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MRLD LLC

M E M O

DATE: 15 May 2008

PROJECT: Standish Corner Village Design Master Plan Implementation

TO: Village Design Implementation Committee (Committee)
Carolyn Biegel, Committee Chair / Council representative
Isabel Higgins - Property owner within village
Marc Lindberg - Property owner outside village
Maria Smith - Business owner within village
Mark Floor - Business owner outside village
Carol Billington - Planning Board Member representative
Garrett VanAtta - Recreation Committee representative
Jay Beedle - Property owner in the expanded village
Brenda Walker - Sebago Lake Village representative
Sally Clark - SAD 6 Board of Directors representative
David Robinson – Steep Falls representative

FROM: Mitchell Rasor, MRLD Principal

REGARDING: Standish Corner Village Design Master Plan Implementation
Issues Review Meeting: Streets, Design Guidelines and Dimensions
May 15, 2008
7:00 PM
Town Hall

At the April meeting we reviewed three major issues:

1. Zone Boundaries
2. Land Uses
3. Scale and Density

For the May meeting we will continue to explore the major design “issues” as part of the GrowSmart visualization process leading to the drafting of ordinance language in 2009.

Street design and neighborhood development is the focus of this memo and one of the key issues requiring visualization in order to the implement the goals of the Standish Corner Master Plan.

A few of the critical aspects of street design are:

1. Interconnectivity
2. On-street parking
3. Street trees
4. Streetscape amenities
5. Building setback from the right-of-way
6. Buried utilities
7. Parking to the rear or sides of buildings – and not at corners.

Street standards in Standish are currently found in Chapter 252, Street and Sidewalks and in Chapter 181, Land Use, specifically in 181-20 Off-street parking and design and 181-89 Subdivisions. On-street parking is currently not allowed. The Master Plan encourages on-street parking as a way to diffuse parking and integrate it with an overall designed streetscape.

At the April meeting there was discussion regarding the relationship between the Town 8-rod right-of-way and the MeDOT 66’ right-of –way along Route 25. The Committee needs to further consider this issue in order for GrowSmart to create visualizations for the Route 25 arterial.

Streets and Neighborhood Design

Existing traffic access management standards provide incentives such as reduced frontage for developments that share driveways with adjacent developments. The adopted Road Way Plan recommends parallel roads, new roads accessing undeveloped land in the Standish Corner area and interconnected parking lots along Route 25. "Local" dead end streets in subdivisions are limited to 2,500 linear feet and the continuation, or right-of-way easements, to adjacent parcels is required.

While these requirements and recommendations encourage a level of connectivity, they do not have a specific goal of creating interconnected village-scaled neighborhoods as much as they are about traffic management and "health, safety and welfare" issues. It may be simple rhetoric, but to achieve the goals of the Master Plan, the car has to be part of an overall integrated village design component, not a just an "impact" requiring mitigation. The more the car is thoughtfully integrated with the Standish Corner, the less it will be an impact. The less cars are segregated as a "land use" the more they will serve the greater good of creating a safe, pedestrian-scaled environment with ample parking supporting the local economy.

Streets and Pedestrian Scale:

The current street right-of-way width standards combined with the required building setbacks and building heights needs to be carefully considered in creating a scale appropriate for a village setting – the "outdoor room" concept – where people feel safe and the car does not dominate.

The current design standards do not create a village-scaled environment. The design standards are focused on maximizing the flow of traffic, not integrating roads and cars with a village.

Existing Public Street Types

	<u>Arterial</u>	<u>Collector</u>	<u>Local</u>	<u>Industrial / Commercial</u>
ROW width	80 feet	66 feet	60 feet	66 feet
Pavement width	32 feet	26 feet	24 feet	26 feet
Shoulder width	12 feet	8 feet	5 feet	9 feet
Curbing	Vertical	Vertical	Vertical	Vertical
Sidewalk width	5 feet	5 feet	5 feet	5 feet
Building setback (minimum)	50 feet	50 feet	50 feet	50 feet

Proposed Public Street Types (Routes 25 and 35 are the area arterials)

	<u>VC Collector</u>	<u>VC Local</u>	<u>Residential Collector</u>	<u>Residential Local</u>
ROW width	60 feet	66 feet	47 feet	42 feet
Pavement width	20 feet	20 feet	16 feet	16 feet
On-street parking	7 feet (both sides)	7 feet (one side)	7 feet (both sides)	7 feet (one side)
Curbing	Vertical	Vertical	Vertical	Vertical (one side)
Sidewalk width	5 feet	5 feet	5 feet	5 feet (one side)
Building setback (maximum)	0-50 feet	0-50 feet	15-25 feet	15-25 feet

In the local residential street a sidewalk and curbing is detailed on one side, allowing for stormwater to be treated in “rain gardens” on the side without curbing. This is shown in the graphics included with the package.

There are communities where new residential type neighborhoods are allowing pavement widths as narrow as 19’. These streets could accommodate a 7’ parking lane, creating a situation where speeds are very low and oncoming traffic must take turns yielding to each other.

The graphics included with this package represent alternative street designs and networks that foster a range of neighborhoods. While change does occur incrementally, the goal is to look at Standish Corner holistically, to promote a place that is safe, attractive and sustainable.

The graphics include recommendations from the Master Plan (50' maximum front setbacks on collectors) as well as illustrating different standards such as 0' to 15' front setbacks on collectors. 0' front setbacks may not be appropriate in the Residential / Professional District, but there may be cases where a 0' front setback is appropriate in the Village Center.

In general, the recommended changes to street designs – narrower travel lanes and rights-of way, on-street parking, bike lanes and the careful consideration of streetscapes and building setbacks – are changes to infrastructure standards that will promote the social structure typical of villages.