

6.2.1 South Gorham & North Scarborough

Representatives from these two adjacent centers decided early on to work together. One of the biggest barriers to achieving the land use patterns envisioned in the Land Use Recommendations that follow is the lack of a decision on the part of transportation and regulatory agencies regarding the addition of new transportation capacity to relieve congestion-related delays experienced there today and for the past several decades. Both communities were clear that without a transportation solution, it would be difficult to create the kind of centers envisioned. No one who attended the public meetings during this planning effort favored a solution that added more than one new lane on Routes 22 and 114; rather, the communities envisioned a maximum of 3 lanes between the two major intersections that flank the 'overlap'. The predominant sentiment of citizens who participated in the planning discussions is for the Turnpike to build a spur and allow this area to serve local needs.

In addition to the need for a long-term traffic solution, the lack of a public wastewater system to protect a highly valued aquifer beneath the area is also a barrier to achieving the desired intensity and style of development here. While Utility Recommendations are also included in this report, the challenge of securing funding for public wastewater service into the area is likely to take some time.

In the interim: With these barriers in mind, the communities should as soon as possible commission the development of a master plan that takes into the account the anticipated time lag for both the transportation and wastewater solutions to be realized and thus design the land use plan and code in a way that acknowledges the need for strong access management and private on-site wastewater systems until such time as decisions are made to extend public sewer to the area.

Land Use Recommendations:

- ❖ **Gorham** should collaborate with Scarborough to develop a master plan for South Gorham and North Scarborough to include a local and connector street network, parks and playgrounds, gardens, greenways and gateways; the master plan should include a framework for how the public improvements will be funded. The result of this effort would be to revise its land use code so that the use of contract zoning is discontinued or significantly reduced in this center. Because so many parcels have used this vehicle, the town should adopt the content of the contract zones, with some revisions as a starting point for the primary designated zone.
 - ✓ A new "high intensity mixed use" zone should be created in an area roughly 1500' in diameter from the intersection of County Road and Blue Hedge Road that creates a 'campus style' village development scheme⁵³.
 - ✓ Outside the "high intensity mixed use" zone and toward the North Scarborough center, a new zone for the area along both sides of the County Road to the Gorham Town Line should be designated "low intensity mixed use" with as few access points along the arterial as possible (preferably at the intersections of existing streets only) and this zone should require access from a parallel street network.
 - ✓ Gorham should also adopt Scarborough's aquifer protection zone and standards.
- ❖ **Scarborough** should collaborate with Gorham to develop a master plan for North Scarborough to include a local and connector street network, parks and playgrounds, gardens, greenways and gateways; the master plan should include a framework for how the public improvements will be funded.
 - ✓ The Town should adopt a new "high intensity mixed use" zone roughly 2000' in diameter from the intersection of County Road and Saco Street to create a New England style village.

⁵³ "Campus style" is a term that was used by the South Gorham residents at a neighborhood workshop; additional discussions with residents are needed in order to clarify intent.

- ✓ The Town should rezone the remaining frontage along County Road in a way that matches the recommended “low intensity mixed use” zone in South Gorham. Because this segment of County Road includes the intersection of Route 22 and 114, there should be no new access points or intersection except possibly on the north side of the highway across from Route 114 intersection.
- ✓ The Town should determine whether the incentive it currently has for conservation subdivisions in this area remains relevant in terms of its vision for a traditional neighborhood settlement pattern.
- ❖ Both municipalities should explore whether they are willing to coordinate joint development review and approvals where appropriate in proximity to the town line.
- ❖ Both municipalities should ensure that regulatory procedures in these centers are streamlined for development that meets the vision for the centers.

Utility Recommendations:

- ❖ Gorham and Scarborough should form a partnership that begins with evaluating the existing feasibility study for extending sewer facilities from South Gorham and determine whether it needs to be updated or expanded to include consideration of extending it from Westbrook. This partnership should be balanced to apply the largest cost to the community with the most to benefit.
 - The feasibility study should identify the estimated cost as well as the best vehicle to use to recoup costs (including but not limited to TIF, impact fees, special assessments or public private partnerships, public bonding, tax base sharing, a combination of these tools etc.).
- ❖ While public water does not exist in this location, the presence of the aquifer may be a viable resource to tap into. While individual wells are likely to be more than adequate to serve existing and future needs, both municipalities should consider including this consideration in the sewer extension feasibility discussions to determine whether a community water supply system may create efficiencies and savings for all concerned and also make it easier to protect source water from contamination.
- ❖ Unless policies and regulations are adequate to guide the desired growth, both municipalities should consider extending the wastewater system first along a conceptualized future parallel road that is part of the interconnected street network on the north side of the arterial. Doing so would encourage development access on the parallel road and its cross connections to the south side of the County Road where sanitary sewer can be further extended. Avoiding placement of the utility in Route 22/114 will help to avoid the temptation to further strip out the arterial without building the local interconnected network.
- ❖ Both communities should work with PACTS and other communities to identify and prioritize capital improvement projects that have a regional impact.

Transportation Recommendations – County Road - Route 22/114:

The following recommendations are made on the assumption that additional capacity via a new turnpike off Route 22 and 114 will be implemented and that the existing ‘overlap’ area be designed as a 3-lane facility with an interconnected local street network flanking the existing corridor.

- ❖ Because both communities have adopted a *complete streets* policy, they should incorporate implementing standards in their respective ordinances.
- ❖ Based on the STPA rule, both communities should adopt a plan that stipulates the characteristics desired for the Route 114/22 corridor. The plan should specify:
 - ✓ A right of way width of 80’ with two through lanes and one shared turn lane where needed.

- Lane widths of 11' or 12', with minimum 5' wide shoulders to accommodate bicycles – this template requires 43' to 46' of the 80' right of way
- On-street parking along the roadway should be planned in the areas considered for high intensity; while the width of right of way in the low intensity area between the two will accommodate on-street parking in the future, the communities recognized it would not likely be needed for some time – this template would add another 20' to the right of way for a total of 63' to 66'
- Minimum 5' wide sidewalk – this would increase the right of way need from 73' to 76', leaving 4' for snow storage.
- ✓ Access management and traffic calming to create a 25 mph speed zone in the centers and a 35 mph zone in the segment between them.
- ✓ Street lighting and streetscaping features consistent with an arterial roadway.
- ✓ Optimal locations for cross traffic at planned/existing intersections to include safe pedestrian crossing features.
- ✓ Planned locations for bus shelters, park 'n ride lots and bicycle facilities should be in and around the major intersections.
- ✓ The typical cross sections provided in this document may be used to create a hybrid that meets the communities' needs for:
 - County Road
 - Parallel and connector roads
- ❖ Both communities should develop or seek partnership with developers to develop an interconnecting street network beginning with the parallel street at the north of Route 114/22.
- ❖ While there is no transit route traveling through this center today, development intensity and density should be monitored so that transit providers are periodically updated with information to help them determine when a transit route may be warranted. It is recommended that the high intensity areas at either end of this center have at least 50% of the land area developed at a density of at least 8 units per acre before conducting an evaluation on whether to expand transit services into the area.

The illustrations on the following pages are intended to assist the communities with beginning the master plan conversations.

Figure 6.2.1A Conceptual road network of South Gorham & North Scarborough, Center of Opportunity
 Sketch of Ideas for discussion only – this is not a proposal

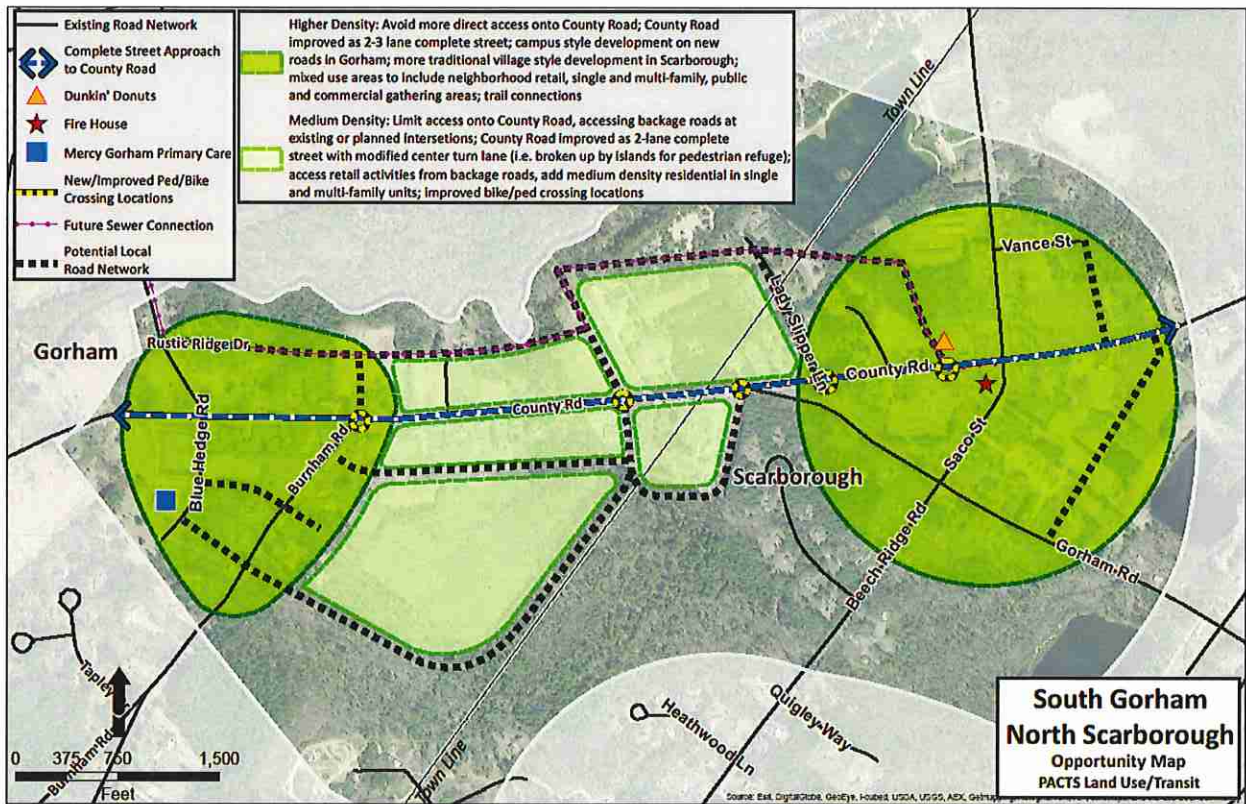
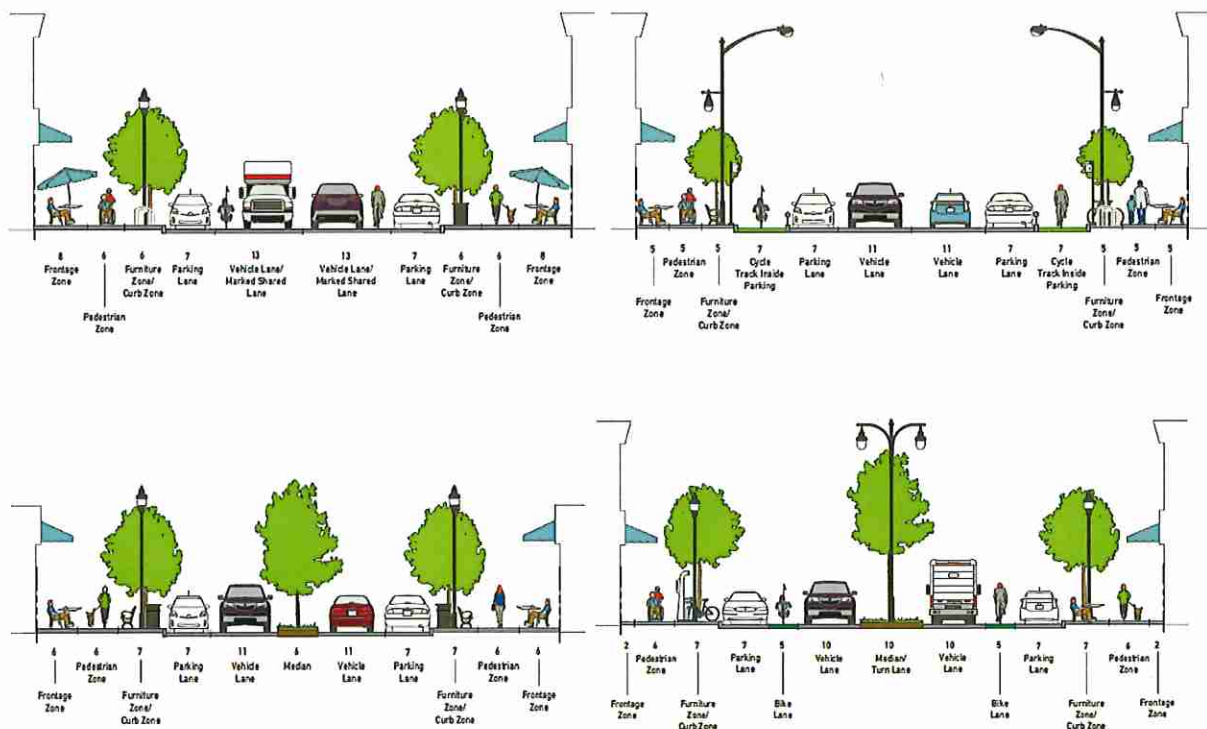


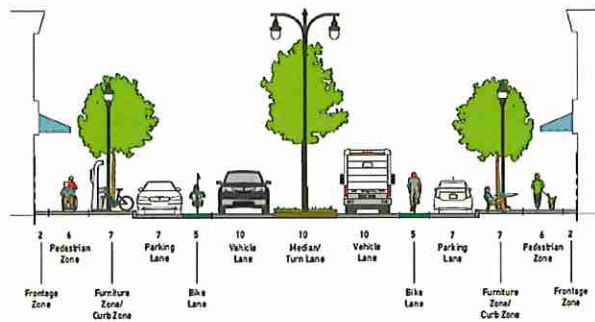
Figure 6.2.1B – Possible Cross Sections

Possible Cross Sections for County Road within the Higher Intensity (Village or Campus) Centers – Source: <http://activetransportation.org/Design>



Each of these options may be modified to provide more or less of each component in order to address community preferences.

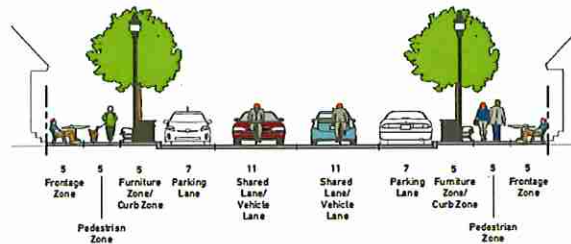
Possible Cross Section for Lower Intensity County Road in the Overlap - Source: <http://activetransportationpolicy.org/Desian>



While the cross section to the left shows the opportunity for on-street parking, the communities have suggested that it may not be needed in the overlap in the near term.

The overlap area will remain higher speed than the village or campus centers at either end. As such, wider lanes for driving, turning and bicycling may be warranted.

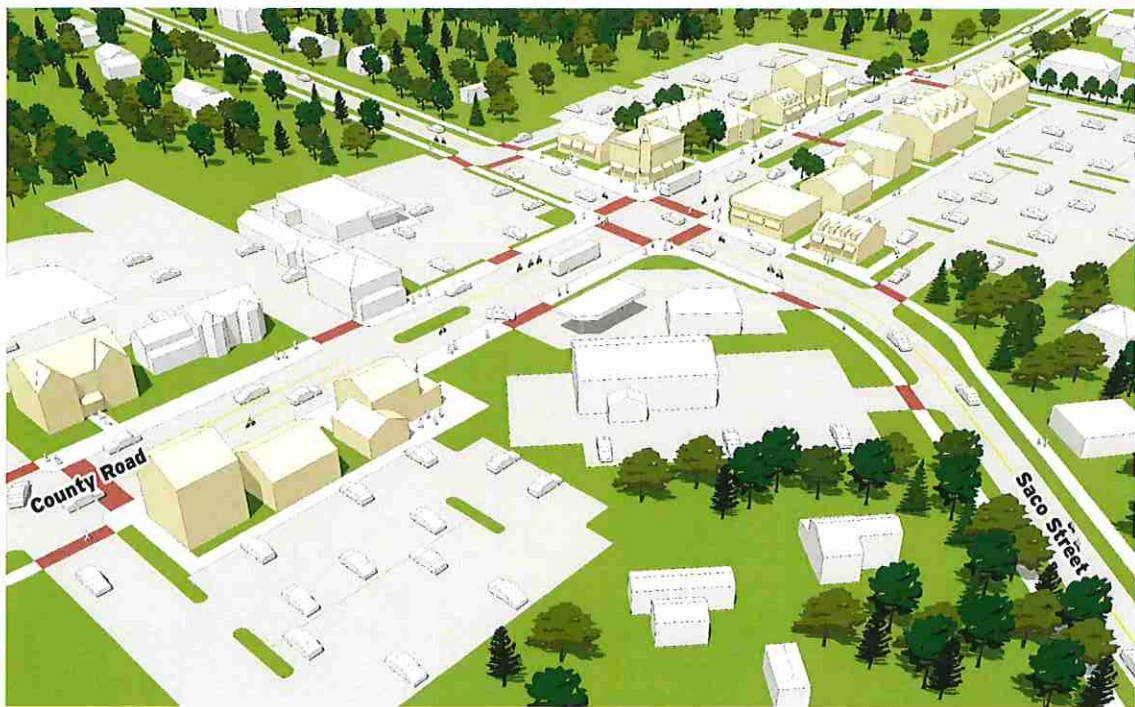
Possible Cross Section for New Parallel and Cross Connector Streets



New Parallel and Cross Connector Streets are typically low volume local roads with slower speeds to accommodate the mix of activities located there.

As such, bicyclists can more safely share lanes with through traffic; however, community preference may opt for a wider right of way that allows for separated bike lanes in each direction.

*Figure 6.2.1C - North Scarborough – 20+ Years –
Sketch of Ideas for Discussion Only –Not a Proposal*



Scarborough
Intersection of County Road and Saco Street
Looking northeast



*Figure 6.2.1D – South Gorham – 20+ Years –
Sketch of Ideas for Discussion Only – Not a Proposal*



Gorham
Intersection of County Road and Maine 114/Blue Ledge Road
Looking northeast



*Figure 6.2.IE – County Road Overlap – 20+ Years –
Sketch of Ideas for Discussion Only –Not a Proposal*



County Road – Long-Term
Near O'Donal's Nursery between Gorham and Scarborough
Looking southeast

