

STANDISH CORNER VILLAGE DESIGN MASTER PLAN

STANDISH, MAINE
NOVEMBER 2007



STANDISH CORNER VILLAGE DESIGN MASTER PLAN TABLE OF CONTENTS

Executive Summary and Acknowledgements	3
Introduction and Background	7
Village Design Studies	7
Vision for Standish Corner	10
The Village Design Master Planning Process	15
The Public Process	17
Public Forums	17
Village Planning Advisory Committee	24
Stakeholder Meetings	24
Existing Conditions	25
Study Area	25
Zoning	26
Density Potential / Subsurface Capacity	28
Traffic	30
Development Patterns	31
Village Anchors: Civic / Economic / Historic / Land Use	31
Pedestrian Sheds	32
Infrastructure	32
Pedestrian Amenities	32
Economics and Demographics	33
Standish Corner Village Design Master Plan	37
Overview and Goals of the Master Plan	37
Zoning Recommendations	38
Streetscapes and the Pedestrian Environment	49
Open Space and Greenways	51
Housing and Economic Development	51
Transportation - Integrating the Car with the Village	53
Performance Standards Recommendations	62
Implementation	71
Definitions	73
Figures	86

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.
- 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. 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.

...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.

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. 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.

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 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



Standish Corner Village is a critical local and regional crossroad

performance standards guiding the quality of growth. 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



Historic Marrett House

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. 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. 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.

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.

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)



Oak Hill General Store - Local Landmark

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.



Maintaining rural connections within Standish Corner Village Center is important.

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.

The Village Design Master Planning Process

The Assignment

The Request for Proposals required the following issues to be addressed:

- Analysis and integration of Comprehensive Plan findings for Standish Corner
- Public Process
- Visual preferences for architectural designs
- Sidewalks, pedestrian access and safety
- Public green space
- Integrity of neighborhoods
- New district land use recommendations and dimensional / density standards
- Commercial design guidelines for arterials
- Historic resources
- Regional or farmers markets
- Integration of an ongoing roadway action plan
- Analysis of existing businesses and requirements to support a new local economy
- Integration of the Economic Development Committee preliminary goals

Additional Study Topics

Several of these items were added to the scope as the project evolved, but not addressing this range of issues would be a disservice to the community and undermine the potential to make Standish Corner a model of responsible and creative growth. Standish Corner offers some of greatest challenges to developing a 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.
- 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.

However 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 of 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 Town of Standish was selected by GrowSmart Maine as the first community in the Model Town Community Program. Many of the reasons GrowSmart Maine selected Standish for the Model Town Community Program is because of the core issues to be addressed in the Master Plan. These are noted above in the list of challenges and opportunities. The fact that GrowSmart Maine has included implementation of recommendations arising from the Master Plan reinforces the implications of this plan, assuring that pressing issues will be addressed and further consensus building will take place.

The Public Process

Public Forums

At the April 19, 2006 Listening Session the project team presented the basic goals of the study, a preliminary analysis of Standish Corner issues and held a “visual quiz show” to gain an understanding of what type of architecture, landscapes and development patterns Standish residents prefer. Prior to the visual quiz show, the approximate 40 participants at the Listening Workshop provided feedback on the information.



Detail of a typical concept plan from the public workshop.

The following is a summary of the major issues raised by the community at the listening session:

- What do we do about the traffic being by-passed into residential neighborhoods when that traffic consists of not just local cars but also heavy trucks and commuters? Are we sure the traffic numbers are accurate? What if they are taken during Christmas break and other times of low traffic usage?
- What do you want from us, the public, and when?
- Commuting has gotten worse. Is and how is Mass transit a part of this plan? Going to Portland along 25 is horrible. Wish the train still came to Steep Falls.
- What will happen when the Gorham by-pass is finished? Will the bottleneck of traffic just then move to Standish?
- What are you doing with the historic district?
- Maintaining and incorporating those historic places will enhance the beauty of those areas.
- Are sidewalks really used, or do they just look nice?
- We will need municipal parking lots and we need places for people to want

to walk to. We do not want 70 year old people driving cars when they shouldn't, but they have no choice since Standish does not have any bus service, taxis, etc. Also, Standish does not have a town green.

- It's nice to see Saco be a historically conscious city.
- Would love to see the train come back, and also see more local public transportation like a trolley service. Sidewalks have to have a destination. By-passes only redirect traffic from one place to another.
- Cornish is an interesting case study with a good mixture of businesses, open space, historical district, and traffic flow.
- Please speak about walkways or pathways instead of sidewalks. What would be a good solution for finding new pedestrian walkways and new solutions for public / mass transit?
- The main library of Standish is in Steep Falls. Most people who use it live in Steep Falls.
- How do you develop a place to meet new needs such as shopping centers, while still respecting and maintaining the current feel / look of a place
- We don't want a North Windham, but we all go there because the shops we need are there. How do we create a more business friendly town while maintaining the current rural / village feel of Standish? Historic preservation costs money. Sidewalks are great if they go somewhere. We need to look at building more community diversity with respect to businesses and jobs.
- Development and green space need to be integrated.
- We need help in reconciling the historic preservation and development issues currently happening in Standish. How do we get them to support rather than compete with each other?
- Is there a distance where Standish no longer is a conduit town, but a more integrated town?
- How do we maintain Standish's rural character while still developing places that people need and would be willing to walk to?
- How do you improve the traffic flow in town?
- There was 88 acres just bought in the last 2 weeks along Cape Road and 35A to expand an already existing trailer park.
- If you expand the road to improve traffic flow, the Maples on the side of the road would have to go.
- There is already a fair amount of foot traffic on 25 probably going to

the Colonial Marketplace or the ice cream store. Therefore sidewalks or pedestrian pathways on 25 would probably be used.

- Randall's Orchard should stay as it is and therefore was not included as part of the case study area. It should not be developed. But does not including it in the case study area really protect it?
- Check town meeting minutes about Range Roads.

The Visual Quiz Show

The visual quiz show was comprised of the following categories:

Corridor Development

Franchise & Commercial Architecture

Housing Types

Neighborhood Character

Open Space & Recreation

Parking

Village Development

Villagescape



Example of visual quiz show results.

At the April 26, 2007 Public Workshop the results of the visual quiz show were presented leading to an insightful dialogue about visual quality, land use and community character (Figure 4).

At the April 26, 2007 meeting the MRLD team also prepared a number of base plans (potential development areas, potential preservation areas, and general comments) and the participants broke out into five groups for hands on design sessions (Figure 5). The participants were asked to comment on each of these plans.

The notes below reflect the ideas and concerns identified in the planning exercise as well as the summary presentations from each group. This input helped shape a vision of the village and was balanced with recommendations from the Comprehensive Plan, input from the Master Plan Advisory Committee and direct input from key stakeholders.

Group 1 Summary:

- Develop ring road model with mixed residential, business and parking uses to fit local residents needs and projected growth. Plan for greater density at historic center.
- Take local traffic off of Route 25, also keep speed limit low. Differentiate land use depending on whether it is accessed by primary or secondary traffic. Provide a municipal parking lot to service the downtown - perhaps near town hall (maybe by adding to the existing school parking lot).
- Incorporate pedestrian walkways to ensure safety and to provide better access to businesses.
- Preservation centered on historic buildings at intersection of Routes 25 & 35.
- Plan for municipal open space like a town green and a ballpark. Incorporate the orchard as a green space. Provide ample and proportionate buffer zones / landscaping for large and small parking lots.
- Encourage new businesses to redevelop existing historic structures when possible.

Group 2 Summary:

- How do we address / incorporate increased traffic flow, both from the new Gorham by-pass and from town development? Commute times have increased, is there a viable way to provide public transportation, especially considering an increasing elderly population. Train service ideal, but perhaps augmented with small - scale local transport like a trolley.
- Address the need for improved and effective pedestrian pathways (sidewalks, trails, etc.). Identify where they are needed and what type.
- Use by-passes to redirect traffic.
- Make a new village center to east of rt. 25 and south of rt. 35 while preserving some open space abutting to the east edge of study area.
- High growth zone identified heading out of town, west on rt. 25.
- Residents don't want the kind of development found in North Windham, but almost all recognize the need for the shops that are there. It is important to be "business friendly" in order to build a local economy that can sustain itself. How do we accomplish this without compromising local values? There is a need to look at diversifying businesses and the kind of

jobs they offer.

- Range Roads – potential use, but political issue
- Balance maintaining Standish’s rural character with developing spaces and services within walking distance.
- Cornish is an example of a mixture of businesses, open space, and accommodations for increased traffic while preserving historic fabric.
- Preserve Randall’s Orchard.
- Wildlife preserve in northeast quadrant near pond.

Group 3 Summary:

- Dangerous intersection at rt. 25 and rt. 35, also at rt. 25 and Oak Hill road, Colonial Marketplace and Two Trails.
- Increase in traffic volume – local, commuter and commercial- necessitates reevaluating speed limits and enforcement issues.
- Examples of good / acceptable commercial architecture include: Colonial Marketplace, Norway Savings Bank and mixed-use examples like Sunrise Corner.
- Examples of poor / unacceptable commercial architecture include: Mobil gas station and Texaco station.
- Political concerns such as: zoning, job development, future roadway planning, range roads, cost of historic preservation.
- Ecological concerns: green building design, preserving public open space, public transportation (reduction of traffic and emissions), protecting wildlife and wetlands (Sebago watershed).
- Follow Gorill Palmer plan for new roads
- Some housing / mixed-use areas, some housing only subdivisions.
- Potential areas / buildings for eligible for preservation: Randall’s Orchard, Historic district, old red church, along streams, Oak Hill Historic areas, existing farms within village center.

Group 4 Summary:

- Mixed-use (residential and commercial) in most of study area, proposed business park on rt. 25 heading west out of town.
- Preserve historic district, mostly corridor along rt. 25.

- Pollution issue along 35 north – investigation required.
- Keep open spaces for public recreation, fields behind Randall’s orchard and woods south of rt. 35 to the north-east edge of the study area.
- Preserve Randall’s Orchard.

Group 5 Summary:

- Intersection of rt. 25 and rt. 35 is identified as congested and dangerous.
- Possibility of commercial development along rt. 25 by-pass. Consider range roads.
- Keep corridor along rt. 35 and Oak Hill residential.
- No consensus on town green on rt. 25 or next to town hall.
- Preserve as open space the fields and woods behind Randall’s Orchard. Orchard to be preserved but not excluded from study area.
- Promote the reuse of historic structures. Regulate while identifying compromises that could encourage development.
- It is important to consider the possibility of a spur road from Scarborough to New Hampshire.



Randall's Orchard

Public Forum Conclusions:

- Improve pedestrian safety.
- Utilize new roadways perpendicular to Routes 25 and 35 to define the development of a village.
- Study the potential of a by-pass or loop road diverting regional traffic.
- Preserve historic structures and open spaces.
- Create a town green.
- Create shared municipal parking.
- Reduce traffic volume (especially larger vehicles) in the village center.
- Move the village center off of Route 25.
- Preserve key open spaces and establish a wildlife preserve.
- Utilize and maintain a trail system complementing a sidewalk system.
- Analyze the feasibility of a sewage treatment facility allowing village-scale development.
- Revise zoning to allow village development.
- Establish design standards.
- Balance cost of historic preservation, green design, and public transportation.
- Protect wetlands and watersheds.
- Create a mixture of residential and business uses in the village center.
- Preserve and maintain green space and existing farms.
- Investigate polluted areas and landfills.
- Create links to trains and other public transportation.
- Create new jobs and boost the local economy.
- Reduce the need to commute.
- Create dialogue about extending commercial zoning.
- Link to trails and open public space.
- Preserve the Standish Corner residential character and scale.



Historic building in Standish Corner Village.

Village Planning Advisory Committee

The Council established a Village Planning Advisory Committee representing a range of interests in the area. The members included:

- One (1) resident property owner from Standish Village – Peter Beigel
- One (1) resident property owner from outside Standish Village – Hal Shortsleeve
- One (1) business owner from within Standish Village – Maria Smith
- One (1) business owner from outside Standish Village – Mark Floor
- One (1) former Comprehensive Plan Update Committee member – Carol Billington
- One (1) member representing the George E. Jack School – Virginia Day
- One (1) member representing the Recreation Committee – Garrett VanAtta

The Committee provided important insight, but not everyone could attend on a regular basis. The Committee input balanced with the recommendations from the Comprehensive Plan, the two public workshops and individual stakeholder meetings provided a well-rounded understanding of local issues and guided the development of the Master Plan.

Stakeholder Meetings

One-on-one stake holder meetings have been held with four of the six land owners controlling most of the land in the study area. These meetings were an opportunity to review the intent of the Comprehensive Plan, the implications of the “Roadway Plan” as well as discuss how the recommendations in the Master Plan impacted each stakeholder. In general, these meetings were open, productive and led to a level of trust in the planning process that was missing prior to the meetings.



First Parish Meeting House.

Existing Conditions

Study Area

The Growth Area 2 boundary as depicted on the Future Land Use Map (Figure 2) is approximately 1,000 acres. At the beginning of the planning process the study area was expanded to include an additional 1,000 adjacent acres (Figure 2).

This decision was based on the desire to include nearby zones considered critical to the creation of a vibrant village such as the Industrial and Business and Commercial Districts as well as to utilize natural and developed features such as streams, roads and property lines to provide more definition when both analyzing and making

The Master Plan strives to promote the many quality of life issues identified by Standish residents in the Comprehensive Plan while achieving the goal of a safe and attractive village center.

recommendations for the Master Plan. It was also considered important to include the portion of Route 25 from the Gorham town line to Route 113 in order to make holistic land use and visual character recommendations for the existing Village Commercial District. Integrating the Route 25 / 35 Corridor Study and providing a strong vision for the quality along Route 25, or “Main Street” is an important part of this Master Plan. Contending with traffic volumes, the safety of the Route 25 / 35 intersection and traffic access management along Route 25 are some of the most difficult issues in creating a vibrant village at Standish Corner.

In addition to the variety of districts and land uses (Figure 5), the expanded Growth Area 2 also includes important civic and commercial facilities such as the Town Hall Complex, the transfer station, one of three town-wide post offices, Colonial Marketplace, the Standish Corner business area, the George E. Jack Elementary School, the First Parish Meeting House, the historic Marrett House and grounds, two churches, a cemetery and the intersection of Routes 25 and 35, arguably the most challenging traffic / community integration location in Standish.

Figure 2 is a more detailed aerial of the study area showing the four “quadrants”, the major roads and other landmarks to provide orientation to the extent of the GA2 area and the expanded study area. Figure 6 depicts the existing land use patterns.

Zoning

The study area includes five of the seven zoning districts in Standish (Figure 3).

The Water Oriented Commercial and Rural Residential Districts are not in Standish Corner. The study area includes all allowed uses in Standish except for Marinas and Boat Storage, which is a use specific to the Water Oriented Commercial District. Growth Area 2 with the expanded boundary has the capacity to promote and address a full range of local and regional issues including transportation, rural and village character, economic development, historic preservation and village-scaled planning for housing, transportation, recreation, connectivity, local businesses and civic spaces and buildings. In summary, the Master Plan strives to promote the many quality of life issues identified by Standish residents in the Comprehensive Plan while achieving the goal of a safe and attractive village center.



Example of integrating a village scale business within an existing structure. This is a model for fostering local development while maintaining visual character.

While the study area includes a diverse range of zoning districts and land uses, there are several aspects of the current zoning enabling strip style development that prevents the creation of village-scale neighborhoods. The existing Village Commercial District runs parallel to Route 25 one lot deep on either side. This zoning in terms of both allowable land uses and location promotes linear and shallow developments.

One of the opportunities acknowledged by the public and the Comprehensive Plan is the availability of land in the back land quadrants for local development. By maintaining the current linear nature of the Village Commercial District, from at least a zoning and land use perspective, the area is being designated as a

place to merely pass through, not a destination. While it seems inevitable that a well traveled road such as Route 25 will attract strip development, the town of Standish can encourage interconnected development patterns and well designed buildings and landscapes by revisiting the zoning standards and the location of the zone lines.

The existing zoning for the study area also requires 60,000 SF lots served by water and 80,000 SF with wells. The state only requires 20,000 SF for a lot served by on-site water and septic. A typical village lot size averages between 7,500 SF and 30,000 SF, thus existing zoning promotes sprawl, does not allow for smaller lots to be sold more cheaply and does not give landowner's an incentive to subdivide in a way creating more fine-grained, village-scaled development rather than large lot developments.

Existing Districts and Land Uses in the Standish Village Design Master Plan Study include:

Existing Rural District Ordinance Definition:

These areas are generally rural now, sewerless, and it is proposed that they remain in a very low density of development in order to prevent future problems, with site plan review providing careful controls to ensure the compatibility of future development.

This district includes approximately 45 land uses and the minimum lot size is three acres.

Existing Residential District Ordinance Definition:

It is anticipated that these areas will not have sewer access but will provide for residential development in a low-density, self-sustaining, rural environment, with site plan review providing careful controls to ensure the compatibility of future development.

This district includes approximately 21 land uses and lots without public water require 80,000 SF and lots with public water can be reduced to 60,000 SF.

Existing Business and Commercial Ordinance Districts Definition:

These areas should be reserved for business and commercial activities to provide accessibility in controlled areas and to separate them from residential areas. Approval will be required under Part 2, Site Plan Review.

This district includes approximately 56 land uses and 80,000 SF lots are required without public water and 40,000 SF lots are allowed for non-residential uses.

Existing Industrial Ordinance District Definition:

These are reserved, compatible areas for future industrial growth and require site plan review.

This district includes approximately 33 land uses and the minimum lot size is three acres.

Existing Village Center Ordinance District Definition:

These are areas where a unit of residential, commercial and municipal activities exist and will be encouraged in the future, with site plan review providing careful controls to ensure the compatibility of future development.

This district includes approximately 44 land uses and lots without public water require 80,000 SF and lots with public water can be reduced to 60,000 SF.

Density Potential / Subsurface Capacity

Figure 7 is a broad-brush analysis of the potential residential capacity in the four study area quadrants. Streams, floodplains and hydric soils were mapped using data from the Maine Office of GIS. These lands were not included in the analysis. The acreage of the lands that in theory can support development were calculated and then 30% of each area was deducted as common practice to account for roads, easements and general inefficiencies in laying out neighborhoods. The lot sizes explored in this analysis range from the existing required lot sizes for Standish, to the minimum state standard of 20,000 SF to the typical village - scaled lot of 5,000 SF.

State Title Law MRSA 4807 and related Chapters 241 Subsurface Rules and 241 Minimum Lot Size allow for variances, reducing the standard lot size to as low as 5,000 SF as long as all conditions are met. The town CEO has the authority to grant variances following the criteria and procedures in Chapter 241.

A variance is not required if, for example, you have a 5,000 SF lot, but elsewhere in the development reserve 15,000 SF of land for a total minimum lot size of 20,000 SF. In addition, the state plumbing code allows for 20,000 SF minimum lot sizes without requiring a variance. There are standards for well and septic field separation on-site and for wells and septic fields on adjacent parcels.

In addition to single individual septic systems there are also allowances for cluster systems where a number of homes share a system. This allows for the placement of homes closer together in a more traditional neighborhood development pattern.

The exact number of lots cannot be determined unless more detailed studies and focus site plans are developed, but in terms of the question of density and the goal of encouraging and absorbing growth, if Standish Corner were built out at current density levels, the concern is that the area will just become a series of well-designed, interconnected sprawl-like subdivisions, not a village. Ideally, clustered neighborhoods providing connectivity for vehicles and cars integrated with planned open space within walking distance of nearby services will be the resulting development pattern. Route 25 will act as a “Main Street” fostering commercial, professional and mixed-use development and the surrounding residential catchments areas will help support local and regional businesses.

Quadrant 1: 191 lots +/- @ 60,000 SF 573 lots +/- @ 20,000 SF 2,297 lots +/- @ 5,000 SF	Quadrant 3: 23 lots +/- @ 60,000 SF 70 lots +/- @ 20,000 SF 280 lots +/- @ 5,000 SF
Quadrant 2: 55 lots +/- @ 60,000 SF 167 lots +/- @ 20,000 SF 668 lots +/- @ 5,000 SF	Quadrant 4: 71 lots +/- @ 60,000 SF 213 lots +/- @ 20,000 SF 852 lots +/- @ 5,000 SF

In addition to Figure 7 depicting density potential, Figures 8 depicts a field developed with 60,000 SF lots and Figure 9 depicts the same field developed with 20,000 SF lots. Figure 10 corresponds with Figure 9 and provides a “front porch” experience of a tighter knit neighborhood as compared to the front porch experience required by current zoning depicted in Figure 11.



Field in study area with development potential.

Perceptions of what constitutes protecting rural character and the general trend of developers to create 12-lot subdivisions in rural areas meeting market demand often trump the best attempts to plan for growth. For many people, a subdivision of three-acre lots maintains rural character. It should be noted that the difference between the most rural zones and the densest zones in the town is only one acre. The Village Commercial District requires 80,000 SF lots and the Rural District requires three-acre lots. It is a general rule of thumb that there should be at least a 10 to 1 differential between the most dense zones in a town and the more rural areas to truly reflect a range of development patterns and offer more diversity for housing types and economic development. Standish Corner should differentiate itself from other areas of town in order to protect rural character, reverse the trends of an aging population, fill the churches with new families, support a farmer’s market, support local stores and a wide range of professional services. One way to create a village and cope with growth and change is to encourage and shape it through responsible planning.

Traffic

The dramatic increases in traffic impacts on Standish Corner are well documented through experience and professional analysis. Many residents have experienced long waits and traffic backed up from the Route 25 / 35 intersection to the Gorham town line. From 1981 through 1995 growth rates on Routes 25 and 35 ranged from 4% to 8%, with the higher rates on Route 25. Typical growth rates

in Maine are 1% to 2% a year. The recently completed Route 25 / 35 Corridor Study by Gorrill-Palmer projects continued growth rates in traffic at 2% a year. Gorrill-Palmer completed a Master Plan showing improvements to curb cuts, the potential location for a new traffic light on Route 25 north of the Colonial Marketplace entrance and a series of conceptual parallel



Standish Corner is stressed by regional traffic.

roads that will serve local traffic and open up the back lands for development (Figures 12 & 13). These road locations are conceptual in nature and in no way imply anticipated takings by the town. The plan also shows how developments along Route 25 could have parking behind buildings with driveways connecting the parking lots.

Development Patterns

Figure 14 is a figure / ground study showing the existing pattern of development in the study area. This graphic makes it clear that development has occurred in a typical frontage manner along the major and minor roads and that more recent residential subdivisions are dead end streets with no interconnectivity. While this graphic does not show the environmental constraints in the four quadrants, it is evident that there is ample back lands for the development of village-scaled neighborhoods.

Village Anchors: Civic / Economic / Historic / Land Use

Figure 2 depicts what are identified as key anchors or building blocks for the creation of a future village. These anchors are the Town Hall, the George E. Jack School, and Colonial Marketplace. They act as gateways, define the community and represent the cultural building blocks of a village. In many ways, developing

the Master Plan and looking at the potential for responsible growth is a matter of “connecting the dots” and expanding on existing development patterns and land uses, while recognizing the opportunities and constraints of natural conditions.

Pedestrian Sheds

Figure 15 depicts four “pedestrian sheds”, which represent five minute and fifteen minute walks respectively. The four pedestrian sheds are centered on Colonial Marketplace, Standish Corner, the Oak Hill Drive Subdivision, and the Town Hall Complex. There is currently no overlap between these sheds. As Standish Corner grows as a village, the area will become an array of overlapping circles focused on a variety of different uses such as housing, local businesses, churches, parks, greenways, and civic spaces within walking distance of each other.



The Town Hall Complex is a key civic building in the study area.

Infrastructure

As noted on Figure 16, portions of the study area are served by public water and in many cases this can be extended to support neighborhoods at a village scale. The majority of utilities are above grade and the area is served by individual septic systems. Public sewer or large-scale cluster septic systems with access capacity do not exist.

Pedestrian Amenities

There are minimal to no pedestrian amenities in the area. Several new developments such as the Norway Savings Bank, Dunkin’ Donuts and the Pit Stop include frontage sidewalks. But these are isolated incidents. This piece-meal approach is not creating a safe pedestrian network throughout the study area.

Besides the Route 25 pedestrian signalized crosswalk at the Colonial Marketplace / Norway Savings Bank intersection there are no other pedestrian safety measures such as flashing lights, raised crosswalks and reflective crosswalks in the study area.

Sidewalks, crosswalks and other pedestrian safety measures such as activated lights or mid-road traffic islands are completely lacking at the intersection of Routes 25 and 35. The

Gorrill-Palmer study did not count pedestrian movement throughout the area, but input from the public indicated regular pedestrian activity, especially along Route 25. Sidewalks are currently required as part of site plan and subdivision approval and ideally a system of interconnected sidewalks will be created with the build out of the area, but the town will most likely have to take a more active role than anticipated in ensuring pedestrian safety instead of depending on the free market to create a comprehensive network of sidewalks, crosswalks and other pedestrian amenities.

The town will most likely have to take a more active role than anticipated in ensuring pedestrian safety instead of depending on the free market to create a comprehensive network of sidewalks, crosswalks and other pedestrian amenities.



There are no sidewalks or crosswalks at the Route 35 / 25 intersection. This is indicative of the lack of pedestrian amenities in Standish Corner study area.

Existing businesses and homes may remain unchanged for many years, not requiring sidewalks. The town should prepare a sidewalk master plan identifying recent sidewalk additions, properties where there is the potential for either redevelopment or development (triggering the private sector to install sidewalks) and areas where sidewalks may never be constructed. This plan will guide the development of a sidewalk master plan.

Economics and Demographics

The Town of Standish's population has been on a course of strong and steady growth for more than 40 years. Its population, which stood at 9,285 in 2000, is expected to reach 11,000 by the year 2015. Growth in the town has been

largely driven by its proximity to Portland, with the bulk of new residents being commuters to jobs in closer-in communities. The town would need to add about 760 housing units over the next ten years to its inventory in order to absorb this level of growth.

One effect of the continued transition of Standish from a rural area to a bedroom community has been the increase in the income level of its residents relative to the region. The rate of household income growth in Standish from 1990-2000 was 27% higher than the growth rate of Cumberland County (46% to 36%). Standish's household income level in 2000 was \$50,278, compared with \$44,048 for the county. Despite Standish's overall strength on income, it actually has a much lower concentration of households earning more than \$75,000 per year than the overall county. Most of Standish's new wealth is concentrated in households earning between \$50,000 and \$75,000 per year - about 32% of the town's households are in this income bracket, compared with just 21% of all county households.

Standish has a small base of employment for a town of its size, which is a reflection of it being a bedroom community. About 2,000 people work in the town, with services employment dominating its job base. The recent closure of Sensata Technologies, located north of Standish Corner on Route 35, put a severe dent into the town's manufacturing base, and is indicative of the continued struggles of the manufacturing sector in Southern Maine.

The retail sector has shown strong growth in Standish, led by the recent development of Colonial Marketplace. Despite adding this shopping center, the overwhelming majority of retail purchases by Standish residents is still made outside the town's boundaries. In particular, the leakage of general and consumer goods sales is very high, as local residents typically make such purchases at regional nodes in North Windham and South Portland.

The new Standish Comprehensive Plan, completed in 2006, puts forth a bold vision for the remaking of the town's existing village centers, especially Standish Corner. If implemented as adopted, the collective impact of the goals, policies and strategies laid out in the Comprehensive Plan will transform Standish Corner into a traditional village center, with densely-built housing, a safe and attractive

pedestrian environment and a diverse array of neighborhood-scaled shops and businesses. The community survey conducted as part of the plan concluded that Standish residents want the village to include more restaurants, offices and retail shops, but not new shopping centers or industrial parks.

One particularly aggressive goal of the Standish Comprehensive Plan is to concentrate 60 - 70% of all new housing developments in Standish in its village centers. With a total of 761 housing units projected in Standish through 2015, this would translate to 450 - 525 new units in village centers. Assuming (conservatively) that one-third of these units would be built in the Standish Corner growth area, the village would need to absorb between 150 - 175 new housing units over the next decade. From the density analysis we know Standish Corner can absorb more units than this and will need to in order to create a village.

Other recommendations in the Comprehensive Plan for Standish Corner include:

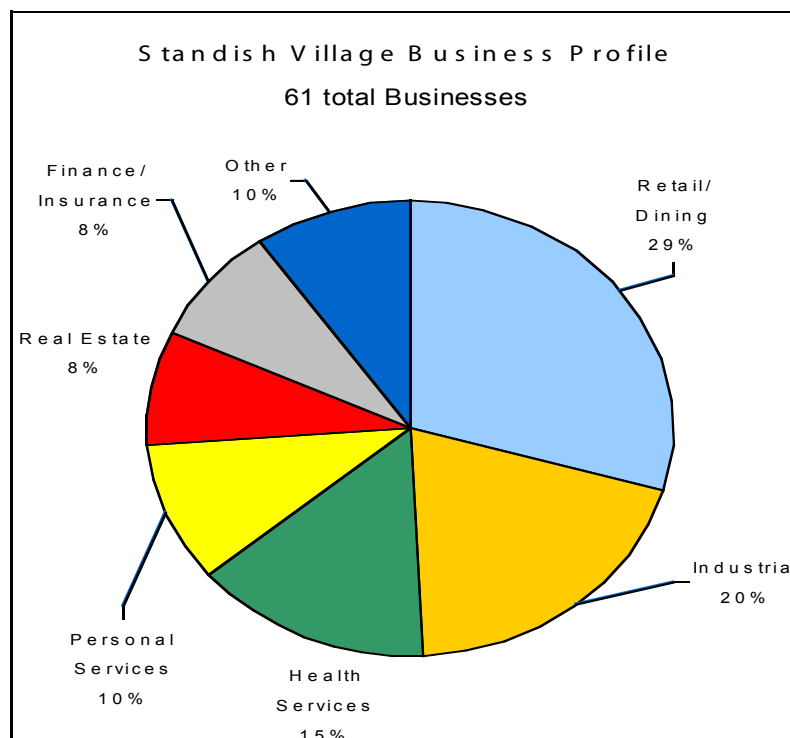
- Exploring shared parking arrangements.
- Considering economic incentives to attract appropriate businesses to village areas.
- Pursuing grant funding for village improvements.
- Considering the establishment of a Village Tax-Increment Financing (TIF) district.
- Diversifying the housing stock, including mixed-use, elderly housing and family apartments.
- Encouraging pedestrian and vehicular connectivity potentially through the use of historic range road corridors and the creation of new streets and greenways.
- Enacting architectural controls for development.

The MRLD team conducted a walking and driving survey of the Standish Corner study area in early April 2007 in order to assemble a profile of existing business activity in the village. A total of 61 existing businesses were identified (not including at least two recently shuttered businesses). Of these:

- 19 are located in the immediate vicinity of the Route 25 / 35 intersection.
- 31 are located along Route 25 east of Standish Corner; 14 of these businesses are located in the Colonial Marketplace shopping center.

- 8 are located on Route 35 north of Standish Corner.
- 3 are located on Route 25 west of Standish Corner.

The graphic below profiles village-area businesses by type. There are 18 retail / dining businesses that are roughly evenly split among dining, convenience retail and destination retail. There are 12 industrial businesses, 9 health services businesses, 6 personal service businesses, 5 real estate offices (including mortgage and title companies), 3 banks, 2 insurance offices and 6 other businesses which includes a law firm, a paintball facility, an apple orchard, two day care centers and a driving school.



Standish Corner Village Design Master Plan

Overview and Goals of the Master Plan

See the Standish Corner Village Design Master Plan at the end of the Figures Section (Figure 29)

As previously stated the scope of work for this study included the following issues:

- 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
- The primary goal is to create a safe and attractive village, which can absorb residential, commercial and professional growth in a responsible and sustainable manner.*

But this area is possibly one of the most critical growth areas as defined in the Comprehensive Plan. To that extent, the Master Plan also addresses issues such as:

- 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

Zoning Recommendations

The Master Plan builds on the recommendation of the Comprehensive Plan, public input, review by the Master Plan Advisory Committee and research and analysis by the project team. The primary goals are to create a safe and attractive village, which can absorb residential, commercial and professional growth in a responsible and sustainable manner.

Sustainable is used to describe many aspects of the Master Plan including:

- Creating mixed-use, interconnected neighborhoods, not isolated “subdivisions” by looking at the area holistically, not on a parcel by parcel basis.
- Implementing the vision of the Comprehensive Plan and input from the public process.
- Integrating vehicular traffic and parking into Standish Corner rather than segregating it as a problem.
- Ensuring pedestrian safety by requiring sidewalks, greenways and other pedestrian amenities.
- Making streets more like places than conduits, serving the needs of vehicles and pedestrians.
- Creating diversity by allowing a wide range of compatible uses.
- Protecting natural resources.
- Fostering local jobs.
- Expanding the range of residential uses.
- Ensuring attractive and pedestrian friendly development by adopting guidelines.
- Striving to create affordable housing using a range of mechanisms.
- Reducing the number of residents commuting to work outside of Standish.
- Establishing an emotional and physical sense of place.
- Developing green building and site guidelines and explore alternative modes of transportation and energy production mitigating impacts on the environment.



Marrett House open space adjacent to Rt. 25.

- Expanding the Elderly Housing provisions of the Land Use Ordinance to all ages. The population in Standish is aging and while there is a need to serve the elderly and boomer populations, there may be an even more urgent need to encourage young families to move to Standish. While there are concerns about the impact of children on schools and town services, there should also be a concern that the town is not exclusive and cost prohibitive for new families and the children of existing residents. The echo boom is passing through middle and high school at this time and there is a need in communities such as Standish to enliven the community with families. Churches, community organizations, recreation teams, town committees and local businesses need the nourishment of children, young adults and families. If there are concerns that Standish has become a mere “bedroom community”, the town should be making efforts through zoning and other policies that the community is not slowly becoming a “retirement community”.

Standish Corner does not yet have a critical mass of buildings and people to make it a village in the manner of such communities as Cornish or Yarmouth. Existing zoning, policies and standard development practices have to a certain degree discouraged the creation of a village at Standish Corner. Recent policy changes and planning efforts such as the differential growth cap and Route 25 / 35 Corridor Study are working towards a common goal of making Standish Corner a more safe and attractive village. Ongoing ordinance review work in the areas of sidewalks and accessory units will also complement the vision of Comprehensive Plan and the Master Plan.

The population in Standish is aging in place and while there is a need to serve the elder and boomer populations, there may be an even more urgent need to encourage young families to move to Standish.

There are existing built and natural features in Standish Corner, which guided the master planning process. These “building blocks” provided a logical starting point for developing visions for new districts and the overall desired character of the study area. In general, the planning for Standish Corner is not about “infill” development or redeveloping existing sites and buildings, but creating new neighborhoods in the four quadrants supporting a range of uses and street networks simultaneously reinforcing Standish Corner as the historic epicenter with the additional goal of relieving this intersection of traffic congestion.

Some of the existing conditions that guided the proposed zoning, land use patterns, traffic solutions and design guidelines and economic and housing initiatives include:

- Landmarks such as Standish Corner, Randall's Orchard, Colonial Marketplace, the Marrett House, the George E. Jack Elementary School and the Town Hall Complex created anchors or waypoints for envisioning compatible growth, gateways and a general sense of place.
- The Industrial District, which is important for economic development.
- The undeveloped lands in the four quadrants which are suitable for non-strip style development.
- A network of streams, wetlands and floodplains not suitable for development, but ideal areas for open space and greenways.
- The Route 25 traffic congestion and the 25 / 35 intersection with an "F" Level of Service.
- The lack of sidewalks and other pedestrian amenities.
- The limited range of allowable housing types.
- Existing zoning requiring non-village scaled lots.
- Continued development outside the growth areas leading to more sprawl.
- Recent developments along Route 25 as a sign of market forces beginning to change the nature of the area.

Proposed Village Residential / Professional District Uses

The intention of the Village Residential / Professional District is to create a village-scaled, pedestrian friendly series of interconnected neighborhoods supporting a wide range of housing types and a limited range of professional and commercial developments. The District will be primarily residential in nature, but provide opportunities for incubating local businesses. Performance standards will ensure high quality buffering, architecture, landscaping, lighting and signage. A series of greenways and sidewalks will connect the neighborhoods. The district includes the Town Hall Complex, the George E. Jack Elementary School and the historic Marrett House, which are all recognized landmarks and help define this area as less auto oriented than districts with Route 25 frontage.

See figures 17-23 for visualizations reflecting a concept village build out with a range of recommended performance and dimensional standards.

Existing Uses

CEO Review Required

- Accessory uses and buildings
- Agriculture
- Family apartments
- Forestry management
- Home care services
- Home occupations, Level 1
- Manufactured housing units
- Single-family dwellings
- Timber harvesting



Rendering of proposed Village Residential / Professional District neighborhood

Site Plan Review Required

- Adult day-care
- Cemeteries Churches
- Day-care home
- Elderly housing Home occupation, Level 2
- Home retail sales
- Manufactured dwellings
- Municipal uses

BOA Review Required

- Kennels
- Mobile home parks, if served by public water supply
- Residential care facilities

Proposed Expanded Uses

- Home occupations, Level 3
- Three family dwellings
- Multifamily dwellings
- Bed-and-breakfast
- Business and professional office under 2,000 square feet
- Tradesman

Medical clinics
Day-care center
School
Research facilities
Veterinary clinics

Proposed Restricted Uses

Cemeteries
Kennels
Mobile home parks, if served by public water supply
Residential care facilities

Recommendations

- It is recommended that the differential growth cap not be applied to this area to encourage growth. The District should be exempt from the cap system and the town should consider unlimited permits in this area.
- Commercial / professional developments should be limited to 2,000 SF. Appropriate standards are required between varying uses.
- Consider waiving the two required parking spaces for mixed-used developments when calculating required parking.
- Enact contract zoning to allow flexibility and creativity in developments.
- The town should consider removing the review of certain uses by the Board of Appeals prior to going to the Planning Board to streamline the planning process, make the town more business friendly, while still protecting the interest of existing residences, and create a direct relationship between the Planning Board and the applicant at the beginning of a project.
- Certain uses requiring large amount of parking on an infrequent basis, such as churches, should be allowed more flexible standards for parking.
- On-street parking should be considered to limit large areas of surface parking.
- The provisions for Elderly Housing allowing greater densities and a different housing type should be expanded to include all age groups. This will help stop the trend of an aging community and provide opportunities for young families and adults to live in Standish.

Village Residential / Professional – Proposed District Dimension:

	Existing	Proposed
Lot Size:	60,000 - 80,000 SF	10,000 - 40,000 SF max.
Arterial Frontage:	175'	NA
Collector/Local Frontage:	175'	100'
Collector/Local Frontage:	175'	100'
Arterial Front Setback:	50'	50' to 70' max.
Collector/Local Setback:	50'	15' to 25' max.
Side/Rear Setbacks:	No changes except allow zero lot line under specific circumstances	

Village Mixed-use – Proposed District Uses

The intention of the Village Mixed-use District is to create a village-scaled, pedestrian friendly series of interconnected neighborhoods supporting a wide range of housing types as well as local and regional commercial development. Performance standards for such issues as architecture, landscaping, lighting and signage will reinforce the intentions of the District. This District, which includes Colonial Marketplace and other recent commercial development along Route 25, integrates vehicles and pedestrians with well-designed streetscapes defined by buildings and landscaping.

Existing Uses

CEO Review Required

- Accessory uses and buildings
- Agriculture
- Family apartments
- Forestry management
- Home care services Home occupations, Level 1
- Single-family dwellings
- Timber harvesting

Planning Board Review Required

- Adult day-care home
- Bed-and-breakfast



A positive example for future development along Route 25.

Business and professional office under 2,000 square feet
Cemeteries
Churches
Commercial recreation
Day-care home
Elderly housing
Fueling station
Funeral homes
Home occupation, Level 2
Home occupation, Level 3
Home retail sales
Inns
Mechanical repair garage
Motor vehicle sales
Multifamily dwellings
Municipal uses
Nursing homes
Private clubs
Public utilities
Restaurants without drive-through
Retail business under 2,000 square feet
Schools
Tradesman
Veterinary clinics

BOA Review Required

Animal husbandry
Day-care centers
Hospitals
Hotels
Kennel
Medical clinics
Motels Residential care facility
Restaurant with drive-through
Transmission towers Retail business over 2,000 square feet

Proposed Expanded Uses

Three family dwellings
Day-care center
Research facilities

Proposed Restricted Uses

Animal husbandry
Kennels
Motor vehicle sales
Transmission towers
Mechanical repair garage
Cemeteries

Recommendations

- It is recommended that the differential growth cap not be applied to this area to encourage growth. The District should be exempt from the cap system and the town should consider unlimited permits in this area.
- Consider a maximum 3,500 SF building footprint for buildings, particularly along Route 25.
- Enact contract zoning to allow flexibility and creativity in developments.
- Consider waiving the two required parking spaces for mixed-used developments when calculating required parking.
- Consider a minimum building height of 35' to 45' with either residential or professional space on the second floor to help create a better sense of enclosure, promote architecture in keeping with a New England style and discourage uses that are formulaic.
- As recommended for the Village Residential / Professional District, consider removing the review of certain uses by the Board of Appeals prior to going to the Planning Board to streamline the planning process, make the town more business friendly, while still protecting the interest of existing residences, and create a direct relationship between the Planning Board and the applicant at the beginning of a project.
- Certain uses requiring large amount of parking on an infrequent basis, such as churches, should be allowed more flexible standards for parking.
- The area should include on-street parking to limit large areas of surface parking.
- The provisions for Elderly Housing allowing greater densities and a

different housing type should be expanded to include all age groups. This will help stop the trend of an aging community and provide opportunities for young families and adults to live in Standish.

Village Mixed-use – Proposed District Dimension:

	Existing	Proposed
Lot Size:	60,000 - 80,000 SF	10,000 - 40,000 SF max.
Arterial Frontage:	175'	NA
Collector/Local Frontage:	175'	100'
Collector/Local Frontage:	175'	100'
Arterial Front Setback:	50'	50' to 70' max.
Collector/Local Setback:	50'	15' to 25' max.
Side/Rear Setbacks:	No changes except allow zero lot line under specific circumstances	

Village Mixed-use 2 – Proposed District Uses

The intention of the Village Mixed-use District is to create a transitional zone from the village core to the more rural areas of Standish. Commercial uses fronting Route 25 will be less auto intensive than in the Village Mixed-use District. The maintenance of existing or new buffering along Route 25 coupled with careful access management will screen development creating a rural gateway, avoiding the visual quality of strip development. Interconnected neighborhoods supporting a range of housing types and small-scale neighborhood commercial uses are located beyond the commercial development fronting Route 25.

Existing Uses

CEO Review Required

- Accessory uses and buildings
- Agriculture Family apartments
- Forestry management
- Home care services Home occupations, Level 1
- Single-family dwellings
- Timber harvesting

Planning Board Review Required

- Adult day-care home
- Bed-and-breakfast
- Business and professional office under 2,000 square feet
- Cemeteries
- Churches
- Commercial recreation
- Day-care home
- Elderly housing
- Fueling station
- Funeral homes
- Home occupation, Level 2
- Home occupation, Level 3
- Home retail sales
- Inns
- Mechanical repair garage
- Motor vehicle sales
- Multifamily dwellings
- Municipal uses
- Nursing homes
- Private clubs
- Public utilities
- Restaurants without drive - through
- Retail business under 2,000 square feet
- Schools
- Tradesman
- Veterinary clinics



An example of a low intensity land use along Route 25.

BOA Review Required

- Animal husbandry
- Day-care centers
- Hospitals Hotels
- Kennel
- Medical clinics
- Motels
- Residential care facility

Restaurant with drive-through
Transmission towers
Retail business over 2,000 square feet

Proposed Expanded Uses

Three family dwellings

Proposed Restricted Uses (at least fronting Route 25)

Hotels
Fueling Station
Hospitals
Medical Clinics
Motels
Retail business over 2,000 square feet
Restaurant with drive-through

Recommendations

- It is recommended that the differential growth cap remain in this District.
- Consider a maximum 6,000 SF building footprint for buildings, particularly along Route 25.
- Consider waiving the two required parking spaces for mixed-used developments when calculating required parking.
- Enact contract zoning to allow flexibility and creativity in developments.
- Development along Route 25 should be heavily buffered and strict access management standards developed.
- The provisions for Elderly Housing allowing greater densities and a different housing type should be expanded to include all age groups. This will help stop the trend of an aging community and provide opportunities for young families and adults to live in Standish.

Village Mixed-use 2 – Proposed District Dimension:

	Existing	Proposed
Lot Size:	60,0000 - 80,000 SF	20,000 - 60,000 SF max.
Arterial Frontage:	175'	NA
Collector/Local Frontage:	175'	100'
Arterial Front Setback:	50'	100' max.
Side/Rear Setbacks:	No changes except allow zero lot line under specific circumstances	

Streetscapes and the Pedestrian Environment

The Standish Corner area is lacking in sidewalks except for a few isolated locations. There are no sidewalks, crosswalks or pedestrian activated signals at the Route 25 / 35 Intersection. The Colonial Marketplace / Norway Savings Bank signal is the only location in the study area with a crosswalk. This crosswalk is signalized.

After developing a sidewalk and crosswalk inventory and master plan as mentioned above, the town should consider funding a sidewalk system rather than wait for the piece meal system to eventually interconnect. The town could fund this work through the public works budget, create an impact free ordinance, make development / redevelopment of properties contingent upon reimbursing the town, pursue MEDOT and Community Development Block Grants or bond the cost.



The Colonial Marketplace Intersection includes the only crosswalk in the study area - across Route 25. Note that there is no crosswalk at the entrance of Colonial Marketplace.

Priority areas for sidewalks should be, at a minimum along:

- The northern side of Route 25 from Blake Road to Route 35. This would capture most of the foot traffic from the density of homes on Blake Road, and

the prevalence of homes and businesses along the north side of Route 25. Pit Stop and Colonial Marketplace can tie into the northern side of Route 25 with the signalized crosswalk.

- The eastern side of Route 35 from the intersection passing Town Hall to Shaws Mill Road.
- On both sides of Route 25 and 35 west of the intersection (coordinated with realignment and green space potential at the Oakhill Road and Route 25).

As mentioned previously, there is only one crosswalk in the study area located at the Colonial Marketplace / Norway Savings Bank Intersection. While all crosswalks do not need an activated signal stopping traffic, crosswalks can feature such safety measures as: flashing lights and signage, raised speed tables, reflective thermally embossed decorative patterns, LED strips embedded in the pavement and landscape islands midway across the road to provide a haven. Crosswalks should be located at a minimum in the following locations:



While not an idealized streetscape, Colonial Marketplace provides a range of pedestrian amenities.

- The four sides of the Route 25 / 35 intersection.
- From Randall Road across to Blake Road.
- In areas where existing subdivisions exit on to Route 25 or 35 and need safe passage to a sidewalk on the opposite side of the street.
- Integrated with the realignment of Oakhill Road and Route 25 and the potential green space.

Besides the neighborhood at Standish Corner with the Oak Hill General Store and nearby homes and tree-lined streets, the area is lacking a pedestrian scale. Ideally the distance between buildings is a 1 to 2 ratio, creating an inviting, village-scaled streetscape. The addition of street trees, light poles less than 14' in height, benches, wide sidewalks (10' to 12' from building to curb), awnings or porticos providing cover from the elements, all of which are elements to creating a comfortable pedestrian zone. It is sometimes not possible to achieve this ideal height to width ratio due to density restrictions, but the described street amenities, even in a shopping mall, help to create a sense of place and scale that encourages pedestrian activity.

The Land Use Ordinance should expand the requirements for sidewalks so that all subdivisions in the proposed districts shall include sidewalks on at least one side of the street and crosswalks at all intersections and key crossing points.

Open Space and Greenways

In addition to the proposed sidewalk system and crosswalks, the Master Plan depicts the conceptual location of a pedestrian greenway system that will eventually connect the neighborhoods and provide a unique natural experience within the village center. The greenways are located in areas that cannot support development, such as floodplains and stream corridors. As development occurs on parcels including these lands, provisions should be made in the ordinance for easements to secure the future location. Density bonuses might be an incentive for the developers to construct the greenways. Figure 24 shows the location of potential open spaces and greenways.



Open space will be integrated with new neighborhoods.

Housing and Economic Development

No exact formula exists to determine how many households are needed to support different types of retail stores. The success or failure of retail enterprises depends on many factors apart from the sheer number of households, including: household income levels, local buying preferences, transportation systems, clustering of different store types, and local weather / climate.

However, there are general rules of thumb available to help communities better understand the rough number of households needed in a given trade area to support different types of retail shops and service businesses.

The following information regarding households needed to support different types of retail and service businesses was developed as part of a sector planning study for the Los Alamos area of Santa Barbara, California. While its numbers are specific to that region, it does provide a good basis for understanding the differences in households needed to support different business types.

Business Type	Households Needed
Hardware Store (5,000 SF)	3,700
Supermarket	1,580
Drug Store	4,700
Florist	7,150
Family Apparel	2,740
Gift Shop	3,120
Service Station	1,020
Auto Repair	750
Physician	4,180
Dentist	1,470
Beauty Shop/Barber	940
Laundromat	3,080

Businesses located in the village at least need to draw from elsewhere in the town to survive. Many need to draw from beyond Standish since the entire town currently had just 3,200 households as of the 2000 Census and many of the businesses on the above list require far more than that number of households to support their activities. It is clear from this information that, even with the addition of many more households in Standish Corner, the population in the immediate area will not be sufficient to support retail businesses.

The Potential for a Farmer's Market

Many communities in Maine have vibrant farmer's markets that are successful at attracting visitors from broad areas. Standish Corner has a number of attributes that make it a strong candidate for its own market:

- It is located at a major regional transportation crossroad.
- There is a substantial base of households in the surrounding area to support such a market.
- There are many small farms located in Standish and surrounding towns like Buxton, Gorham, Baldwin and Limington.
- The parking lot at Colonial Marketplace would make a good location to

hold the farmer's market.

Perhaps the most important reason why a farmer's market would be viable is the lack of competition. According to the Maine Department of Agriculture's "Get Real, Get Maine" website (www.getrealmaine.com), there are no farmer's markets within 15 miles of Standish. The closest markets currently operating are in Saco, Sanford, Bridgton, Portland and Cumberland. Given the growing population in Standish and its surrounding areas, Standish Corner should be an appropriate place for a farmer's market.

Assistance with setting up a market is available from three main sources:

- The Maine Federation of Farmer's Markets (www.snakeroot.net/mffm) has a number of resources to help communities set up farmer's markets, as well as links to other online resources.
- The Threshold to Maine Resource Conservation & Development Area (www.thresholdtomaine.org) is a regional arm of the U.S. Department of Agriculture that works with communities in Southern Maine on economic and community development projects related to agriculture and natural resources. This organization provides technical assistance to communities and can help obtain grants for development projects like farmer's markets.
- The Maine Department of Agriculture can, through the www.getrealmaine.com website assist with marketing and publicizing a farmer's market once it is established.

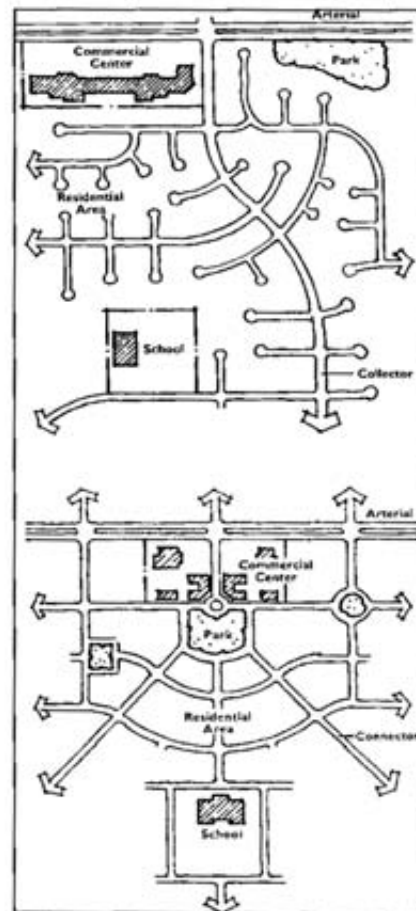
Transportation – Integrating the Car with the Village

The success of developing a village at Standish Corner is in large part dependent on how well the car is integrated into the creation of neighborhoods. A hierarchy of street designs corresponding with the envisioned nature of districts, performance standards and the intensity of land uses will help create a context for the car. Streets will unite, not divide neighborhoods. Streetscapes with pedestrian amenities defined by adjacent buildings will create "outdoor rooms" establishing a sense of place. Shared parking arrangements, on-street parking and other traffic calming measures will ensure that local businesses will be adequately served by the car, but not at the expense of making unsafe or uninviting pedestrian conditions.

Route 25 will continue to act as a critical arterial in the village area, but a proposed network of streets in the undeveloped lands will help disperse traffic and create new opportunities for development at a range of scales. Careful access management will contribute to the safety of Route 25 for pedestrians and vehicles.

Figure 25 depicts a typical build out along Route 25 with individual driveways, creating access management issues. Figure 26 depicts a build out with limited curb cuts and shared driveways to parking behind the buildings to improve access management.

The long-term vision for Route 25 is that the by-pass will divert regional traffic, relieving congestion on what could become a “Main Street” (Figure 27). The exact location of this by-pass is conceptual. The Standish Corner historic center provides a sense of scale and place due to the mature trees and the proximity of the buildings to the road. Route 25 is unique in that there is a town eight-rod right-of-way and within this a state or county 66’ wide right-of-way. Many of the historic homes in Standish Corner are within the eight-rod right-of-way, providing a sense of enclosure and defined village space. Fortunately the Land Use Ordinance allows for buildings to be setback from the 66’ right-of-way, allowing buildings to be closer to the street, but in no case can buildings be located within the eight-rod right-of-way. Figure 28 depicts a sectional build out across Route 25. This meets current codes, but does not meet the idealized planning standard of a 1 to 2 building height to street width ratio. This ratio has been found to be successful because it creates a streetscape that is a pedestrian scaled outdoor



Discouraged

Encouraged

Proposed neighborhoods should include interconnected streets, parks, focal points, and be within walking distance of services.

SOURCE: NEW URBANISM: COMPREHENSIVE REPORT & BEST PRACTICES GUIDE

room, does not allow the street to become an overbearing conduit for vehicles and allows for adequate sun exposure. For two to three story buildings this ratio usually results in approximately 60' between buildings. Figure 28 shows that the sectional relationship across Route 25 is approximately a 1 to 4 ratio, creating an expansive, undefined feel. It is recommended that the town consider allowing buildings to be built within the right-of-way to create a more idealized relationship between building height and street width. In terms of the pedestrian experience, this expansive feel can be mitigated by creating a pedestrian zone between the building and the street. This pedestrian zone can be best achieved by placing the building as close to the property line as possible and including a 6' to 10' wide sidewalk, benches, trees, landscaping, stonewalls or fencing, and light poles.

Other basic components and assumptions of the Master Plan include:

- Use the Gorrill-Palmer Route 25 / 35 Corridor Study recommendations for reducing curb cuts, creating streets accessing back lands and the possible installation of a new traffic signal at the intersection of Route 25 and the entrance driveway to the veterinary hospital.
- Look at the options presented in the Gorrill-Palmer Route 25 / 35 Corridor Study for improving the intersection of Oak Hill Road, creating more green space.
- Create a regional by-pass beginning at the Gorham town line heading northwest around Standish Corner to the Cram Road / Route 25 intersection (site distances are adequate).
- Use the by-pass as limited access road guiding development north towards Route 25 .
- Realign Route 25 near the beginning and end of the by-pass to create "T" intersections. This will encourage regional traffic to flow by "Main Street" and require a deliberate decision to turn off of Route 25. These intersections should be considered as gateways to the community. Either distinct open space, such as Randall's orchard, or high density development defining the intersections will help create thresholds to Standish Corner.

The general provisions in the Land Use Ordinance require that new subdivision lots have access and frontage on new interior roads, which is critical for reducing arterial sprawl subdivisions and beginning a network of roads accessing

undeveloped lands. Chapter 252, Streets and Sidewalks, provides further standards for proposed development. Article IV, Roadway Plan, provides a series of incentives for developers to create integrated traffic movements, mitigating impacts to arterials and promoting interconnectivity between projects. This interconnectivity will ideally foster new neighborhoods and different routes for both vehicles and pedestrians.

The incentives provided by Article IV and the applicable Access Management Standards are positive and provide the town and the applicant opportunities for creative design; however there are a few recommendations that will allow even more creativity, encourage the concept of a village, promote Route 25 as a place of local character and provide for an improved pedestrian environment:

Recommendations

- Residential and commercial developments, not just projects abutting arterials, should be required to provide connections or right-of-ways to all abutting property as part of the site design in anticipation of future connectivity.
- On-street parking should be encouraged where appropriate to better integrate developments into the vision of Standish Corner Village and avoid large expanses of parking lots. On-street parking also encourages the development of a total streetscape with sidewalks, lighting and street trees. This cost is usually focused in parking lots, but can be distributed in a more village-scale manner. On-street parking also encourages the extension of new roads, creating frontage and extensions for village connectivity. And contrary to commonly held beliefs, on-street parking calms traffic, creating a safer pedestrian environment.
- The town should encourage similar creative parking, access and interconnectivity standards and incentives on local and collector streets similar to the provisions with development on arterial streets, but adjusted to meet the scale and character of the new neighborhoods.
- While new dead end streets are required to provide for future continuation, new developments should be required / encouraged to create interconnectivity within the project and to any adjacent existing developments. Projects should be planned to include interconnectivity from initial construction to future expansion. Appropriate incentives should be

developed to encourage internal connectivity and disincentives should be considered, such as reducing the length of dead end roads and requiring blocks or loops, in effect making each project the beginning of a series of intentionally connected neighborhoods.

- The existing regulations allow frontage roads within 50' of the front setback. While frontage roads do create project-to-project connections, reducing curb cuts and minimizing impacts on arterials, they do not add to visual character or create a pedestrian friendly zone as an alternative by placing parallel frontage roads and parking behind buildings establishes a pedestrian friendly zone in front of the building and creates a new road behind the building and parking with frontage for future development. By placing the frontage road behind the building and required parking, an investment is being made in both the project at hand as well as providing an interface for future development and ongoing interconnectivity.
- The town should construct a 'park and ride' lot or apply for funding.
- New dimensional standards for streets should also carefully address building setbacks and building heights to try and achieve a 1 to 2 building height to street width ratio.
- All new construction should require buried utilities. This is an added expense to a project, along with other amenities such as sidewalks and light poles, but if densities are increased and frontage requirements decreased, and for example, pavement widths are decreased, then this may not be calculated as a burden for developers. In addition, buried utilities increase the value of a project by improving visual quality and decreasing maintenance issues.

Current road dimensional standards should be reconsidered. The existing standards for right-of-way and pavement widths are too great, increasing the cost of development and negatively impacting the environment. In general, no new roads should be built to arterial standards. This defeats the purpose of creating more tight-knit neighborhoods where the street is integrated with the neighborhood. Having to contend with the existing issues posed by Routes 25 and 35 are complicated enough for the process of creating a village at Standish Corner.

The current local street required pavement width is 24'. Traditional Neighborhood

Development traffic engineers now consider 16' adequate for low volume streets. These streets are considered safer and more environmentally friendly and in general help create the "outdoor room" sense of place. In terms of impervious surface, for example, if a 2,500' long dead end street at 24' was reduced to 16' wide, this represents a 33% reduction in impervious surface. This reduction in impervious surface also translates to infrastructure cost savings.

Street Dimension Recommendations

Rather than simply reducing the existing standards for collector and local streets, the town should consider a wider range of street types, allowing for more flexibility in neighborhood design.

Existing Dimensions for Collector and Local Streets:

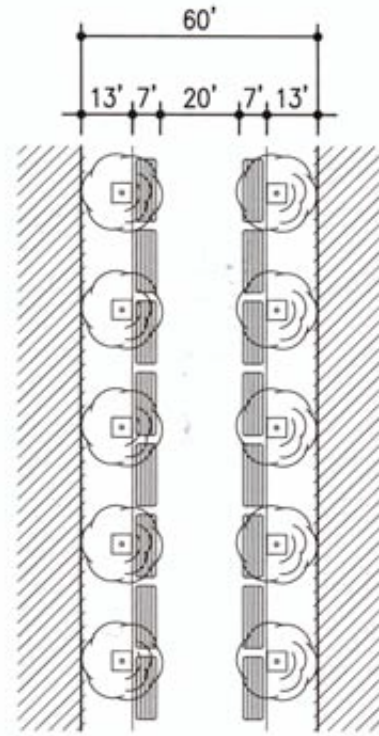
Description	Collector	Local
Right of way width	66 feet	60 feet
Pavement width	26 feet	24 feet
Shoulder width	8 feet	5 feet

The following is a range of recommended street types with dimensions and design criteria appropriate to a variety of neighborhood types. These five example streets are indicative of a holistic approach, where land use, streetscape, on-street parking, building height and setbacks, and traffic engineering standards are integrated to create a total sense of place.

Recommended Range of Street Types:

COLLECTOR 1

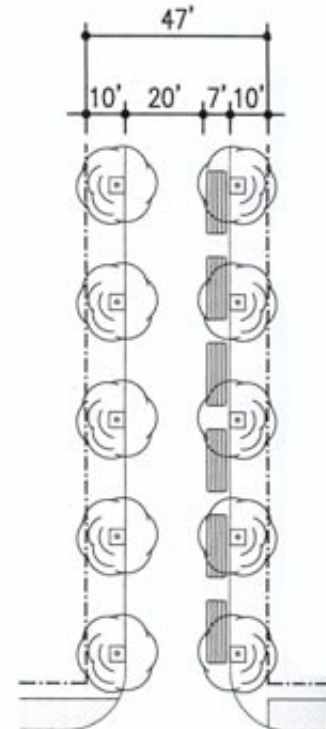
TYPE	COMMERCIAL STREET
MOVEMENT	FREE
DESIGN SPEED	30
R.O.W. WIDTH	60'
PAVEMENT WIDTH	34'
TRAFFIC FLOW	TWO WAYS
PARKING LANES	7' BOTH SIDES
CURB TYPE	RAISED
CURB RADIUS	10'
PLANTER WIDTH	5' X 5' ON BOTH SIDES
PLANTER TYPE	INDIVIDUAL
PLANTING PATTERN	ALLEE 30' O.C.
STREET LIGHT SPACING	50' O.C.
SIDEWALKS	BOTH SIDES
SIDEWALK WIDTH	12'



*SOURCE: NEW URBANISM: COMPREHENSIVE REPORT & BEST PRACTICES GUIDE

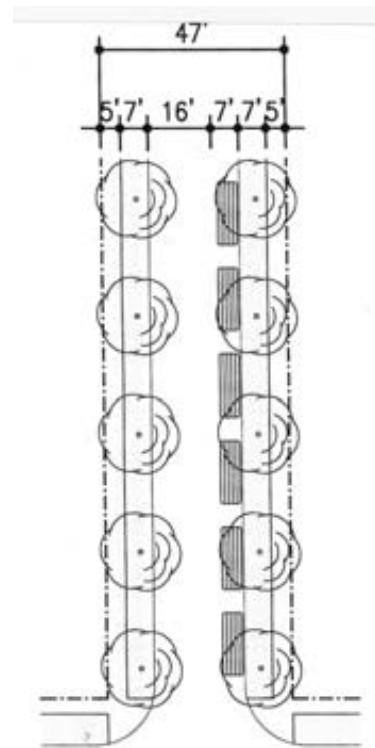
COLLECTOR 2

TYPE	COMMERCIAL STREET
MOVEMENT	FREE
DESIGN SPEED	30
R.O.W. WIDTH	47'
PAVEMENT WIDTH	27'
TRAFFIC FLOW	TWO WAYS
PARKING LANES	7' ONE SIDE
CURB TYPE	RAISED
CURB RADIUS	10'
PLANTER WIDTH	5' X 5' ON BOTH SIDES
PLANTER TYPE	INDIVIDUAL
PLANTING PATTERN	ALLEE 30' O.C.
STREET LIGHT SPACING	50' O.C.
SIDEWALKS	BIKE ROUTE
SIDEWALK WIDTH	10'



RESIDENTIAL 1

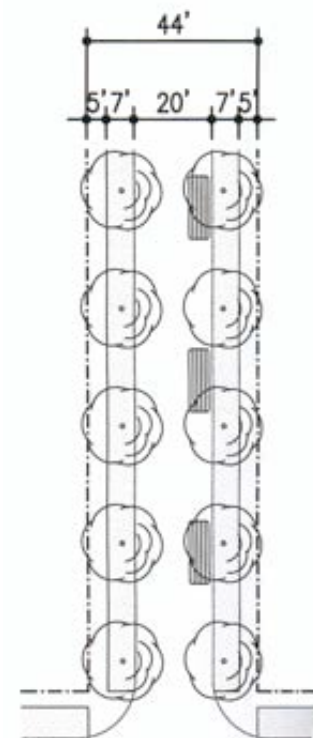
TYPE	RESIDENTIAL STREET
MOVEMENT	SLOW
DESIGN SPEED	25
R.O.W. WIDTH	47'
PAVEMENT WIDTH	23'
TRAFFIC FLOW	TWO WAYS
PARKING LANES	7' ONE SIDE
CURB TYPE	RAISED
CURB RADIUS	15'
PLANTER WIDTH	7' BOTH SIDES
PLANTER TYPE	CONTINUOUS
PLANTING PATTERN	ALLEE 30' O.C.
STREET LIGHT SPACING	ONE PER INTERSECTION
SIDEWALKS	BOTH SIDES
SIDEWALK WIDTH	5'



*SOURCE: NEW URBANISM: COMPREHENSIVE REPORT & BEST PRACTICES GUIDE

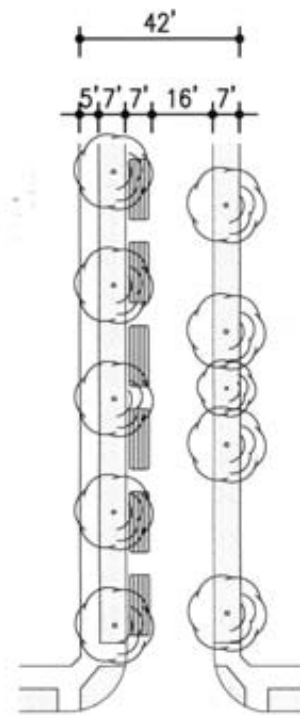
RESIDENTIAL 2 – YIELD

TYPE	RESIDENTIAL STREET
MOVEMENT	YIELD
DESIGN SPEED	20 (NOT POSTED)
R.O.W. WIDTH	44'
PAVEMENT WIDTH	20'
TRAFFIC FLOW	TWO WAYS
PARKING LANES	ONE SIDE UNMARKED
CURB TYPE	RAISED
CURB RADIUS	15'
PLANTER WIDTH	7' BOTH SIDES
PLANTER TYPE	CONTINUOUS
PLANTING PATTERN	ALLEE 30' O.C.
STREET LIGHT SPACING	ONE PER INTERSECTION
SIDEWALKS	BOTH SIDES
SIDEWALK WIDTH	5'



RESIDENTIAL 3

TYPE	RESIDENTIAL STREET / RESIDENTIAL ROAD
MOVEMENT	SLOW
DESIGN SPEED	25
R.O.W. WIDTH	42'
PAVEMENT WIDTH	23'
TRAFFIC FLOW	TWO WAYS
PARKING LANES	7' ONE SIDE
CURB TYPE	RAISED AT BUILDS EDGE, ROLLOVER AGAINST OPEN SPACE
CURB RADIUS	15' AT BUILD EDGE, 24' AGAINST OPEN SPACE
PLANTER WIDTH	7' BOTH SIDES
PLANTER TYPE	CONTINUOUS
PLANTING PATTERN	ALLEE 30' O.C. AT BUILD EDGE, SINGLE AND CLUSTER, AVG. 1/30' AGAINST OPEN SPACE
STREET LIGHT SPACING	ONE PER INTERSECTION
SIDEWALKS	ONE SIDES
SIDEWALK WIDTH	5'



Performance Standards Recommendations

The Request for Proposals required recommended design guidelines for commercial arterial development. The following general recommendations can also be applied to projects not directly fronting Routes 25 or 35. It is assumed these proposed recommendations will be further detailed and adopted as part of the Land Use Ordinance or that this document can serve as a general primer for both the town and potential developers during the review of a proposal.

The critical areas for commercial development design criteria, including architecture, lighting, signage, parking, streetscape and landscaping are already a part of the existing Land Use Ordinance in either the Site Plan Review or General Performance Standards Sections. In general, these standards have already provided strong guidance for the Planning Board and staff as evident in recent developments such as the Pit Stop and Norway Savings Bank. The Planning Board and staff have probably learned valuable lessons during the review of the visual quality of these developments. These two developments have set a positive example according to most public input and can be utilized to help guide future developers.

It is important that within every project, the developer includes a wide range of experts such as local architects and landscape architects in addition to civil engineers and project managers. Often designers are not part of a development team and the land is simply subdivided with a generic design placed on the site.

In summary, a well-designed site plan is the sum total of the parts and sensitive to the environment and the context.

Architecture

- Encourage infill development or the adaptive reuse of historic buildings through flexible standards and other incentives. The building at the intersection of Routes 25 and 35 that is being restored after a recent fire is a prime example. This is an important structure in the area, defining the street and reinforcing a sense of place for both residents and commuters. The height of the building, the articulation of form, the pitch of the roof and proximity to the road are all positive examples that should be adopted

for new construction elsewhere in Standish Corners.

- Discourage buildings with flat, odd shaped or a hodgepodge of roofs. A minimum roof pitch of 8:12 should be required. Buildings should avoid stylistic variations and have a cohesive feel using the rhythm of windows, symmetries, the placement of entrances and the use of materials and color.
- Encourage buildings carefully articulated with porches, porticos, dormers and window fenestrations. Large blank walls should be avoided and broken up with material changes, plantings, sitting areas and signage when appropriate. Buildings should include at least two functional floors or be a minimum of 35'.
- Encourage gasoline station canopies with pitched roofs and dormers to better integrate with the other site structures and buildings in the area. The materials (clapboards for example) and color of the main building and the canopy should match.
- Cookie cutter franchise architecture should be discouraged. Ideally a franchise can retrofit an existing historic structure or replicate a style of architecture indicative of the town.
- Buildings should be square to the street and not at an angle. This helps define the street edge and pedestrian zone and is usually a more efficient use of a parcel for parking and circulation purposes. In no situation should the back of a building address the street. Service areas and loading bays should also be placed to the back of a building.
- When a building is located on a corner, it should be designed to have two "fronts" with windows, lighting, roof pitches, awnings and other features that engage the building with both streets. A focal point such as a tower or articulated entrance can be located at the corner.
- Entrances to buildings should be well defined with architectural features, plazas, landscaping and lighting.



Encourage reuse of historic structures.



Encourage reuse of existing structures.



Commercial development with defined entrances, articulations, and porticos are encouraged.



Pedestrian amenities & changes in materials help break up large blank walls.



Discourage cheap materials. Include parking stops to protect site features.



Corner building designed with two “fronts”. Drive thru is placed behind building.



Avoid flat roof buildings. Do not allow loading docks to face the street.



Front entrance of building defined by lighting, a porch, and landscaped plaza.



Avoid a hodgepodge of building and roof styles.



Discourage franchise architecture with decoration facades applied to the “box”.



Avoid buildings with no sense of local character.



A positive example of a franchise utilizing an existing building in character with the area.



Discourage hipped roof buildings.



Avoid flat roof canopies made out of reflective plastic material. Canopies should include cut off fixtures. Signage is discouraged.



Discourage franchise architecture that does not reflect local character.



A positive example of an articulated pitched canopy with no signage coordinated with the design of the building.



Place dumpsters and service areas behind buildings.

This applies to small and large buildings.

- Buildings should have a massing and scale complementing the surrounding neighborhood. Long linear buildings can have the narrow end facing the street in a traditional “big house, little house back house barn” scenario such as the town farm building adjacent to Colonial Marketplace.
- Drive thru features should be placed to the rear of the building to minimize visual clutter and maximize green space in the side yards.
- Buildings should avoid stylistic variations and have a cohesive feel using the rhythm of windows, symmetries, the placement of entrances and the use of materials and color.
- “Box” franchise architecture buildings with decorative facades should be avoided.
- The use of cheap materials that are not suitable for the climate or will not stand up to wear and tear should be avoided.
- Buildings that are stylized to the point that they are “advertisements” should not be allowed.

Lighting

Lighting is an important design element for safety and aesthetic purposes.

There should be a continuum of both lighting intensity and scale of fixtures to provide clear circulation patterns for vehicles and pedestrians. Key areas for

lighting include entrance driveways, parking areas, walkways

and building entrances. A photometric plan detailing light

fixture locations and foot-candles should be required as part

of Planning Board review. A foot-candle is a measure of

light falling on a surface. One (1) foot-candle is equal to the

amount of light generated by one (1) candle shining on one

(1) square foot surface located one (1) foot away. Foot-candle

measurements shall be made with a photometric light meter

and with a specified horizontal orientation. Foot-candle level

standards vary from community to community, but in general lighting levels

should meet the minimum standards established by the Illuminating Engineering

Society of North America for each particular land use.



Integrate lighting with other site amenities to create a pedestrian scale.

Typical foot-candle standards include:

Parking Lots:	A minimum of 0.2 and a maximum of 2.0 FC with a uniformity ratio of 4 to 1
Light Level at Property Line:	0.5 FC
Walkways:	0.6 FC
Ramps and Steps:	10 FC
Entrances:	5 FC
Gasoline Canopy (cut-off fixture):	30 to 50 FC

- Light poles should be placed to avoid damage from cars and plows.
- Lighting and landscaping must also be designed with the consideration that plant material grows and can change the light levels over time.
- Full cut-off, metal halide fixtures should be required to reduce impacts on abutting properties, reduce light pollution and provide better color rendering for night vision. When a light pole abuts an adjacent property "house side shielding" should be required to further limit light trespass.
- Walkway areas and building entrances should be clearly defined with low mounted pole fixtures (12' - to 14') and bollards. Soffit lighting or building mounted lighting should make the building entrance a focal point.
- Light poles and fixtures should also be integrated as part of the site design "streetscape" elements to provide character and a sense of scale.
- Unnecessary lighting such as building wall "washes" and the up lighting of landscape or other site features should not be allowed or minimized.
- Internally lit signs, plastic structures such as gasoline canopies or doorway marquees should not be allowed.
- It is recommended that all site lighting, except security lighting, be turned off when the business is closed, to save energy and reduce the visual clutter often experienced along arterials after sunset. This is particularly important in Standish where rural character is highly valued and light pollution can impact a large area.

Signage

The existing Standish sign standards are succinct and practical; however there are a few recommendations to consider:

- The town should consider prohibiting internally illuminated and plastic signs.
- Bulletin boards should not be allowed for businesses because they create a cluttered look.
- A ground sign can currently be as large as 100' SF. Ground signs are one of the greatest contributors to arterial blight. It is recommended that the area for ground signs be reduced to as much as 50 SF. It is preferable to have signs integrated with the architecture.
- Signs should be simple and well designed to creatively express the nature of the business.



Discourage cluttered signage and require maintenance.



Discourage signage that distracts from the sense of place.



Encourage exterior up-lighting of signs.



Encourage creative signage that is well constructed and maintained.

Parking / Storage / Dumpsters

- The existing parking standards in the Land Use Ordinance are detailed and provide adequate language for controlling the location and amount of parking. Parking is only allowed to the side or rear of buildings. In the case where a development is on a corner lot, there are provisions for placing the parking in the least visible location.
- The town should consider waiving the two required parking spaces for each residential unit in mixed-use developments assuming the need for the spaces are at different hours.
- Depending on the design and classification of the adjacent streets, the town should allow on-street parking to help diffuse parking throughout developments and allow more flexibility with site design.
- The required ratio for retail and professional uses of one parking space for every 180 SF of gross leasable SF is higher than the typical ratio of one space for every 250 SF of gross leasable area. This can be seen

as a deterrent for preventing the development of small, non-conforming lots with franchise developments (if that is the intention), but it can also make it more difficult for the establishment of local businesses or the reasonable reuse of existing structures and lots. Consideration should be given to provide more flexibility when there is an opportunity to redevelop an existing site and building in a manner compatible with the vision of Standish Corner Village. Smaller parking areas also decrease impervious surface, reducing stormwater pollution.



Discourage the placement of dumpsters in visible locations.

- Dumpsters and other storage areas should be screened and located in a manner that they can be serviced on site and are not visible from the street.

Landscape

- Whenever possible, existing significant landscape features such as trees and buffer areas should be preserved both along the edges and within a project. This requires monitoring by the town. A tree preservation plan should be submitted to the Planning Board during review. It is often easier to scrape a site clean of all features allowing for maximum visibility of a project.
- Many residents have become accustomed to the large Maples in the historic core of Standish Corner, but one can only imagine how drastic this area would change if these trees were removed. The trees provide, scale, character, shade and a sense of living history.
- The Land Use Ordinance includes specific criteria for landscaping and buffering. In general these are reasonable and take into account both safety and aesthetic issues. However, the standards could be more vigorous in a few areas:
 - Buffer plantings between adjacent uses along side yards should include evergreen plantings that are effective upon installation, not just at mature growth.



Encourage adequate buffering between different land uses.



Utilize trees to define streets and add character.

- Deciduous trees can be planted closer than 30', as close as 20' on center, particularly if they are of a columnar variety. It is also recommended that the height of deciduous trees be increased from 8' to 14' at the time of installation.
- Because of the wide nature of the Route 25 right-of-way, the town should consider reversing the order of sidewalks and street trees and landscaping. Where feasible, street trees and landscaping should be placed between the sidewalk and the street or the sidewalk should be integrated with the landscaping, not adjacent to it, to create a more comfortable pedestrian zone.



Place trees and landscaping between sidewalks and the street to create a more comfortable pedestrian zone.

Streetscapes / Sidewalks

- Streetscape elements such as benches, plazas, fountains, bike racks, light poles, street trees, garbage receptacles, bus stations, gazebos, newspaper boxes, mail boxes, bollards, and sculpture are practical and poetic amenities encouraging pedestrian activity. However, this array of amenities can also create visual clutter if not properly designed.
- Careful attention is required in the selection of amenities during Planning Board review. Specifics on site materials should be submitted for review. Benches, bike racks, light poles and garbage receptacles can often be found in a series with a common style of colors and materials.
- Bike racks should be required for all projects. They should be located in a visible location for security reasons.
- A sidewalk as currently prescribed in the Land Use Ordinance is a basic paved 6' wide path placed in front of new developments. Sidewalks can be given more character by incorporating landscaping, street lights, sitting areas and street trees. However, current standards require that the sidewalk be within the right-of-way and



Encourage safety measures for pedestrians such as crosswalks, signage, and accessible bridges.



Encourage defined sidewalks within parking areas.

landscaping outside the right-of-way. The town should find ways to better integrate the sidewalk system throughout the village area. For example, a planted esplanade should be required between the sidewalk and the street to provide pedestrians with a sense of safety and enclosure.

- Crosswalks and signage are often necessary to warn both cars and pedestrians of potential conflicts. These features should be included as part of site plan review.
- Large parking lots should include well-defined sidewalks allowing for safe movement. These can be along the length of landscape islands or across travel lanes from island to island.



Encourage streetscapes where parking, buildings, sidewalks, and landscape are integrated.



Encourage sitting areas and plazas at the entrance of buildings.



Encourage site amenities to promote pedestrian activity.



Encourage unique gathering areas for pedestrians.

Implementation

- Establish a Master Plan Implementation Committee to work with GrowSmart Maine, a consultant, or independently to oversee the formal adoption of recommended changes to zoning, standards and policies.
- Establish contract zoning to allow for more flexibility with development or redevelopment.
- Coordinate Implementation Committee efforts with other entities such as the Economic Development Committee, the Ordinance Review Committee, the proposed Open Space Planning Committee, the Planning Board, the Town Council, Public Works and town staff.
- Continue to refine proposed recommendations with additional analysis by the Master Implementation Committee.
- Seek additional public input on proposed changes to zoning, policies or standards.
- Continue or develop constructive dialogues with the key stakeholders in the study area to gain their support, understand their needs and determine how any potential plans for their land can be integrated with the vision for Standish Corner.
- Utilize the visualization and consensus building capacity of GrowSmart Maine to educate the community about the ramifications of different development scenarios.
- Utilize the capacity of GrowSmart Maine to identify potential funding sources for community cluster septic systems, sidewalks, strategic road extensions, façade improvement grants, open space or easement grants and any additionally required studies.
- Develop a Sidewalk Master Plan including an inventory of existing sidewalk locations, required areas for sidewalks and crosswalks, physical constraints and required engineering and cost estimates. Coordinate with Public Works.
- Review and implement the proposed changes to district boundaries.
- Review and implement the proposed changes to dimensional standards.
- Review and implement the proposed changes to policy and Planning Board review procedures.
- Carefully monitor development / redevelopment fronting Route 25 during the implementation process and use the Master Plan in addition

to the formally adopted standards as a guide to control the quality of development.

- Work with an organization such as the Trust for Public Lands, the Nature Conservancy, state agencies or local / regional land trusts to identify and purchase open space or easements. Key lands should be identified in the Open Space Plan and the town should work closely with the landowners to create mutually beneficial agreements.
- Work with MEDOT and the appropriate professionals to ensure that any improvements to Route 25 or the Route 25 / 35 intersection are sensitive to the vision for the village and include amenities such as trees, sidewalks, crosswalks and bike lanes.
- Create a 'park and ride' facility or other transportation options. Four out of five people commute to work outside of Standish. Commuters could car pool or a van / bus service can be established with grant money or strategic funding. This service could also be used to transport residents and workers throughout Standish during the day.

Definitions

ACCESSORY BUILDING — A subordinate building incidental to and located on the same lot with the main building which is customarily a garage, workshop, bunkhouse and the like. An accessory apartment shall not be considered an accessory building.

ACCESSORY USE — A use which is incidental and subordinate to the principal use. Accessory uses in the aggregate shall not subordinate the principal use of the lot

ADULT DAY-CARE — Providing day-care services on a regular basis, for financial consideration, for four to 12 unrelated adults who are medically dependent on others for assistance. Care services shall not be provided for more than 12 hours during any twenty-four-hour period.

AGRICULTURE — Includes the cultivation of the soil for food products or other useful or valuable growths of the field or garden, nursery stock and noncommercial greenhouses, but does not include dairying, the raising of livestock or the breeding or keeping of animals, fowl or birds where the same is carried on as a business or gainful occupation.

ANIMAL HUSBANDRY — Permits dairying, the raising of livestock and the breeding or keeping of animals, fowl or birds as a business or gainful occupation

AUTOMOBILE GRAVEYARD — A yard, field or other area used to store three or more unserviceable, discarded, worn-out or junked motor vehicles as defined in 30A M.R.S.A. § 3752, as amended.

BED-AND-BREAKFAST — A single-family dwelling in which the residents of the dwelling provide(s) short-term overnight lodging to paying guests in a maximum of seven guest rooms located within the dwelling or permitted attached structures. Breakfast shall be the only meal served and shall be limited to overnight guests.

BUSINESS PROFESSIONAL BUILDING — A building used primarily for conducting the affairs of a business, profession, service, industry or government, or like activity, and may include ancillary services for office workers such as a restaurant, newspaper or candy stand.

CAMPGROUND — Any premises established for overnight use for the purpose of camping and for which a fee is charged.

CAR WASH — A place where any sized vehicle is washed on a commercial basis.

CEMETERIES — An area used for the interring of the dead.

CHURCH — A building, or group of buildings, which are primarily intended for the conduct of religious services and associated accessory uses, with the exception of schools.

COLLEGE — An accredited degree-granting institution of higher (postsecondary) education.

COLLISION REPAIR GARAGE — Body repair work, painting and related mechanical repairs of vehicles with GVW not exceeding 14,000 pounds; there are no fuel sales.

COMMERCIAL RECREATION — A place designed and equipped for the conduct of sports and leisure-time activities operated as a business and open to the public for a fee.

COMMERCIAL WOOD PROCESSING — The processing of timber or logs, on a site other than the logged site, into fuel wood, lumber or other products for resale.

COMMUNITY LIVING FACILITY — A housing facility for eight or fewer persons with disabilities, which is approved, authorized, certified or licensed by the state. A community living facility may include a group home foster home, or intermediate care facility. A community living facility is deemed a single-family use of property for the purposes of zoning.

DAY-CARE CENTER — A house or other place in which a person, or combination of persons, maintains or otherwise carries out a regular program, for financial consideration, for any part of a day providing care and protection for four or more unrelated children under the age of 16. Care services shall not be provided for more than 12 hours during any twenty-four-hour period.

DAY-CARE HOME — A residence maintained by anyone who provides, on a regular basis and for consideration, care and protection for four to 12 unrelated children under 16 years of age, who are unattended by parents or guardians for any part of the day. Care services shall not be provided for more than 12 hours during any twenty-four-hour period.

DWELLING, MULTIFAMILY — A building designed or used as the living quarters for more than one family. This term excludes motels, rooming houses, mobile homes

and dwelling units with family apartments.

DWELLING UNIT — A room or group of rooms designed and equipped for use as living quarters for only one family, including provisions for living, sleeping, eating and cooking. Mobile homes shall be considered dwelling units.

Elderly HOUSING — A building or buildings that are constructed that contain at least four but no more than 48 dwelling units that are intended for, and solely occupied by, persons 62 years of age or older.

FAMILY — One or more persons, related by blood, adoption or marriage, living and cooking together as a single housekeeping unit, exclusive of household servants. Up to five unrelated people may use a house as a family for the purposes of this Part 1.

FINISHED WOOD PRODUCT PROCESSING — Production of finished wood products for wholesale distribution or sale, at another site, including but not limited to picnic tables, crafts, cabinets, furniture, etc. Retail sales directly to the public are specifically excluded unless otherwise approved in accordance with this Part 1.

FLEA MARKET — A shop or open market selling antiques, used household goods, curios and the like at a frequency of more than four days in any six-month period. "Flea markets," as distinguished from yard or garage sales, shall be considered to be retail businesses under this Part 1.

FORESTRY MANAGEMENT — Timber cruising and other forest resource evaluation activities, pesticide or fertilizer application, management planning activities, timber stand improvement, pruning, weeding, regeneration of forest stands, the construction or maintenance of forestry management roads and other similar or associated activities

FUELING STATION — A place where vehicular fuels or lubricants are retailed directly to the public, including the sale of minor related accessories. No repairs are permitted.

FUNERAL HOME — A building used for the preparation, display and related ritual of the dead prior to burial or cremation.

GARAGE SALE — See "yard or garage sale."

GRAVEL EXTRACTION — Surface excavation and removal of natural earth resources such as sand, gravel, clay, topsoil etc. which are normally used for purposes such as roads, foundations, construction materials and building site preparation or improvement.

HEALTH CARE FACILITIES — An institution that provides outpatient, overnight or long-term health care under the supervision of a health care professional.

HEAVY-DUTY REPAIR FACILITY — Mechanical repair of all types of vehicles, regardless of weight; neither fuel sales nor body repair work occurs at such a facility.

HEAVY-DUTY REPAIR GARAGE — Body repair work and related mechanical repairs of all vehicles; there

are no fuel sales.

HOME CARE SERVICES — Providing day-care services on a regular basis, for financial consideration, for three or fewer unrelated children or adults who are dependent on others for assistance. Care services shall not be provided for more than 12 hours during any twenty-four-hour period.

HOME OCCUPATION — An occupational activity which is clearly accessory to the primary residential use of a building as defined by §§ 181-35.2.1 through 181-35.2.3, home occupation levels.

HOME RETAIL SALES — Limited retail sales which are directly related to an approved home occupation. All home retail sales shall be approved by the Planning Board as part of a home occupation and shall meet and maintain all standards contained in this Part 1.

HOSPITAL — Includes sanitarium, clinic, rest home, nursing convalescent home, home for the aged and any other place for the diagnosis and treatment of human ailments.

HOTEL — A facility offering transient lodging accommodations to the general public and providing additional services such as restaurants, meeting rooms, entertainment and recreational facilities.

JUNKYARD — A yard, field or other area as defined in 30A M.R.S.A. § 3752, as amended.

KENNEL — A commercial establishment in which three or more dogs, cats or other domesticated animals are housed, groomed, bred, boarded, trained or sold, all for financial consideration.

MANUFACTURED HOUSING UNIT — A mobile home manufactured after June 15, 1976, or a single-wide modular home, both of which must comply, if located on lots outside of mobile home parks, with the standards of § 181-33 of this Part 1, as well as the standards of the United States Department of Housing and Urban Development and/or the standards of the state's Manufactured Housing Act.

MANUFACTURING — The mechanical or chemical transformation of material or substances into new products, including the creation of products, and the blending of material such as oils, plastics, resins or liquids.

MECHANICAL REPAIR GARAGE — Mechanical repair of vehicles with a gross

vehicular weight (GVW) less than 14,000 pounds; neither fuel sales nor body repair work occurs at such a facility.

MEDICAL CLINIC — A place for the diagnosis and treatment of human ailments.

MOBILE HOME — A residential unit that is constructed in a manufacturing facility and then transported to a site on a permanent chassis. Only mobile homes constructed after June 15, 1976, which the manufacturer certifies is constructed in compliance with United States Department of Housing and Urban Development Standards, shall be considered Manufactured Housing for the purposes of this Part 1.

MOBILE HOME PARK — A parcel of land under unified ownership, which has been planned and improved for the placement of mobile homes. Lots in a mobile home park may be leased or rented and shall conform to the space and bulk standards specified in § 181-33 of this Part 1.

MODULAR HOME — A residential dwelling unit designed for transportation, after fabrication, to the site as one or more component parts, where it must be placed on a permanent foundation and be assembled into a livable dwelling unit. Single-wide modular homes, if located on lots outside of mobile home parks, shall meet the standards of and be considered as manufactured housing units. Modular homes of two or more component parts under this Part 1 shall be considered as single-family dwellings.

MOTEL — A building containing rooms which are rented as a series of sleeping units for automobile transients. Each sleeping unit shall consist of a bedroom and bathroom only.

MOTOR VEHICLE SALES — The use of any building, land area, or other premise for the display and sale of new or used automobiles, trucks, vans, trailers or recreational vehicles.

MUNICIPAL USE — Any activity which is exclusively and officially authorized by the Town of Standish or School Administrative No. 6.

OFFICE — A room or group of rooms used for conducting affairs of business, professions, service industry or government.

PRIVATE CLUBS — A building and related facilities owned or operated by a corporation, association or group of individuals and established for the fraternal,

social, educational, recreational or cultural enrichment of its members and not primarily for profit and whose members meet certain prescribed qualifications for membership.

PROCESSING — A series of operations, usually in a continuous and regular action or succession of actions, taking place or carried out in a definite manner.

PUBLIC UTILITY — A governmentally regulated organization with franchise for providing a service deemed necessary for the public health, safety or welfare.

RECREATION, COMMERCIAL — Includes recreational activities operated primarily for profit.

RECYCLING CENTER — Land, with or without buildings, upon which used materials are separated or processed for eventual re-utilization.

RESEARCH FACILITY — A facility used for investigation into the natural, physical or social sciences, which may include engineering or product development.

RESIDENTIAL CARE FACILITY — An institution or a distinct part of an institution that is licensed or approved to provide health care under medical supervision to two or more patients who are not related to the governing authority or its members by marriage, blood or adoption.

RESTAURANT, DRIVE-THROUGH — An establishment where food or beverage is sold in a form ready for consumption, where all or a significant portion of the consumption occurs outside the confines of the establishment. Ordering and receipt of food is likely to take place in an automobile and the customer does not leave the vehicle.

RESTAURANT — Any establishment where food and drink are prepared, served and consumed either on the premises or outside the confines of the restaurant (i.e., take-out). This definition specifically excludes drive-through service.

RETAIL BUSINESS — Any business primarily engaged in the sale, rental or lease of goods or services individually or in small quantities to the ultimate consumer for direct consumption or use and not for resale. Retail trade or business shall not include other commercial uses specifically defined herein.

TIMBER HARVESTING — The cutting and removal of trees from their growing site and the attendant operation of mobile or portable chipping mills and of cutting, limbing and skidding machinery, including the creation and use of skid trails, skid

roads and winter haul roads. In addition, the following amounts must be cut or removed from site to meet this definition: 40 or more cords; 20,000 or more board feet; or 60 or more tons of chips.

TRADESMAN — Any occupation or profession which is accessory to a residential use and is customarily carried on in a building or other structure accessory to a dwelling unit and carried on by a member of the family residing in the dwelling unit that meets and maintains the performance standards contained in this Part 1.

TRANSMISSION TOWERS — Any freestanding or guyed structure, except for amateur (ham) radio towers and municipally owned and operated towers, on which transmitting and/or receiving antennas and associated cable and supports are located. Unless specifically stated otherwise, the term “transmission tower” shall include the tower, the tower base and any attached receiving or transmitting device.

TREATMENT/EXTRACTION — Physical or chemical process of transforming a product or materials into goods to be re-used for wholesale distribution.

WAREHOUSE — A building used primarily for the temporary storage of goods and materials.

YARD OR GARAGE SALE — A sale, conducted indoors or out of doors, of used household goods, curios and the like. Yard or garage sales, as distinguished from flea markets, shall be considered to be accessory uses under this Part 1. Yard or garage sales shall meet and maintain minimum standards contained in § 181-35.7.

§ 181-35.2. Home Occupation Levels.

A home occupation is one that is performed accessory to a residential use and is customarily carried on in a dwelling unit. The use shall be carried on by a family member of a household residing in the dwelling unit and must be clearly incidental and secondary to the primary use of the dwelling unit for residential purposes. The following conditions must be met and maintained:

§ 181-35.2.1. Home Occupation Level 1.

- A. The occupation shall be carried on wholly within the principal building.
- B. Not more than one full-time equivalent person outside the dwelling unit shall be

employed in the home occupation, and no more than one such individual shall be on the premises at any given time. For the purposes of a Home Occupation Level 1, persons living in a family apartment shall not be considered living in the household/dwelling unit. [Amended 9-18-2001 by Order No. 112-01]

- C. There shall be no exterior display, no exterior sign, no exterior storage of material nor other exterior indication of the home occupation or variation from the residential character of the principal building.
- D. No nuisance, offensive noise, vibration, smoke, dust, odors, heat, glare or electrical distribution shall be generated by the home occupation.
- E. Traffic in excess of that customarily occurring in a residential neighborhood shall not be generated. (Residential traffic shall be measured according to the current edition of the Institute for Traffic Engineers handbook.)
- F. Customers or clients must be limited to no more than two at any one time in the structure.
- G. The home occupation shall not utilize more than 15% of the total floor area of the dwelling unit.
- H. Retail sales cannot be considered a Level 1 home occupation.
- I. No more than one home occupation, as determined by the Planning Board, shall be permitted within any single dwelling unit.
- J. Adequate year-round off-street parking spaces shall be provided for the maximum number of vehicles on site at any one time. In no case shall parking be on a road.
- K. If customers/clients may need to visit the site for the home occupation, provisions must be made to ensure that all vehicles can adequately turn around on site before re-entering the road.
- L. Home Occupation Level 1 can include but not be limited to the following: art or craft studio, dressmaking service, teaching or tutoring facilities. Home Occupation Level 1 shall not be interpreted to include the following: facilities for repair of motor vehicles or day-care center.
- M. CEO approval is required. If the owner/applicant wishes to appeal a determination made by the CEO for a Home Occupation Level 1 application,

the owner/applicant shall apply to the Planning Board, and the Planning Board shall determine the conditions that must be met and maintained.

§ 181-35.2.2. Home Occupation Level 2. [Amended 11-12-2003 by Order No. 114-03]

Same conditions as Home Occupation Level 1, except that:

- A. The occupation may be carried on wholly within the principal building.
- B. Not more than two people outside the home shall be employed in the home occupation. Not more than one of the non-household employees shall be actively working on the property at any one time. For the purposes of Home Occupation Level 2, persons living in a family apartment shall not be considered to be living in the household/dwelling unit.
- C. Any sign must meet standards contained in this Part 1.
- D. The home occupation shall not utilize more than 20% of the total floor area of the dwelling unit.
- E. Services are allowed on the premises; however, no retail sales are allowed unless all necessary approvals are obtained. All retail sales must be directly related to the home occupation as determined by the Planning Board.
- F. Home Occupation Level 2 shall include but not be limited to the following: art studio, dressmaking shop, hairdressing shop, teaching or tutoring facilities, office of a physician, optometrist, lawyer, engineer, architect or accountant, office of a real estate broker, or agent of an insurance broker. Home Occupation Level 2 shall not be interpreted to include the following: facilities for the repair of motor vehicles, day-care centers nor retail sales.
- G. Planning Board site plan review and approval is required.

§ 181-35.2.3. Home Occupation Level 3. [Amended 11-12-2003 by Order No. 114-03]

Same conditions as Home Occupation Level 2, except that:

- A. The occupation may be carried on wholly within the principal structure or within accessory structures on the same lot such as a barn or garage.
- B. Not more than three people outside the household shall be employed in the home occupation. For the purposes of Home Occupation Level 3, persons living in a family apartment shall not be considered living in the household/

dwelling unit.

- C. Any sign must meet standards contained in this Part 1, provided further that the total sign area does not exceed eight square feet.
- D. The home occupation shall not utilize more than 35% of the total floor area of the dwelling unit or principal structure.
- E. For home occupations comprising more than 20% of the principal structure:
 - (1) The minimum lot size specified for the district must be increased 30%;
 - (2) Setbacks from directly abutting residential lots must be doubled; and
 - (3) The number of commercial parking spaces specified in this Part 1 must be provided directly behind the principal structure.
- F. Any retail sales must be directly related to the home occupation.
- G. Home Occupation Level 3 shall include but not be limited to the following: art studio, dressmaking shop, hairdressing shop, teaching or tutoring facilities, office of a physician, optometrist, lawyer, engineer, architect or accountant, office of a real estate broker, or agent of an insurance broker. Home Occupation Level 3 shall not be interpreted to include the following: facilities for the repair of motor vehicles, day-care centers nor retail sales.
- H. Planning Board site plan review and approval is required.

§ 181-35.3. Home Retail Sales.

- A. Home retail sales are limited retail sales which are directly related to an approved home occupation and which meets and maintains all of the standards listed below. The Planning Board has the authority to review all home retail sales. The Planning Board may approve, with conditions, or deny a request for home retail sales based on applicable review standards. The Planning Board has the authority to place limits and conditions on the home retail sales. Depending on the size and scale of the home retail sales, the Planning Board may require site plan review approval.
- B. The Planning Board shall consider the following elements when considering an application for home retail sales:
 - (1) Provisions for adequate off-street parking and on-site turnaround areas

for anticipated traffic volumes.

- (2) Adequate site distance when entering and exiting the site from a public road.
- (3) Potentially offensive nuisances, including but not limited to traffic, parking, noise, vibration, smoke, dust, odors, heat, glare and electric disturbance.

C. All home retail sales must meet and maintain the following standards:

- (1) All necessary approvals for the appropriate level of home occupation must be obtained.
- (2) The home occupation is accessory to residential use on the property and is customarily carried on by a member of the family residing in the dwelling unit and clearly incidental and secondary to the use of the dwelling unit for residential purposes.
- (3) The home retail sales shall occur in the residence or in an accessory building, attached or detached, on the same parcel.
- (4) A conforming lot is required for home retail sales. (See definition.)
- (5) The maximum total display area is 600 square feet. This display area may be in addition to the maximum square footage allowed to be utilized for the home occupation.
- (6) The maximum total outdoor display area is to be 200 square feet. Any outdoor display area shall be considered part of the total display area. Any outdoor display area shall be located on the parcel and within the property boundaries. In no event shall any part of the outdoor display be located within the public right-of-way for a street or road.

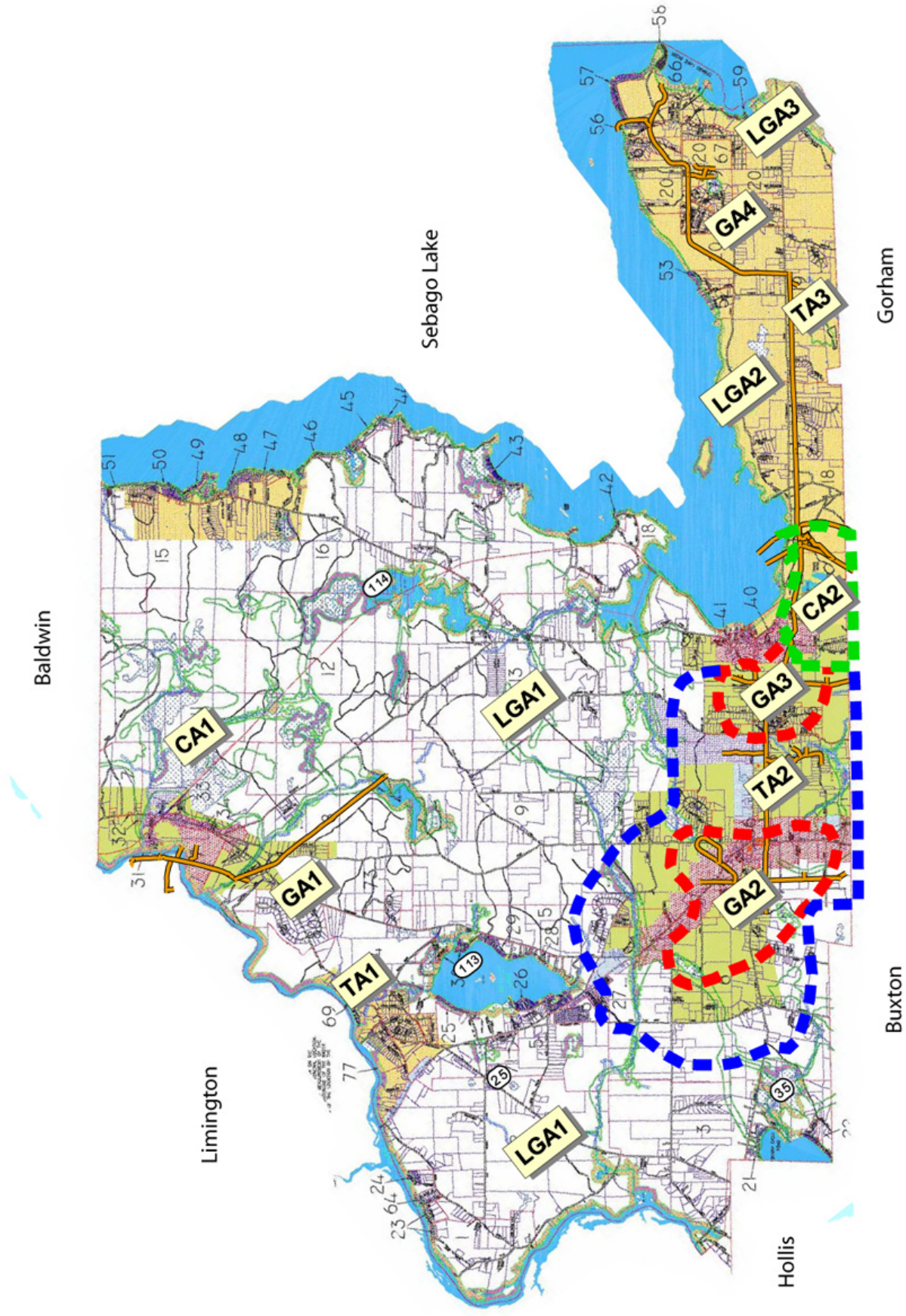
§ 181-35.4. Tradesman. [Amended 11-12-2003 by Order No. 114-03]

Any occupation or profession which is accessory to a residential use and is customarily carried on in a building or other structure accessory to a dwelling unit and carried on by a member of the family residing in the dwelling unit that meets and maintains the following conditions:

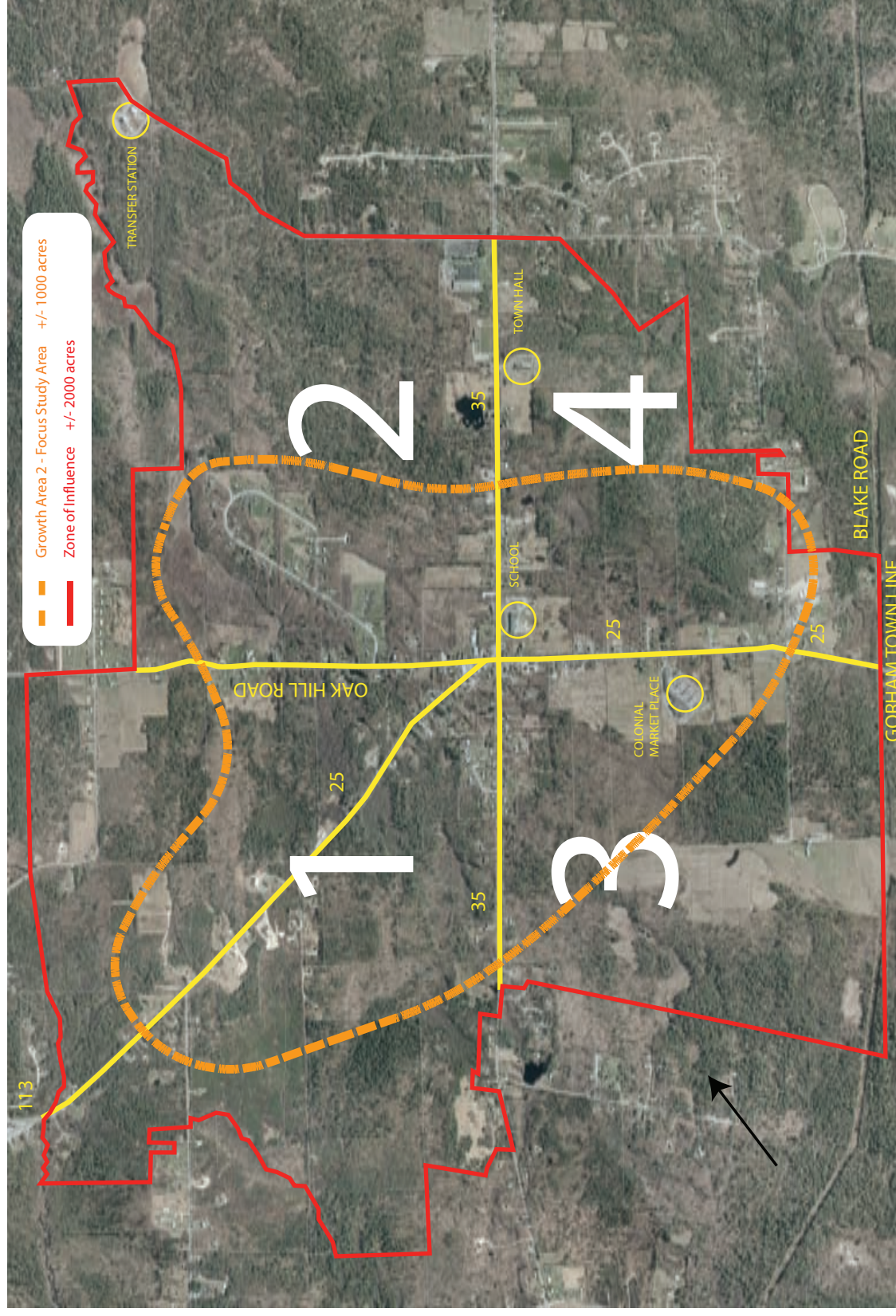
A. The occupation or profession shall be carried on principally within the

accessory building.

- B. Not more than two people outside the family shall be employed in the occupation or profession.
- C. There shall be no exterior display, no exterior storage of materials and no other exterior indication of the occupation or profession or variation of the residential character of the principal building other than a sign as authorized herein.
- D. Any sign must meet standards contained in this Part 1; provided, further, that the total sign area does not exceed eight square feet.
- E. No nuisance, offensive noise, vibration, smoke, dust, odors, heat, glare or electrical disturbance shall be generated.
- F. The proposed profession or occupation will not alter the existing character of the surrounding zoning division or district to the extent that it could become a detriment or potential nuisance to said zoning division or district.

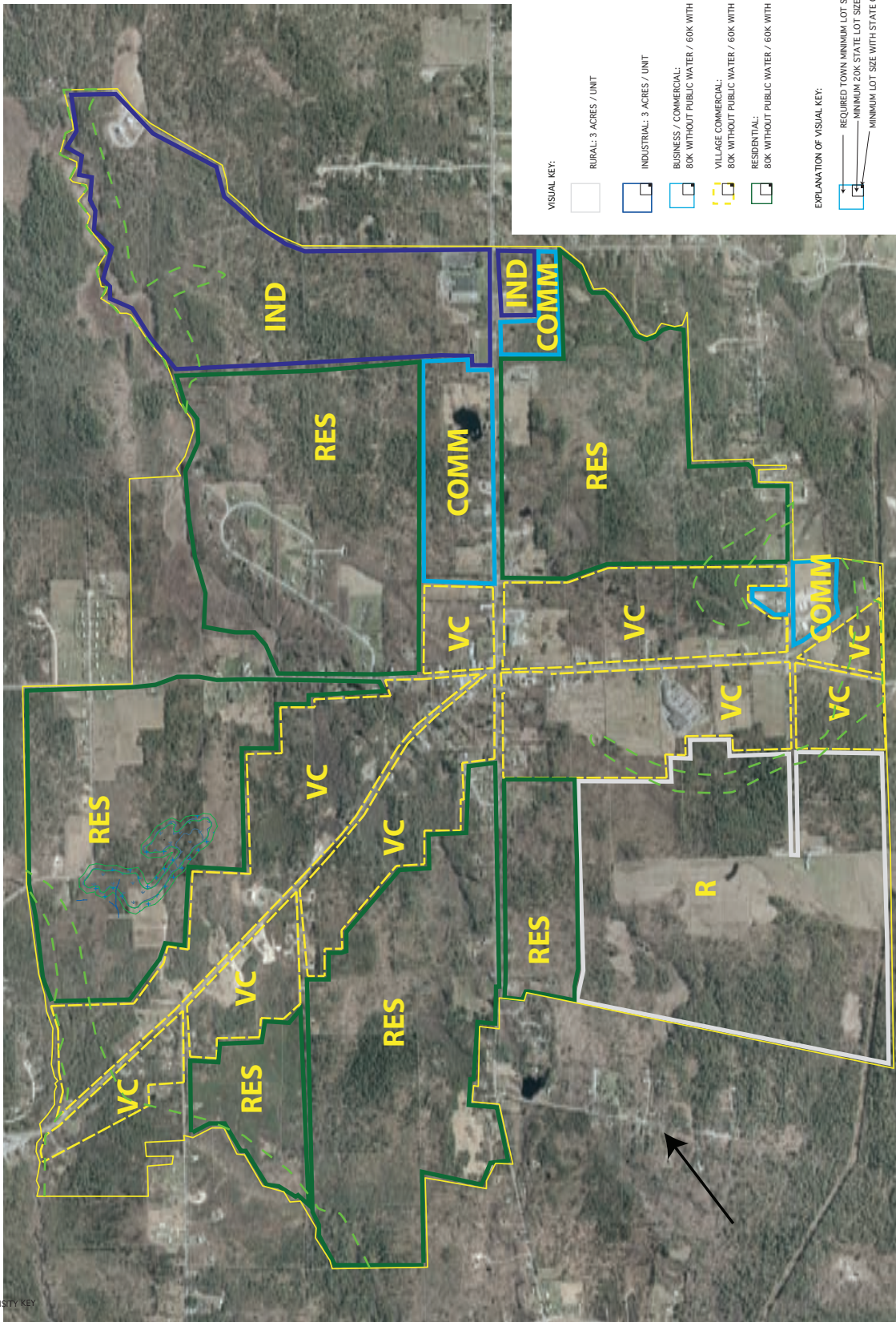


STANDISH VILLAGE DESIGN MASTER PLAN
FIGURE 1 - COMPREHENSIVE PLAN MAP OF STANDISH SHOWING STANDISH CORNER GROWTH AREA 2



STANDISH VILLAGE DESIGN MASTER PLAN
FIGURE 2 - DETAIL OF STUDY AREA

DENSITY KEY



STANDISH VILLAGE DESIGN MASTER PLAN
FIGURE 3 - LAND USES

NEIGHBORHOOD CHARACTER - 1

10 YES

25 NO



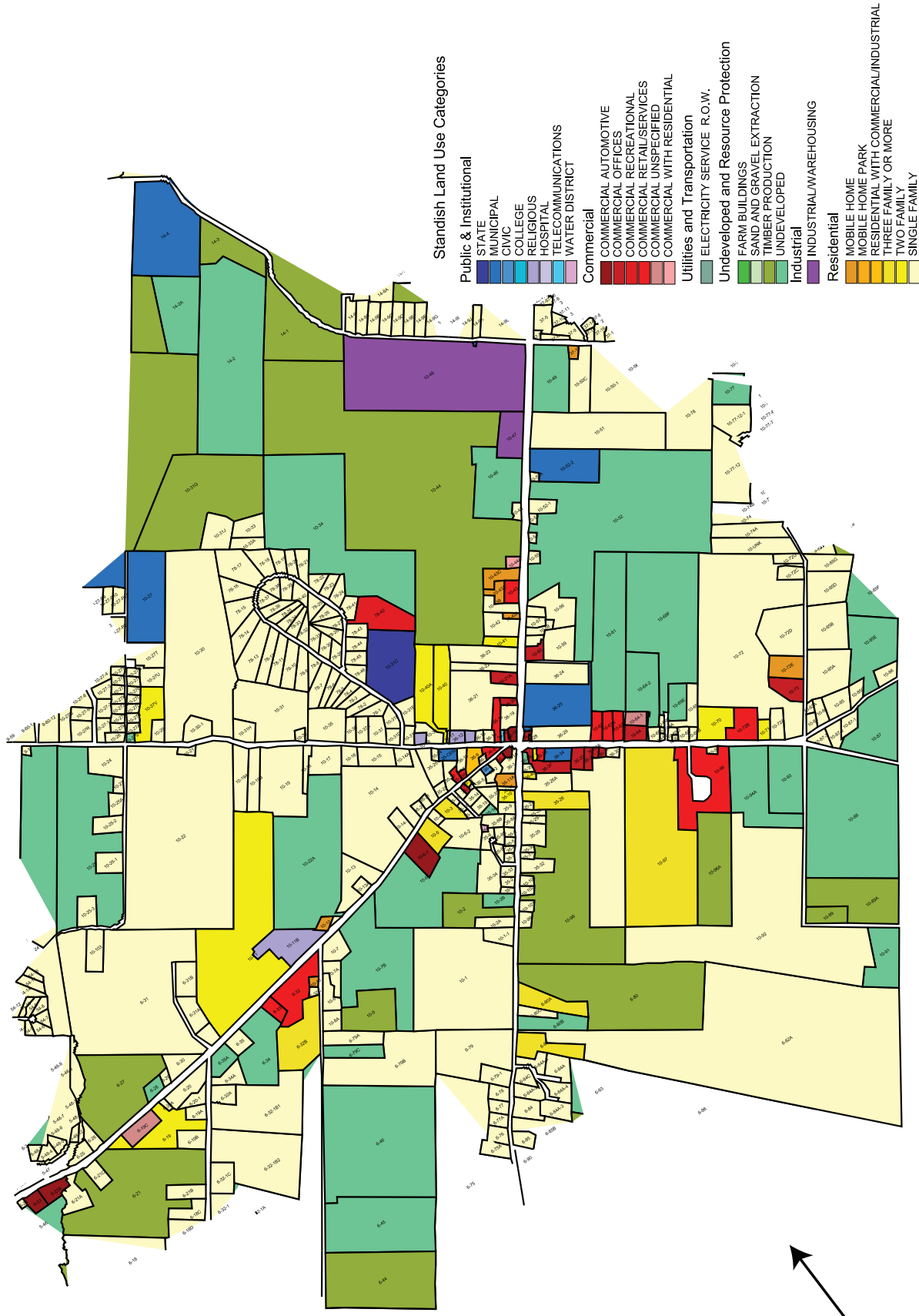
Village Design Master Plan | Standish, ME • MRLD | Eaton Traffic Engineering

STANDISH VILLAGE DESIGN MASTER PLAN
FIGURE 4 - TYPICAL LISTENING WORKSHOP VISUAL QUIZ SHOW "FINDINGS"

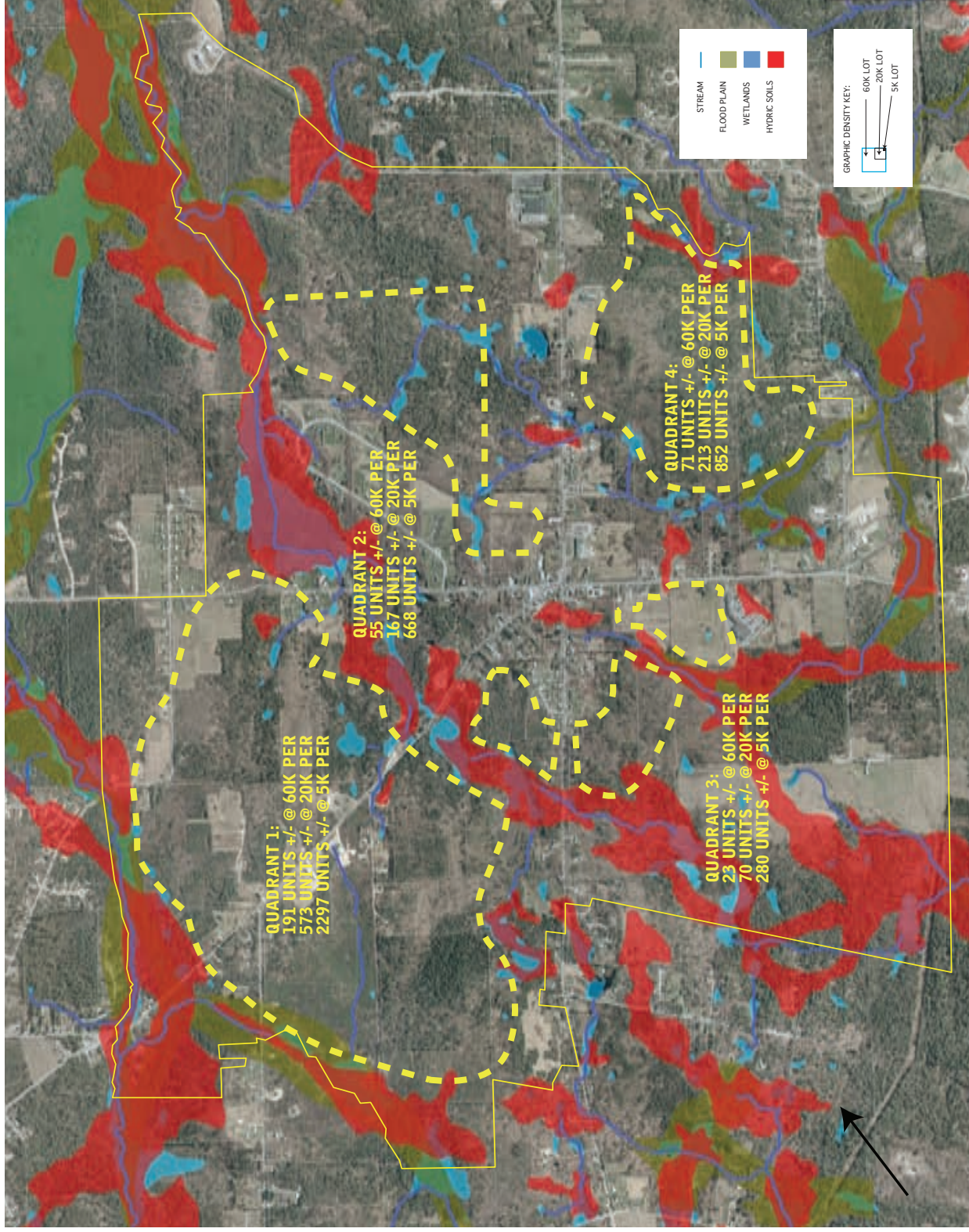


STANDISH VILLAGE DESIGN MASTER PLAN

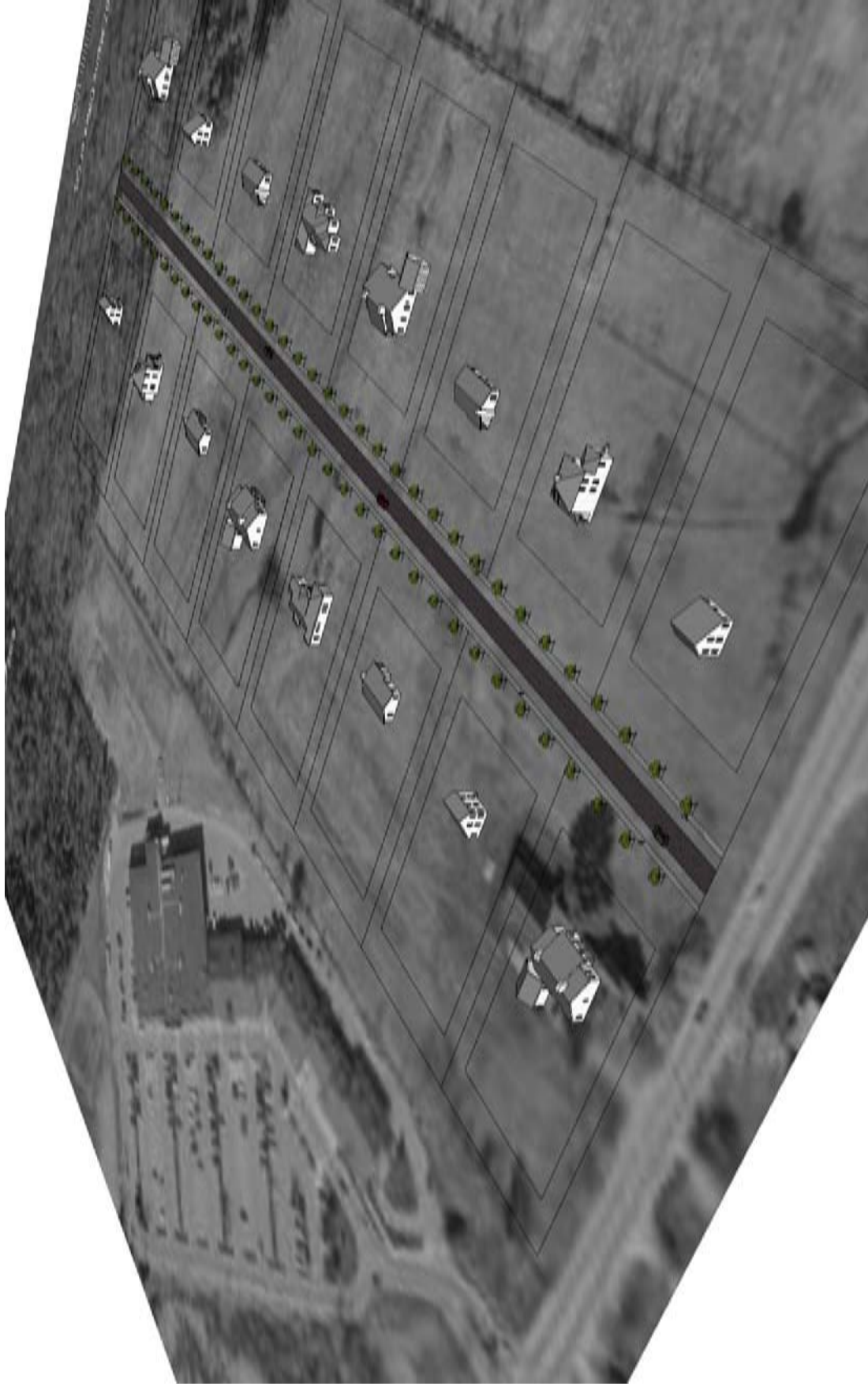
FIGURE 5 - TYPICAL BREAK OUT SESSION WORKMAP



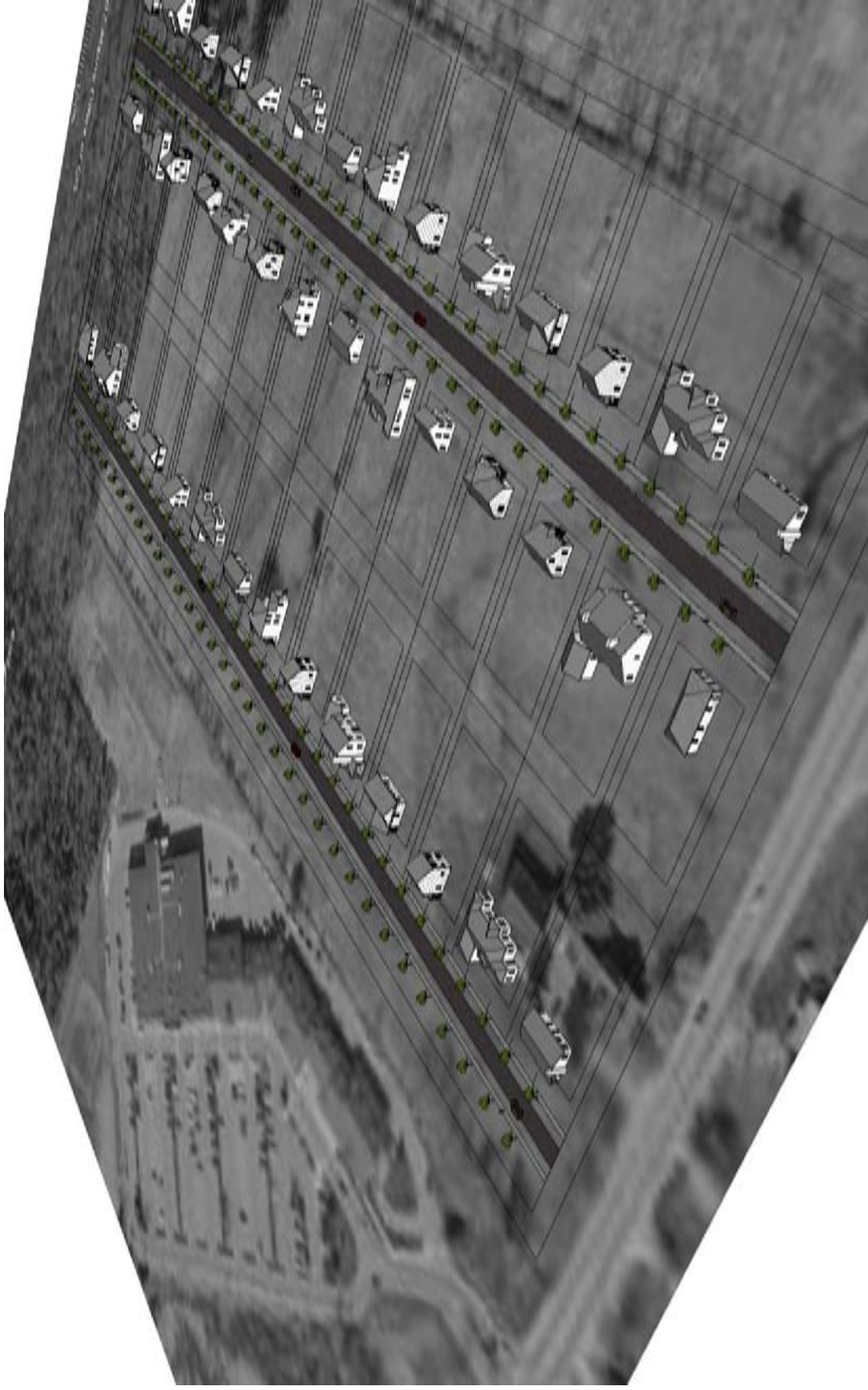
STANDISH VILLAGE DESIGN MASTER PLAN
FIGURE 6 - EXISTING LAND USES



STANDISH VILLAGE DESIGN MASTER PLAN
FIGURE 7 - DENSITY ANALYSIS



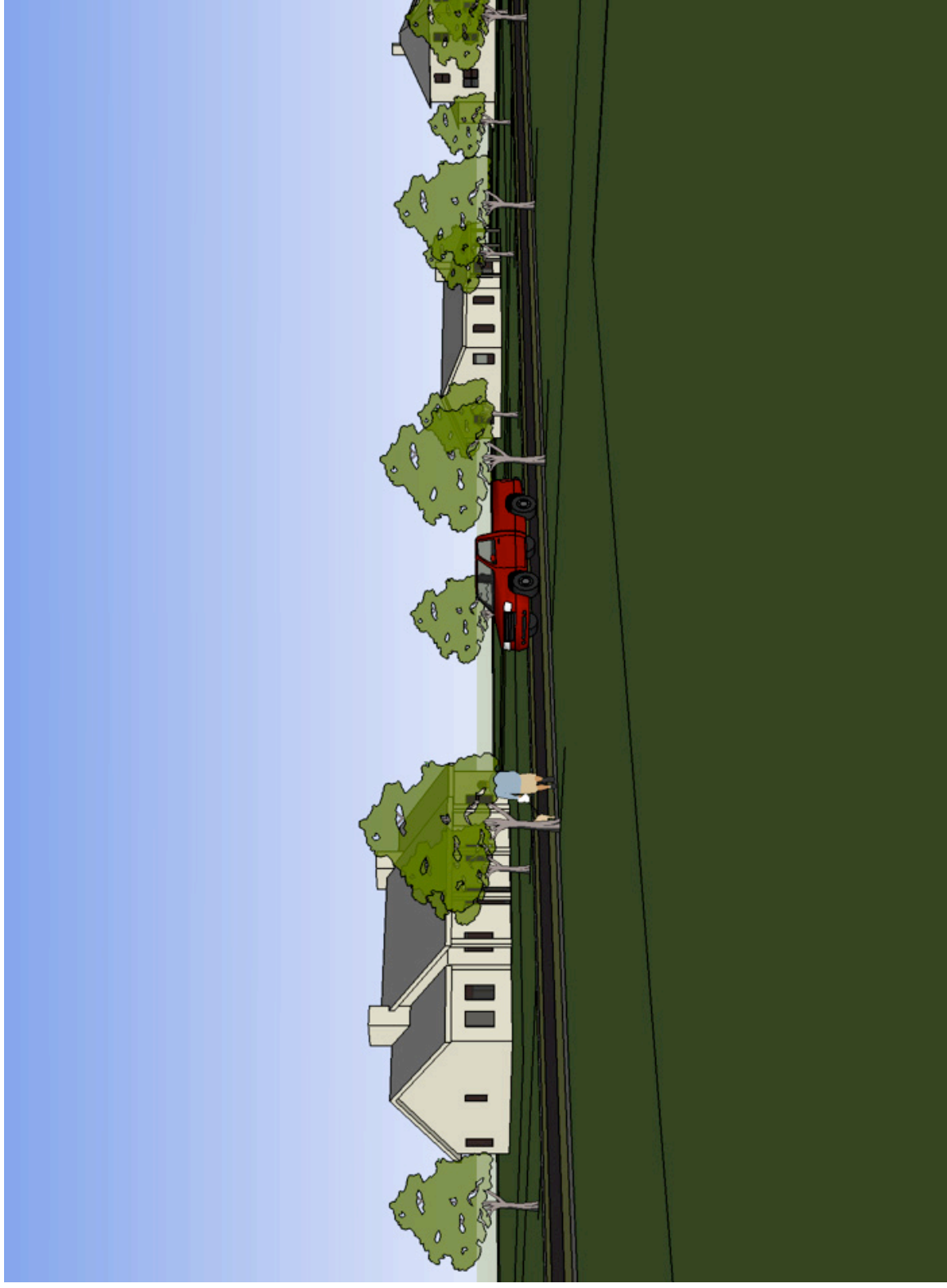
STANDISH VILLAGE DESIGN MASTER PLAN
FIGURE 8 - EXISTING ZONING - DENSITY ANALYSIS W / 60,000 SF LOTS



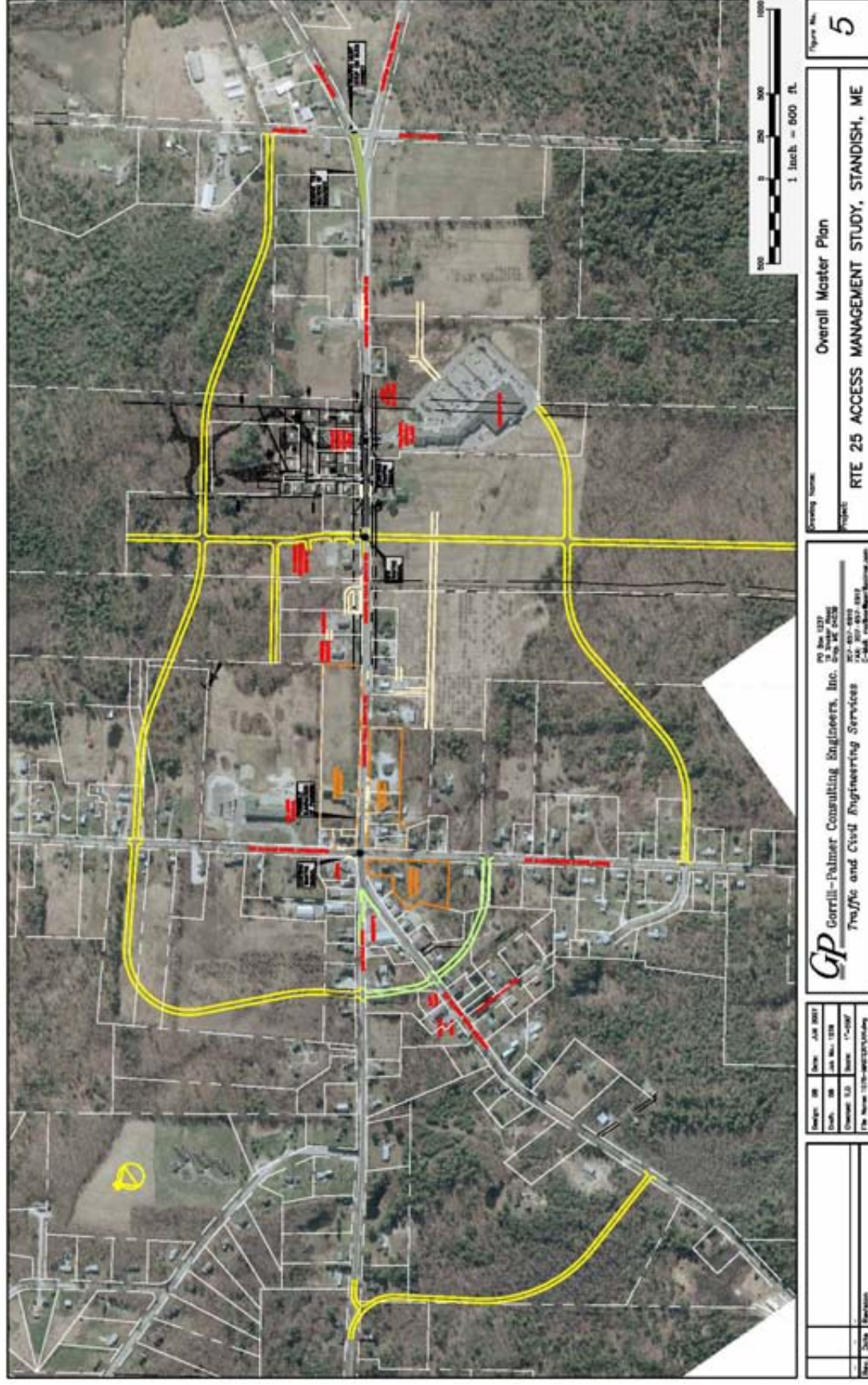
STANDISH VILLAGE DESIGN MASTER PLAN
FIGURE 9 - REVISED ZONING - DENSITY ANALYSIS W / 20,000 SF LOTS



STANDISH VILLAGE DESIGN MASTER PLAN
FIGURE 10 - PROPOSED FRONT PORCH PERSPECTIVE - 20,000 SF LOTS

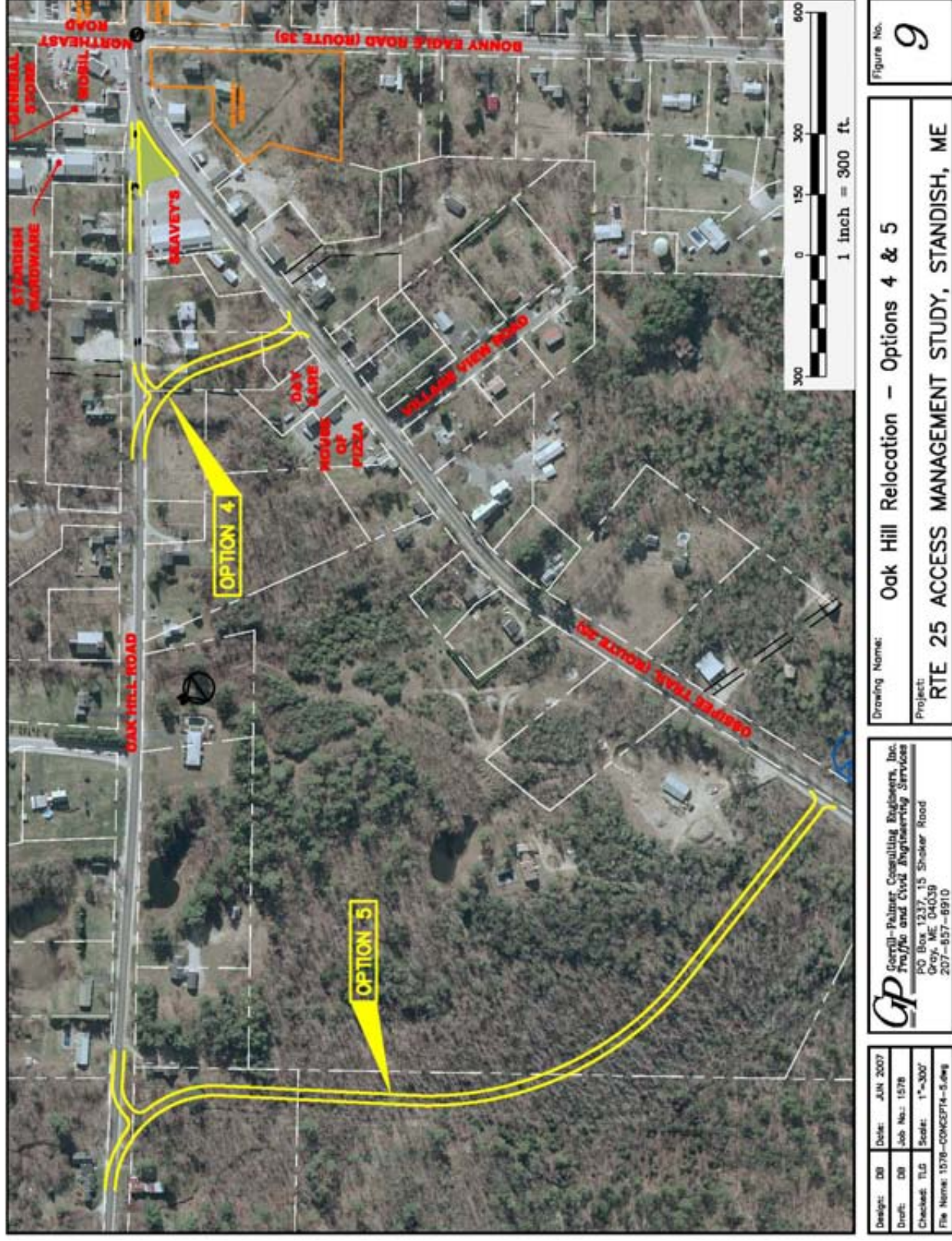


STANDISH VILLAGE DESIGN MASTER PLAN
FIGURE 11 - EXISTING FRONT PORCH PERSPECTIVE - 60,000 SF LOTS



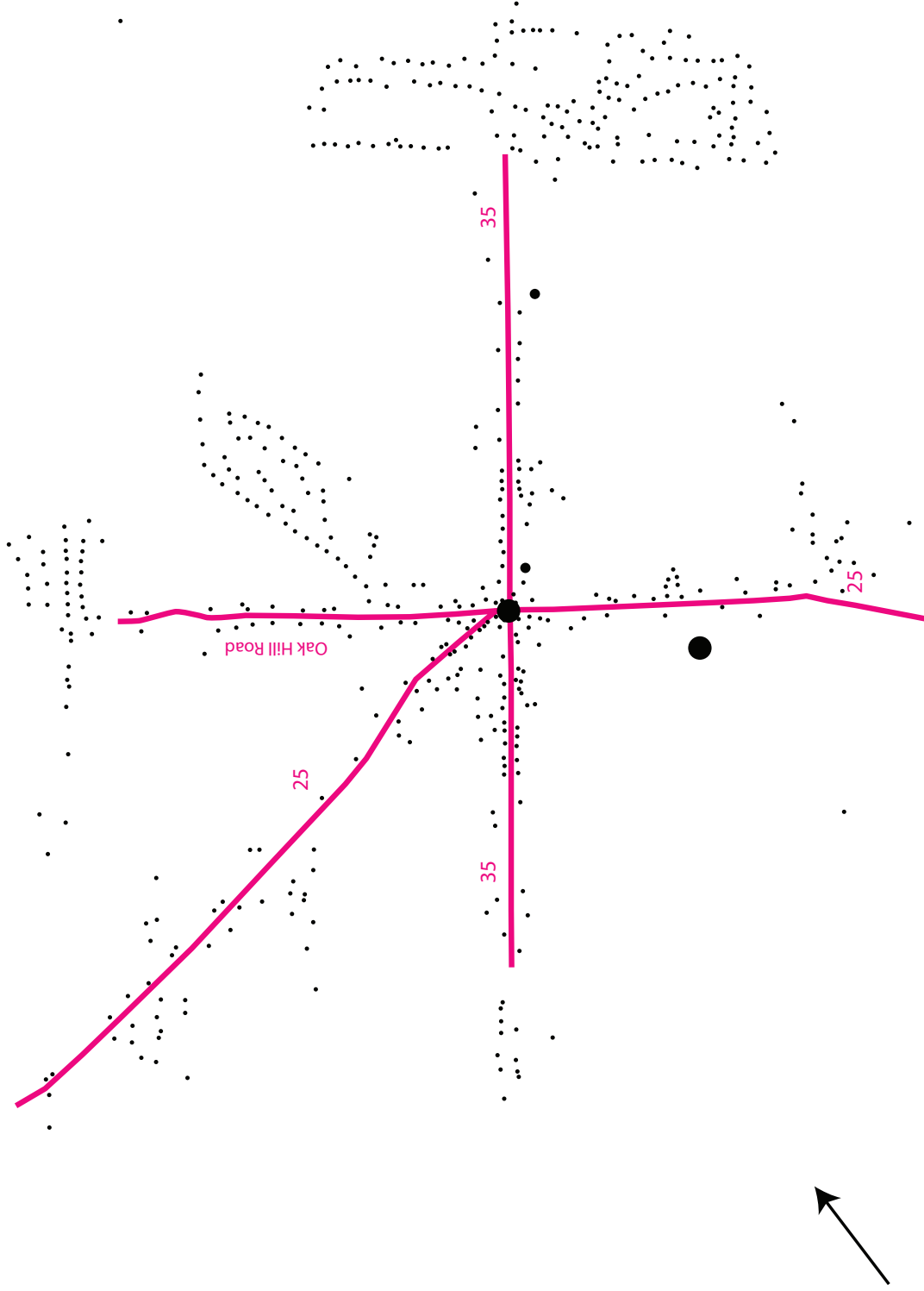
STANDISH VILLAGE DESIGN MASTER PLAN
 FIGURE 12 - GORRILL-PALMER ROUTE 25 CORRIDOR STUDY ACCESS MANAGEMENT PLAN

MRLD

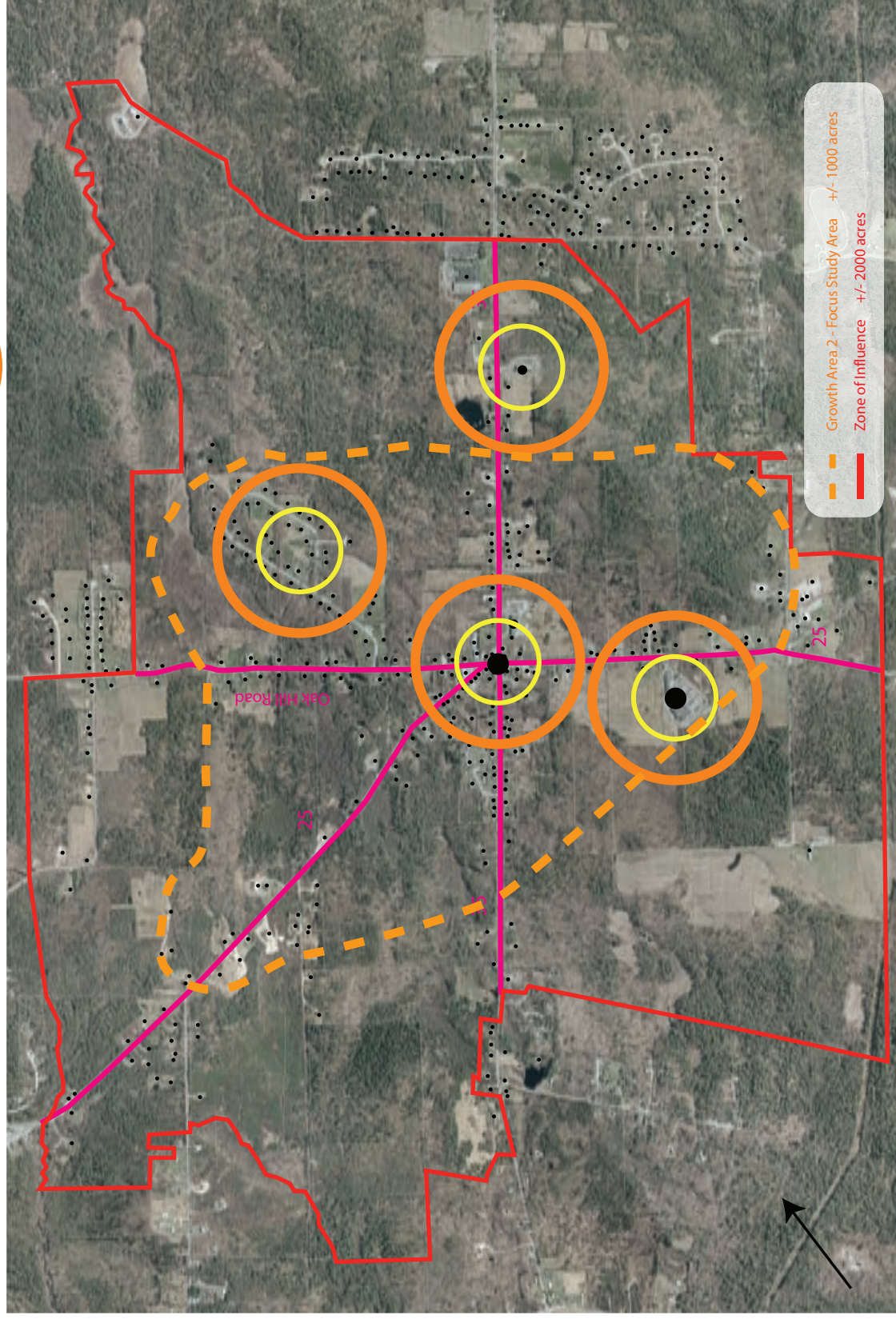


STANDISH VILLAGE DESIGN MASTER PLAN
FIGURE 13 - GORRILL-PALMER OAK HILL IMPROVEMENT OPTION

MRLD

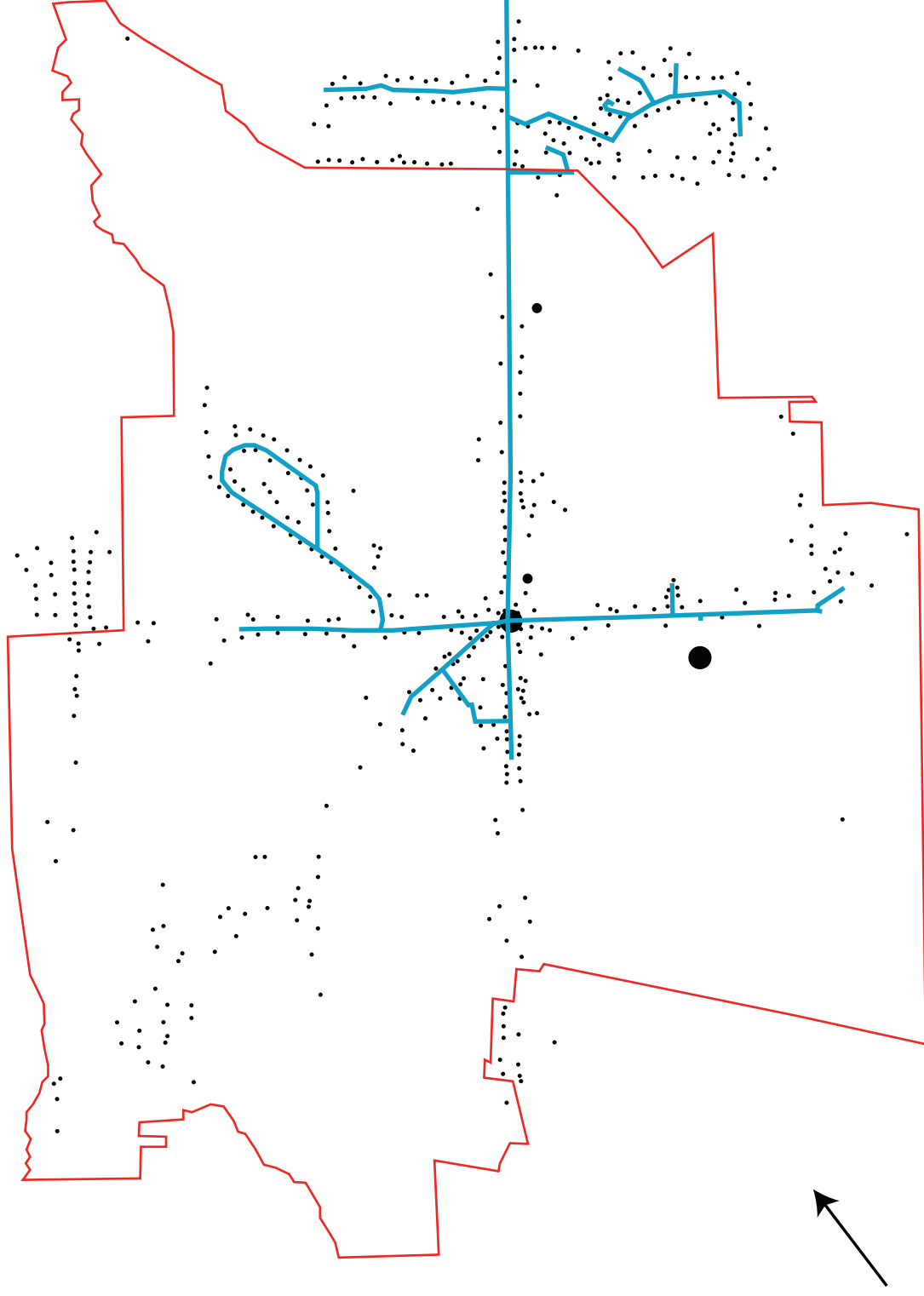


STANDISH VILLAGE DESIGN MASTER PLAN
FIGURE 14 - EXISTING DEVELOPMENT PATTERNS WITH ROADS



STANDISH VILLAGE DESIGN MASTER PLAN
FIGURE 15 - PEDESTRIAN SHEDS

MRLD



STANDISH VILLAGE DESIGN MASTER PLAN
FIGURE 16 - EXISTING PUBLIC WATER SERVICE



STANDISH VILLAGE DESIGN MASTER PLAN
FIGURE 17 - VIEW OF NEIGHBORHOOD WITH LOTS RANGING FROM 10,000 SF - 40,000 SF AND A RANGE OF SITE AMENITIES



STANDISH VILLAGE DESIGN MASTER PLAN
FIGURE 18 - VIEW OF A MIXED USE DEVELOPMENT WITH AN ACCESSORY BUILDING, PARKING, AND SCREENING



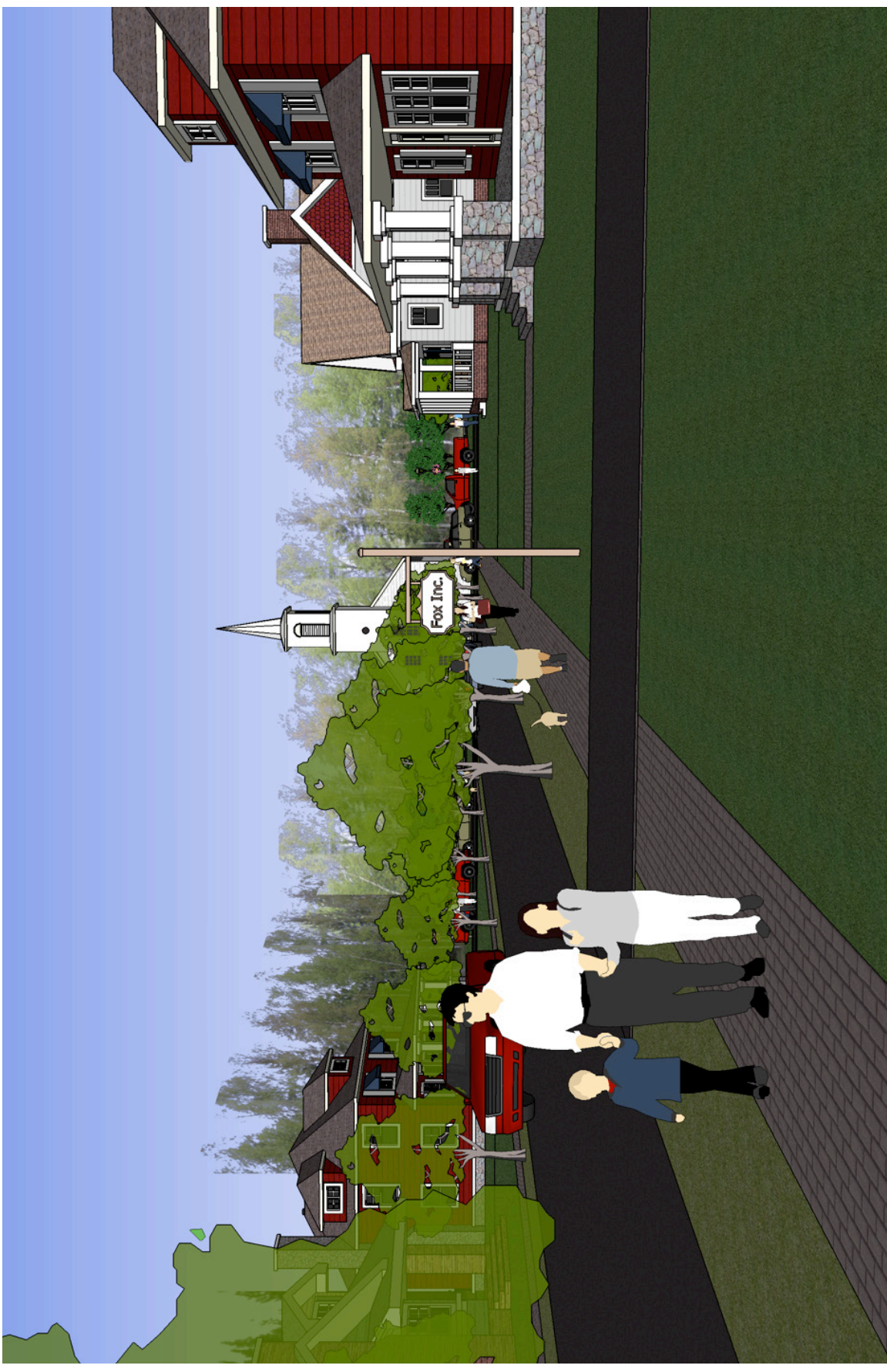
STANDISH VILLAGE DESIGN MASTER PLAN
FIGURE 19 - VIEW OF A FOCAL POINT CIVIC USE. THE TWO BUILDINGS SHARE A DRIVEWAY AND PARKING WHICH IS SCREENED FROM THE STREET



STANDISH VILLAGE DESIGN MASTER PLAN
FIGURE 20 - VIEW OF A MIXED USE BUILDING WITH A SHARED DRIVEWAY AND PARKING LOT WITH THE ADJACENT CHURCH. VIEW ALSO DEMONSTRATES HOLISTIC STREETSCAPE DEFINED BY BUILDINGS, TREES, LIGHT POLES, AND ON-STREET PARKING.



STANDISH VILLAGE DESIGN MASTER PLAN
FIGURE 21 - VIEW OF 10,000 SF AND 20,000 SF LOTS

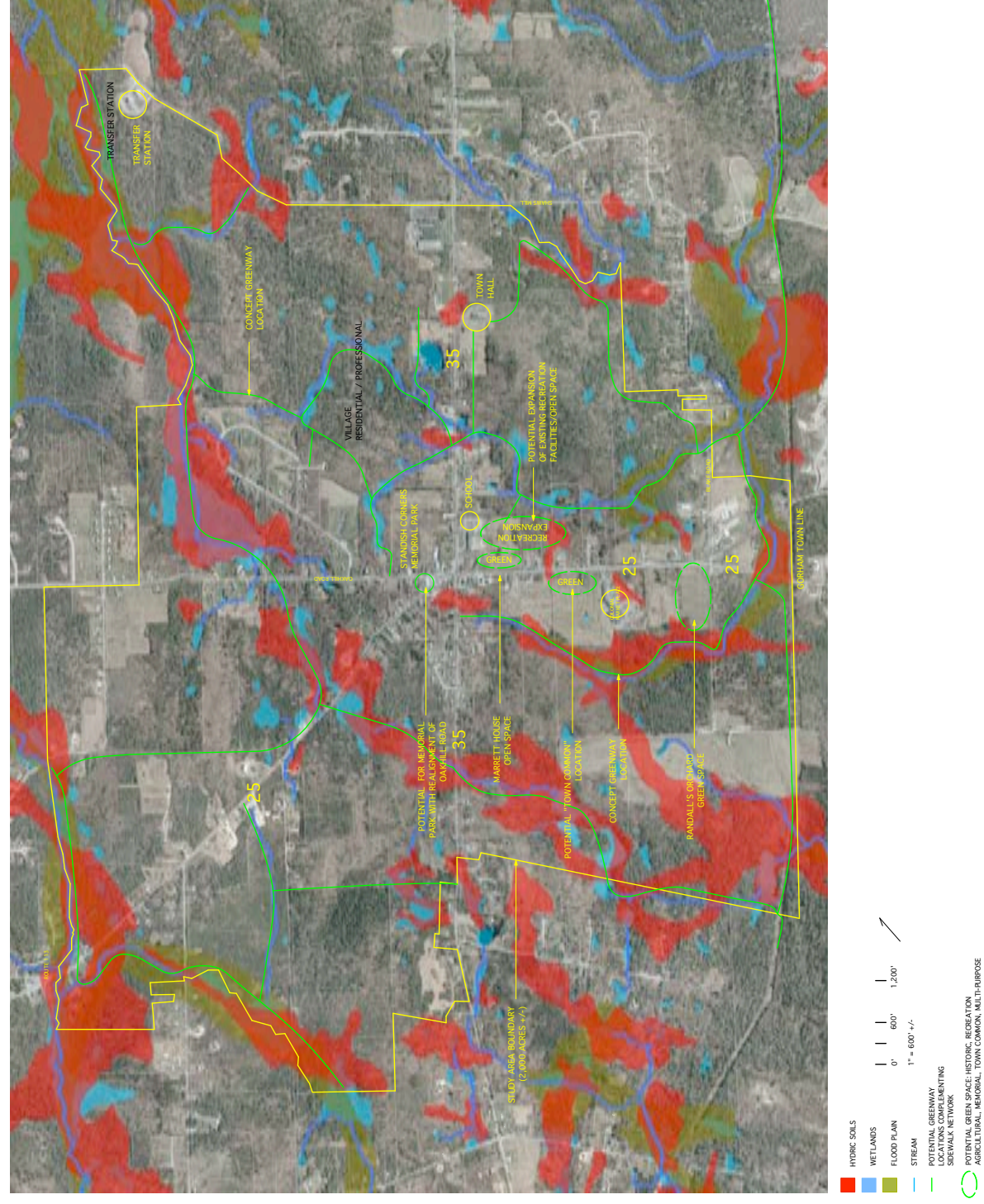


STANDISH VILLAGE DESIGN MASTER PLAN
FIGURE 22 - VIEW ILLUSTRATING A VILLAGE-SCALED NEIGHBORHOOD. THIS TYPE OF NEIGHBORHOOD IS NOT ALLOWED WITH CURRENT STANDARDS.



STANDISH VILLAGE DESIGN MASTER PLAN

FIGURE 23 - VIEW OF SHARED PARKING BEHIND BUILDINGS AND LOTS RANGING IN SIZE FROM 10,000 SF - 40,000 SF



STANDISH VILLAGE DESIGN MASTER PLAN
FIGURE 24 - OPEN SPACE AND GREENWAYS



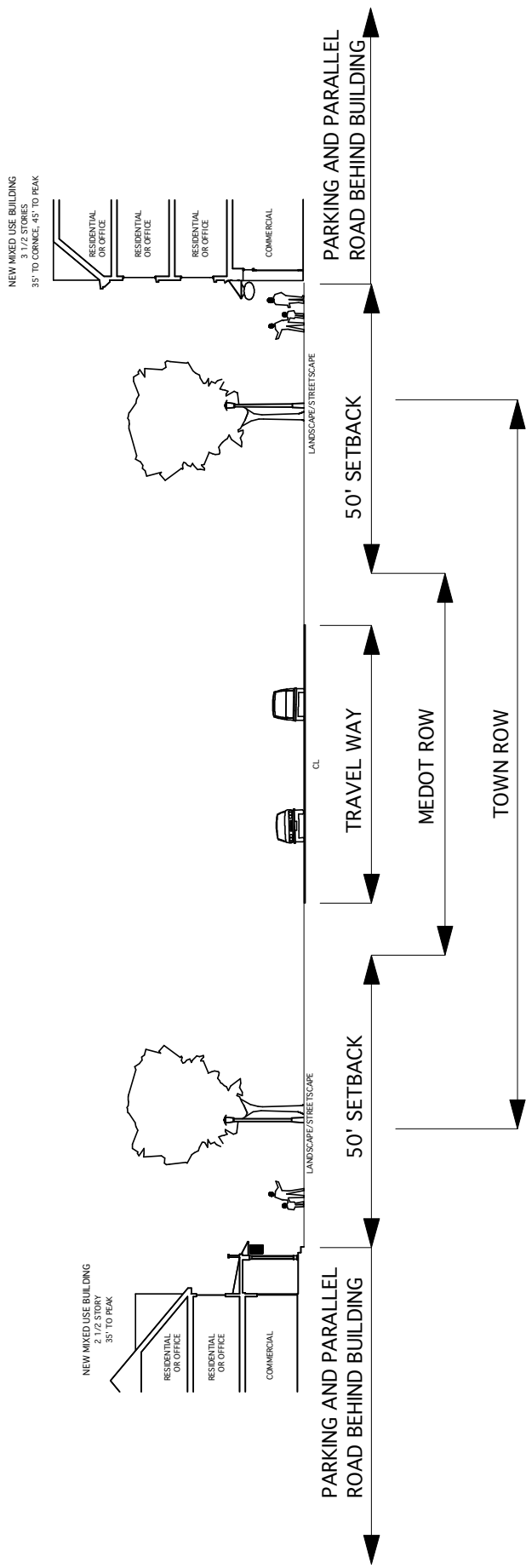
STANDISH VILLAGE DESIGN MASTER PLAN
FIGURE 25 - ROUTE 25 VILLAGE SCALE DEVELOPMENT - INDIVIDUAL CURB CUTS



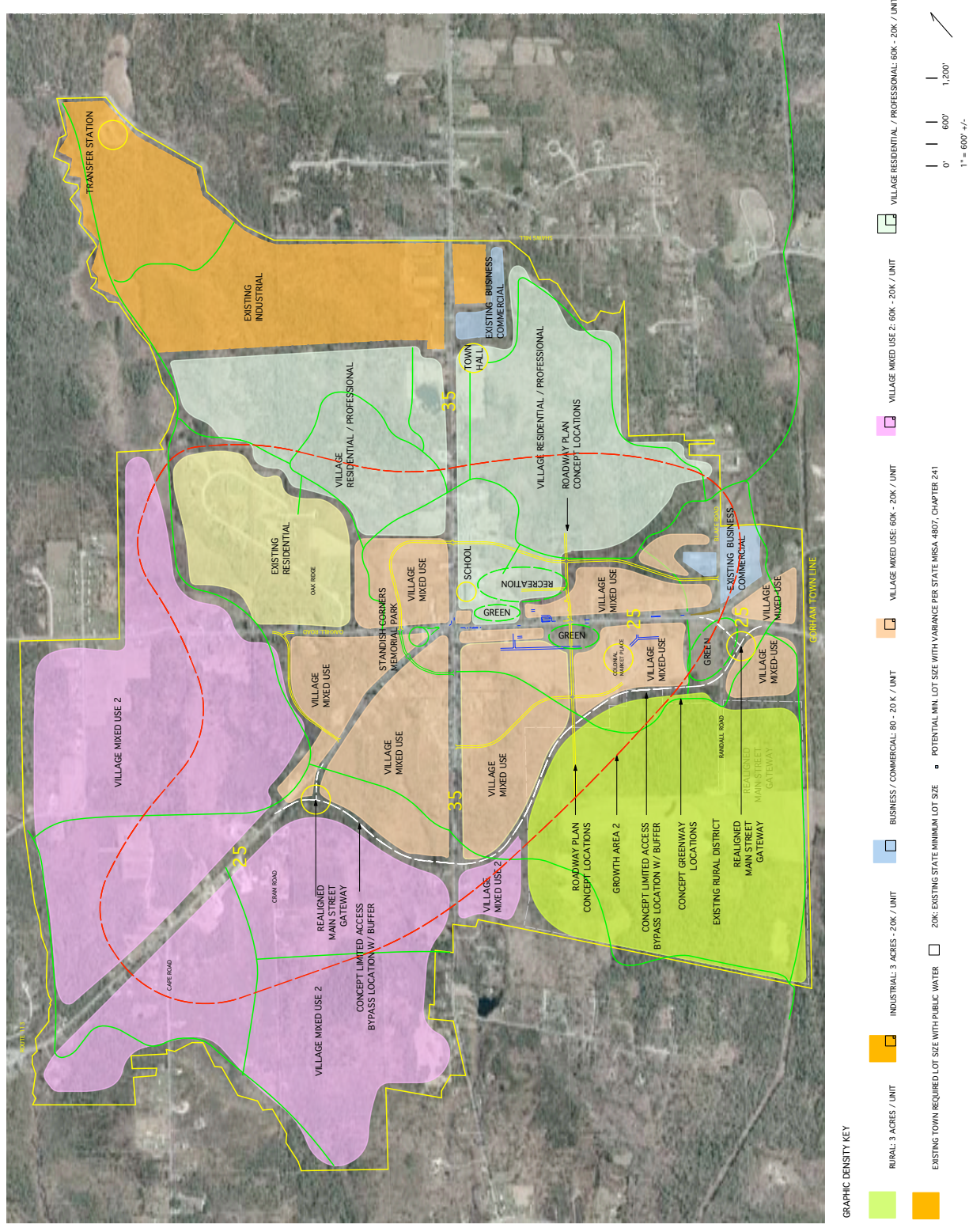
STANDISH VILLAGE DESIGN MASTER PLAN
FIGURE 26 - ROUTE 25 VILLAGE SCALE FRONTAGE DEVELOPMENT - INTERCONNECTED PARKING



STANDISH VILLAGE DESIGN MASTER PLAN
FIGURE 27 - CONCEPT LOCATION OF BY-PASS AND ROADWAY PLAN CONCEPT LOCATIONS



STANDISH VILLAGE DESIGN MASTER PLAN
FIGURE 28 - PROPOSED ROUTE 25 CROSS SECTION



STANDISH VILLAGE DESIGN MASTER PLAN
FIGURE 29 - STANDISH VILLAGE DESIGN MASTER PLAN