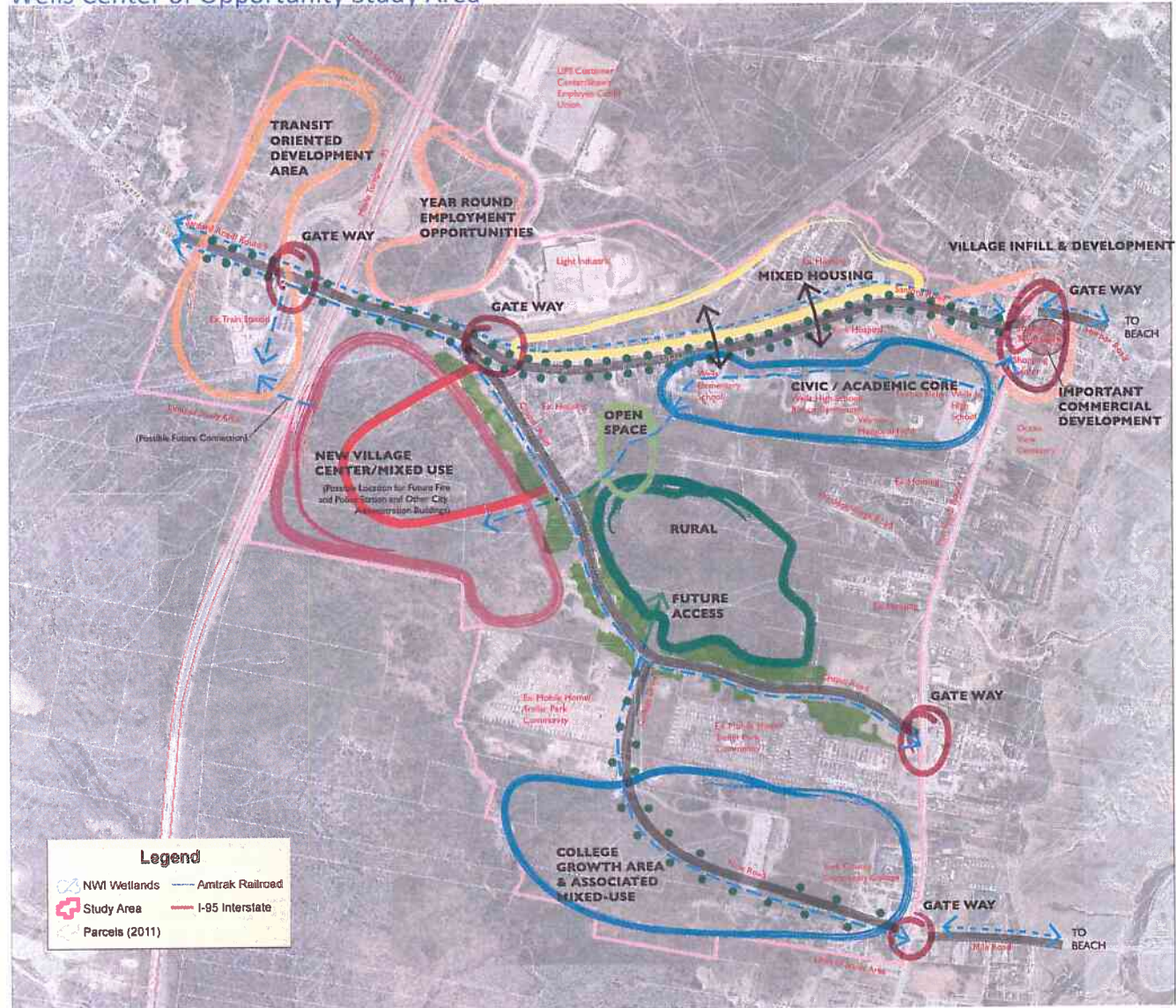


# WELLS MAINE

## Wells Center of Opportunity Study Area

## Future Land Use Plan



**Legend**

- NWI Wetlands
- Study Area
- Parcels (2011)
- Amtrak Railroad
- I-95 Interstate

### ZONES

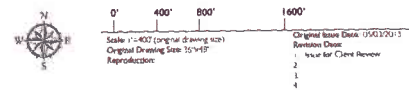
- Village Center/Mixed Use**
  - New Village Center
    - Municipal
    - Civic
    - Recreational Opportunities
    - Retail/ Commercial
    - Paths, Trails
    - Open Space
- Business Related Development**
  - 1. Transit Oriented Development Area
    - Multimodal
  - 2. Year-Around Development Area
    - Larger Footprint Buildings

- Academic Core**
  - College Growth Area / Student Services
    - Coffee shop, Bookstores, Supplies
    - Convenient Stores
    - Copy Shop
    - Internet Services
  - Civic/Academic Core/Athletic Activities
    - Schools, Recreational Fields
    - Gymnasiums
- Housing**
  - Mixed Housing/ In Residence Business Opportunities
    - Live/Work Opportunities
    - In Home Business
    - Model & Modest Housing
    - Single Family, Duplex
    - Year round affordable housing

- Rural**
  - Streetscape
  - Wayfinding

- Gateways**
  - Off Ramps - Turnpike/Route 9
  - Sanford Road and Route 1
  - Chapel Road and Route 1
  - York County Community College
  - Sanford Road and Chapel Road
    - Streetscape
    - Wayfinding

- Circulation**
  - Sidewalks/ Multi-Use Paths
  - Multi-use Paths
  - Sidewalks
  - New Roads
  - Streets with Bike Lanes and Sidewalks
  - Key Connections & Access Points
- Street Treatments**
  - Traditional Street Trees and Lighting
  - Wooded Buffer



Where to find more information...

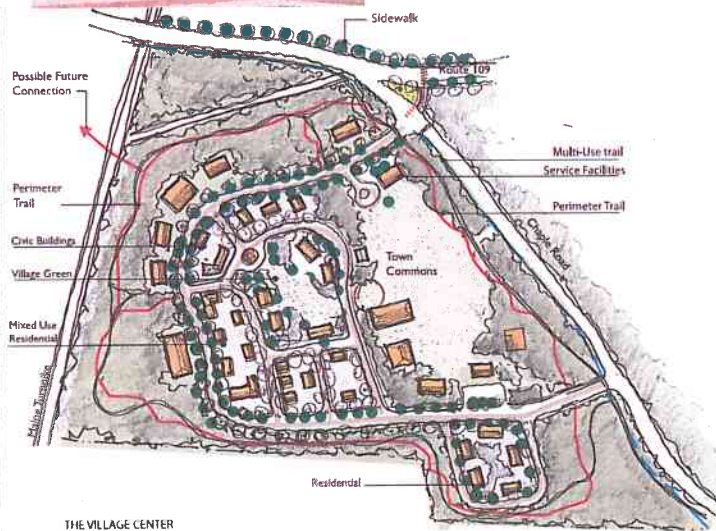


Serving the Municipalities of Southwestern Maine

# WELLS MAINE

## Wells Center of Opportunity Study Center Area

# Village Center



### THE VILLAGE CENTER

Village centers are a focus of the community where good transit services, a pedestrian environment, shopping services, recreation, entertainment and housing are encouraged. Village centers concentrate small-scaled commercial and residential development into a pedestrian friendly, mixed use neighborhood and reduce pressure to develop surrounding ecologically sensitive and valuable rural areas.

Village Centers exhibit a variety of safe convenient and viable transportation options, including walking, cycling, public transit and auto/truck travel are envisioned to connect the village center to surrounding neighborhoods, employment areas, downtown Wells and adjacent centers. Landscaped areas provide opportunities for storm water management and create attractive landscaping to enhance the quality and identity of the community

#### Design Framework

- Connected to surrounding neighborhood, employment areas, downtown Wells and other adjacent areas through a variety of safe convenient and viable transportation options. Including walking, cycling, public transit and auto/truck travel.
- Sidewalks, safe pedestrian crossings, bike lanes, landscaped corridors allow ease of access to and from commercial areas, and neighborhoods.
- Street trees, pedestrian scale lighting, consistent public signage, landscaped medians, public transit shelters and other streetscape elements within the village center reinforce the neighborly character of the area.
- Adjacent residential neighborhoods and public parks and open spaces within close proximity are directly linked to the village center by safe sidewalks, pathways and bicycle paths to encourage walking and non-vehicular travel.
- The village center is a place where nature and human activity are well connected and prosperously exist.
- Protect natural resources and enhance the natural environment within the village center
- Enhance alternative modes of travel
- Enhance pedestrian environment and connectivity
- Encourage a mix of uses within the village center
- Protect the residential character of adjoining neighborhoods

A series of public plazas and open space features and a village commons within the village center creates a sense of place, provides community gathering spaces and establishes focal points for development. Such areas serve as locations for programmed events. Public gathering areas can be hardscape areas with design features, seating and paved areas or open natural areas with 'greenscape' elements with natural features such as mature trees, wetlands and riparian area preserved and enhanced.



Where to find more information...

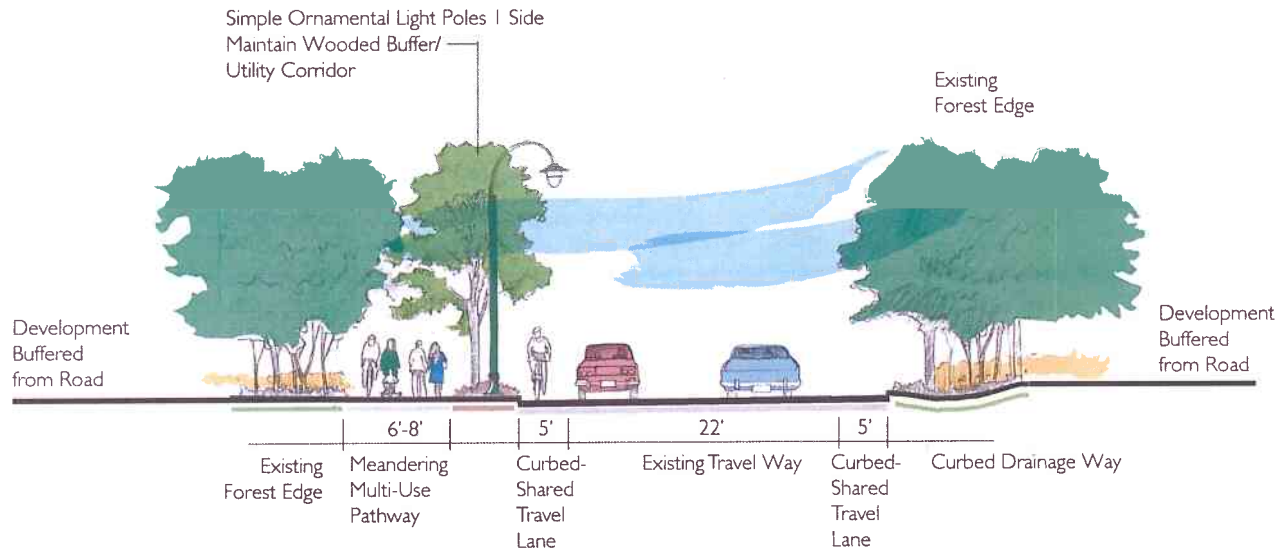




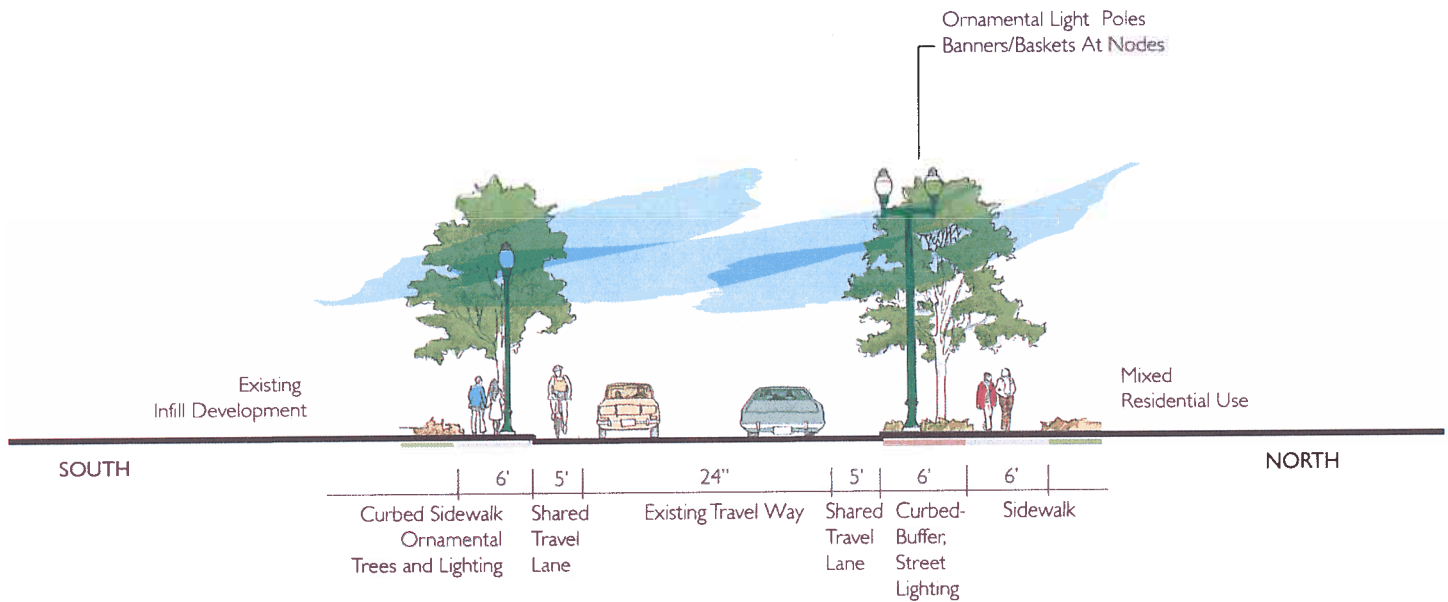
## WELLS MAINE

Wells Center of Opportunity Study Area

## Roadway Treatment



CHAPEL ROAD - Cross Section



ROUTE 109 - Cross Section



Where to find more information...





## WELLS MAINE

### Wells Center of Opportunity Study Area

## Transit Oriented Development



#### TRANSIT ORIENTED DEVELOPMENT

Transit Oriented Development sets the framework for a multimodal system which consists of a variety of transportation resources including roadways, sidewalks, bike trails, pedestrian pathways, and mass public transportation (buses, trains, and taxi). The center functions as a commercial/retail center for people in transit as well as the local population.

Transit oriented developments provides users access to options including walking, biking, public transportation, and driving, by enhancing the connectivity between:

- a. Community activity centers.
- b. Neighborhoods.
- c. Civic buildings and facilities.
- d. Schools.
- e. Parks and recreational areas.
- f. Conservation areas.
- g. Commercial/retail/employment centers



A transit oriented development (TOD) is a mixed use residential and commercial area designed to maximize access to public transport, and often incorporates features to encourage transit ridership. A TOD typically has a center with a transit station or stop (train station, metro station, tram stop, or bus stop), surrounded by relatively high-density development and progressively lower-density development spreading outward from the center.

Transit-oriented development contains specific features that are designed to encourage public transport use and differentiate the development from urban sprawl. Examples of these features include mixed-use development that will use transit at all times of the day, excellent pedestrian facilities such as high quality pedestrian crossings, and narrow streets.



Increased congestion is pushing many growing communities to explore alternatives to the automobile. The availability of options such as commuter rail, light rail, heavy rail, buses, and bus rapid transit will allow people to choose between wrestling with traffic and taking transit. Attractive development around transit can add to the positive aspects of the transit experience.

Development around transit promotes compact development, multiple rather than single uses, pedestrian orientation, and attention to civic uses. Successful development around transit also demands a new form of community building that not only supports and encourages transit use but also transforms the surrounding area into a place that is so special and irresistible that people will invest there, live there, and visit again.

Because development around transit benefits from higher density, it is important to avoid suburban-oriented traffic standards, which are specifically designed to limit density and relieve congestion. Typical suburban standards for parking and road access are excessive for development around transit and can undermine the site's pedestrian orientation and sense of place.



Where to find more information...

