



Standish Corner Village Implementation Standish, Maine



April 17, 2008 Meeting #2

Village Implementation Issues To Be Discussed Tonight

#1: Density / Scale of Development

#2: Zoning Boundaries

#3: Land Uses

Next Meeting (May 15, 2008)

#4: Roads & Streetscape

#5: Design Guidelines / Standards

#6: Dimensional Standards



Visualizing Village Concepts to Implement Zoning



Topic: Visualization, An Overview

What it is: We will be preparing visual representations (*aka*, visualizations) in two- and three-dimensions of three different 'build out' scenarios for the proposed Standish Corner Village Center. Build-outs show the amount of development that is reasonably allowed based upon the suitability of the land for development according to a set of zoning standards. We will do build outs for the existing zoning and 2 other zoning options based upon the Village Design Master Plan. The visualizations we prepare will show variations of the 'Big Issues'.



These illustrations show opportunities for new development and redevelopment, similar to the "possibilities" and choices in Standish Corner.

Source: Assn to Preserve Cape Cod.



These visualizations show the existing neighborhoods surrounding an intersection and two options for development. We will be building up to three 3D models for Standish Corner showing variations in the 'Big Issues' we are discussing.

Source: _____.

Visualizations come in a variety of forms and formats. We'll use them all.



This visualization shows the relationship between a number of issues we'll discuss: setbacks from the street (min. & max.), building heights/no. of stories (min. & max), and sidewalks & streetscape.

Source: Assn to Preserve Cape Cod.



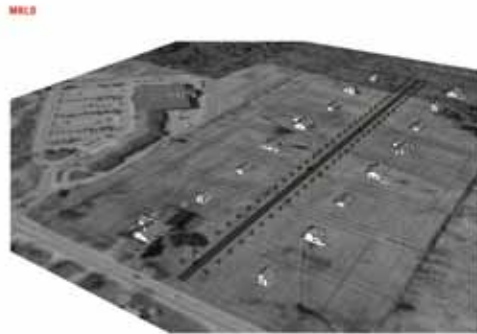
Visualizing Village Concepts to Implement Zoning



'Big Issue' #1: Density & Scale – Residential Lot Sizes

What it is: Minimum Lot size is the minimum land area that is required per residential dwelling unit, generally given in the number of square feet (sf) or acres required. The minimum may vary by type of housing units. For instance, more or less land per unit may be required for multi-unit housing versus single family housing. Minimum lot sizes are typically smaller for village areas (resulting in higher overall density) than in rural areas. Some communities have adopted Maximum Lot Sizes as well (to help ensure some density threshold is met). It is *very* desirable to have a variety of house lot sizes within a neighborhood, and not a “one size fits all”, cookie cutter approach with lots all the same size and/or houses of the same style and cost. *Lot size diversity is good!*

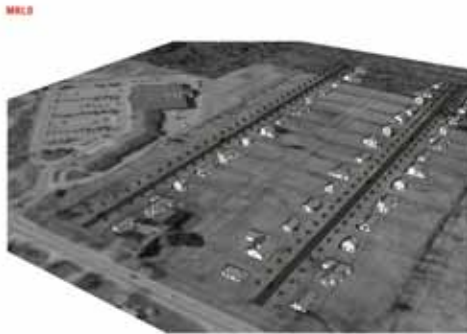
Existing Min. Lot Size
60,000 sf lots (~ 1.5 acres each)



STANDISH VILLAGE DESIGN MASTER PLAN
FIGURE 13 - EXISTING TYPICAL SUBDIVISION - 60,000 SF LOTS

Source: MRLD.

Potential Min. Lot Size
20,000 sf lots (~ half acre each)



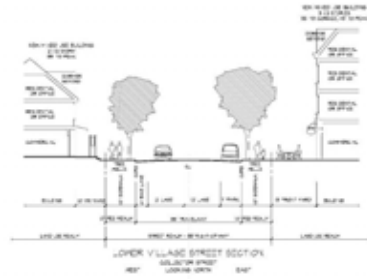
STANDISH VILLAGE DESIGN MASTER PLAN
FIGURE 14 - PROPOSED TYPICAL SUBDIVISION - 20,000 SF LOTS

Source: MRLD.

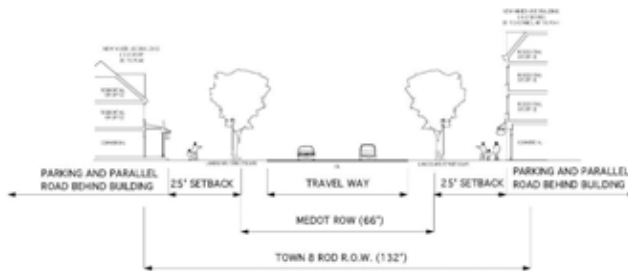




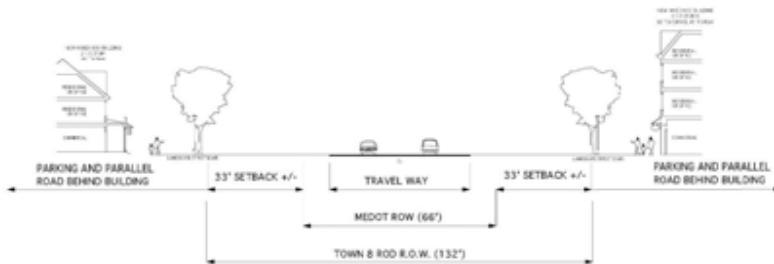
Visualizing Village Concepts to Implement Zoning Route 25 Pedestrian / Streetscape Analysis



IDEAL VILLAGE STREETSCAPE



STANDISH CORNER MASTER PLAN RECOMMENDATION



EXISTING TOWN ZONING STANDARDS



Issues Matrix: Density / Scale Village Mixed Use I District



Big Issue #1: Density / Scale District: Village Mixed Use I (Possible New District Title: Village Center)					
	Existing	Master Plan	Opportunities	Constraints	Considerations
Primary Factors:					
Lot Size	60,000K	10k - 40k Elder Housing allows 10K net residential density (NRA) per one bedroom or 16k (NRA) per two bedrooms. Master Plan recommends that there be no age restrictions on Elder Housing (need to rename)	<ul style="list-style-type: none"> Allows "critical mass" of residences within village core Allow non-family member to reside in "family" apartments Lots under 10,000 SF need to make up the difference in common open space, which could be a village common or pocket park 	<ul style="list-style-type: none"> Soils dictate max. density with individual septic Gross phosphorous loading needs to be considered for protection of wetlands, streams, groundwater and wells. 	<ul style="list-style-type: none"> Community septic systems, but requires funding and maintenance plan Meet requirements of Article XIIA in the Land Use Code regarding septic systems over 2,000 gallons a day. All projects within the district need to be served by public water, not individual wells
Building Footprint	N/A (buildings over 20k require a 100' buffer from routes 25 & 35)	3,500 sf fronting 25 & 35.	<ul style="list-style-type: none"> Smaller area required for stormwater detention. Deters franchise developments, which normally require 12,000 sf Keeps development within the scale of local architecture and economy 	<ul style="list-style-type: none"> Does not allow for buildings with larger footprints such as the old town farm, which is articulated to create a comfortable sense of scale Does not invite franchise architecture with the capacity to fund considerable site and streetscape improvements directly or through a village TIF district 	<ul style="list-style-type: none"> Require multiple story buildings along Routes 25 & 35 Allow 15,000 sf when not fronting Routes 25 & 35 Utilize design guidelines to ensure appropriate design of larger buildings, while still stimulating the local economy
Building Height	35' max average	35' to 45' min.	<ul style="list-style-type: none"> Housing or business on second floor Creates village sense of scale and brings people closer to downtown Helps developer defray cost of building 	<ul style="list-style-type: none"> Requires larger lot to meet parking ratios if second floor is occupiable 	<ul style="list-style-type: none"> Explore floor area ratio instead of min. lot coverage If we are trying to encourage local business in this zone, the extra construction costs could deter development Require minimum of two stories with a maximum height and compatibility with adjacent structures
Secondary Factors:					
Max. Lot Coverage	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Establishes minimum "green space" Minimizes stormwater issues Easier to calculate and review than floor area ratio 	<ul style="list-style-type: none"> May already be accounted for in setback criteria 	<ul style="list-style-type: none"> Some developments may want a streetscape/village feel, with minimal green space. 100' lot coverage could be the ideal (assuming buried stormwater tanks) in certain situations.
Setbacks	<ul style="list-style-type: none"> Front: 50' min. 50' from Rt. 25 ROW, with no building or parking in the 8-rod range road. Buildings over 20K SF require 100' buffer from State ROW Side: 20' min. Rear: 40' min. 	<ul style="list-style-type: none"> Arterial: 50 to 70' max. Local: 15' to 25' max. Side: 20' Rear: 40' 0' lot line for side and rear with variance 	<ul style="list-style-type: none"> Contributes to pedestrian scale and the creation of the "outdoor room" Develop range of setbacks depending on street type. Reduce setbacks in general for more flexibility 	<ul style="list-style-type: none"> Buildings along Route 25 cannot be placed within the 8-rod right-of way, which does not create a pedestrian-scaled streetscape: 4: to 1 ratio. 	<ul style="list-style-type: none"> The Master Plan shows a 50' to 70' maximum front setback from the MeDOT ROW. May be this maximum should be further reduced to 25' - allow buildings and streetscape within range road
Frontage	<ul style="list-style-type: none"> 175' min. 	<ul style="list-style-type: none"> 100' min. 	<ul style="list-style-type: none"> Creates more narrow lots, encouraging parking to rear, not side 	<ul style="list-style-type: none"> 0' lot line developments would require variance. (Village streetscape with 25' wide lots and party walls for example) 	<ul style="list-style-type: none"> Allow for further reduction
Growth Cap Permits	<ul style="list-style-type: none"> 85 town wide limited to 25 in the Rural District and limited to 15 in a single subdivision regardless of district 	<ul style="list-style-type: none"> No annual growth cap permits 	<ul style="list-style-type: none"> Allows for the creation of village-scaled neighborhoods. Incentive for developer to invest in desired development type & location 	<ul style="list-style-type: none"> Soils General concern with rate of growth 	<ul style="list-style-type: none"> Concern that other designated growth areas in Town will not achieve density Establish new method for distributing growth caps



Issues Matrix: Density / Scale Village Mixed Use II District



Big Issue #1: Density / Scale District: Village Mixed Use II (Possible New District Title: West Village)					
	Existing	Master Plan	Opportunities	Constraints	Considerations
Primary Factors:					
Lot Size	60,000k sf	20k sf – 60k sf Elder Housing allows 10k sf net residential density (NRA) per one bedroom or 16k (NRA) per two bedrooms. Master Plan recommends that there be no age restrictions on Elder Housing (need to rename)	<ul style="list-style-type: none"> Allow non-family member to reside in “family” apartments 	<ul style="list-style-type: none"> Soils dictate max. density with individual septic Gross phosphorous loading needs to be considered for protection of wetlands, streams, groundwater and wells. 	<ul style="list-style-type: none"> Community septic systems, but requires funding and maintenance plan Meet requirements of Article XlIA in the Land Use Code regarding septic systems over 2,000 gallons a day A less pedestrian scale and less auto oriented area, pushing more intensive developments and the cost of streetscape improvement to village core
Building Footprint	N/A (buildings over 20k require a 100’ buffer from Route 25)	6,000 sf fronting Route 25	<ul style="list-style-type: none"> Smaller area required for stormwater detention. Deters franchise developments, which normally require 12,000 sf Allows for larger, less village type uses like greenhouses 	<ul style="list-style-type: none"> Articulation of buildings not as critical in this area. More utilitarian in nature. Does not invite franchise architecture with the capacity to fund a village TIF district 	<ul style="list-style-type: none"> Two-story buildings not required along Route 25 Design of buildings not as critical along road due to buffering and type of uses
Building Height	35’ max average	35’ to 45’ min.	<ul style="list-style-type: none"> Housing or business on second floor which helps developer defray cost of building 	<ul style="list-style-type: none"> Requires larger parking area if second floor is occupied 	<ul style="list-style-type: none"> Possibly allow flat roofs
Secondary Factors:					
Max. Lot Coverage	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Higher green space min 	<ul style="list-style-type: none"> 	<ul style="list-style-type: none"> Lots fronting Route 25 should require greater green space and buffering to create less auto-oriented development (more green space, less room for parking).
Setbacks	<ul style="list-style-type: none"> Front: 50’ min. 50’ from Rt. 25 ROW, with no building or parking in the 8-rod range road. Buildings over 20K SF require 100’ buffer from State ROW Side: 20’ min. Rear: 40’ min. 	<ul style="list-style-type: none"> Arterial: 100’ w/ buffer min. Local: 15’ to 25’ max. Side: 20’ Rear: 40’ 0’ lot line for side and rear with variance 	<ul style="list-style-type: none"> Contributes to pedestrian scale, residential oriented neighborhoods off of 25 Develop range of setbacks depending on street type. 	<ul style="list-style-type: none"> In some cases the 100’ setback has already been cleared and does not achieve buffering standard. More intense plantings would be required as part of performance standard 	<ul style="list-style-type: none">
Frontage	<ul style="list-style-type: none"> Arterial 175’ Collector/Local 175’ 	<ul style="list-style-type: none"> Arterial N/A Collector/Local 100’ 	<ul style="list-style-type: none"> Increase frontage along 25 to decrease number of developments and minimize curb cuts 	<ul style="list-style-type: none"> Increases property costs, deters local development 	<ul style="list-style-type: none">
Growth Cap Permits	<ul style="list-style-type: none"> 85 town wide limited to 25 in the Rural District and limited to 15 in a single subdivision regardless of district 	<ul style="list-style-type: none"> Maintain existing policy 	<ul style="list-style-type: none"> Push development to village core 	<ul style="list-style-type: none"> Soils General concern with rate of growth 	<ul style="list-style-type: none">



Issues Matrix: Density / Scale Residential Professional District



Big Issue #1: Density / Scale District: Village Residential / Professional					
	Existing	Master Plan	Opportunities	Constraints	Considerations
Primary Factors:					
Lot Size	60,000 sf	10k sf – 40k sf <ul style="list-style-type: none"> Elder Housing allows 10k sf net residential density (NRA) per one bedroom or 16k (NRA) per two bedrooms. Master Plan recommends that there be no age restrictions on Elder Housing (need to rename) Allow non-family member to reside in “family” apartments 	<ul style="list-style-type: none"> Allows “critical mass” of residences supporting village core Lots under 10,000 sf need to make up the difference in common open space, which could be a village common or pocket park 	<ul style="list-style-type: none"> Soils dictate max. density with individual septic Gross phosphorous loading needs to be considered for protection of wetlands, streams, groundwater and wells. 	<ul style="list-style-type: none"> Community septic systems, but requires funding and maintenance plan Meet requirements of Article XIIA in the Land Use Code regarding septic systems over 2,000 gallons a day. All projects within the district need to be served by public water, not individual wells
Building Footprint	N/A)	N/A	<ul style="list-style-type: none"> Building footprint could be determined by lot size, setbacks, required green space, parking and buffering. 	*	*
Building Height	35' max average	35' to 45' min.	*	*	*
Secondary Factors:					
Max. Lot Coverage	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Higher green space requirement than Village Mixed Use District to provide more residential character and mitigate non-residential uses 	<ul style="list-style-type: none"> Shared parking arrangements behind buildings that are well-screened are ideal 	*
Setbacks	<ul style="list-style-type: none"> Arterial: 50' min. Collector: 50' min. Side: 20' min. Rear: 40' min. 	<ul style="list-style-type: none"> Arterial: N/A Collector/Local: 15' to 25' max. Side: 20' Rear: 40' 0' lot line for side and rear with variance 	<ul style="list-style-type: none"> Contributes to pedestrian scale, residential oriented neighborhoods off of Routes 25 and 35 Develop range of setbacks depending on street type Look at options where combined side setbacks equal 30'- to 40' to allow flexible siting of home 	<ul style="list-style-type: none"> Need to provide adequate buffering between homes and mixed-use residences or other allowable uses with parking areas. 	*
Frontage	<ul style="list-style-type: none"> Arterial 175' Collector/Local 175' 	<ul style="list-style-type: none"> Arterial N/A Collector/Local 100' 	<ul style="list-style-type: none"> Side streets reduced to 50' to 75' frontage 	*	*
Growth Cap Permits	<ul style="list-style-type: none"> 85 town wide limited to 25 in the Rural District and limited to 15 in a single subdivision regardless of district 	<ul style="list-style-type: none"> No annual growth cap permits 	<ul style="list-style-type: none"> Allows for the creation of village-scaled neighborhoods. Incentive for developer to invest in desired development type 	<ul style="list-style-type: none"> Soils General concern with rate of growth 	<ul style="list-style-type: none"> Concern that other designated growth areas in Town will not achieve density Establish new method for distributing growth caps

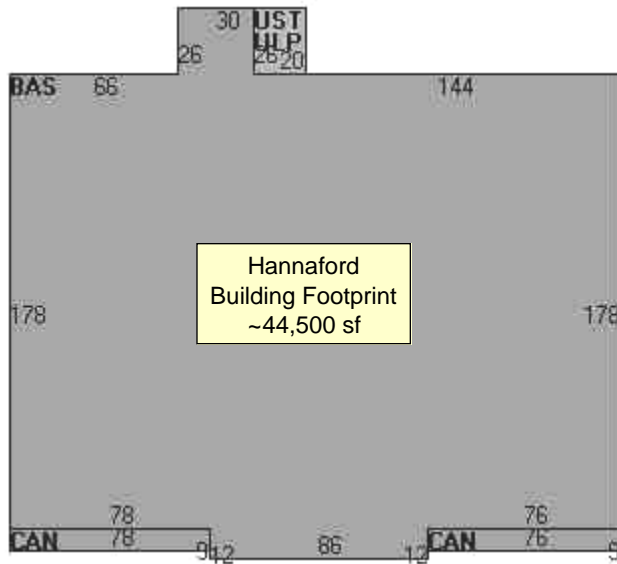


Visualizing Village Concepts to Implement Zoning

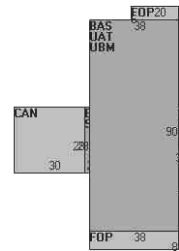


'Big Issue' #1: Density & Scale – Commercial Building Footprint

What it is: This is the maximum area of each floor a building may have. In tandem with “Permitted Land Uses”, a maximum building footprint strongly influences the type of development that can occur. There are a variety of ways, through architectural detailing and configuration of buildings, to make much larger buildings “seem” smaller. It is also possible to allow larger individual buildings but regulate the maximum size of a single use within a single building.



Hannaford Building Footprint
~44,500 sf

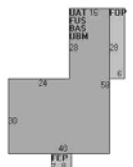


Norway Savings Bank
~3620 sf (main bldg)



Dunkin Donuts
~1825 sf (main bldg)

Rest of Colonial Market Place Building Footprint
~31,000 sf



Merritt House
~1650 sf



All building footprint images are shown at the same approximate scale (roughly 1"=50').

Source: Standish Assessor.



Visualizing Village Concepts to Implement Zoning



Big Issue #2: Zoning Boundaries

What it is: Zoning Boundaries very specifically identify which development regulations pertain to the individual parcels of land within those boundaries. This includes regulations relating to the Land Uses (Big Issue #3) that are permitted, the Density and Scale of development that is allowed (Big Issue #1), and the all the other accompanying site development standards.



STANDISH VILLAGE DESIGN MASTER PLAN
FIGURE 3 - EXISTING ZONING

The Village Commercial (VC) zoning district is centered around Route 25, encouraging a more linear pattern of development rather than creating the desired depth to the village center that is expressed in the Master Plan.

The VC district is surrounded by the Residential district which allows a minimum lot size of 60,000 sf.

The area also includes several Commercial districts and an Industrial district.

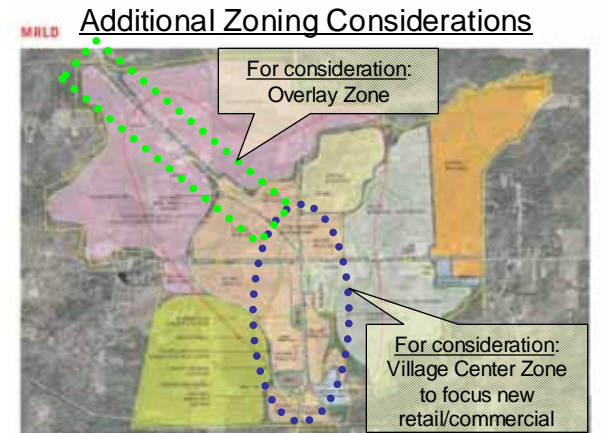
Source: MRLD.



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

The proposed Village Mixed Use I (VMU I) district zoning district is designed to encourage depth to the village center, supported by a new network of local streets (as described by the Roadway Plan). It is intended to be the target area for most retail and commercial development in the village as well as Residential development. This district would allow the same land uses within this larger area, including along the primarily residential areas along Route 35/Northeast Road west of Standish Corner.

The VMU I district is surrounded by two other mixed use districts, VMU II and Village Professional.



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

A couple of options for the zoning boundaries are to:

- Further refine the VMU I district by adding a redefined Village Center district that would focus the area for the majority of retail and commercial development to a smaller, central area within the VMU I district (the blue line, above)
- Further refine the VMU I and VMU II districts along Route 25 west of Standish Corner with an overlay district that refines the permitted uses and development standards from the rest of the district (the green line, above).



Visualizing Village Concepts to Implement Zoning



'Big Issue' #3: Land Uses (& Design)

What it is: Land Uses are the types of activities and uses that are allowed within a zoning district. Some zones allow only a narrow range of land uses (for example, residential only, or industrial only), while others purposefully try to achieve a diverse and broad range of compatible land uses ("Mixed Use" areas). These Mixed Use areas typically include single family and multifamily homes, retail shops, offices, light manufacturing, banks and restaurants. Mixed use areas often not only want to create this mix within the districts, but within the buildings themselves. This might take the form of retail businesses on the first floor and offices and apartments above. *How the uses fit together is critical!*

MIXED USE NEIGHBORHOODS

Homebuyers who fit a Great American Neighborhood profile (see page 4) often seek out places that offer a healthy mix of people and land uses. They are looking for socially dynamic, public and private places that offer a range of compatible uses, within or close to their neighborhood.

These neighborhoods may include a variety of housing types, stores, services, offices, health clinics, gyms, and places of entertainment. Your ability to provide some or all these service may be limited by market, zoning, or size of the surrounding community. However, there may be substantial benefits to a mixed use approach, especially if two or three story structures can be marketed with stores below and offices and/or residences above.

- Consider a mix of housing types and prices. Higher density housing may include duplexes, townhouses, patio homes, low rise multifamily apartments, studio apartments, carriage houses, granny flats, and live-work units.
- Encourage day and night activity and socializing by building housing units over commercial buildings – making sure these areas are designed to be good neighbors to any nearby single family homes.

- Seek sites near places that already have mixed use activity. An urban or village infill site located next to an arterial street with stores, offices and other mixed uses already on it, might be ideal, provided the plan allows for easy access and there is a sense of belonging and connection between what exists and what is proposed.



Small shops on the ground floor with apartments above.

dents as well as variety in the streetscape. It will better accommodate singles, childless couples, young families, empty nesters, and elderly and provide the opportunity for a diverse and multi-generational group of residents.



Live-work units where owners live on the top floor, lease the second floor, and have offices or shops on the street level.



Apartments over garages are an efficient way to incorporate affordable housing into a neighborhood.

In some cases, commercial uses may not be allowed or appropriate in the neighborhood. It may still be desirable to integrate duplexes, carriage houses, granny flats and over-the-garage apartments among single family homes. Not only will this increase the overall density of the neighborhood, but it will provide for a mix of housing sizes, incomes, and life stages of resi-

Mixed-use Design Issues

Scale

- Does the project's scale fit the neighborhood?
- At what scale is the project economically feasible?

Density

- Do development intensity and housing density support each other?
- Is the density high enough to support transit?

Mix of housing and other uses

- Does the project include a mix of housing options, such as affordable and life-cycle housing?
- What types of businesses does the neighborhood need?

Pedestrian environment

- Is a well-connected system of sidewalks included in the project plan?
- Are pedestrian amenities—such as benches, shade trees, planters, and pedestrian-scaled lighting—included in the design?
- Do buildings front the street, providing a pleasant walking environment?
- Does the street frontage include windows, or is it a blank wall?
- How can large walls be detailed to provide visual interest?

Transit access

- Is transit convenient to residents and workers?
- Are bus shelters and benches provided where needed?

Parking

- Is the parking convenient?
- Do the various uses have peak parking demands at different times of the day allowing for shared parking?
- Is the parking located so that it does not negatively affect the pedestrian experience?
- Can the parking be built behind or under proposed buildings?

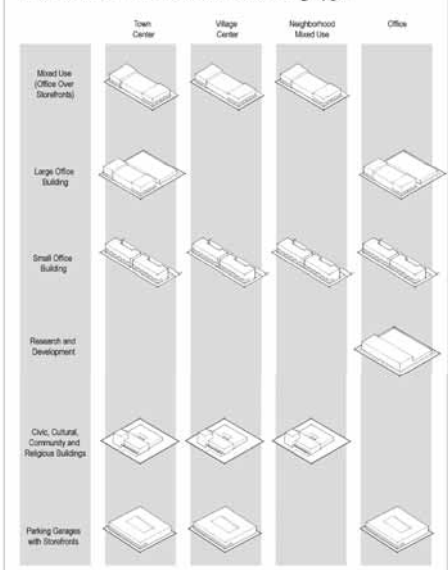
Open space and environment

- Is open space incorporated into the project?
- Does the design provide convenient access to open space?

Benefits of Mixed-use

- Populates and activates neighborhoods during both day and evening hours
- Increases housing options for more household types
- Reduces need to use a car for every trip
- Reduces traffic congestion and pollution
- Creates vibrant communities

Illustrations of Non-Residential Building Types



'Rather than argue for concentration of people, we identify the small things...that draw people together into denser settlements and make the mix and mingle a pleasure rather than a dose of liver oil.'

David Sucher, *City Comforts: How to Build an Urban Village* (1995). www.citycomfort.com

Source: SPO's 'Guide to Livable Design', DeWan & Kent, 2005.

Source: Metro Design Center, MN.

Source: City of Albuquerque.