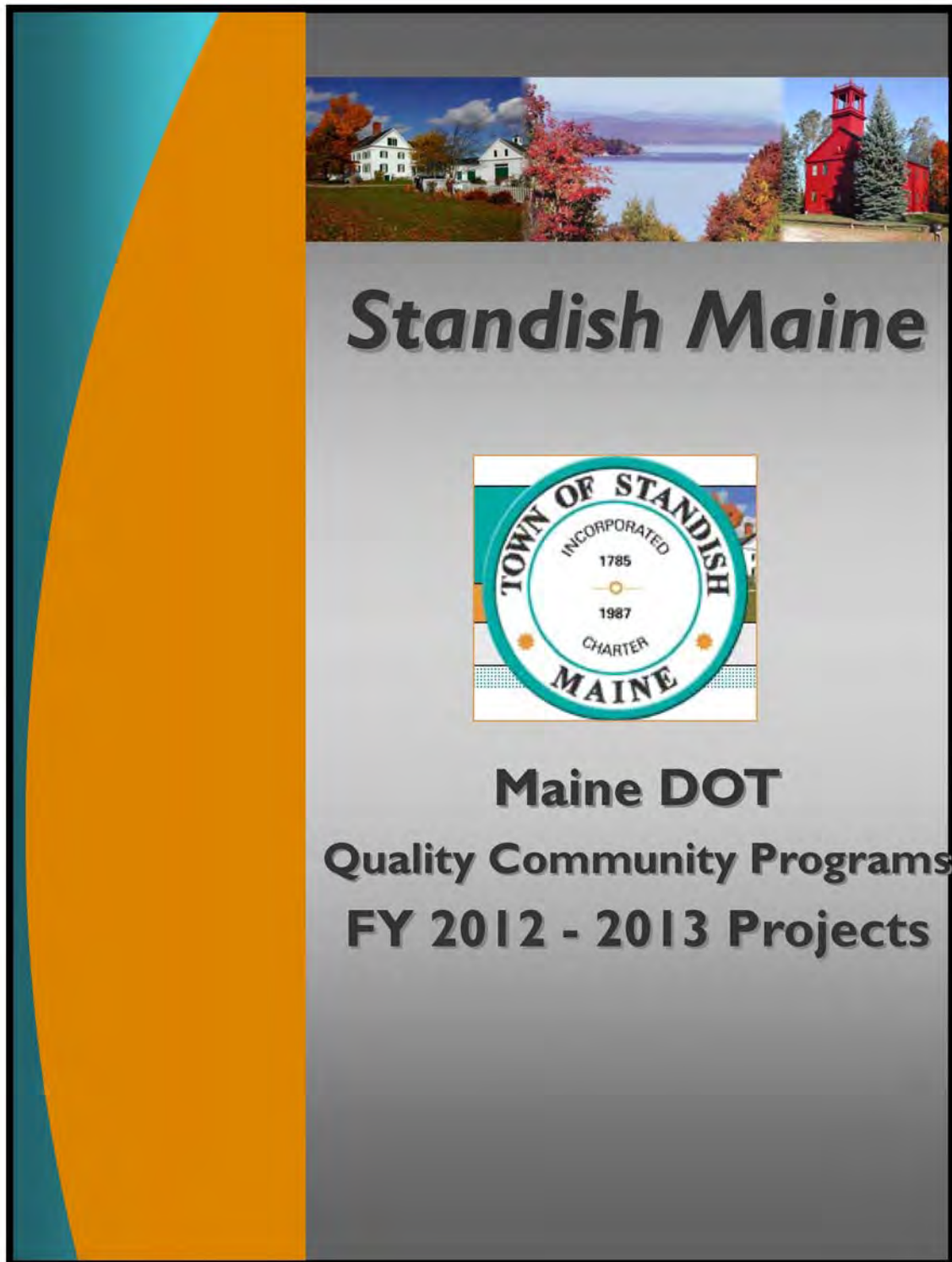
**Date**

These signatures indicate the willingness/ability to provide the designated level of matching funds and a willingness to enter into a municipal/State agreement with the Department requiring the municipality/applicant/sponsor to administer the development, design, and construction of the project abiding to federal, State, and local requirements. The applicant will also be responsible for future maintenance of the completed project. Note that design should meet all applicable federal and State Standards and ADA Guidelines.

Send all application information as follows: Applications must be received no later than 4:00 PM (EST) on July 1, 2010. Seven complete hardcopy application packages (including all attachments and all required documents) must be submitted to:

MaineDOT  
Attn: Dan Stewart  
Bureau of Transportation Systems Planning  
16 State House Station  
Child Street  
Augusta, ME 04333-0016





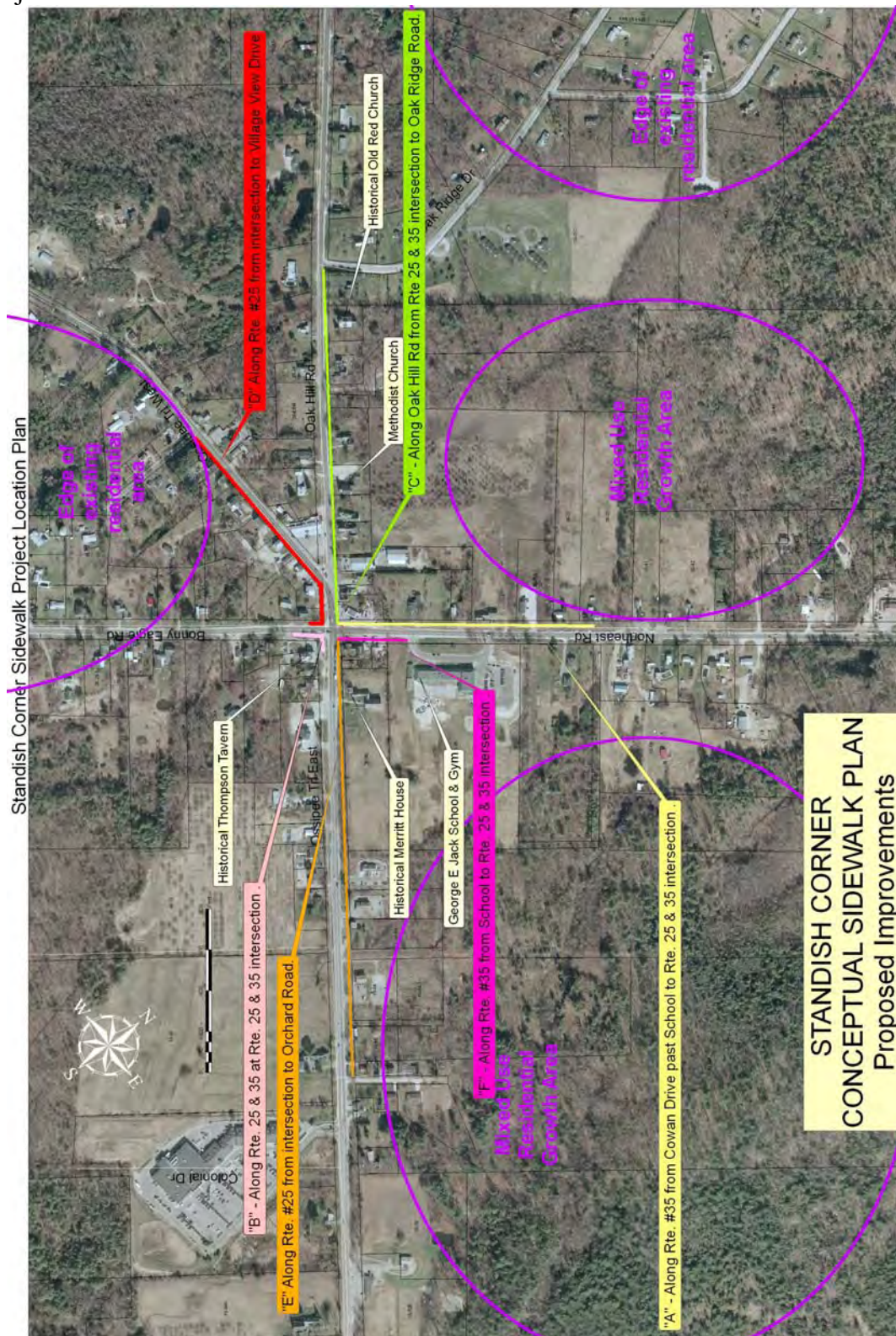
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## Appendix - A- Project Map

Project broken into sidewalk sections A – E as shown below.









## Appendix - C – Standish Corner Village Sidewalk Cost Estimate

### Sidewalk cost estimate by section

Section “A” Along Rte #35 from Cowan Drive past School to Rte. 25 & 35 intersection.

**SIDEWALK SECTION A: approx. 0.24 miles (See Appendix A)**

24-Jun-10

#### TOWN OF STANDISH SIDEWALK GRANT - SECTION A - COST ESTIMATE

Item	Quantity	Unit	Unit Cost	Grant -- Cost	Nongrant--Cost
Survey				\$ 4,000.00	
Clearing and Grubbing				\$ 2,000.00	
Sawcut Pavement	1040	LF	\$ 4.00	\$ 4,160.00	
Excavating Excess Fill	50	CY	\$ 15.00	\$ 750.00	
Widen Shoulder (7' for overflow on-street parking)					
Gravel Base	622	CY	\$ 20.00	\$ 12,440.00	
Bit. Conc.	208	Ton	\$ 60.00	\$ 12,480.00	
Bit. Conc. Curb	1040	LF	\$ 5.00	\$ 5,200.00	
Granite Curb Straight	372	LF	\$ 35.00	\$ 13,020.00	
Granite Curb Radius	68	LF	\$ 50.00	\$ 3,400.00	
Loam and Seed Promenade and Disturbed Areas	693	SY	\$ 10.00	\$ 6,930.00	
3" Caliper Street Tree in Esplanade 30' O.C.	34	EA	\$ 1,000.00		\$ 34,000.00
Decorative Street Light w/ LED 30' O.C.	38	EA	\$ 5,000.00		\$ 190,000.00
Electrical Allowance	1	EA	\$ 10,000.00	\$ 10,000.00	
8' Wide Bit. Conc. Walk (1,040 LF)					
Gravel Base	493	CY	\$ 20.00	\$ 9,860.00	
Bit. Conc.	100	Ton	\$ 60.00	\$ 6,000.00	
16' Wide Fly Ash Concrete Sidewalk (220 LF)					
Concrete	3,080	SF	\$ 12.00	\$ 36,960.00	
3" Caliper Street Tree 30' O.C. in Tree Grate	7	EA	\$ 3,000.00		\$ 21,000.00
Raised Concrete Island (Pedestrian Refuge @ X Wal	90	SF	\$ 50.00	\$ 4,500.00	
Thermoplastic Painted Crosswalk (8 x 40/2)	160	SF	\$ 15.00	\$ 2,400.00	
ADA Curb Drops	3	EA	\$ 2,500.00	\$ 7,500.00	
School Zone Signs (four)		LS	\$ 1,200.00	\$ 1,200.00	
Catch Basins	8	EA	\$ 3,000.00	\$ 24,000.00	
Storm Drain	1340	LF	\$ 60.00	\$ 80,400.00	
Rip Rap Outlets	12	SY	100	\$ 1,200.00	
<b>Subtotal</b>				<b>\$ 248,400.00</b>	<b>\$ 245,000.00</b>
<b>Contingency @ 20%</b>				<b>\$ 49,680.00</b>	<b>\$ 49,000.00</b>
<b>Construction Total</b>				<b>\$ 298,080.00</b>	<b>\$ 294,000.00</b>
<b>FEES</b>					
Preliminary/Final Design Engineering			6%	\$ 17,884.80	\$ 17,640.00
Maine DOT Project Design Administration			5% (of 6%)	\$ 894.24	
Construction Engineering			4%	\$ 11,923.20	\$ 11,760.00
MaineDOT Construction Administration			10% (of 4 %)	\$ 1,192.32	
<b>Subtotal</b>				<b>\$ 31,894.56</b>	<b>\$ 29,400.00</b>
<b>Total Cost</b>				<b>\$ 329,974.56</b>	<b>\$ 323,400.00</b>

## Appendix C- Sidewalk cost estimate by section

Section “B”- Along Rte 25 & 35 at the 25/ 35 intersection per (*Standish Corner Sidewalk Location Plan*) in Appendix “A”

### SIDEWALK SECTION B: approx. 0.03 miles (See Appendix A)

24-Jun-10

#### TOWN OF STANDISH SIDEWALK GRANT - SECTION B - COST ESTIMATE

<u>Item</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Cost</u>	<u>Grant -- Cost</u>	<u>Nongrant--Cost</u>
Survey				\$ 4,000.00	
Sawcut Pavement	160	LF	\$ 4.00	\$ 640.00	
Excavating Excess Fill	50	CY	\$ 15.00	\$ 750.00	
Granite Curb Straight	100	LF	\$ 35.00	\$ 3,500.00	
Granite Curb Radius	60	LF	\$ 50.00	\$ 3,000.00	
Decorative Street Light w/ LED 30' O.C.	5	EA	\$ 5,000.00		\$ 25,000.00
Electrical Allowance	1	EA	\$ 10,000.00	\$ 10,000.00	
16' Wide Fly Ash Concrete Sidewalk (160 LF)					
Concrete	2,560	SF	\$ 12.00	\$ 30,720.00	
3" Caliper Street Tree 30' O.C. in Tree Grate	5	EA	\$ 3,000.00		\$ 15,000.00
ADA Curb Drop	2	EA	\$ 2,500.00	\$ 5,000.00	
<b>Subtotal</b>				\$ 57,610.00	\$ 40,000.00
<b>Contingency @ 20%</b>				\$ 11,522.00	\$ 8,000.00
<b>Construction Total</b>				\$ 69,132.00	\$ 48,000.00
<b>FEES</b>					
Preliminary/Final Design Engineering			6%	\$ 4,147.92	\$ 2,880.00
Maine DOT Project Design Administration			5% (of 6%)	\$ 207.40	
Construction Engineering			4%	\$ 2,765.28	\$ 1,920.00
MaineDOT Construction Administration			10% (of 2 %)	\$ 276.53	
<b>Subtotal</b>				\$ 7,397.12	\$ 4,800.00
<b>Total Cost</b>				\$ 76,529.12	\$ 52,800.00

**Appendix C- Sidewalk cost estimate by section**Section **“C”** - Along Oak Hill Rd. from the Rte 25 / 35 intersection to Oak Ridge Road.**SIDEWALK SECTION “C”: Approx. 0.3 miles (See Appendix A)**

24-Jun-10

**TOWN OF STANDISH SIDEWALK GRANT - SECTION C - COST ESTIMATE**

<u>Item</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Cost</u>	<u>Grant -- Cost</u>	<u>Nongrant--Cost</u>
Survey				\$ 4,000.00	
Clearing and Grubbing				\$ 2,000.00	
Sawcut Pavement	1660	LF	\$ 4.00	\$ 6,640.00	
Excavating Excess Fill	50	CY	\$ 15.00	\$ 750.00	
Widen Shoulder (3' for drainage)	1660				
Gravel Base	295	CY	\$ 20.00	\$ 5,900.00	
Bit. Conc.	123	Tons	\$ 60.00	\$ 7,380.00	
Granite Curb Straight	640	LF	\$ 35.00	\$ 22,400.00	
Bit. Conc. Curb.	720	LF	\$ 5.00	\$ 3,600.00	
Loam and Seed Promenade and Disturbed Areas	550	SY	\$ 10.00	\$ 5,500.00	
3" Caliper Street Tree in Esplanade 30' O.C.	30	EA	\$ 1,000.00		\$ 30,000.00
Decorative Street Light w/ LED 30' O.C.	21	EA	\$ 5,000.00		\$ 105,000.00
Electrical Allowance	1	EA	\$ 10,000.00	\$ 10,000.00	
8' Wide Bit. Conc. Walk (820 LF)					
Gravel Base	405	CY	\$ 20.00	\$ 8,100.00	
Bit. Conc.	78	Tons	\$ 60.00	\$ 4,680.00	
16' Wide Fly Ash Concrete Sidewalk (640 LF)					
Concrete	10,020	SF	\$ 12.00	\$ 120,240.00	
3" Caliper Street Tree 30' O.C. in Tree Grate	21	EA	\$ 3,000.00	\$ 63,000.00	
ADA Curb Drops	11	EA	\$ 2,500.00	\$ 27,500.00	
Catch Basins	7	EA	\$ 3,000.00	\$ 21,000.00	
Storm Drain	1310	LF	\$ 60.00	\$ 78,600.00	
Rip Rap Outlets	4	SY	100	\$ 400.00	
<b>Subtotal</b>				<b>\$ 391,690.00</b>	<b>\$ 135,000.00</b>
<b>Contingency @ 20%</b>				<b>\$ 78,338.00</b>	<b>\$ 27,000.00</b>
<b>Construction Total</b>				<b>\$ 470,028.00</b>	<b>\$ 162,000.00</b>
<b>FEES</b>					
Preliminary/Final Design Engineering			6%	\$ 28,201.68	\$ 9,720.00
Maine DOT Project Design Administration			5% (of 6%)	\$ 1,410.08	
Construction Engineering			4%	\$ 18,801.12	\$ 6,480.00
MaineDOT Construction Administration			10% (of 2 %)	\$ 1,880.11	
<b>Subtotal</b>				<b>\$ 50,293.00</b>	<b>\$ 16,200.00</b>
<b>Total Cost</b>				<b>\$ 520,321.00</b>	<b>\$ 178,200.00</b>

**Appendix C- Sidewalk cost estimate by section**

Sidewalk Section “D” - Along Route #25 from intersection to Village View Drive

**SIDEWALK SECTION “D”: approx. 0.2 miles (See Appendix A)**

24-Jun-10

**TOWN OF STANDISH SIDEWALK GRANT - SECTION D - COST ESTIMATE**

<u>Item</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Cost</u>	<u>Grant -- Cost</u>	<u>Nongrant--Cost</u>
Survey				\$ 4,000.00	
Sawcut Pavement	410	LF	\$ 4.00	\$ 1,640.00	
Excavating Excess Fill	50	CY	\$ 15.00	\$ 750.00	
Widen Shoulder and Driveway Aprons (4')	554				
Gravel Base	164	CY	\$ 20.00	\$ 3,280.00	
Bit. Conc.	55	Ton	\$ 60.00	\$ 3,300.00	
Granite Curb Straight	350	LF	\$ 35.00	\$ 12,250.00	
Granite Curb Radius	60	LF	\$ 50.00	\$ 3,000.00	
Decorative Street Light w/ LED 30' O.C.	28	EA	\$ 5,000.00		\$ 140,000.00
Electrical Allowance	1	EA	\$ 10,000.00	\$ 10,000.00	
16' Wide Fly Ash Concrete Sidewalk (866 LF)					
Concrete	13,856	SF	\$ 12.00	\$ 166,272.00	
3" Caliper Street Tree 30' O.C. in Tree Gate	28	EA	\$ 3,000.00		\$ 84,000.00
ADA Curb Drops	14	EA	\$ 2,500.00	\$ 35,000.00	
<b>Subtotal</b>				<b>\$ 204,492.00</b>	<b>\$ 224,000.00</b>
<b>Contingency @ 20%</b>				<b>\$ 40,898.40</b>	<b>\$ 44,800.00</b>
<b>Construction Total</b>				<b>\$ 245,390.40</b>	<b>\$ 268,800.00</b>
<b>FEES</b>					
Preliminary/Final Design Engineering			6%	\$ 14,723.42	\$ 16,128.00
Maine DOT Project Design Administration			5% (of 6%)	\$ 736.17	
Construction Engineering			4%	\$ 9,815.62	\$ 10,752.00
MaineDOT Construction Administration			10% (of 2 %)	\$ 981.56	
<b>Subtotal</b>				<b>\$ 26,256.77</b>	<b>\$ 26,880.00</b>
<b>Total Cost</b>				<b>\$ 271,647.17</b>	<b>\$ 295,680.00</b>

## Appendix C- Sidewalk cost estimate by section

Sidewalk section “E” - Along Rte. #25 from intersection to Orchard Road.

### SIDEWALK SECTION “E”: approx. 0.4 miles (See Appendix A)

24-Jun-10

#### TOWN OF STANDISH SIDEWALK GRANT - SECTION E - COST ESTIMATE

Item	Quantity	Unit	Unit Cost	Grant -- Cost	Nongrant--Cost
Survey				\$ 4,000.00	
Clearing and Grubbing				\$ 2,000.00	
Sawcut Pavement	1260	LF	\$ 4.00	\$ 5,040.00	
Excavating Excess Fill	50	CY	\$ 15.00	\$ 750.00	
Asphalt Curb	980	LF	\$ 5.00	\$ 4,900.00	
Granite Curb Straight	100	LF	\$ 35.00	\$ 3,500.00	
Granite Curb Radius	60	LF	\$ 50.00	\$ 3,000.00	
Loam and Seed Promenade and Disturbed Areas	653	SY	\$ 10.00	\$ 6,530.00	
3" Caliper Street Tree in Esplanade 30' O.C.	32	EA	\$ 1,000.00		\$ 32,000.00
Decorative Street Light w/ LED 30' O.C.	36	EA	\$ 5,000.00		\$ 180,000.00
Electrical Allowance	1	EA	\$ 10,000.00	\$ 10,000.00	
8' Wide Bit. Conc. Walk (2050 LF)					
Gravel Base	970	CY	\$ 20.00	\$ 19,400.00	
Bit. Conc.	197	Ton	\$ 60.00	\$ 11,820.00	
16' Wide Fly Ash Concrete Sidewalk (160 LF)					
Concrete	2,560	SF	\$ 12.00	\$ 30,720.00	
3" Caliper Street Tree 30' O.C. in Tree Grate	5	EA	\$ 3,000.00	\$ 15,000.00	
ADA Curb Drops	2	EA	\$ 2,500.00	\$ 5,000.00	
<b>Subtotal</b>				<b>\$ 112,660.00</b>	<b>\$ 212,000.00</b>
<b>Contingency @ 20%</b>				<b>\$ 22,532.00</b>	<b>\$ 42,400.00</b>
<b>Construction Total</b>				<b>\$ 135,192.00</b>	<b>\$ 254,400.00</b>
<b>FEES</b>					
Preliminary/Final Design Engineering			6%	\$ 8,111.52	\$ 15,264.00
Maine DOT Project Design Administration			5% (of 6%)	\$ 405.58	
Construction Engineering			4%	\$ 5,407.68	\$ 10,176.00
MaineDOT Construction Administration			10% (of 2 %)	\$ 540.77	
<b>Subtotal</b>				<b>\$ 14,465.54</b>	<b>\$ 25,440.00</b>
<b>Total Cost</b>				<b>\$ 149,657.54</b>	<b>\$ 279,840.00</b>

## Appendix C- Sidewalk cost estimate by section

Sidewalk section **“F”** - Along Rte. #35 from intersection to George E Jack School

**SIDEWALK SECTION “F”: approx. 0.06 miles (See Appendix A)**

### TOWN OF STANDISH SIDEWALK GRANT - SECTION F - COST ESTIMATE

Item	Quantity	Unit	Unit Cost	Grant -- Cost	Nongrant--Cost
Survey				\$ 4,000.00	
Clearing and Grubbing				\$ 2,000.00	
Sawcut Pavement	330	LF	\$ 4.00	\$ 1,320.00	
Excavating Excess Fill	5	CY	\$ 15.00	\$ 75.00	
Asphalt Curb	0	LF	\$ 5.00	\$ -	
Granite Curb Straight	300	LF	\$ 35.00	\$ 10,500.00	
Granite Curb Radius	60	LF	\$ 50.00	\$ 3,000.00	
Loam and Seed Promenade and Disturbed Areas	10	SY	\$ 10.00	\$ 100.00	
3" Caliper Street Tree in Esplanade 30' O.C.	0	EA	\$ 1,000.00	\$ -	
Decorative Street Light w/ LED 30' O.C.	12	EA	\$ 5,000.00		\$ 60,000.00
Electrical Allowance	1	EA	\$ 10,000.00	\$ 10,000.00	
8' Wide Bit. Conc. Walk (170/2050 LF)					
Gravel Base	0	CY	\$ 20.00	\$ -	
Bit. Conc.	0	Ton	\$ 60.00	\$ -	
16' Wide Fly Ash Concrete Sidewalk (160 LF)					
Concrete	5,120	SF	\$ 12.00	\$ 61,440.00	
3" Caliper Street Tree 30' O.C. in Tree Grate	11	EA	\$ 3,000.00	\$ 33,000.00	
ADA Curb Drops	4	EA	\$ 2,500.00	\$ 10,000.00	
<b>Subtotal</b>				<b>\$ 121,435.00</b>	<b>\$ 60,000.00</b>
<b>Contingency @ 20%</b>				<b>\$ 24,287.00</b>	<b>\$ 12,000.00</b>
<b>Construction Total</b>				<b>\$ 145,722.00</b>	<b>\$ 72,000.00</b>
<b>FEES</b>					
Preliminary/Final Design Engineering			6%	\$ 8,743.32	\$ 4,320.00
Maine DOT Project Design Administration			5% (of 6%)	\$ 437.17	
Construction Engineering			4%	\$ 5,828.88	\$ 2,880.00
MaineDOT Construction Administration			10% (of 2 %)	\$ 582.89	
<b>Subtotal</b>				<b>\$ 15,592.25</b>	<b>\$ 7,200.00</b>
<b>Total Cost</b>				<b>\$ 161,314.25</b>	<b>\$ 79,200.00</b>

## Appendix C- Sidewalk cost estimate by section

### INTERSECTION PLAN: (See Appendix A)

#### Pedestrian activated signals at intersection

24-Jun-10

#### TOWN OF STANDISH SIDEWALK GRANT - ROUTES 25 / 35 PEDESTRIAN IMPROVEMENTS - COST ESTIMATE

<u>Item</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Cost</u>	<u>Cost</u>
Four Pedestrian Activated Signals (ADA)	4	LS		\$ 30,000.00
Four Thermoplastic Painted Crosswalk (8 x 60/2)	960	SF	\$ 15.00	\$ 14,400.00
<b>Subtotal</b>				<b>\$ 44,400.00</b>
<b>Contingency @ 20%</b>				<b>\$ 8,880.00</b>
<b>Total Construction Costs</b>				<b>\$ 53,280.00</b>
<b>FEES</b>				
Preliminary/Final Design Engineering			6%	\$ 532.80
Maine DOT Project Design Administration			5% (of 6%)	\$ 26.64
Construction Engineering			4%	\$ 355.20
MaineDOT Construction Administration			10% (of 2 %)	\$ 35.52
<b>Subtotal</b>				<b>\$ 950.16</b>
<b>Total Cost</b>				<b>\$ 54,230.16</b>

## Appendix C- Sidewalk cost estimate by section

### Overall cost summary by section:

#### Grant Cost Summary By Sidewalk Section

Sidewalk Section*	Eligible Costs	Ineligible Costs**	Total Costs
A	\$ 329,974.56	\$ 323,400.00	\$ 653,374.56
B	\$ 76,529.12	\$ 52,800.00	\$ 129,329.12
C	\$ 520,321.00	\$ 178,200.00	\$ 698,521.00
D	\$ 271,647.17	\$ 295,680.00	\$ 567,327.17
E	\$ 149,657.54	\$ 279,840.00	\$ 429,497.54
F	\$ 161,314.25	\$ 79,200.00	\$ 240,514.25
Intersection	\$ 54,230.16	0	\$ 54,230.16
<b>Summary Total</b>	<b>\$ 1,563,673.81</b>	<b>\$ 1,209,120.00</b>	<b>\$ 2,772,793.81</b>

\*See page 3 Standish Corner Conceptual Sidewalk Plan

\*\*LED Lighting and Trees are Ineligible Project Costs

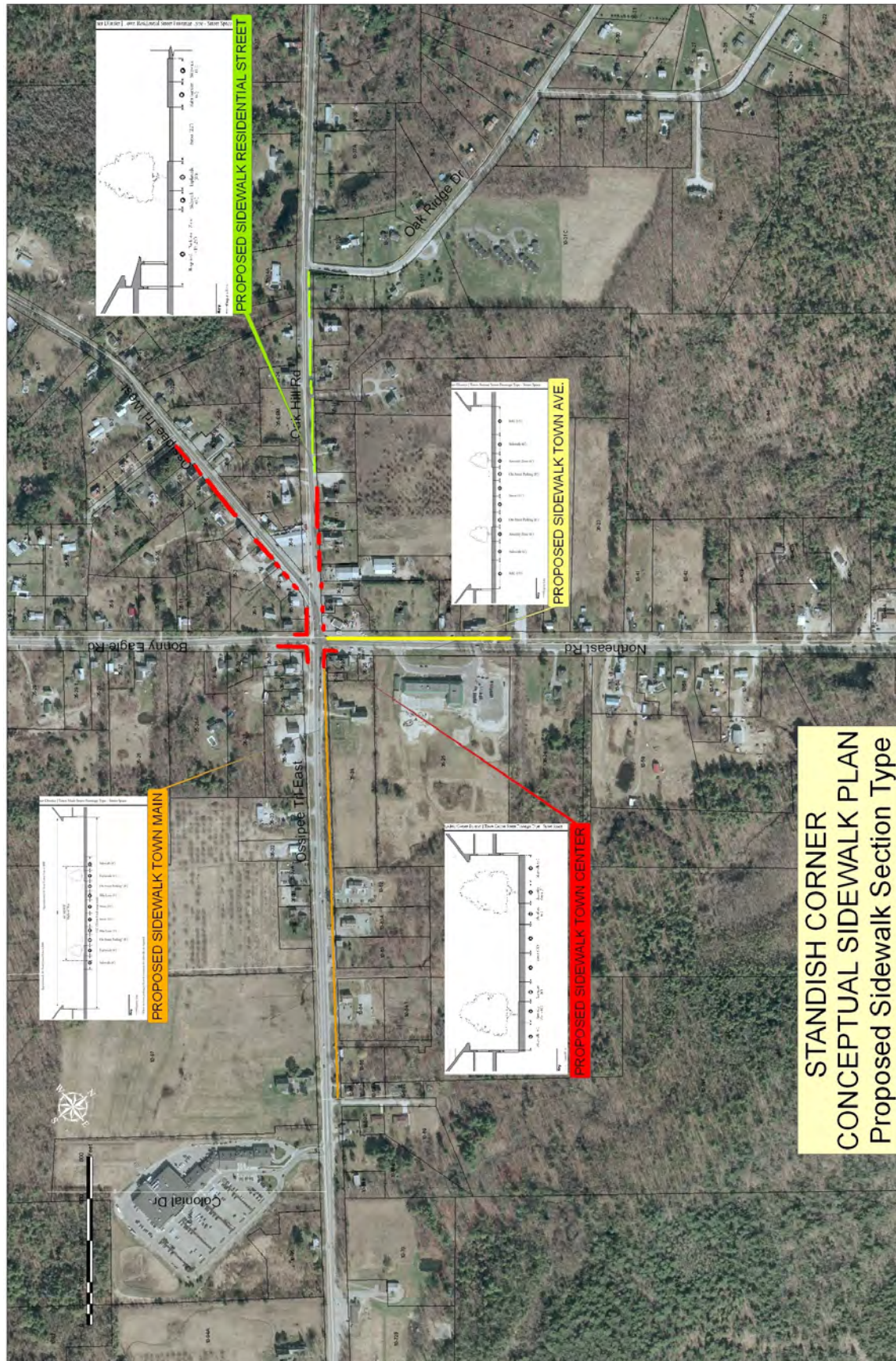
## Appendix – D1- Sidewalk Project Diagrams Street Type Plan

181.7.1.E Standish Corner District Regulating Plan



5

MRLD | FINAL DRAFT | May 2010

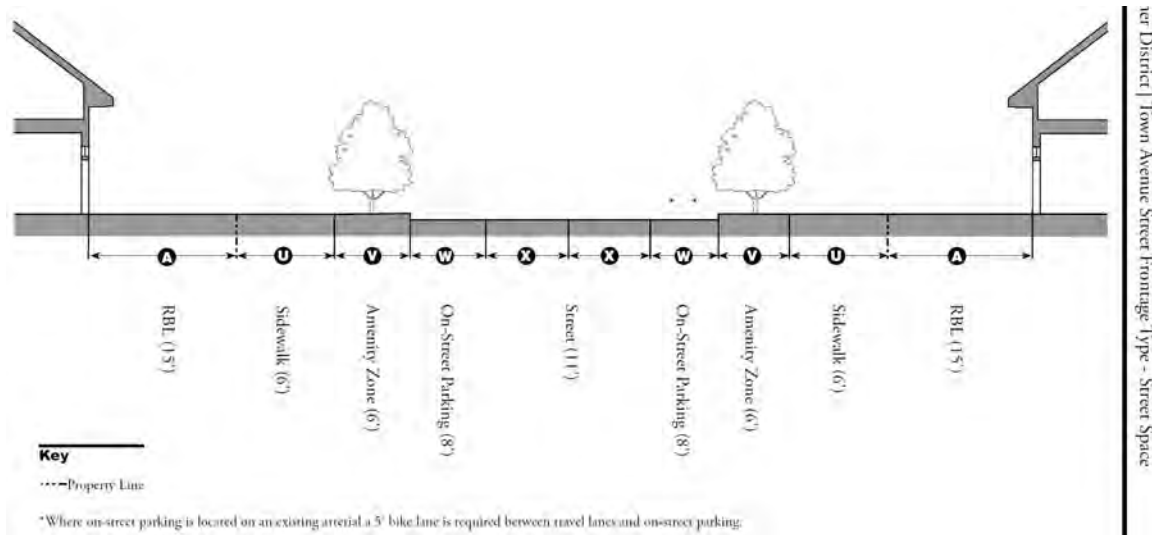


STANDISH CORNER  
CONCEPTUAL SIDEWALK PLAN  
Proposed Sidewalk Section Type

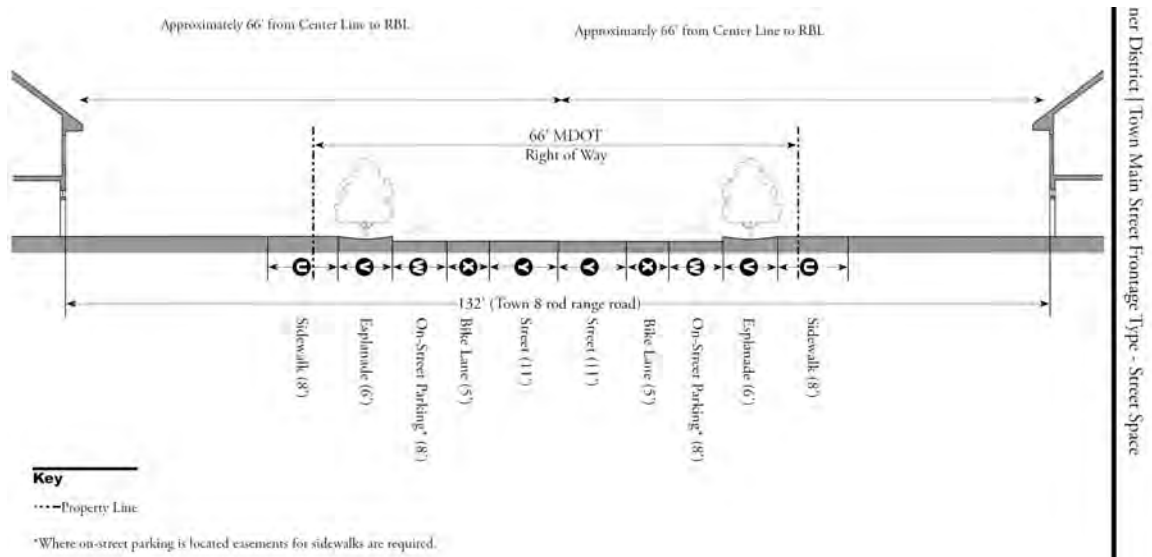
## Appendix – D2- Sidewalk Project Diagrams

Excerpts of our draft “Form Based Code” showing various street types proposed. The final street section will be modified for existing conditions as needed.

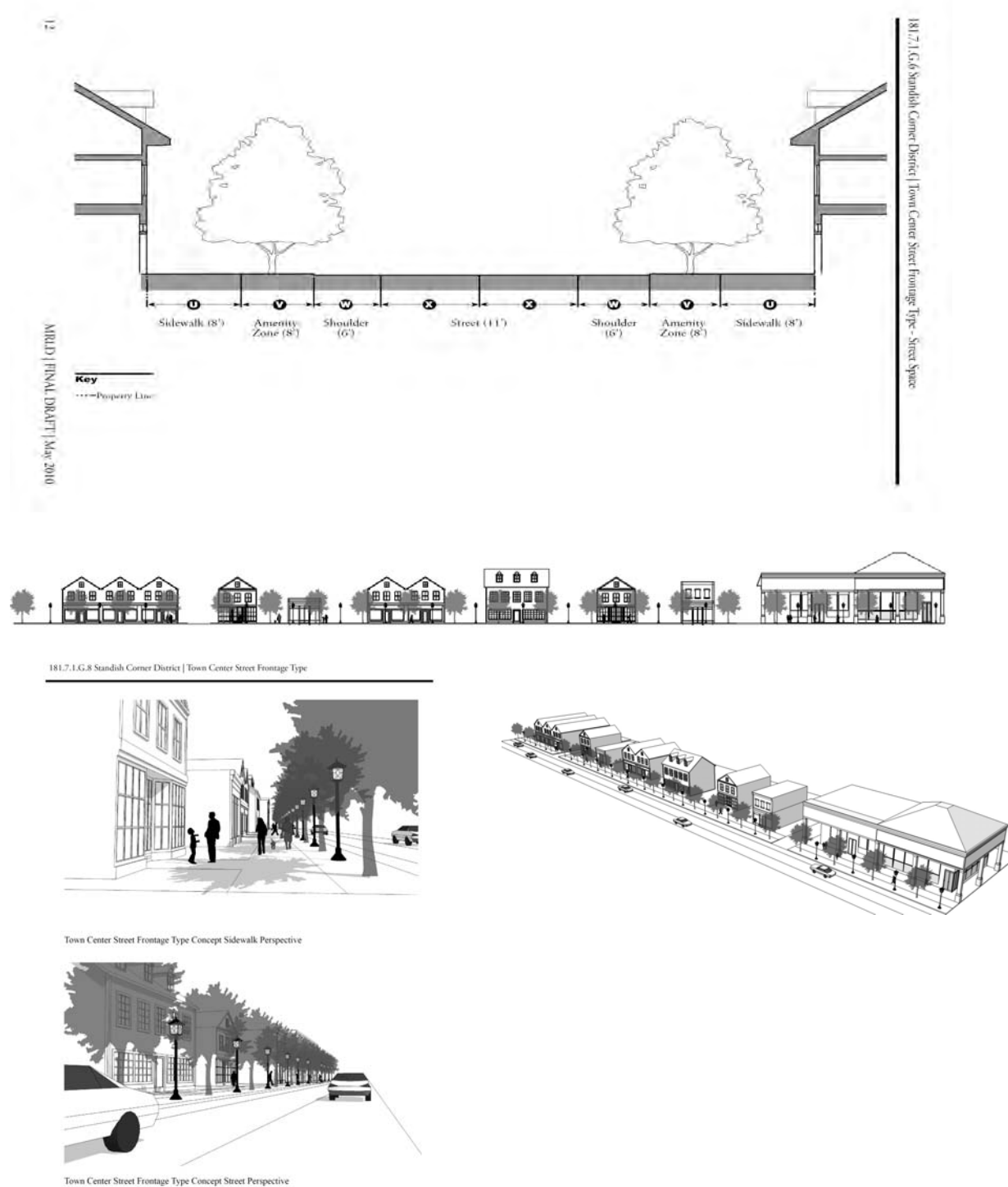
### Town Avenue Street type



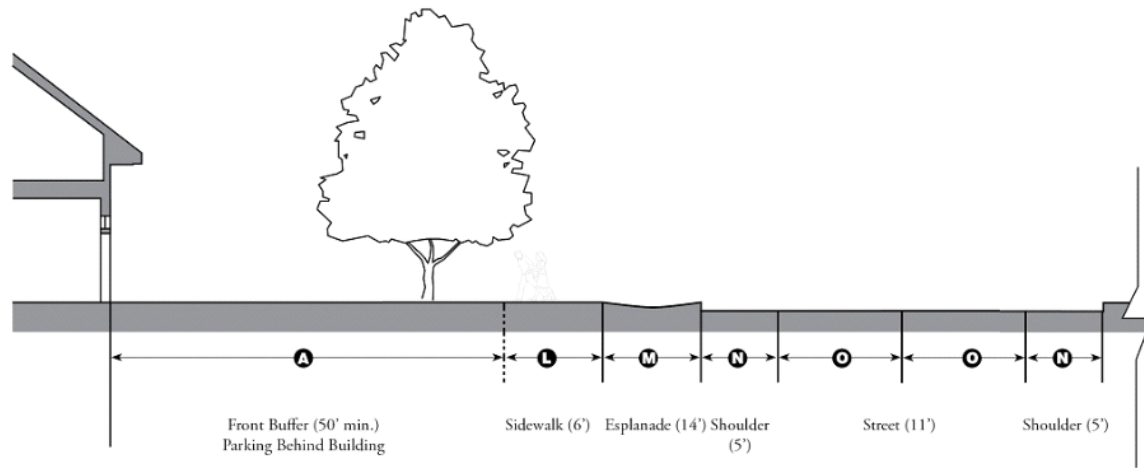
## Town Main Street type Appendix – D2- Sidewalk Project Diagrams



## Town Center Street type Appendix – D2- Sidewalk Project Diagrams

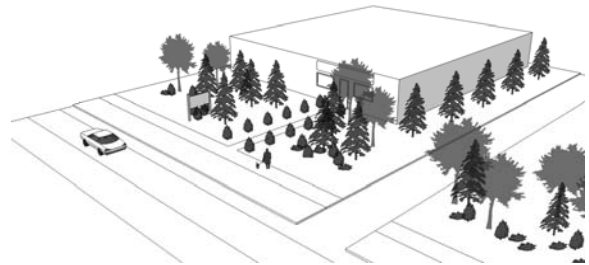
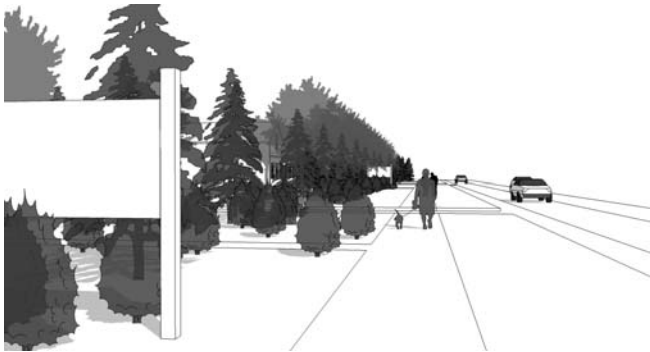


## Town Gateway Street type Appendix – D2- Sidewalk Project Diagrams

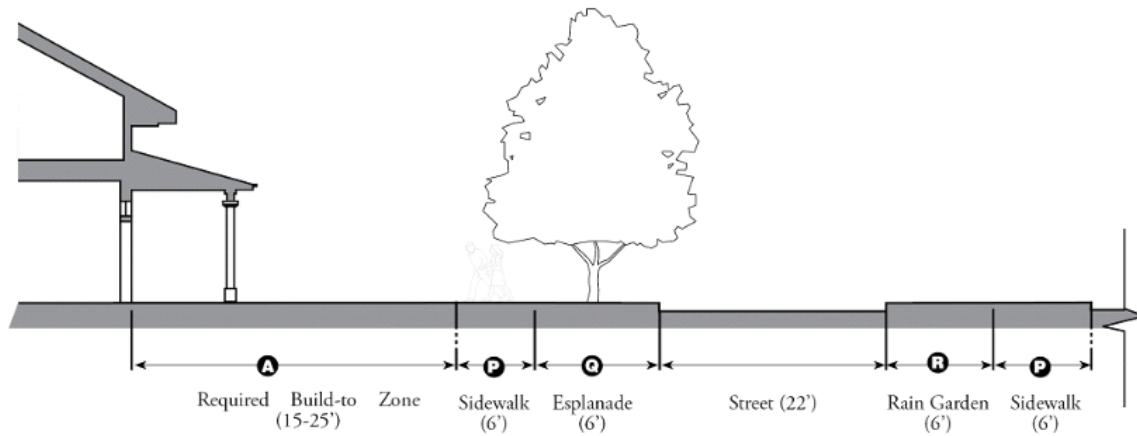


### Key

---Property Line



## Town Residential Street type Appendix – D2- Sidewalk Project Diagrams



### Key

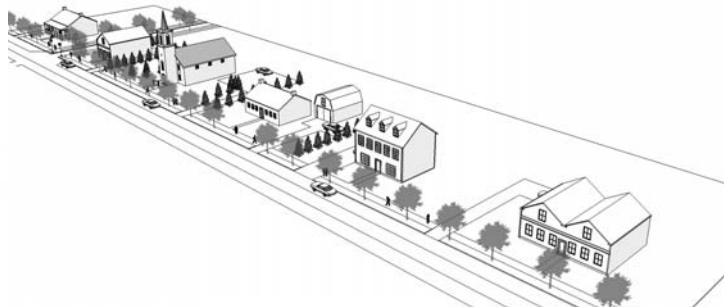
---Property Line



181.7.13.7 ScandiSh Corner District | Town Residential Street Frontage Type



Town Residential Street Frontage Type Concept Sidewalk View

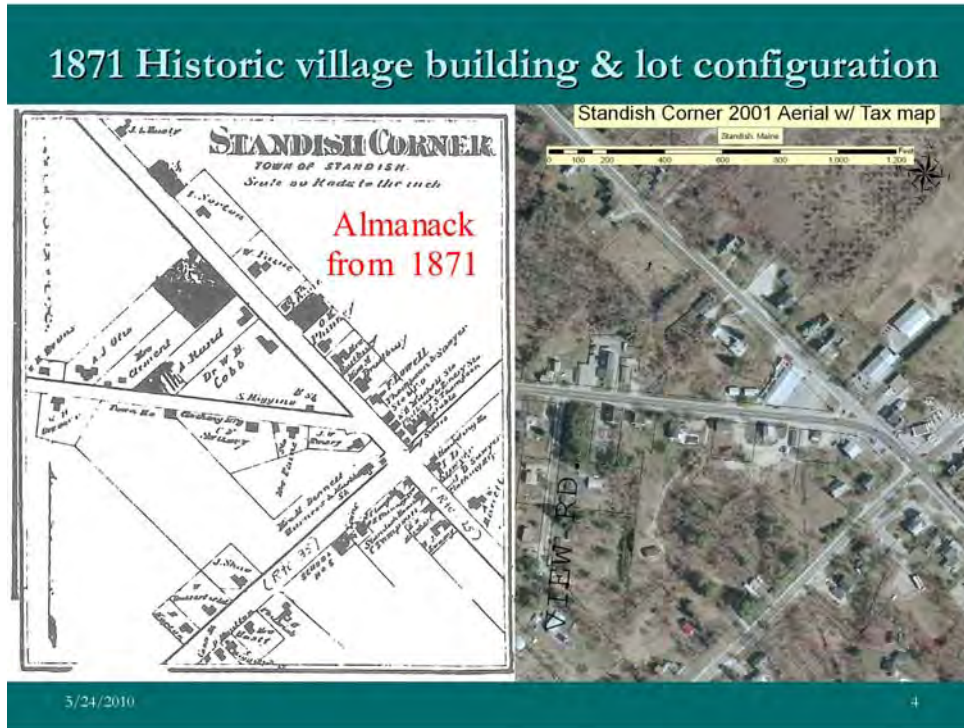


Town Residential Street Frontage Type Concept Street View



## Appendix – E - Existing Conditions Photos

Historic and existing conditions



- Appendix E continued

## Creating a Context For Quality Growth Existing Zoning: The Strip-Tease



## Appendix - F- School letter



### Maine School Administrative District No. 6

45 Fort Hill Rd. (Rt.#114)  
Standish, ME 04084  
(207) 642-2500

#### Schools:

Edna Libby  
George E. Jack

June 23, 2010

Mr. Dan Stewart  
Maine Department of Transportation  
Quality Community Program  
Child Street  
16 State House Station  
Augusta, ME 04333-0016

Dear Mr. Stewart:

I am writing in support of a sidewalk project in Standish. I am principal at George E. Jack Elementary School and am very aware of the issues surrounding safety in the area.

At this time it is not safe to walk in either direction to or from school, and during school related events this is especially hazardous. The ditch side of Route 35 is coned, not allowing vehicles to park. The school side is lined with vehicles from the intersection of Route 25 well past the school. Individuals trying to walk to the school either have to weave through the parked cars beside the passing traffic or walk beside the ditch again, beside passing traffic.

Cars back up through the intersection light, causing a traffic bottle-neck. The ditch side of the road is treacherous. It is deep. We have had two major incidents with cars sliding off the road into the ditch, one while trying to turn around, the other pulled over too much and slid in. We try to end our school events early enough to clear traffic before busses arrive for dismissal. These incidents caused a major traffic issue as the police had to stop traffic while pulling the vehicle free.

Folks could park in several locations off-site if sidewalks were available for use. Sidewalks would also allow our students a safe way to proceed to our evacuation site in case of an emergency where we would have to leave the school and did not have time to wait for busses. The availability of a sidewalk would allow for students or parents to walk to school for all events safely. It would increase our capacity for parking by allowing off-site lots. We are extremely interested in this project and hope that this grant be given serious consideration. The school is the hub of the community and these sidewalks would assist in the availability of the campus to all.

Please contact me at 642-2500 if you should need any additional information.

Sincerely,

Virginia E. Day  
Supervising Principal  
George E. Jack and Edna Libby Elementary Schools

/jmh

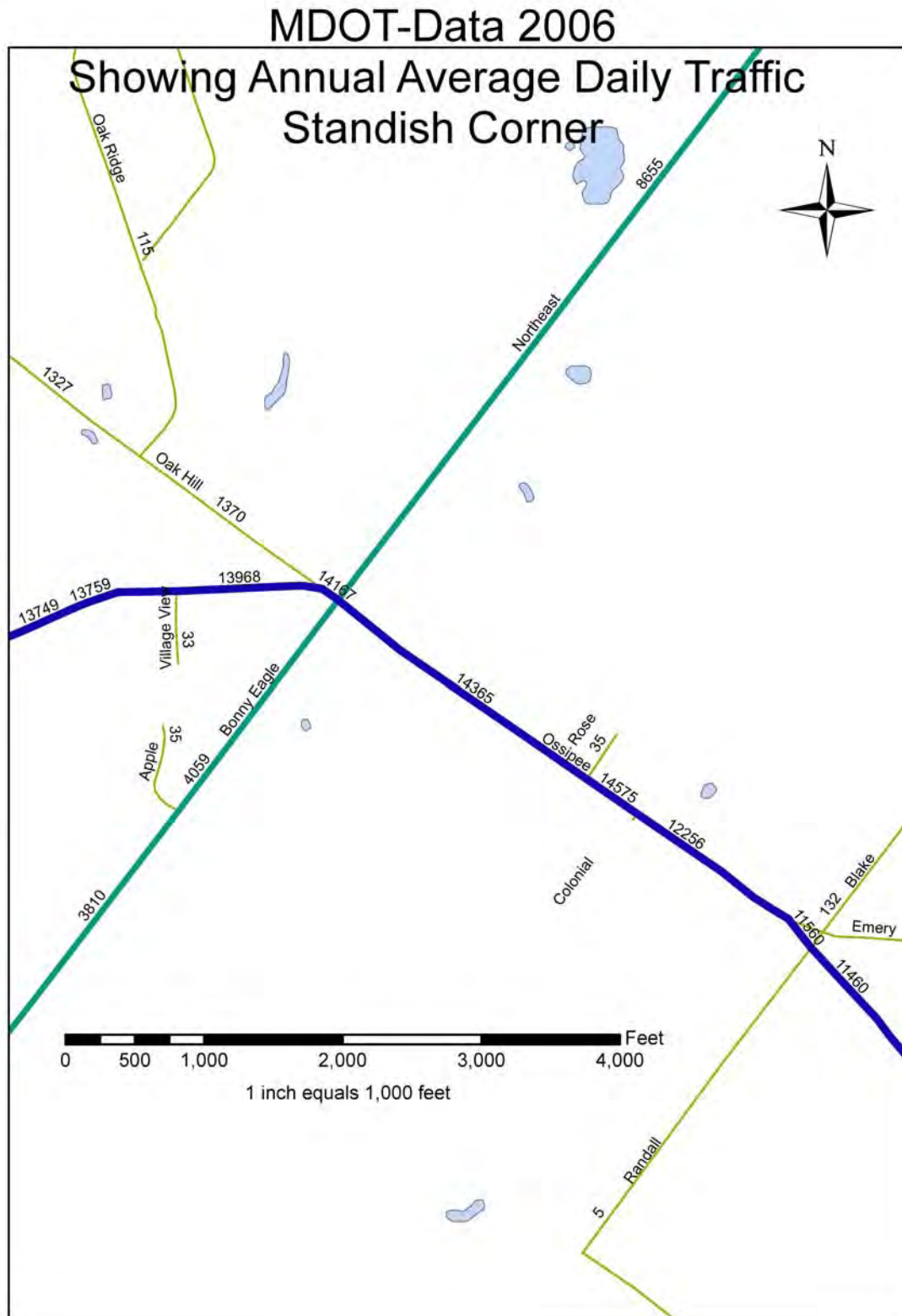
*The mission of the MSAD #6 community is to help all students reach their full potential.*



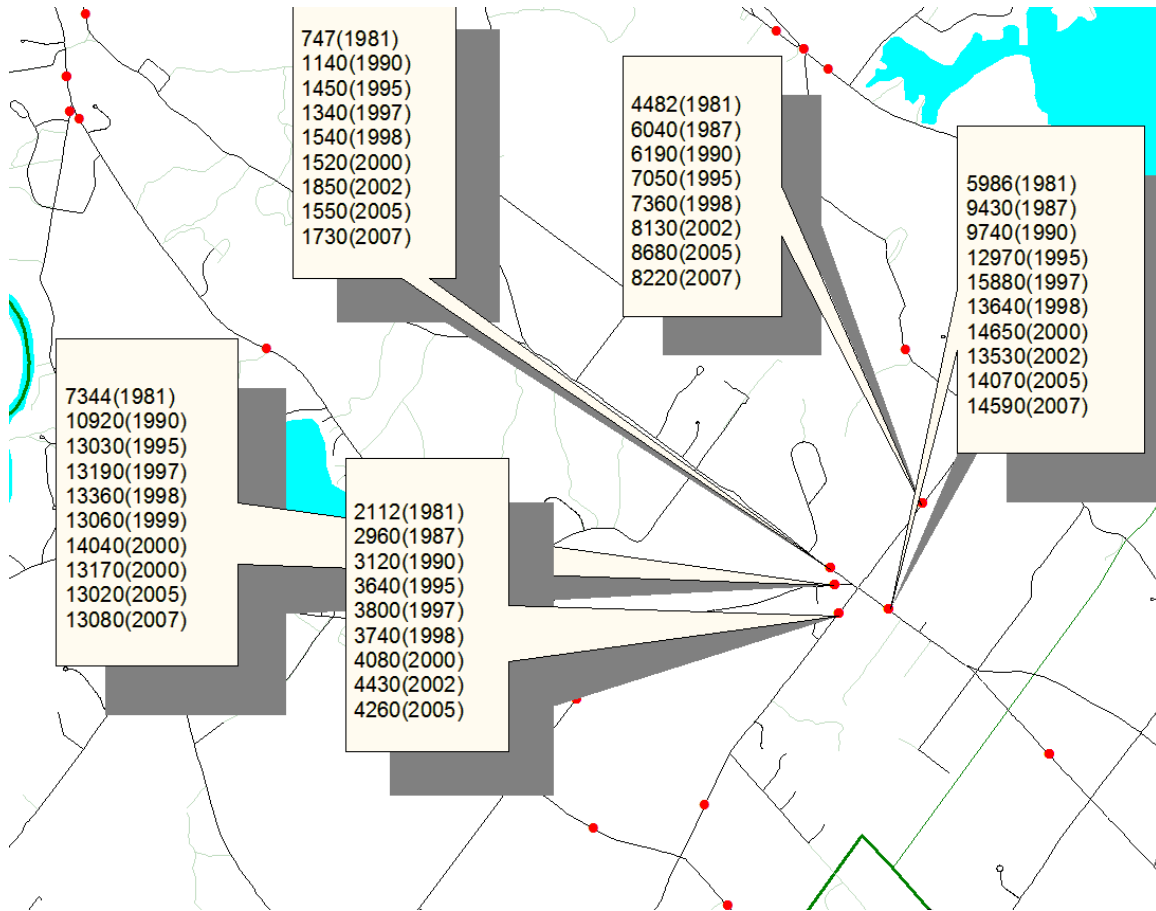




**Appendix - H- Rte. 25/35 Intersection Statistics**



**Appendix H continued**



***Appendix - I- List of Businesses along sidewalk route***

**Standish Corner Sidewalk Proposal Route 25 Businesses Served**

<b>Business Name</b>	<b>Business Type</b>	<b>Address</b>
Dr Arthur Chapman OD	Optometrist	40 Northeast Road
Steeves & Graff (Northeast Rd )	Attorney At Law	24 Northeast Road
Mobil Station (vacant)		4 Northeast Road
One Northeast Rd	Office Building	1 Northeast Road
• Kosmetikos Spa and Wellness	Fitness Studio	1 Northeast Road
• Horace Mann	Insurance	1 Northeast Road
• Inner Connections	Counseling	1 Northeast Road
• Counseling for Change	Therapist	1 Northeast Road
• Dalton Building and Remodeling	Contractor	1 Northeast Road
• Judith Mignogna	Therapist	1 Northeast Road
• James Martel	Therapist	1 Northeast Road
Country Cutters	Hair Salon	3 Ossipee Trail West
Oak Hill General Store	Convenience Store	3 Ossipee Trail West
Fairpoint Communications	Telephone Maintenance and Dial Office	3 Oak Hill Road
Standish Hardware	Retail Business	5 Oak Hill Road
Standish Congregational Church	Church	25 Oak Hill Road
Old Red Church	Museum / Historic Attraction	55 Oak Hill Road
Whimsical Living	Jewelry and Home Furnishings	14 Oak Hill Road
Old Seavey's Building	Retail/Office Building	15 Ossipee Trail West
• Mullen's Driving School	Business Service	15 Ossipee Trail West
• Campbell's Computer Services	Business Service	15 Ossipee Trail West
• Culture Crew Gaming	Commercial Recreation (Pending)	15 Ossipee Trail West
• KMS Kenison Mortgage	Mortgage Co.	15 Ossipee Trail West
• Hearthside Title Services	Title Insurance	15 Ossipee Trail West
Sweet Measures of Maine – Bakery and Ice Cream	Retail - Food Service	8 Ossipee Trail West

## Standish ME - Quality Community Program FY 2012 – 2013 Projects

All About You	Tanning and Hair Salon	10 Ossipee Trail West
Angie New Massage Therapy	Massage	10 Ossipee Trail West
The Old Standish Lodge	Office Building	22 Ossipee Trail West
• Function Hall	Function Hall	22 Ossipee Trail West
• Elaine Goodrich	Counseling	22 Ossipee Trail West
Standish Auto and Trailer Sales	Retail Sales	14 Oak Hill Road (Rear)
Little Treasures	Children's Resale Store	33 Ossipee Trail West
Standish House of Pizza	Restaurant	35 Ossipee Trail West
Maine Street Grill	Restaurant	1 Ossipee Trail East
Sunrise Corner	Retail/Specialty Shop and Ice Cream Shop	25 Ossipee Trail East
Marrett House	Museum	40 Ossipee Trail East
Steeves & Graff (Ossipee Trail East)	Attorney At Law	35 Ossipee Trail East
Standish Family Chiropractic Center	Chiropractic	39 Ossipee Trail East
Family Dental Health	Dentist	43 Ossipee Trail East
Better Homes & Gardens/The Masiello Group	Real Estate	47 Ossipee Trail East
Dunkin' Donuts	Coffee Shop	30 Ossipee Trail East
Subway Sandwich Shop	Sandwich Shop	58 Ossipee Trail East
Domino's Pizza	Pizza Shop	58 Ossipee Trail East
Papa's Ice Cream	Ice Cream Shop	62 Ossipee Trail East
70 Ossipee Trail	Office Building	70 Ossipee Trail East
• York Construction	Construction	70 Ossipee Trail East
• Robert Hunt & Assoc	Accountant	70 Ossipee Trail East
Standish Veterinary Hospital	Veterinary Clinic	22 Rose Lane
Colonial Marketplace Assoc	Shopping Center	111 Colonial Drive
• Gorham Savings Bank	Financial Institution	111 Colonial Drive
• Marketplace Cards & Gifts	Gift Shop	111 Colonial Drive
• State Farm Ins.	Insurance	111 Colonial Drive
• Karry Out	Restaurant	111 Colonial Drive
• USPO	Post Office	111 Colonial Drive
• Natural Beauty Salon	Hair Salon	111 Colonial Drive
• Radio Shack	Retail	111 Colonial Drive

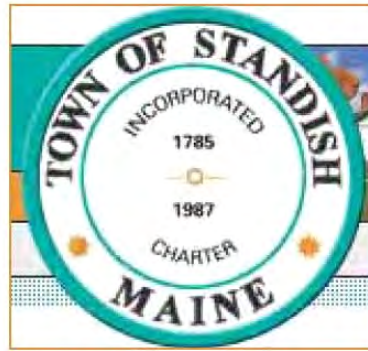
Standish ME - Quality Community Program FY 2012 – 2013 Projects

• Standish Family Practice	Medical Facility	111 Colonial Drive
• Saco Bay Orthopedic & Sports	Orthopedic	111 Colonial Drive
• TD Bank	Financial Institution	111 Colonial Drive
• Hannaford	Grocery Store/Pharmacy	111 Colonial Drive
Norway Savings Bank	Financial Institution	88 Ossipee Trail East
C E Carll Agency	Insurance	88 Ossipee Trail East, Ste 1
Pit Stop Fuels	Oil/Gas/Convenience Store	125 Ossipee Trail East
Studio 25	Hair Salon	100 Ossipee Trail East

**\* Estimated number of employees = 230**



***Appendix - J- 2006 Comprehensive Plan - Executive Summary***



***Standish Maine***  
**Comprehensive Plan**  
**2006**

## Appendix - J- 2006 Comprehensive Plan - Executive Summary

**Overview:** This Comprehensive Plan is an update of the Town's 1992 Plan. Since 1992 the community has experienced considerable growth and development, and has enacted a town-wide cap on the number of new residential building permits allowed per year. To date, residential development has remained within the cap, but growth has continued to occur primarily in outlying areas of the community along rural roads, and is increasingly extending into undeveloped backlands. The town utilizes a new construction growth cap, zoning and impact fees as tools for managing growth.

This document represents the written summary of the nearly two-year comprehensive planning project for Standish. It documents the major issues and concerns of the Town's residents; it provides some basic information about the Town; it sets forth the spirit of the community in a Statement of fundamental values; it suggests a set of community goals and it lays out a set of strategies to move the community forward on these goals.

**The Process for Updating the Comprehensive Plan:** The Comprehensive Plan Update Committee was appointed in late 2003 and work began in January 2004. Public input was a priority, leading to the following opportunities:

- Public Meetings and Presentations (4 meetings, 31 participants) – Sept. 2004
- Public Opinion Survey (719 surveys returned, 14.1% response rate) – May 2005
- Public Forum on Future Land Use Plan and Map (21 participants) – March 2006
- Public Forum on Goals, Policies and Implementation Strategies (4 participants) – March 2006
- Town Council Workshops (15 participants) – March and April 2006
- Final Public Hearing (10 participants) – May 2006
- Follow up Public Hearing (1 participant) – May 18, 2006
- Town Council Vote on Adoption (5 participants) – June 2006

### The Most Significant Findings:

- Standish residents' strong desire for the protection of rural character, expressed in the 1992 and 2005 public opinion surveys, remains largely unchanged.
- The 1992 Plan did little to protect rural character. From 1999-2004, despite zoning changes adopted pursuant to the 1992 Plan, 73% of new development occurred in Rural Areas while only 27% occurred in Growth Areas. The Town's zoning policies have inadvertently promoted, not prevented, sprawl.
- From 1990 to 2000, Standish's population grew by 21% (from 7,678 to 9,285 people). By 2015, the population will increase to 11,215 people. Demand for new housing is projected to be 761 new units over the next ten years.
- The projected age distribution shows the population is aging. Demand is increasing for elderly housing and related services.
- The expansion of commercial development along Rte 25, coupled with regional growth patterns, has created conflict between local and through traffic, weakening village identity and causing loss of rural character.
- The Town retains legal control over its original range ways, providing opportunities for improved business development and more efficient traffic patterns across town.
- Standish residents indicate a strong desire for continued access to Sebago Lake; the general lack of public access to water in Standish, especially Sebago Lake, is a serious impediment to the development of a four-season tourism-based economy.
- Standish is increasingly a bedroom community. Four of five residents work outside the town with half the workforce traveling to Portland, South Portland and Westbrook. Since 1990, and consistent with national trends, retail jobs in Standish have doubled, service jobs have tripled, and manufacturing jobs have declined by over 50%. The 2005 town wide survey indicates that Standish residents are content with the changing makeup of the town's economy and are interested primarily in encouraging business development that supports local service needs.

## Standish ME - Quality Community Program FY 2012 – 2013 Projects

- Standish is significantly impacted by, and has its share of responsibility for, regional issues, including water quality, regional growth patterns, transportation, traffic, public services and wildlife habitat.
- The presence of public water mains offers higher density development potential where they exist. However, public sewer is not commonly available in Standish and there is limited public support for it.
- Traffic increases mean a growing need for affordable alternative transportation, creating significant interest in providing passenger rail service on the 10<sup>th</sup> Mountain Division line.
- Growth and development will increase costs of waste disposal, road construction and maintenance, administrative staffing, and law enforcement, fire and rescue services.
- The Town is in sound fiscal condition, with a low tax rate, low debt burden and a healthy fund balance, with retention of an affordable tax rate desired for the future.
- The Town shows substantial interest in preserving its cultural heritage while voicing some concerns over present historic district rules.

**Significant Goals, Policies and Implementation Strategies:** The Comprehensive Plan Update recommends the implementation of a growth management program that includes the coordinated use of a number of tools designed to guide growth including revising the Zoning Ordinance and Subdivision Regulations, creating an Open Space Plan including land acquisition and other protection techniques, and adhering to financial planning that is consistent with overall growth management goals.

Significant elements of the **growth management program** include:

- Distribution of New Residential Development: Direct 60% to 70% of new residential uses to Village and transition areas over the next ten years. Limit new residential uses in outlying rural areas to 30% or 40% of new growth, utilizing a rural-area growth cap.
- Differential Growth Cap: A lower annual new building permit limit, Low Growth and Critical Areas, will play a critical role in limiting development sprawl and protecting rural character.
- Conservation Lands Map: Establish and implement an Open Space Plan that includes a Conservation Lands Map, targeting resources that should be protected/integrated into new development. Require conservation subdivision development in rural areas.
- Development Incentives: Create powerful incentives for conservation subdivision design within Growth Areas. Include incentives for preservation of more open space, location on public water, affordable housing, and other public benefits.
- Village Center Design Studies: Complete professional studies that identify ways to make each center more livable and vital for its residents and the community as a whole. Examine options for integrating the Roadway Action Plan. Improve public facilities as needed.
- Aquifer Protection: Design ordinance standards to provide a high level of protection to existing and future public water supplies that draw on sand and gravel aquifers.

The **Future Land Use Plan** establishes four types of future land use areas that encourage projected growth in Growth and Transitional Areas, and discourage growth in Low Growth and Critical Areas. The Future Land Use Plan is shown on the Future Land Use Map and defines the following areas:

- **Growth and Transitional Areas:** The Plan provides allowance for increased density of development and specialized elderly housing standards. Also provided are strong incentives for conservation subdivisions, architectural design, and buffering. Access for new commercial development on Rte 25 within Growth and Transitional Areas will be subject to buffers, access management, and architectural design standards. Retail and service-oriented businesses, including nature-based tourism and recreation businesses will be encouraged. Historic preservation rules will be revisited.
- **Low Growth Areas:** Conservation subdivisions that preserve substantial open space will be required. New commercial development on highway corridors will be limited to businesses that help sustain the rural resource production economy or support nature-based tourism.

## Standish ME - Quality Community Program FY 2012 – 2013 Projects

- **Critical Areas:** Sensitive natural resources will be protected from development by regulation. The majority of this land is already protected through State or Portland Water District ownership.

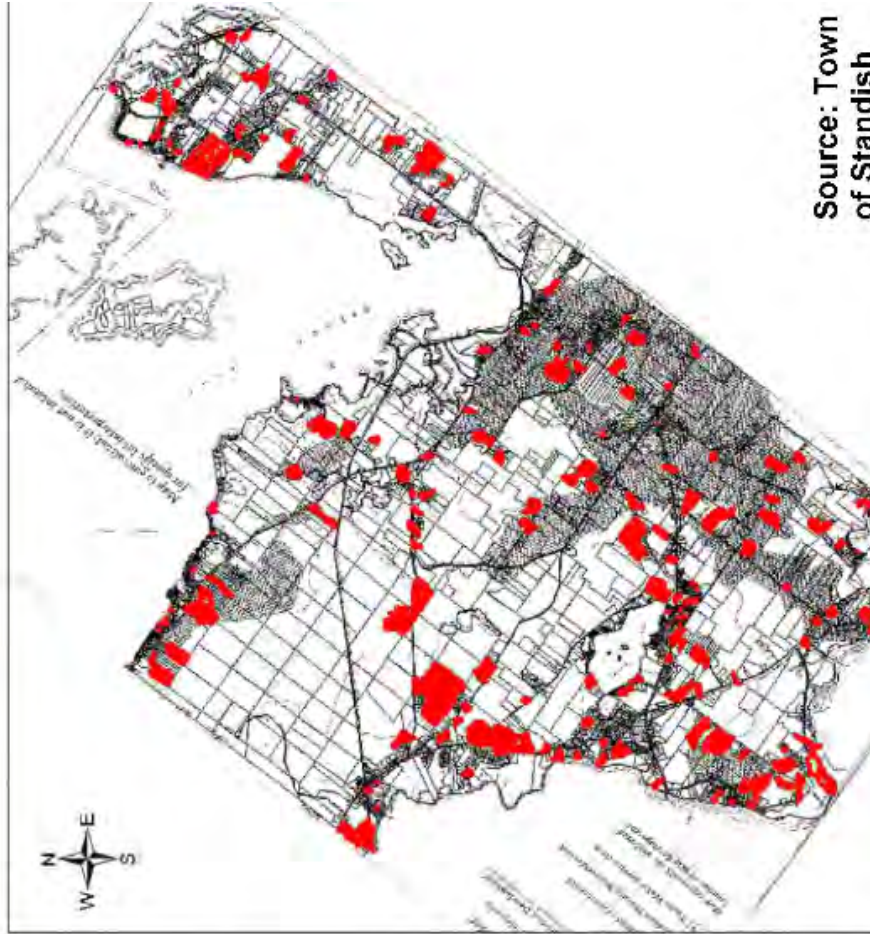
Creating an **Open Space Plan** is a high priority. The plan will include a Conservation Lands Map to guide future land development and increased public access to water bodies, including a Town Beach on Sebago Lake. The plan will be used to guide planning for recreation, public access, wildlife habitat and travel corridor protection, trails and scenic and historic resource protection, protection of agriculture and forestry, and to help limit development sprawl.

The **Transportation Plan, Public Services and Facilities, and the Capital Investment Plan** focus on providing adequate services and facilities to all of the community. The most significant initiatives include:

- Continue to require lots in new subdivisions along arterials to access new or existing side roads.□
- Enhance the Villages to encourage civic, cultural and business activity.
- Develop a master plan for future sidewalks and pedestrian ways and other public improvements in and between Village areas.
- Develop and implement a plan, seeking participation of other interested communities, for the resumption of passenger rail service between Standish and Portland to serve commuters and tourism.

## ***Where Did Growth Actually Occur? 1999 - 2004***

- 27% of Residential Growth in Growth Areas (shaded areas)
- 73% in Rural Areas (non-shaded areas)



Source: Town  
of Standish

## **Appendix – J1- Transportation Inventory & Analysis – 2006 Comprehensive Plan**

### **Transportation Inventory and Analysis**

#### **Trends**

- Population and housing growth have had a significant impact on Standish's transportation system in the form of increased traffic volumes, the number of High-Crash Locations, and deteriorating road pavement.
- The backlog sections in the Town of Standish, including Route 237, the section of Route 35 between Route 114 and 237, the section of Route 35 between Standish Village and Hollis, the section of Route 113 between Steep Falls and Boundary Road, a section of Saco Road, and Route 11, should be upgraded to the modern safety standards by MDOT.
- Intersections or road segments with a consistently high number of accidents should be studied and improved to eliminate the source of accidents. High-Crash Locations include: the intersections of Route 35 and White's Bridge Road; Route 35 and Route 114; Route 25 and Route 35A; Route 25 and Route 11; and Route 25 and Saco Road.
- Pedestrian and bicycle facilities, including sidewalks, should be encouraged in the three town villages and should be considered in future transportation related projects.
- Within Standish Corner, most of the properties along Route 25, Route 35 and Oak Hill Road fall within old range roads. The town should explore various way of preserving these roadways as envisioned by our forefathers in the mid 1700s.
- In 2000, there were 5,058 working residents that commuted to work. Of this number, 4,186 traveled to work by car or van alone and the mean travel time to work was 30.8 minutes. This represents a 26% increase in comparison with 1990. The majority of Standish residents working outside of the town commute to Portland.
- According to the 2005 public opinion survey, Gorham Bypass and road maintenance were chosen among the five most important priorities for the town government over the next 10 years.

#### **Town Transportation Systems**

The Town of Standish is made up of three village centers: Standish Corner, Steep Falls, and Sebago Lake. The Town contains three primary routes within Cumberland County. The first route is a combination of Routes 25 and 113, both of which are main arterials between Greater Portland and the mid-portion of New Hampshire. Route 113 diverges from Route 25 in Standish, and passes through Steep Falls before entering Baldwin. The second primary route is Route 35, which is a lateral primary which services Bonny Eagle High School and the south shore of Sebago Lake. Standish Corner is located at the intersection of Route 25 and Route 35. The third route is Route 114, which extends from Gorham to Route 302 north of Sebago Lake. Sebago Lake Village is located at the intersection of Route 114 and Route 35. Standish receives extensive traffic through the routes and the village centers, particularly during the summer months. Standish roads are also receiving more commuter traffic as the Greater Portland economy expands.

In 2000, there were 5,058 working residents that commuted to work. Of this number, 4,186 traveled to work by car or van alone and the mean travel time to work was 30.8 minutes. This represents a 26% increase in comparison with 1990, when 4,006 working residents traveled to work by car with an average commute time of 25.8 minutes. About 82% of Standish residents commute outside of the town for work, with almost half of all workers heading to Portland, South Portland, or Westbrook. In 1980, 26% of Standish residents worked in Standish, in 1990, 20% and in 2000, 18%, including 3% who worked at home. This represents a considerable flow of commuter traffic to and from Standish.

### Transportation Facilities

What is now known as the Mountain Division began as an effort to move freight from the port of Portland to the Great Lakes. Chartered in 1867 as the Portland and Ogdensburg, the line was built through treacherous Crawford Notch in the early 1870s. The line prospered, and in 1888 it was bought by the Maine Central Railroad. Passenger trains from Portland to St. Johnsbury, Vermont ran until 1958. Freight traffic continued to flow in healthy quantities, mostly consisting of “bridge” traffic traveling from Canada to Northern New England. Right up to its demise, the line hosted daily trains sometimes stretching a mile long. Guilford Transportation bought the Maine Central in 1982. The Mountain Division became redundant, and since it originated little traffic, regular trains stopped running in September of 1983.

The State of New Hampshire bought the North Conway to Whitefield segment in 1994, and the State of Maine bought the Fryeburg to Windham portion three years later. A multi-use Mountain Division Trail with Rail has been constructed next to the tracks between Windham and Standish, Maine. The State of Maine has been performing limited maintenance on its stretch of track since purchasing it, clearing much of the vegetation that has sprung up along the line. In 1998, Maine DOT contracted with GPCOG to conduct a feasibility study focusing on passenger rail and off-road trail opportunities. As part of this work, GPCOG contacted several potential shippers to determine the prospects of shipping commodities by rail instead of truck. There are eight crossings on roads in the town. Four of the crossings are located near the Portland Water District property and the roads are either dirt or turn into dirt at the crossing. Two are marked with signs only, and two are marked with signs and crosswalks. There are four crossings over asphalt roads. One of those, on Harmon Beach Road, is marked with signs and crosswalks. Two others, on Route 114 and Route 11, are marked with signs, crosswalks, painted markings, and lights. On Route 113, in Steep Falls, there are signs, crosswalks, painted markings, and lights. Also on Route 113, there are two tracks with sidings and open space suitable for railroad facilities. The tracks at this time are not in use either by freight or passenger rail service. In the fall of 2005, a Comprehensive Plan Committee member went door to door seeking signatures for the petition to establish a passenger rail service through Standish with stops at Sebago Lake Station and Steep Falls.

### Railroad Crossings in Standish

Location	Markings	Condition
Northeast Road	Signs	Asphalt road
Maple Street	Signs, crosswalks	Dirt and asphalt
Smith Mill Road	Signs, crosswalks	Dirt and asphalt
Littlefield Road	Signs	Dirt and asphalt
Harmon's Beach Road	Signs, crosswalks	Asphalt road
Route 114	Signs, crosswalks, lights, painted	Asphalt road

Route 11	Signs, crosswalks, lights, painted	Asphalt road
Route 113	Signs, crosswalks, lights, painted	Asphalt road, 2 tracks

**Table 1: Railroad Crossings in Standish**

*Source: Maine Department of Transportation*

There is a canal starting at the Head Gates on the Sebago Lake Basin near Windham that connects to the Presumpscot River at the Eel Weir dam just over the Gorham town line. The Eel Weir Canal is owned by Sappi Fine Paper North America, and runs 1.02 miles through the town. The canal was built in the 19<sup>th</sup> century as part of the Oxford-Cumberland Canal. This canal and lake transportation network ran from Harrison to the Fore River at Stroudwater, and it included the Songo Locks connecting Sebago and Longs Lakes. It is approximately five feet deep and thirty feet wide and is maintained by Sappi. Harding Brook passes under the canal through its own culvert to join the Presumpscot River on the other side of the canal. The culvert opening on Middle Jam Road is a favorite drop line fishing hole.

Limited public transportation is available through the Regional Transportation Program (RTP) bus service by request only. RTP provides door-to-door, wheelchair-accessible rides to persons with disabilities in Cumberland County who cannot use a regular city bus due to a disability.

The town owns three municipal parking lots. One lot, at the municipal offices, has approximately 44 spaces available. The other two lots are at baseball fields in the town. A 50-foot wide right of way to Harmon Beach, the public beach, has no parking facilities. The roadside is not adequate to sustain any amount of parking for the facility.

All three of the village centers are equipped with off-street parking facilities. Lack of area for additional off street parking is limiting some older buildings within the Village Center from expanding. There is a parking facility and a boat ramp on the Lower Bay on Sebago Lake. The public does have access to these facilities.

### **Access Management**

For improved safety and enhanced productivity along highways, Maine DOT has developed a set of access management rules in response to legislation. Maine DOT's rules apply to entrances (primarily commercial) and driveways (primarily residential), to promote location and access through existing access points or in carefully planned locations, to preserve the safety and posted speed of arterials, and thus to enhance productivity. All Rural State Highways and State Aid Roadways outside Urban Compact Areas are subject to the rules and must obtain a permit from Maine DOT. Municipalities with Urban Compact Areas are those in which the population, according to the last U.S. Census: (a) exceeds 7,500 inhabitants or (b) is between 2,499 and 7,500 inhabitants with the ratio of people whose place of employment is in a given municipality to employed people residing in that same municipality is 1.0 or greater. "Compact" or "Built-up sections" means a section of the highway where structures are nearer than 200 feet apart for a distance of one-quarter of a mile. There are two Urban Compact Zone designations in Standish, located on Route 25 from Randall Road up to the intersection with Route 35 for approximately one mile, and on Saco Road beginning at the Standish-Buxton town line and extending northerly for 0.45 miles to Cape Road. Therefore, the Basic Safety Standards and Major Collector and Arterial Technical Standards will apply to all roadways within the town outside of these zones. If the development is going to generate more than 100 trips (in and out of the site) during the peak hour, according to the ITE Trip Generation Manual, Maine DOT's Traffic Movement Permit will be necessary. This might include compliance with the entrance rules and mitigation requirements.

Also, the MDOT Driveway and Entrance Rules include a reference to Service Center

Communities when defining “Mobility Arterial Corridors,” which must comply with additional standards (Mobility Arterial Standards<sup>1</sup> and Retrograde Arterial Standards<sup>2</sup>) applicable to driveways and entrances. For the purposes of these requirements, a posted speed limit, average annual daily traffic, and Service Centers were applied in determining whether a transportation corridor is considered a Mobility or Retrograde Arterial Corridor. Route 25 within the study area is considered as a Mobility and Retrograde Arterial Corridor and must comply with the additional Mobility Arterial and Retrograde Arterial Standards.

The Town’s Land Use Code sets certain standards for road frontages to regulate safe distances between driveways and access standards for different types of development. Section 3.4 of the Town of Standish Zoning Ordinance, under the General Standards of Performance, describes off-street parking and loading requirements. This includes the minimum spaces required for the individual use of the site. This section, under Shoreland Areas (3.12), also covers road construction. This regulates the construction of roads in regards to erosion, cut and fill banks, and crossing watercourses. Section 8 of the Zoning Ordinance describes the Board of Appeals that reviews proposals in regards to traffic movement, street capacity, and pedestrian safety. Section 4 of the Site Plan Review Ordinance, under Standards, requires basic conditions to be met before approval of a proposal. These include provisions for vehicular loading, unloading and parking, and for vehicular and pedestrian circulation on the site and adjacent public streets. The Street Ordinance for the Town of Standish covers designs standards, including street signs and streets and storm drainage. The Streets and Storm Drainage section describes requirements for street and pavement design, road classifications, roadway construction materials standards, and storm drainage design standards. The town’s Subdivision Regulations also covers street design standards. The Private Way Snow Plowing Ordinance deals with Private Owned Transportation Systems. The Standish Comprehensive Plan includes policies which stress the need for balanced and well-planned public access ways, of which traffic control should be a key component, and which will maximize public and private benefits of the Town and its people.

### **Annual Average Daily Traffic Counts and High Crash Locations**

The traffic volume data are collected by MDOT annually. Annual Average Daily Traffic volumes are determined by placing an automatic traffic recorder at a specific location for 24 or 28 hours. The 24-hour totals are adjusted for seasonal variations based on factors that run 365 days a year on similar types of roadways. The data for 2003 show that Route 25, between Gorham and its intersection with Route 113, carries the most significant traffic volumes, between 13,000 and 15,000 vehicles. The traffic volumes reach 9,000 on Route 25 between its intersection with Route 25 and Limington. Route 35 has an AADT between 7,000 and 8,000. Similar traffic volumes are observed on Route 114 between Route 35 and Sebago Lake Village. It should be noted that, during the seasonal peaks, the amount of traffic on a given day could be much greater than the yearly average.

MDOT has developed a system for rating crashes based on a ratio between actual crash rates and critical crash rates. Crashes documented with a Critical Rate Factor (CRF) of greater than one are a higher priority than those with a CRF of less than one. High Crash Locations (HCL) are certain areas where Maine DOT has documented eight or

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<sup>1</sup> A Mobility Arterial is a non-compact arterial that has a posted speed limit of 40 mph or more and is part of an arterial corridor located between Urban compact Areas or Service Centers that carries an average annual daily traffic of at least 5,000 vehicles per day on at least 50% of its length, or is part of a Retrograde Arterial Corridor located between Mobility Arterials.

<sup>2</sup> A Retrograde Arterial is a Mobility Arterial where the access related crash-per-mile rate exceeds the 1999 statewide average for Arterials of the same-posted speed limit.

more crashes in a three-year period (1999-2002) with a critical rate factor (CRF) greater than one. In the Town of Standish, there are five HCLs as shown in the Exhibit below. Intersections or road segments with a recurring high number of accidents should be studied and improved to eliminate the source of accidents.

Intersection	Number of Crashes	CRF
Rte 35 and White's Bridge Road	12	3.25
Rte 35 and Rte 114	16	3.00
Rte 25 and Rte 35A	12	2.20
Rte 25 and Rte 113	12	2.20
Rte 25 and Saco Road	17	4.00

**Table 2: Vehicle Crash Occurrences**

*Source: Maine Department of Transportation*

### **Old Range Roads**

Range ways, as the old paths are called, were strips of land set aside by early town planners as a way to reach house lots and farmland. Laid out in maps by settlers, some range ways became roads over time, but many others evolved into “paper streets.” Across the state, communities have hundreds of these forgotten streets, varying in width from 33 to 132 feet, which crisscross the landscape only on surveyors’ maps and other old documents. Within Standish Corner, most of Rte 25, Rte 35 and Oak Hill Road fall within the category of old range roads. Like many towns around the state, Standish has largely neglected the range ways over the decades; however, the town may still have the rights to utilize these roads envisioned by our forefathers in the mid 1700s.

In 1987, a state law was passed that gave municipalities 10 years to accept the range ways and build roads, let them fall under the ownership of abutters, or hold an option on the land for 20 years. In 1997, Standish was one of several towns that took the 20-year option in hopes of sorting out which range ways would be of use.

In 2001 a Preliminary Roadway Plan was created by the Standish Village Center Roadway Planning Committee to address the steadily increasing traffic volumes in Standish Village Center (the intersection of Rtes 25 and 35). The purpose of forming this committee was to develop recommendations for roadway planning to address the present and future needs in and around Standish Corner. The Committee recommended improvements to existing Rte 25, plus two cross connecting roads using easements along the range ways that were created on or about 1752 by the original subdivisions of Standish by the Proprietors of Pearsonstown. The group also researched the best method for acquiring the roads. Future roads could be built by developers in the process of developing their properties or possibly by the town using state and federal funds.

### **Highway Projects**

MDOT has developed two documents that list projects that need to be addressed within next six years:

## Standish ME - Quality Community Program FY 2012 – 2013 Projects

1. MDOT's Biennial Transportation Plan (2004-2005) listed the following improvements for Standish:

- a. Major Collector Maintenance Paving on Saco Road beginning at Rte 35 and extending northerly 3.6 miles to Rte 25.
- b. Major Collector Maintenance Paving on Rte 35 beginning at Rte 114 and extending northerly 1.6 miles to Rte 237.
- c. Major Collector Maintenance Paving on Rte 11 beginning at Rte 25 and extending northerly 9.6 miles to Rte 114.

2. MDOT's Six-Year transportation Plan (2002-2007) includes the following projects for the next six years:

- a. Highway reconstruction projects for Rte 35 beginning at Rte 25; north to Rte 302 for 6.8 miles.
- b. Highway reconstruction projects for Rte 113 beginning at Rte 25; north to Rte 5 for 12.2 miles.
- c. Highway reconstruction projects for Rte 114 from Gorham to Sebago for 16.4 miles.
- d. Bridge replacement projects on Tucker Brook and Station 135 bridges.

In addition, MDOT has a goal of improving all deficient rural, principle, and minor arterials or backlog roads within 10 years, as enacted by law by the 119th Legislature in May 2000. These road sections identified as being in need of reconstruction or other capital improvements, to bring them up to modern safety standards and adequate structural capacity, are called highway backlog. For arterial roadways, the preferred 40-foot road profile is two 12-foot travel lanes and two eight-foot paved shoulders. For collector roads, MDOT aims for a 30-foot road profile, or two eleven-foot travel lanes and two four-foot paved shoulders. The backlog sections in the Town of Standish include Rte 237, the section of Rte 35 between Rte 114 and 237, the section of Rte 35 between Standish Village and Hollis, the section of Rte 113 between Steep Falls and Boundary Rd, a section of Saco Road, and Rte 11.

### **Budget**

The FY2005 Municipal Budget reflects municipal expenditures of \$5,096,379. Projected expenditures for highways were \$769,142, or 15.1% of total expenditures.

## **Appendix – J2- Transportation Goals and Strategies– 2006 Comprehensive Plan**

*“Standish has achieved its goal of providing pedestrian-friendly, compact village centers through the extensive development of sidewalks and pedestrian ways within the villages and linking Sebago Lake Village with Standish Corners. These community centers are also connected with the surrounding suburban neighborhoods through a multi-purpose trail system utilizing the old range roads...Residents, visitors and commuters traveling within Standish utilize a combination of State arterials, town-owned collector roads and private ways where all types of traffic flow without conflict. Commuter rail service has been restored through Steep Falls and Sebago Lake Villages, facilitating the development of our four-season tourist industry.” – VISION STATEMENT for 2016*

### **Goals**

1. **To maintain and improve an efficient and safe transportation system in Standish** consistent with the regional systems and the Future Land Use Plan.
2. **To accommodate existing and develop future modes of transportation, including freight, passenger, pedestrian, and bike services and facilities** throughout the community to meet a full spectrum of transportation needs.
3. **To plan for, finance and develop an efficient system of public facilities and services** to accommodate anticipated growth and economic development. (Also a State Goal)

### **Policies**

1. **Expand the range of transportation options** for going to and from Standish for commuters and visitors.
2. **Continue to maintain and improve Town roads and other Town-owned transportation and pedestrian facilities** within Standish through the prioritizing and financing of maintenance and capital improvements.
3. **Plan for potential new roads so that the investment is targeted to the designated Growth Areas** and discourages new development in Low Growth and Critical Areas.
4. **The Town shall continue to take an active role in the maintenance of State roads and the planning of highway improvement projects.**
5. **Continue to study the utilization of Range Road rights of way in the Standish Village area to expand the network of roads and pedestrian facilities** serving the Village and undeveloped land near the Village.
6. **Seek relief from traffic congestion and improve the pedestrian-friendliness and safety** of Sebago Lake, Standish, and Steep Falls Villages.
7. **Maintain highway capacity, safety and efficiency** by complying with the Maine DOT Access Management rules and standards. **Develop a plan for access management on Routes 114, 35, 25, 113,** and any other road that has high traffic volumes.
8. **Enhance and preserve the gateway appearance on major roads entering Standish** to promote town identity.

9. **Work with regional organizations and neighboring municipalities on establishing passenger rail service** connecting Portland with Sebago Lake Village, Steep Falls Village and beyond.
10. **Support regional transportation efforts, including planning for new regional transportation facilities and passenger commute options.** Seek opportunities to participate in regional transportation projects and programs and shared delivery of services and purchases.

**Transportation Implementation Strategies**

<b>The Policies will be implemented as follows:</b>	<b>Responsible Party</b>	<b>Timeframe</b>
<b>1. Develop plans for passenger rail service so as to support both tourism and commuting.</b> Coordinate with towns and businesses along the 10 <sup>th</sup> Mountain Division line to evaluate and implement its use for both purposes in Standish and between Portland and Conway, NH, with stops in Sebago Lake Village and Steep Falls. <ol style="list-style-type: none"> <li>a. <b>Review and update information in the GPCOG study</b> of the market for freight service on the 10<sup>th</sup> Mountain Division line.</li> <li>b. <b>Invite communities all along the line to join</b> in this effort, and seek funding and technical assistance as a group from the Maine DOT and regional agencies involved in economic development and transportation planning agencies in both states.</li> <li>c. <b>Look for potential coordination</b> between the Rte 113 Corridor Scenic By-Way project, the expanding 10<sup>th</sup> Mountain Division Trail and the re-establishment of passenger rail service.</li> <li>d. <b>From the outset, coordinate with Guilford Transportation</b>, which still owns part of the 10<sup>th</sup> Mountain Division, and is a key player in this planning process.</li> </ol>	Town Council, with help from a new ad hoc committee such as a Passenger Rail Committee	2008 through 2016
<b>2. Direct the Town Manager and Director of Public Works to continue to schedule, budget and carry out major maintenance and other capital improvements using the current capital improvement programming process.</b>	Town Council	Annually, as part of the Town's CIP
<b>3. Require the Director of Public Works to provide an annual report to the Town Council on all State road action plans within or affecting Standish.</b>	Town Council	2007 through 2016
<b>4. Continue to study implementation of the Range Road Action Plan and the use of range ways as practicable to provide for pedestrian and bicycle facilities.</b>	Town Council	2007 through 2016
<b>5. Review and evaluate all options for regional and local scale bypasses</b> around Standish Village and Sebago Lake Village.	Town Council	2007

<p><b>6. Develop a sidewalk/pathway plan that will:</b></p> <ul style="list-style-type: none"> <li>a. <b>Connect the village of Standish Corner to Sebago Lake with pedestrian improvements</b> (sidewalks or walking paths), to be built in conjunction with State Road improvements.</li> <li>b. <b>Add sidewalks so that they extend from the Saco River bridge</b> along Rte 11 to Rte 113, and south on Rte 113 to the elementary school on the Boundary Road.</li> <li>c. <b>Establish impact fees</b> for sidewalk development.</li> <li>d. <b>Take into consideration the needs identified in the Village Design studies.</b></li> </ul>	<p>Town Council</p>	<p>2007 through 2009</p>
<p><b>7. Require</b> the Director of Public Works and the Town Capital Improvement Committee to <b>work with Maine DOT to rework the intersection of Oak Hill Road with Rte 25 in Standish Village</b>, taking into consideration the recommendations of the Standish Village Design Study.</p>	<p>Town Council</p>	<p>2009 through 2010</p>
<p><b>8. Direct the Ordinance Committee, with assistance from the Planning Board and the Director of Public Works, to prepare clarified roadway definitions, design and construction standards for Standish's land use ordinances.</b></p>	<p>Town Council</p>	<p>2008 through 2010</p>
<p><b>9. Work with Maine DOT to maintain traffic speeds below posted speed limits in Growth Areas and Transitional Areas, especially on roads in the high density and pedestrian areas, taking into consideration the recommendations of the Village Design Studies.</b></p>	<p>Town Council</p>	<p>2007 through 2016</p>
<p><b>10. Appoint Standish representation to serve on regional corridor coalitions relevant to Standish that may be organized by GPCOG, Maine DOT, and/or the Southern Maine Regional Planning Commission.</b></p>	<p>Town Council</p>	<p>As needed, 2007 through 2016</p>
<p><b>11. Amend the land use ordinances as needed to apply access management standards to new development along arterial highways. See diagram on the following page for examples of strategies to be studied and developed.</b></p>	<p>Town Council with assistance from the Ordinance Committee and the Planning Board</p>	<p>2007 through 2009</p>

## ***Appendix – J3- Future Land Use Map – 2006 Comprehensive Plan***

### ***Method Used to Draft the Future Land Use Map***

The Future Land Use Map was prepared by the Comprehensive Plan Update Committee using the Vision Statement, Survey results, Maine's Smart Growth Principles and several reference maps. The reference maps include Standish's 1992 Future Land Use Map, Standish's current zoning map, a map of public water mains, and several maps showing the locations of water resources, natural resources and existing land uses.

The draft Future Land Use Map was presented, along with the Future Land Use Plan, at a public forum held in March 2006. The Future Land Use Map was substantially accepted as presented, based on comments received at the Forum. Subsequently, in a joint Town Council and Comprehensive Plan Committee workshop, a change was proposed and accepted by the Committee, and the map was updated to reflect the change. The change extended the boundary of Transitional Area no. 2 westward along Rte 25 from the middle of the Business and Commercial zone to the western end of the Business and Commercial zone. The Future Land Use Map was also presented at two public hearings in May, both of which were televised.

### ***Future Land Use Map – Types of Areas***

Four types of areas are designated on the map. These types are:

- Growth Areas
- Transition Areas
- Rural Areas – (Called Low Growth Areas on the Future Land Use Map)
- Critical Rural Areas – (Called Critical Areas on the Future Land Use Map)

The names of the areas reflect their functions as described below. The names also are consistent with the names of the types of areas required (growth and rural areas) and authorized (transitional and critical rural areas) by the State Planning Office rules and the Planning and Land Use Regulation Act.

### ***The Future Land Use Map is not as precise as a zoning map***

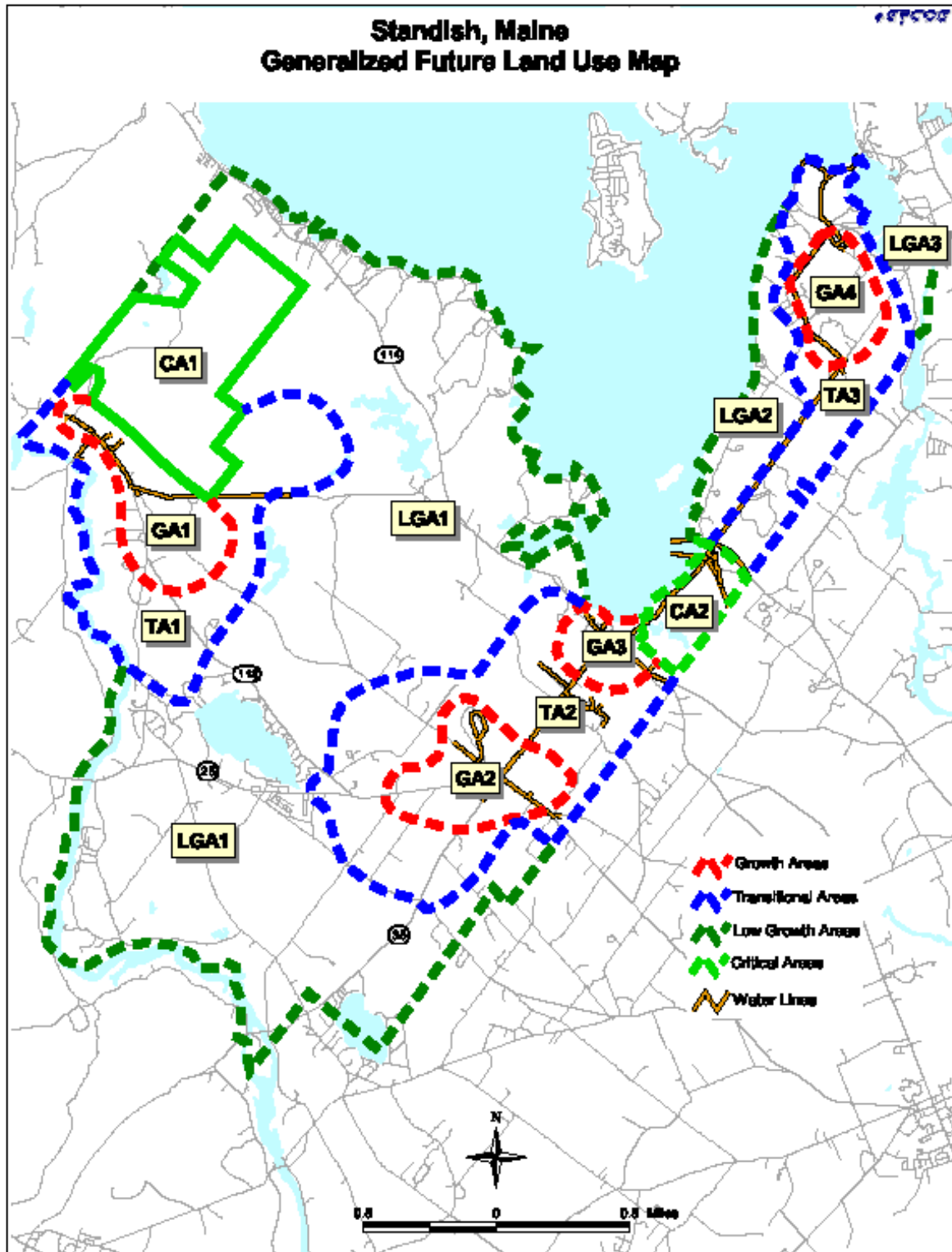
The four types of areas named above roughly correspond with existing zoning district locations, as a comparison of the Future Land Use Map and Standish's zoning map, readily shows. However, the boundaries of zoning districts are far more precise than those of future land use areas.

### ***Future Land Use Areas provide general guidance for zoning boundaries***

Future land use areas are meant to provide general guidance on future land use allocation and do not precisely reflect where a change in zoning district boundaries should be located. However, zoning boundary changes that still generally conform to the Future Land Use Map, if needed, do fall within the scope of what is envisioned.

### ***Available Land Area Analysis***

During the Plan Public Review Process, questions arose concerning how much developable land remains within the designated Growth and Transitional Areas, and whether it is sufficient to accommodate the projected growth of 761 new housing units within the next ten years and desired commercial growth. To respond to these questions, a land area analysis was performed. The results of the Land Area Analysis are contained in Appendix 3. The study reveals that there is more than enough developable land in the Growth and Transitional Areas to accommodate all the projected growth, residential and commercial, over the next ten years.



Maps I: Future Land Use Map

## ***Appendix – J4- - The Public Outreach Process – 2006 Comprehensive Plan***

### **The Public Outreach Process**

The Comprehensive Plan Update Committee set out to reach the entire community through a series of workshops and a community survey delivered to every household in Standish. In addition, each of the committee members served as an ambassador for the project and talked one on one with many Standish residents. Public cable was also used to cover strategic Comprehensive Plan Committee meetings.

### **Public Outreach Subcommittee**

The public outreach subcommittee was formed with the goal to inform the public about the Comprehensive Plan Update process and collect public opinions about community by addressing:

- Individual Groups
- Public Village Forums (Larger Group Forums) – incorporate previous experience and input
- Survey Distribution (mail, internet, local publications)
- Incorporate the data into the Comprehensive Plan

The first public presentation was on September 29, 2004 at the Kiwanis Club. Other groups that received a presentation included Bonny Eagle High School, Pine Ridge Lot Owners Association, and members of two Standish church congregations. The presentation was based on the work done by GPCOG and the Comprehensive Plan Update Committee and included information about state requirements, the Comprehensive Plan Update process, a timeline, some key topics, and the Committee's work.

### **Public Opinion Survey**

The design of the public opinion survey started with the review of the 1992 public opinion survey and its results. Each Subcommittee reviewed the survey and formulated questions pertaining to its study area topics. The Public Outreach Subcommittee was formed with the purpose of getting public input on survey questions and key topics. Based on this information, GPCOG developed a survey instrument in the spring of 2005. With the help of local media, including newspapers, radio and TV stations, and working at the 2005 voting polls, the Committee was able to raise public awareness about the importance of the survey for the town's future. Also, the process allowed the recruitment of new Committee members. From the feedback, a question about establishing and funding a town-wide newsletter was added to the public opinion survey. The survey was mailed out in May 2005 to all households in Standish. It was also available in electronic form on-line at the town website, and for pick up at the town office. The Public Outreach Subcommittee made four presentations of, and heard public comments on, the public opinion survey results in September 2005 at the Steep Falls Fire Barn, Saint Joseph's College, and Edna Libby and George E. Jack Schools.

### **Educational Workshops**

Various speakers were invited to the Comprehensive Plan Update meetings, including: Linda Brooks, Standish Recreation Committee; Kym Dakin, New England Time Banks; Mitch Berkowitz, Town of Gray; Cindy Hopkins, Council Chair and the Senior Housing Ad-hoc Committee. Also, Committee members attended regional presentations and conferences related to the Comprehensive Plan Update process. One of the examples is Randall Arendt's

presentation on Conservation Subdivision Design at the University of Southern Maine. As a result, the Committee held a number of public presentations exploring the concept of Green Subdivisions, including video broadcasting on the local TV channel.

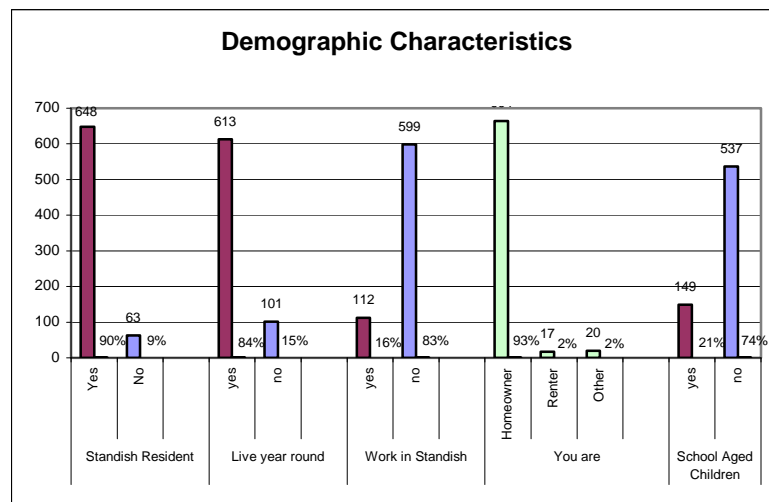
The community survey was administered in the spring of 2005 and was mailed to every residence and property owner in the Town. There were 5,100 surveys mailed out to Standish households based on both taxpayer and voter databases. The total number of returned surveys included in the report is 719, which represents a 14.1% response rate. (In addition, the on-line survey generated 24 responses.). The sample size of 719 represents a 95% confidence level and a confidence interval of 3.5. This sample size produces a margin of sampling error of +/-3.5%.

The survey focused on trying to determine what was important to the residents about living in Standish. In particular, the survey focused on issues with the specific impacts of growth, rather than the amount of growth which has taken place.

Question #1	Resident of Standish?	Yes: 648 No: 63
Question #2	Standish homeowner?	664
	Renter?	17
	Other?	20
Question #3	Live here year round?	Yes: 613 No 101
Question #4	How long have you lived in Standish?	Average of 21 Years
Question #5	School aged children (K-12) in your home?	Yes: 149 No: 537

**Table 3: Survey Demographics**

The survey showed that 90% of respondents are Standish residents, with 84% living in Standish year round and 15%, or 101 persons, visiting Standish on a seasonal basis. Among the 719 residents who participated in the survey, 112 live and work in Standish (16%) and 599 (83%) work elsewhere.



**Part I, Question #5. Do you work in Standish?**

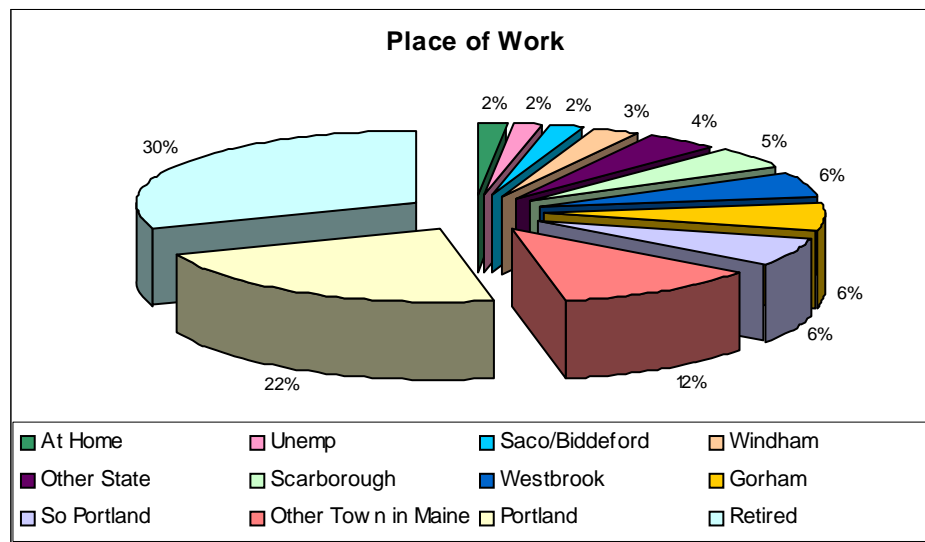
**Yes: 112      No: 599**

**If not, where do you work?**

Unemployed	7	Westbrook	25
At Home	8	Gorham	28
Saco/Biddeford	8	So Portland	28
Windham	11	Other Towns in Maine	53
Other State	21	Portland	101
Scarborough	22	Retired	137

**Table 4: Place of Work**

The majority of Standish residents working outside of the town commute to Portland (101). Almost one third of respondents are retired at the age of 55-74, which is consistent with the Census data.



**Figure 1: Where Standish Residents Work**

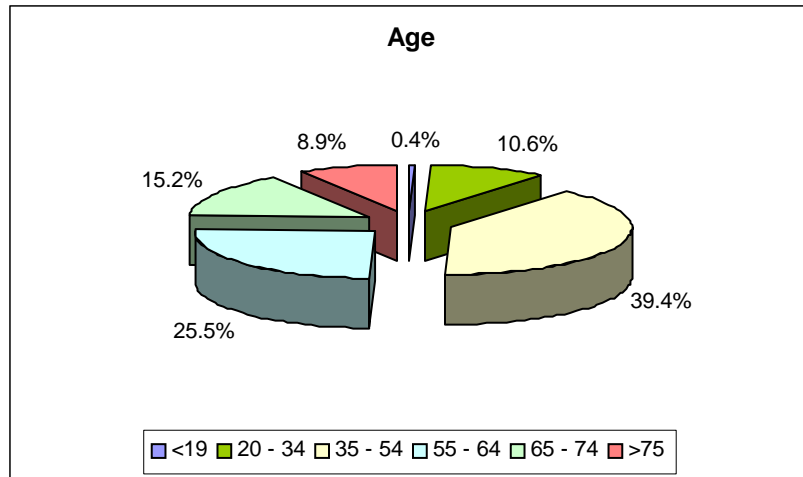
Over 90% of respondents are homeowners; only 2% are renters. The majority of respondents indicated that they do not have school-aged children in their households.

**Part I, Question #7. What is your age?**

<19	3
20 - 34	74
35 - 54	275
55 - 64	178
65 - 74	106
>75	62

**Table 5: Age of Respondents**

Only 11% of the population is 34 years old and younger. Almost 40% of respondents indicated that they are in the 35-54 age group and almost half of the residents are 55 and older.



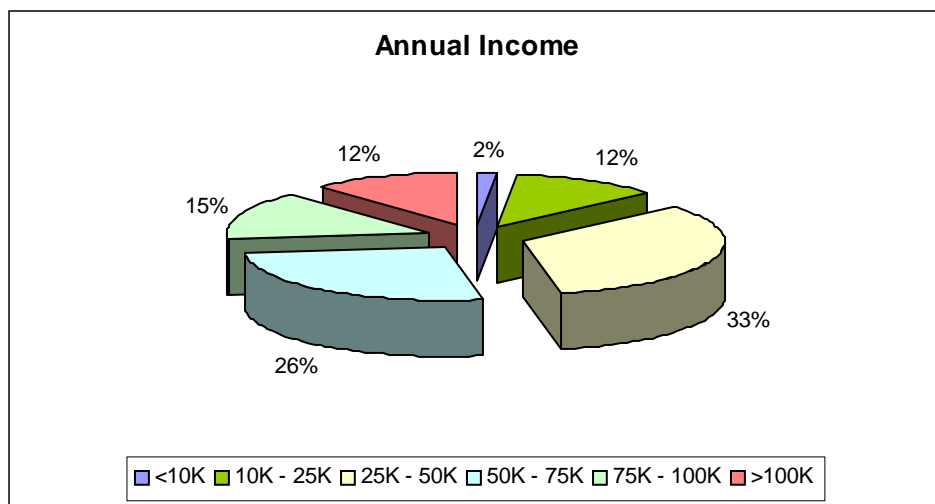
**Figure 2: Age of Survey Respondents**

**Part I, Question #8. Please indicate your total annual household income (Optional)**

<10K	8
10K - 25K	55
25K - 50K	161
50K - 75K	124
75K – 100K	73
>100K	56

**Table 6: Annual Household Income**

Consistent with the U.S. Census data, the survey showed that over 50% of residents, who answered the question about their household income, have annual household income of \$50,000 or more, which is higher than the County average of \$44,048 per household. Only 66.3% of respondents answered the question



**Figure 3: Annual Income of Respondents**

***Appendix - K - Standish Corner Village Design Master Plan 2007***

**STANDISH CORNER VILLAGE DESIGN MASTER PLAN**



## Executive Summary and Acknowledgments

The 2006 Standish Comprehensive Plan identified four future growth areas (Figure 1) to absorb new development over the next ten years. Since 1992, approximately 73% of the new development in Standish occurred in rural areas. This pattern of development does not match the priority and vision of the community to preserve its rural character.

Standish Corner (Growth Area 2), was selected as the first area for a Master Plan to encourage the revitalization and expansion of the village in a safe, attractive and responsible manner. This Master Plan addresses such issues as density, economic development, new housing types, revised district boundaries, new district land uses and the integration of street networks and open space to enable the vision of a village.

The Request for Proposals issued by the town required that the following issues be addressed in the Standish Corner Village Design Master Plan:

- Visual preferences for architectural designs□
- Sidewalks, pedestrian access and safety□
- Public green space□
- Integrity of neighborhoods□
- Commercial design guidelines for arterials□
- Historic resources□
- Regional or farmers markets□
- Integration of an ongoing roadway action plan□
- Vehicular and pedestrian connectivity□
- The ability to absorb development and preserve rural character outside the □ growth area
- Village-scale residential / commercial / professional development□
- Mixed-use development□
- The creation of new districts and boundaries•
- Recommendations for land uses within the proposed districts•
- Recommendations for dimensional standards•
- Recommendations for streamlining the approval process for developments • in the growth area
- Options for pushing development to the core of the growth area•

The core study area includes the Route 25 / 35 intersection, a major regional crossroads. This intersection is ranked with an “F” Level of Service. Route 25 has seen dramatic increases in traffic volumes in recent years. New frontage development is beginning to spread along this arterial, changing visual character and further impacting traffic issues. Fortunately, there are ample back lands off of Routes 25 and 35 that can support new neighborhoods and street networks. These lands will allow for diffused circulation patterns and can absorb the growth required to support local businesses.

Standish Corner has the potential to become a model of responsible and creative growth.

However, there are some challenges that need to be addressed before realizing a successful village center including:

Increasing traffic volumes on Route 25 that are impacting the quality of life. •

Frontage development and change of uses along 25 are happening at a • faster rate than in other parts of the community.

The Route 25 / 35 Intersection has an “F” Level of Service. •

There are no pedestrian amenities in the area besides the crosswalk at • Colonial Marketplace.

## Standish ME - Quality Community Program FY 2012 – 2013 Projects

Current zoning requires large lot sizes inconsistent with a village-scale • environment.  
Allowable district uses in the area prohibit smaller, more local • development.  
A range of performance standards and engineering criteria reinforce sprawl. •  
But Standish Corner also includes prime opportunities for creating a village center including:  
The area is served by public water. •  
Soils suitable for subsurface treatment are predominant. •  
The momentum of development can be harnessed and shaped as • responsible growth.  
Large undeveloped parcels surrounding the historic core at Standish Corner • and back lands  
to Routes 25 and 35 frontages can absorb village growth.  
There are no known protected species and sensitive habitats. •  
Routes 25, 35 and 113 provide direct connections to the greater region. •  
There are a number of historic homes and structures providing a baseline • sense of place.  
The Town Hall Complex is an important civic anchor. •  
The George E. Jack Elementary School is another important civic anchor. •  
Colonial Marketplace is the primary commercial development in Standish. •  
Highly visible and cherished open spaces such as Randall's Orchard and • the Marrett House  
land provide rural character.  
The Master Plan reflects specific recommendations from the Comprehensive Plan, the Route  
25 / 35 Corridor Study, input from two public forums with a combined attendance of 70  
residents, meetings with key stakeholders and direct guidance from the Comprehensive Plan  
Advisory Committee and the Master Plan Advisory Committee.

### **Comprehensive Plan Advisory Committee:**

Terence Christy: Council Representative  
Louis Stack: Council Representative  
Bud Benson: Town Planner  
Gordon Billington: Town Manager  
Carol Billington: Planning Board Representative  
Wayne Newbegin: Planning Board Representative

### **Master Plan Advisory Committee:**

Peter Beigel: Property owner from Standish Village  
Hal Shortsleeve: Property owner from outside Standish Village  
Maria Smith: Business owner from within Standish Village  
Mark Floor: Business owner from outside Standish Village  
Carol Billington: Planning Board member  
Virginia Day: Member representing the George E. Jack School  
Garrett VanAtta: Member representing the Recreation Committee

## Introduction and Background

The State Planning Office approved the Standish Comprehensive Plan in November 2006. For many Maine communities, a Comprehensive Plan from one decade to the next does not reflect great changes in either analysis of existing conditions or recommendations for growth management and quality of life issues. However, Standish experienced a 21% increase in growth since 1992 with almost 73% of this development occurring in rural areas.

The most significant finding in the Comprehensive Plan executive summary is that in the 1992 and 2006 public opinion surveys, protecting rural character was the number one priority. But, since 1992, the recommendations, adopted policies and ordinance provisions implemented by Standish have not been effective in curbing residential sprawl. In speaking with many of the participants in the two public forums, working with the Master Plan Advisory Committee, meeting in person with large land owner stakeholders and receiving preliminary input from the Economic Development Committee, it is evident that Standish needs a more diverse and less hesitant vision of growth.

*...it is evident that Standish needs a more diverse and less hesitant vision of growth. This vision needs to include economic development at a range of scales, particularly with a local focus, and a wider range of allowable housing types and densities while not compromising the fundamental vision of the community as a rural town*

This vision needs to include economic development at a range of scales, particularly with a local focus, and a wider range of allowable housing types and densities while not compromising the fundamental vision of the community as a rural town.

### Standish Corner and the Comprehensive Plan

The Comprehensive Plan identified four growth areas in Standish: Steep Falls, Sebago Lake Village, Standish Corner (GA2) and the Standish Neck area (Figure 1). These areas are capable of absorbing 100% of the 761 expected new housing units over the next ten years. The Comprehensive Plan recommends the development of a Master Plan for each growth area to “identify ways to make each center more livable and vital for its residents and the community as a whole.” The town chose to proceed with Standish Corner, Growth Area 2 (Figure 2), as the first master planning effort: the Standish Corner Village Design Master Plan (Master Plan). MRLD Landscape Architects and Planners based in Yarmouth, ME in collaboration with Eaton Traffic Engineering based in Topsham, ME were selected as the Master Plan consultants.

Standish Corner is unique in that it includes five of the seven zoning districts in Standish (including the only growth area with an Industrial District) and all but one of the allowable land uses in Standish (Figure 3). Standish Corner also contains some of the most important buildings and places in Standish: the historic homes centered on Standish Corner, the largest commercial / retail development in Standish, a post office, a school, the Town Hall Complex and undeveloped frontage along Route 25, which many consider to be the land most vulnerable to unchecked growth.

*A conundrum faced in this planning process is whether Standish Corner is going to be maximized for village-scaled development in order to support a local economy or is the area to be developed at the current medium density scale of 60,000 SF lots creating a series of interconnected, but merely above average subdivisions.*

## Standish ME - Quality Community Program FY 2012 – 2013 Projects

It is important to note that Standish Corner, while having some of the most intense commercial development and traffic issues, also includes back lands suitable for absorbing both residential and commercial growth many times over the expected growth rate for the next ten years. In summary, Standish Corner is an ideal location to foster a vibrant village serving the different needs of the community.

Standish is increasingly a bedroom community. Four out of five residents work outside the town with half the workforce traveling to Portland, South Portland and Westbrook. Since 1990, and consistent with national trends, retail jobs in Standish have doubled, service jobs have tripled, and manufacturing jobs have declined by over 50%. Most people interviewed as part of the Master Plan process described the commute to work as one of the greatest challenges to living in Standish. From 1990 to 2000 there has been a 26% increase in Standish residents commuting to work. In 2000, the average commute was 30.8 minutes. Commuting times have continued to increase since the 2000 census.

As described later, there is a critical mass of residents / homes needed to support local businesses. A conundrum faced in this planning process is whether Standish Corner is going to be maximized for village-scaled development in order to support a local economy or is the area going to continue to be developed at the current medium density scale of 60,000 SF lots creating a series of interconnected, but merely above average subdivisions.

In business, benchmarks and metrics are often established to ensure that a plan is successfully implemented. If 10 to 30 years from now Standish Corner is recognized as a place with integrated streets, a range of housing types and commercial / professional / mixed-use developments, the absorption of hundreds of homes, a regional by-pass, diffused traffic patterns, pedestrian greenways and recreation areas and identifiable neighborhoods, (not merely “subdivisions”), then the vision of the Comprehensive Plan and the Master Plan will have been realized.

In examining Standish Corner in the context of the rapid rate of growth in the town and the mandate to create a village center, Standish may be in the ironic situation where, in order to make a village that actually functions and looks like a village, the future growth rate for Standish Corner will need to be even greater than the rate that was experienced since 1992. This Master Plan assumes a proactive approach to creating a village in Standish Corner, allowing for smaller, more affordable lots and housing, a wider range of integrated uses and performance standards guiding the quality of growth.



*Standish Corner Village is a critical local and regional crossroad.*

There is much value in Standish Corner. The town must not squander the potential of this area as a prototype for responsible growth. There are many other areas in Standish that should be preserved for rural character and sensitive ecosystems. But even within Standish Corner there are areas that should remain preserved as open space or provide greenway experiences connecting diverse neighborhoods. Standish Corner has tremendous potential to become a village center and the community should embrace this opportunity as well as take to heart the recommendations in the Comprehensive Plan.

## Vision for Standish Corner

It is worth quoting the Comprehensive Plan Vision Statement because this is the framework for the Master Plan and the starting point for implementing smart growth principles in Standish Corner:

*We have achieved this preservation (rural character and diverse ecosystems) while still enjoying a steadily growing population. Aggressive application of growth management techniques has assured that growth has taken place primarily within the village centers, creating a diverse mix of residential, light commercial, religious, municipal, and institutional land uses as well as civic open spaces. Such managed growth has encouraged citizen interaction and a strong sense of community. Conversely, commercial and light industrial development has been accommodated in other growth-designated areas. Many more Standish residents work in town, operating the businesses, which have sprung up to serve the local citizenry. We are creating a business-friendly local economy that can provide many of the services our residents need and desire by welcoming appropriate new enterprises into the targeted village areas of Steep Falls, Standish Corner and Sebago Lake Village.*



*Historic Marrett House*

*Indeed, Standish has achieved its goal of providing pedestrian-friendly, compact village centers through the extensive development of sidewalks and pedestrian ways within the villages and linking Sebago Lake Village with Standish Corner. These community centers are also connected with the surrounding suburban neighborhoods through a multi-purpose trail system utilizing the old range roads.*

The Comprehensive Plan provides a specific vision for Standish Corner:

The village center will become more pedestrian friendly, and include mixed small - scale commercial and residential uses and additional opportunities for parking. The addition of village center green space and improved landscaping are also proposed for these areas, with specific locations yet to be determined. A greater range of housing types will be allowed, and housing for elderly citizens within walking distance of stores and important services will be encouraged through changes to zoning requirements designed to accommodate the needs of a full range of elderly housing development types.

Accessory apartments, presently limited to use by family members, will be allowed for rental by non-family members as well. Within Standish Village, the Roadway Action Plan will be considered for integration into this future land use plan as easements for trails and / or new road locations on existing public easements or some combination of these.

*If 10 to 30 years from now Standish Corner is recognized as a place with integrated streets, a range of housing types and commercial / professional developments, the absorption of hundreds of homes, a regional by-pass, diffused traffic patterns, pedestrian greenways and recreation areas and identifiable neighborhoods, not “subdivisions”, then the vision of the Comprehensive Plan and the Master Plan will have been realized..*

The range roads may offer the potential of new roadways and / or pedestrian routes accessible to the public that surround the Standish Village in a rectangle and create new road frontage on large and small lots surrounding it. These new lots, newly accessible to the village center, and the rectangle of roadway that provides that access, offer a potential framework on which to develop a network of new interconnected roadways and pedestrian routes or trails within the Village. Such a network would allow for a multitude of alternative new routes from place to place within the Village, and new locations for both residential and commercial uses and mixed residential and commercial uses to locate. Collectively, such new routes and uses would have the effect of widening the Village from its focus around a single intersection to a wider and broader configuration that will help separate local and through traffic within the Village.

### **Recommended Zoning and Land Uses**

The Comprehensive Plan includes guiding recommendations regarding a range of issues in Standish Corner. During the course of the planning process these recommendations have been reconsidered. In general, there is a consistency with the Master Plan and the Comprehensive Plan, but in certain areas, such as creating a residential focused neighborhood, with more, not less professional uses, there have been deviations from the anticipated outcomes of the planning process. Some of the specific issues identified in the Comprehensive Plan and addressed in the Master Plan include:

#### **Zoning Districts**

Zoning Boundaries in GA2:

Retain or adjust Village Center Zone • boundary depending on the outcome of the Standish Village Design Study.

Retain and possibly expand the Historic • District. (Note that this district has been removed)

#### **Allowed Uses**

Village Center Zone in GA2:

Remain flexible regarding changes pending the outcome of Standish • Village Design Study, but in general allow fewer non-residential uses.

Expand the range of housing uses allowed. •

Allow mixed residential and commercial uses in same structure with • limited commercial to serve village and surrounding neighborhood needs.

Add range of elderly housing uses to allowed uses. •

Allow family apartments as rental accessory apartments. •

Continue to allow home occupations and tradesmen. •

Residential Zone in GA2:

Shorten the list of non-residential uses, however, remain flexible • pending the outcome of the Standish Village Design Study .

Expand the range of housing uses allowed. •

Add a range of elderly housing uses to allowed uses. •

Allow family apartments as rental accessory apartments. •

Allow very limited neighborhood scale commercial. •

Continue to allow home occupations and tradesmen. •

Historic District in GA2: (Inclusion in the district is now voluntary)



- Shorten list of allowed uses within underlying Village Center Zone in • response to Standish Village Design Study outcome, uses appropriate to location near elementary school, and compatibility with historic structures within the final extent of the Historic District.

### Development Density

Village Center Zone in GA2:

Retain or reduce present minimum lot size pending the outcome of the • Standish Village Design Study.

Allow higher density where soils and groundwater conditions are • shown suitable by site specific study paid for by developer to Planning Board's satisfaction and / or where public water will allow it.

Allow higher densities than are allowed for a conventional subdivision • when proposed development is designed as a conservation subdivision, pursuant to system of incentives for locating development on public water, preserving open space, affordable housing, where soils and groundwater conditions will safely support it.

Residential Zone in GA2:

- Retain or reduce present minimum lot size pending the outcome of the Standish Village Design Study.
- Allow higher density where soils and groundwater conditions are shown suitable by site-specific study by developer and approved by Planning Board.
- Allow higher densities than are allowed • for a conventional subdivision when proposed development is designed as a conservation subdivision, pursuant to system of incentives for locating development on public water, preserving open space, affordable housing, where soils and groundwater conditions will safely support it.



Business and Commercial Zone in GA2:

- Retain or reduce present minimum lot size pending the outcome of the • Standish Village Design Study.
- Allow reduced minimum lot size on public water, or where site-• specific study and traffic projections, satisfy ordinance's traffic, groundwater standards.
- Allow higher densities than are allowed for a conventional subdivision • when proposed development is designed as a conservation subdivision, pursuant to system of incentives for locating development on public water, preserving open space, affordable housing, where soils and groundwater conditions will safely support it.

### Other Standards

New Design or Performance Standards in GA2:

- Historic and / or Architectural Design Standards for commercial • buildings and expansions of commercial buildings in Village Center Zone and / or Historic District, including site design.
- Remain flexible pending outcome of Standish Village Design Study. •
- System of incentives for density and preservation of open space: • conservation subdivisions, location on public water, affordable housing.
- Pedestrian way requirements for new subdivisions, commercial • development.

## ***Appendix L – GrowSmart Visionary Pictures***

The village design process started with the 2006 Comprehensive Plan, followed by two years of work from Mitch Rasor, LLC of Yarmouth, together with the Village Master Plan Advisory Committee. In March 2008, the Village Master Plan Implementation Committee, with the assistance of GrowSmart Maine, began work on what would be a two year process to implement the master plan Standish Corner (GA2). This core study area includes the Route 25/35 intersection, a major regional crossroads, which is rated an “F” for its level of service. At the April 13<sup>th</sup> 2010 Council meeting, the result of the committee’s work was unanimously received by the Town Council and is currently being reviewed by the Ordinance Committee for implementation.

This growth plan draft will replace existing ordinances for that area and it includes new ordinance language and clarifying images. It addresses such issues as density, economic development, new housing types, revised district boundaries, new district land uses and the integration of street networks and open space to enable the vision of a village. The many images within this draft code make it visually easier for citizens to understand than the traditional written ordinance alone.

Important concepts include:

- integration of an ongoing roadway action plan
- the ability to absorb development and preserve rural character outside the growth area
- Village-scale residential/commercial/professional development
- recommendations for land uses within the district
- dimensional standards
- streamlining the approval process
- incentives to push development to the core of the growth area

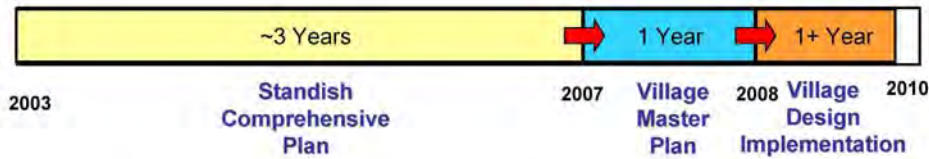
A key aspect of the project was the civic engagement process including extensive use of visualizations to provide detailed yet understandable information to the public regarding the choices available to the community for village design and the trade-offs and implications of those choices. The project also used innovative public participation methods such as keypad polling at two public meetings to provide real-time feedback to those in attendance regarding design preferences. The process focused on the desired form and pattern of development to support Comprehensive Plan goals for sustainable economic development in the town.

The following pages include images and graphics that were developed as part of the process, as well as photographs from the public meetings.

## Appendix L – GrowSmart Visionary Pictures



### Project Beginnings & Status



#### Key Comprehensive Plan Goals

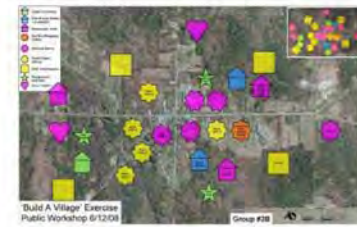
- Direct Growth to Village Centers
- Protect Rural Character & Natural Resources

We Are Here!  
July - 2010

## 'Let's Build A Village Center' Exercise

### Common Themes & Patterns

- No / Little 'Big Box'
- No / Little Large Lot Subdivisions
- YES! Homes <--> Businesses Proximity



## Appendix L – GrowSmart Visionary Pictures



### Oak Hill Area Photo-Simulations



Existing



Concept #1



Concept #2/#3



#### Current Characteristics of Oak Hill:

- Poorly defined street and poor sidewalks
- Buildings do not front or define the street
- A good mix of small businesses
- Residences close by to support business

#### Possible Planning & Design Choices:

- Similar or larger size buildings allowed?
- Buildings along or set back from street?
- Parking dominates the streets or hidden?
- Streets that are safe and attractive or not?



### 'Oak Hill'

### Concept #3: Refined Master Plan B



## Appendix L – GrowSmart Visionary Pictures

**Lower Village: Today**



**Lower Village: Recommended Concept**



Images by Terrence J. Driffler & Associates.

**Upper / Lower Village along Rt 25: Today**

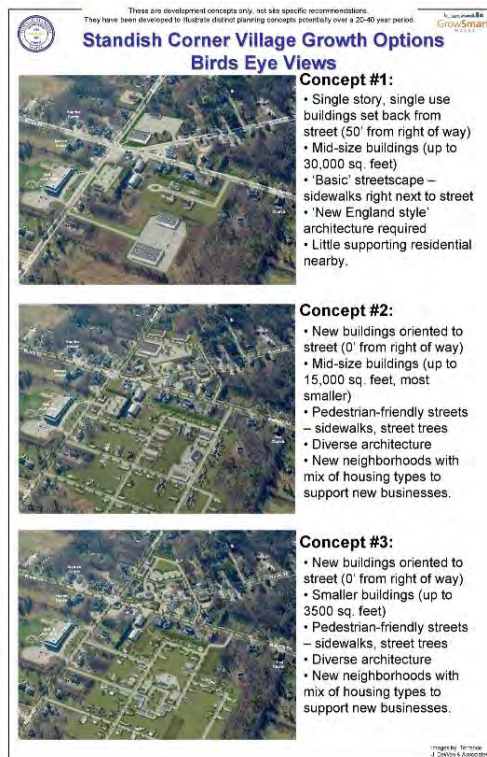


**Along Route 25: Streetscape Concept**



Images by Terrence J. Driffler & Associates.

## Appendix L – GrowSmart Visionary Pictures



Existing Condition no sidewalk or intersection crossing



Concept #1 Replace Gas station with a **Park**



Concept #2 New building with a **50 ft setback as existing code requires**



Concept #3 New Building with **no setback at edge of State Right of Way**

## Appendix L – GrowSmart Visionary Pictures



## Appendix – M - Letters of Support



**Michael A. Shaw**

5 Perimeter Avenue  
Standish, ME 04084  
Residence: (207) 787-4352  
Fax: (207) 787-4352  
E-Mail: mshaw@aol.com  
Mikeslawforstandish.com  
State House E-Mail:  
RepMike.Shaw@legislature.maine.gov

### HOUSE OF REPRESENTATIVES

2 STATE HOUSE STATION  
AUGUSTA, MAINE 04333-0002  
(207) 287-1400  
TTY: (207) 287-4469

To whom it may concern,

I take this opportunity to lend my full support to the sidewalk project for the Standish Corner District being requested by the town of Standish.

This section of sidewalk, along with new safe crossing zones at the intersection of Route 25 and Route 35 will create a safe place for citizens to be in the village center.

This project is an excellent example of a community working to improve its "Quality of Place" and will be of great benefit to the citizens of Standish, as well as residents of the surrounding towns and even tourists visiting the area by enabling citizens to explore their community and experience what it has to offer instead passing through town to get to somewhere else. Economically speaking, these improvements, coupled with the proposed form based code, would be quite appealing to people thinking about starting their own small business.

As a project that will benefit the safety of our citizens as well as the health our downtown and local economy, the proposed plan simply makes sense.

I give my full support to this project and ask the Maine Department of Transportation to consider this exciting project for Maine residents.

Sincerely,

Mike Shaw

State Representative

District 102 Standish (part)



June 22, 2010

Mr. Dan Stewart  
Bureau of Transportation and System  
Planning  
Maine Department of Transportation  
16 State House Station, Child Street  
Augusta, ME 04333-0016



Dear Mr. Stewart:

We are sending this letter of support for the Transportation Enhancement Program and the Safe Routes to School Program being submitted by the town of Standish, Maine.

Building new sidewalks in this region will increase the use of pedestrian traffic for residents, business owners, students and visitors within Standish. A major face lift in the area will greatly attract new businesses, assist in retaining current businesses, and encourage tourism visitors to stop, shop local, and consider the Standish Village as a destination for a visit or a vacation area, rather than a drive through community while on the way to other areas of the State. By renewing the character of the current village infrastructure, economic development will create new job opportunities for residents in the community. Current statistics for the Standish Village area includes approximately sixty businesses and employment for over 230 residents.

The Sebago Lakes Region Chamber of Commerce gives our full support to this project and we ask the Maine Department of Transportation to consider this exciting project for the Town of Standish residents and visitors to the area.

Sincerely,

A handwritten signature in cursive script that reads "Barbara A. Clark".

Barbara A. Clark  
Executive Director

47 Ossipee Trail East • Standish, ME 04084  
207.642.7770 Office • 207.642.3037 Fax

www.masiello.com  
www.bhgrealstate.com



THE  
MASIELLO  
GROUP

Mr. Dan Stuart  
Bureau of Transportation and System Planning  
Maine Department of Transportation  
16 State House Station, Child Street  
Augusta, Maine 04333-0016

Greetings,

My name is Mark D. Floor, and I live in Standish, Maine.  
As a business owner, a fifteen year resident of Standish, and commercial property owner in Standish, I would like to submit my support on the application for the grant for building sidewalks under the Transportation Enhancement Program, and the Safe Routes to School Program.

During my fifteen years doing business here in Standish I have seen the traffic volume, and residency ratio increase dramatically. That increase has led to increased foot traffic and bicycle traffic, both of which have to use the street, as there are no sidewalks. Multiple motor vehicle accidents have occurred due to the lack of safe walk ways.

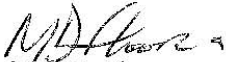
In the past seven years Standish has twice appeared in print media articles that have stated that Standish is the fastest growing community in Southern Maine. That statement alone seems to qualify Standish as having a definite need for the grant that is being applied for.

In an effort to renew and give life to our community I have purchased two of the four corners at the 25/35 intersection, and refurbished those landmark buildings. They both currently have thriving businesses operating at those locations. We have attracted new business and tourism to the area, and have worked steadfast these past few years to make Standish a destination point...not merely a drive through town.

I am currently building a 38 unit senior housing project right off Rt. #25, and the idea of having safe passage for increased foot and peddle traffic couldn't be more desired.

Please consider that there are now over 60 businesses and 230 employees (not to mention the numerous children and adult residents) who would greatly benefit from these sorely needed improvements.

Respectfully submitted,

  
Mark D. Floor  
45 Milt Brown Road  
Standish, Maine 04084

Great East Home Warranty :: Great East Insurance :: Great East Mortgage :: Great East Title :: Masiello Insurance :: The Masiello Group Commercial Associates

June 17, 2010

David Cole, Commissioner  
Maine Department of Transportation  
16 State House Station  
Augusta, Maine 04333-0016

Dear Commissioner Cole:

On behalf of the Greater Portland Council of Governments (GPCOG), I am writing to support the Quality Community application from the Town of Standish to build sidewalks in Standish Corner.


Founded in 1969, GPCOG is a regional planning agency serving 26 municipalities in Greater Portland representing one fifth of Maine's people and one quarter of its jobs. Over the last five years, we have worked with Standish on a number of local and regional initiatives:

- Development of a Range Road plan for Standish Corner
- Construction of sidewalks in Sebago Lake Village in Standish
- Development of a corridor plan for Route 114
- Development and adoption of the 2006 Standish Comprehensive Plan
- Adoption of an economic development plan for Standish, Baldwin, Iiram, Brownfield, and Fryeburg
- Revitalization of the Mountain Division as an active rail corridor enhanced with a recreational trail
- Designation of Route 113 as a State Scenic Byway

Through these efforts, Standish residents have come to recognize the value of a walkable village and of their own unique quality of place as an economic asset. A national historic district in the foothills of the White Mountains, Standish Corner is emerging in its own right as a gateway to Greater Portland and the Saco River Valley. The addition of sidewalks will encourage visitors to stop and explore this vibrant village on foot, including its service, dining, shopping, and cultural opportunities. The project will also improve safety by reducing vehicle turning movements along Route 25 and 35A, which is identified by your department as a high crash location.

Thank you for your consideration of the Town's application.

Sincerely,

  
Neal W. Allen  
Executive Director



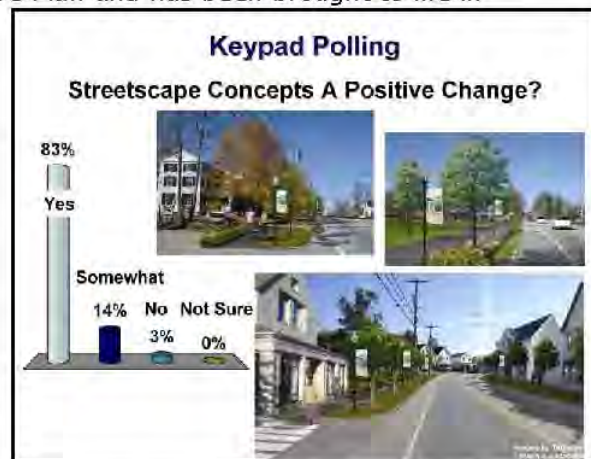
Dan Stewart  
Bicycle and Pedestrian Coordinator  
Maine DOT  
State House Station #33  
Augusta, Maine 04333

June 24, 2010

Dear Mr. Stewart

GrowSmart Maine is very pleased to offer this unqualified Letter of Support to the Town of Standish in support of its Quality Communities application. The pedestrian and streetscape infrastructure represented in the application is a critical piece and first step to implementing the Vision developed by the town's residents over the course of several years.

This Vision – of a vibrant, pedestrian-friendly village center at Standish Corner – was first articulated in the 2006 Comprehensive Plan and has been brought to life in subsequent, more detailed planning efforts, including GrowSmart Maine's two-year 'Maine Model Town' initiative. During this process, we helped engage the Standish residents and business owners in an extensive public participation and visualization process for the village. During this process, the streetscape improvements were consistently the most widely supported element of the village planning effort. (The image to the right shows the results of the keypad polling conducted at the May 2009 workshop attended by 70 residents and landowners.)



Please do not hesitate to contact me if you have any questions about this letter or the Maine Model Town project.

Best regards,

Nancy Smith  
Executive Director



**Maine School Administrative District No. 6**

45 Fort Hill Rd. (Rt.#114)  
Standish, ME 04084  
(207) 642-2500

*Schools:*

*Edna Libby  
George E. Jack*

June 23, 2010

Mr. Dan Stewart  
Maine Department of Transportation  
Quality Community Program  
Child Street  
16 State House Station  
Augusta, ME 04333-0016

Dear Mr. Stewart:

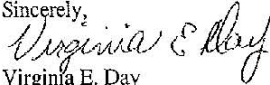
I am writing in support of a sidewalk project in Standish. I am principal at George E. Jack Elementary School and am very aware of the issues surrounding safety in the area.

At this time it is not safe to walk in either direction to or from school, and during school related events this is especially hazardous. The ditch side of Route 35 is coned, not allowing vehicles to park. The school side is lined with vehicles from the intersection of Route 25 well past the school. Individuals trying to walk to the school either have to weave through the parked cars beside the passing traffic or walk beside the ditch again, beside passing traffic.

Cars back up through the intersection light, causing a traffic bottle-neck. The ditch side of the road is treacherous. It is deep. We have had two major incidents with cars sliding off the road into the ditch, one while trying to turn around, the other pulled over too much and slid in. We try to end our school events early enough to clear traffic before busses arrive for dismissal. These incidents caused a major traffic issue as the police had to stop traffic while pulling the vehicle free.

Folks could park in several locations off-site if sidewalks were available for use. Sidewalks would also allow our students a safe way to proceed to our evacuation site in case of an emergency where we would have to leave the school and did not have time to wait for busses. The availability of a sidewalk would allow for students or parents to walk to school for all events safely. It would increase our capacity for parking by allowing off-site lots. We are extremely interested in this project and hope that this grant be given serious consideration. The school is the hub of the community and these sidewalks would assist in the availability of the campus to all.

Please contact me at 642-2500 if you should need any additional information.

Sincerely,  
  
Virginia E. Day  
Supervising Principal  
George E. Jack and Edna Libby Elementary Schools

/jmh

*The mission of the MSAD #6 community is to help all students reach their full potential.*

# THE OLD RED CHURCH

Oak Hill Road  
Standish, Maine

June 28, 2010

Carolyn Biegel  
c/o Standish Village Implementation Committee

Carolyn,

It has come to the attention of the trustees of the Old Red Church that the Town of Standish is submitting a grant application to have sidewalks built in Standish Village including the Oak Hill Road beyond the church.

The trustees wish to be on record that we strongly approve of this sidewalk plan.

I'm certain the benefits of village sidewalks are numerous and have been spelled out by the grant writers, but the church in particular is excited to consider the attention gained by the increased pedestrian traffic on the historic Oak Hill Road. Residents and visitors alike would be encouraged to safely travel in this direction where they would be able to explore the Founder's Cemetery as well as visit the Old Red Church, which also houses the museum of the Standish Historical Society.

A particular occasion that concerns us is the annual visit to the church by the grade school children from George E. Jack School. This is an event which all Standish schoolchildren attend and today, the students and teachers must walk on the very unsafe shoulders of both Route 35 and Route 25 to reach the church. The addition of sidewalks and crosswalks would make this a much safer visit.

Please let me know if there is any further assistance we can provide as you pursue this funding.

Regards,

David Robinson

Secretary, Red Church Board of Trustees

The Old Red Church

Built in 1804

Listed on the National Register of Historic Places

Standish Congregational Church, UCC  
25 Oak Hill Road, P.O. Box 68  
Standish, ME 04084  
207-642-3386



June 26, 2010

### **Letter of Support for Grant Application for Standish Village Sidewalks**

Carolyn Biegel spoke to a cross-section of our congregation at a meeting on Wednesday, June 16, about the need for sidewalks at Standish Corner and about the application for a "Safe Passage to School Grant." Congregational consensus was strongly in favor of the sidewalks and the grant, and as Pastor, I was designated to write a letter of support.

Having sidewalks in Standish Corner Village would enhance safety in the community. The George E. Jack Elementary School is just around the corner from Standish Congregational Church, which is an evacuation site for the school. Our church houses several after-school programs. Sidewalks would certainly provide a much safer access to the church for students from the George E. Jack school.

Sidewalks (and crosswalks) would make it safe for people who are at a wedding, a funeral, a church service, or a church meeting to walk across the busy intersection of Rts. 25 and 35 just up the hill from the church. When people want to go from our church to the Maine Street Grill, which is diagonally across this intersection, they now drive the short distance of one-tenth of a mile. With sidewalks and crosswalks at the intersection, it would be easier to walk, saving gas and enhancing the sense of close community that we strive for in the Village.

Thank you for your consideration. We hope the grant will be approved.

Rev. Dr. Cynthia Bland Biggar  
Pastor

# STANDISH RECREATION

June 29, 2010

Dan Stewart, Bicycle and Pedestrian Coordinator  
Maine DOT  
State House Station #33  
Augusta, Maine 04333

Dear Mr. Stewart,

On behalf of the Standish Recreation Committee, I am writing to support the efforts of the Town of Standish's Village Implementation Committee in their pursuit of grant funding for sidewalks. This committee has been working tirelessly for a number of years to establish a pedestrian-friendly village center at Standish Corner, which is especially attractive to the Standish Parks and Recreation Department.

The G.E. Jack Elementary School is situated at the corner of Route 25 and 35, and beyond its primary purpose as an educational facility for MSAD#6, its secondary purpose is as a community center for the town. G.E. Jack School is the site of the Standish Recreation After School Program, one of the Standish Recreation Summer Camp programs, and is a multi-use recreational facility for a number of other community organizations, including Standish Little League and the Bonny Eagle Boys and Girls Basketball Programs. Members of the town and the surrounding communities access these facilities on a regular basis for events occurring beyond school hours, and without an adequate sidewalk infrastructure, this village is not "walkable".

The annual Standish Summer Spectacular Parade occurred over the past week-end, with multiple community organizations and local businesses parading up Route 25, through Standish Corner to the Old Red Church on Oak Hill Road. As community members gathered on the lawns of businesses and residences along the parade route, there seemed to be only one thing missing – sidewalks to allow pedestrians to safely walk along Route 25 over to the Community Marketplace, which was housed on the lawn at G.E. Jack School.

As the vision of this committee unfolds and the town begins to see the growth that it has diligently prepared for, the sidewalks are an inherent aspect to seeing this plan through to completion. We hope that the Town of Standish will be awarded the grant funding to accomplish this plan.

Sincerely,



Linda Brooks  
Director of Parks and Recreation

Recreation Committee Members

Michele Rowe, Chairperson  
Ellen Boyer  
Adam Hawkes  
Walter McCallister

Elizabeth Moriarty  
Lisa Stiffler  
Garrett VanAtta

175 Northeast Road, Standish, Maine 04084 • (207) 642-2875 • [www.standish.org](http://www.standish.org)

Standish PTO  
45 Fort Hill Rd  
Standish, ME 04084

On behalf of the parents of Standish, Standish PTO would like to take this opportunity to express our need for sidewalks in Standish.

We the parents, find it very hard to safely transport our children around town when walking with out sidewalks and crosswalks. Because of this families are often deteretered from walking around town.

A more pressing need, is that the PTO and school administration feels that Standish needs sidewalks for the George E. Jack School's evacuation plan. The George E. Jack School's current evacuation plan for an emergency is to have the children walk up the road to the Congregational Church on Oak Hill. This walk would require the children to cross a very busy road in Standish and the entire walk to the Congregational Church is along an area with a lot of traffic.

We would like to thank you for considering Standish for the grant and hope that our points will be taken into serious consideration.

Thank You,  
Standish PTO

A handwritten signature in cursive script, appearing to read "Jeanine O'Neil".

June 24, 2010

Mr. Dan Stewart  
Maine DOT  
Quality Community Program  
16 State House Station  
Augusta, Maine 04333-0016

Dear Mr. Stewart:

We, the undersigned owners/representatives of businesses located in the Standish Village Center, support the Town's application for sidewalks and other infrastructure improvements in the Village Center. We are quite familiar with the hazardous travel conditions that exist within our village center and see, daily, the need for such improvements. Additionally, we realize our businesses would profit considerably if Standish had an attractive, compact, defined village center that promotes pedestrian and cyclist activity past our front doors.

The streetscapes of Standish look tired and do not adequately showcase the thriving business activity we work so hard to generate. We feel fortunate we can live and work in our community, providing services and jobs to our neighbors, and view this application as a transformative measure, beneficial to our entire community.

Thank you for your careful consideration.

Respectfully,

Richard E. Staves - Staves + Gaff, Attorneys  
Stephanie Blass - Kosmetikos SPA  
Oak Hill Bay Store  
Gene Campbell - Campbell Computer Services  
Kathleen McPherson - All About You Salon  
Anne Petengill - All About You Salon  
Kathleen Andrews - Standish House of Pizza  
Flayne Goodrich - Flayne Goodrich, LCSW  
Old Standish Lodge  
Anne Farrow - Sun Rise Corner  
Cheryl Barber - Family Dental Health  
MARK D. FLOOR - GARDENSIDE ESTATES SENIOR HOUSING  
Standish Dunkin Donuts  
Dorini's PIZZA  
Market Place Cafe & Gift  
Radioshack  
Studio 25

June 24, 2010

Mr. Dan Stewart  
Maine DOT  
Quality Community Program  
16 State House Station  
Augusta, Maine 04333-0016

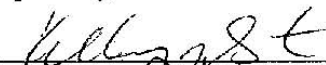
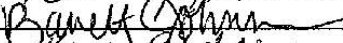
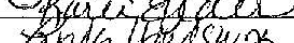
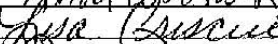
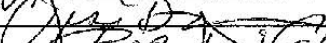
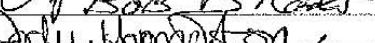
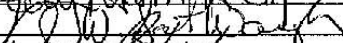
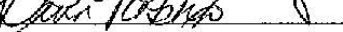

Dear Mr. Stewart:

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The streetscapes of Standish look tired and do not adequately showcase the thriving business activity we work so hard to generate. We feel fortunate we can live and work in our community, providing services and jobs to our neighbors, and view this application as a transformative measure, beneficial to our entire community.

Thank you for your careful consideration.

Respectfully,

	Norway Savings Bank
	Hannaford Brothers
	SD Bank
	Sure Buy IT
	Standish Family Practice
	Natural Security LLC
	Bob DiCarlo, State Farm Ins.
	Gorham Savings Bank (Standish)
	Robert Hunt Assoc.
	Main Street Grill

ORDER

STANDISH TOWN COUNCIL

DATE: June 29, 2010  
ORDER NUMBER: 71-10

SUBMITTED BY: Olson

TITLE: AUTHORIZE TOWN MANAGER TO SUBMIT A GRANT APPLICATION UNDER  
MAINE'S QUALITY COMMUNITY PROGRAM FOR SIDEWALKS IN STANDISH CORNER

WHEREAS the Village Design Master Plan for Standish Corner, developed as a result of Standish Comprehensive Plan, identified areas of concern that; (1) the linear nature of the village area along the arterials made it ripe for sprawling development, and (2) that the emergence of a thriving village center around the failed 25/35 intersection was unlikely without population density and a safe pedestrian environment, and

WHEREAS the Maine Department of Transportation has called for applications for a 2012 - 2013 grant assistance program for pedestrian ways under their Transportation Enhancement Program (20% match) and Safe Way to School Program (100% funded within 2 miles of a K-8 School), now therefore be it

ORDERED that the Town Manager is authorized to submit the attached Quality Community Program Grant Application to the Maine Department of Transportation for sidewalks in Standish Corner.

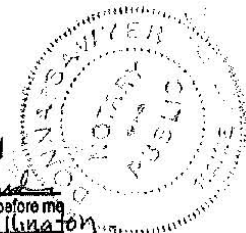
APPROVED       ✓       DISAPPROVED                     

ROLL CALL            YEA                            NAY                            ABSTAIN

BLANCK       ✓        
HOPKINS       ✓        
OLSON       ✓        
POMERLEAU       ✓        
SPENCER       ✓        
STACK       ✓        
TOMPSON       ✓      

CLERK/SECRETARY *Gordon Dillington*

Date June 30, 2011  
State of Maine  
County of Cumberland  
This instrument was acknowledged before me  
this date by Gordon Dillington  
Notary Public Donna Sawyer  
My Commission Expires 3/19/11  
DONNA SAWYER





## **Appendix - N- Town's Roadway & Sidewalk Ordinance & maps**

Town of Standish Land Use Code ARTICLE IV, General Standards

### **§ 181-22. Pedestrian ways.**

A. *Pedestrian access ways shall be provided along the street frontage of every commercial, business or professional establishment developed along a collector or arterial street in the Village Center or the Business and Commercial Districts. These ways shall be at least six feet in width and shall provide for the through transit of pedestrians along the travel corridor. All such ways shall be placed in the Town or state right-of-way directly adjacent to the property line of the project. The construction of such walkways shall be the responsibility of the developer. Once constructed, ownership of the walkways shall revert to the Town of Standish. Snow removal on such walkways shall be the responsibility of the developer or any subsequent owner of the abutting property.*

B. *Existing buildings which have any frontage on a collector or arterial street in the Village Center or the Business and Commercial Districts and which by change of use become a commercial, professional or business establishment shall conform to the above standards to the maximum extent feasible. Expansions of existing business, commercial or professional establishments which have any frontage on a collector or arterial street in the Village Center or the Business and Commercial Districts shall also conform to these standards to the maximum extent feasible. Any modifications of the above standards shall be approved by the Planning Board.*

### **Chapter 252, STREETS AND SIDEWALKS**

ARTICLE IV, Roadway and Sidewalk Plans [Adopted 6-7-1994 by Order No. 36-94]

§ 252-26. *Purpose. Amended 12-11-2007 by Order No. 128-07]*

*The purpose of this article is to promote public safety by controlling the traffic generated by closely spaced curb cuts resulting from strip development, from access to major roads from local roads, from the placement of intersections at unsafe locations on primary roads and to provide for a pedestrian-friendly sidewalk plan.*

§ 252-27. *Development of roadway and sidewalk plans. [Amended 11-13-2007 by Order No. 101-07; 12-11-2007 by Order No. 128-07]*

*The Town Council or its assigns may develop roadway and sidewalk plans, including but not limited to the location of future Town rights-of-way and the location of future curb cuts for vehicular access to/from primary roads, including but not limited to Routes 25, 113, 114 and 35. The Planning Board and applicants for zoning, site plan and subdivision approvals shall consider any applicable roadway and sidewalk plans in the design and layout of projects. Applicants shall design projects in such a manner as not to impair the Town's ability to implement any applicable roadway and sidewalk plans in the future. The Route 25/35 Corridor Study prepared by Gorrill-Palmer Consulting Engineers, Inc. dated July 9, 2007, was recommended by the Roadway Planning Committee and adopted by the Town Council as the Town's roadway plan for Standish Village by Town Council Order No. 101-07. The sidewalk plan is set forth in Attachment 6 to Chapter 252 and was adopted by the Town Council as the Town's sidewalk plan by Town Council Order No. 128-07. The sidewalk construction standards are set forth in Attachments 2 through 5 of Chapter 252.*

Appendix - N- Town's Roadway & Sidewalk Ordinance & maps



[illegible]



## Appendix - O- Sebago To The Sea info Plan

Sebago to the Sea Trail



[Home](#)

[About Us](#)

[Progress/News](#)

[Maps](#)

[Links- Coalition Members](#)

[& Advisors](#)

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### Sebago to the Sea Trail

The Sebago to the Sea Trail vision is to establish a contiguous trail from Sebago Lake to Casco Bay connecting Standish, Windham, Gorham, Westbrook, Portland and Falmouth.

#### Vision Map



Much of the trail network shown on this map is currently in place and available for public use. These trails are listed as **"Existing Trails"**. The remainder of the envisioned trail network has not been specifically planned or identified because the necessary land is privately owned, inaccessible, or undeveloped. These undeveloped segments of the proposed network are shown as **"Envisioned Trail Corridor"** on the map, and they should not

<http://www.sebagotothesea.org/> (1 of 2) [6/22/2010 3:20:57 PM]

*(and in many cases may not) be used by the public until we have permission from landowners.*

#### Existing Trails

- ++++ Mountain Division (Rail with Trail)
- ++++ Interim Mountain Division (Rail Trail)\*
- ..... Portland Trails
- ..... City of Westbrook
- ..... Maine Bureau of Parks & Lands

\*Interim Trail - when Rail returns, this section is planned for Rail with Trail

#### Trails Under Development

- ..... Portland Trails, Future

#### Envisioned Trail Corridor

- ..... River Route
- ..... Canal Route
- ..... Sebago Lake Option 1
- ..... Sebago Lake Option 2

"What could be more vitalizing to the greater Portland community than a trail connecting Sebago Lake to Casco Bay? People will be riding their bikes to work, jogging with their teams, walking with friends, and stopping to talk with neighbors. Just imagine!" -- *Julie Isbill, National Park Service Rivers & Trails*

"I've heard people talk about this idea of a trail from Sebago Lake to Casco Bay for many years. Finally, we pulled together and decided it's time to do it. There's a lot of excitement in the group, and more people and organizations are making a contribution than I ever imagined." -- *Will Plumley, Chair, Presumpscot River Watershed Coalition*

"This is a great collaborative effort that will give Maine residents and visitors a wonderful recreational opportunity." -- *Richard Curtis, Board President, Presumpscot Regional Land Trust.*

"Portland Trails has built four miles of trails on the Presumpscot River in Falmouth, Portland, and Westbrook-working with such a great group of partners to extend the trail upriver is incredibly exciting." -- **Nan Cumming, Executive Director, Portland Trails**

"The Sebago to the Sea Trail project is exciting for many reasons-much of it follows along an amazing natural resource-the Presumpscot River; it incorporates some of the most fabulous trails in southern Maine; and it is a collaborative that partners representatives from municipal, non-profit, government and quasi-government agencies- all for a mutual benefit and purpose." -- *Tania Neuschafer, Sebago to the Sea Trail Project Coordinator & Manager, Presumpscot Regional Land Trust*

"Healthy Maine Partnerships are committed to making environmental and policy changes which support physically active lifestyles. The Sebago to the Sea Trail will add to our regional network of trails and provide a place for people to walk, run, ski or ride bikes for fun, fitness and transportation. For this reason, the Cumberland County Healthy Maine Partnerships support the efforts of the Sebago to the Sea Coalition." -- **James C. Tasse, Project Director, Healthy Casco Bay, A Healthy Maine Partnership**

Sebago to the Sea Trail • Presumpscot Regional Land Trust (Project Facilitator) • [grindmystow.com](http://grindmystow.com)

## Appendix - P- ReCOGnition Awards Roadway Plan 2004



## Appendix - Q- ReCOGnition Awards Scenic By-way & Rail 2009

### Mountain Div. Rail line & Scenic Byway Best Practices Economic Development Collaboration



## ***Appendix - R- ReCOGnition Awards Sustainable Community Planning 2010***

### **Award Best Practices in Sustainable & Innovative Community Village Master Plan & Implementation**



## ***Appendix - S-State Growth Management Goals***

The Quality Community Programs Grant for this sidewalk project in partnership with our Standish Corner Village Growth Plan will help our Town meet the following state growth management goals as outlined in (30-A M.R.S.A. §4312 subsection 3).

- ☒ **A.** To encourage orderly growth and development in the appropriate areas of each community, while protecting the State's rural character, making efficient use of public services and preventing development sprawl;
- ☒ **B.** To plan for, finance and develop an efficient system of public facilities and services to accommodate anticipated growth and economic development;
- ☒ **C.** To promote an economic climate which increases job opportunities and overall economic well being;
- ☒ **D.** To encourage and promote affordable, decent housing opportunities for all Maine citizens;
- ☒ **E.** To protect the quality and manage the quantity of the State's water resources, including lakes, aquifers, great ponds, estuaries, rivers and coastal areas;
- ☒ **F.** To protect the State's other critical natural resources, including without limitation, wetlands, wildlife and fisheries habitat, sand dunes, shore lands, scenic vistas and unique natural areas;
- ☐ **G.** To protect the State's marine resources industry, ports and harbors from incompatible development and to promote access to the shore for commercial fishermen and the public;
- ☒ **H.** To safeguard the State's agricultural and forest resources from development which threatens those resources;
- ☒ **I.** To preserve the State's historic and archeological resources; and
- ☒ **J.** To promote and protect the availability of outdoor recreation opportunities for all Maine citizens, including access to surface waters.