

INTRODUCTION

In the fall of 2010 Sanford retained a design team to prepare a Master Plan for the Downtown Streetscape and Mid-town Block.

The challenge was to develop plans and strategies to guide the revitalization of the downtown – particularly in the Mid-town Mall area, including the problematic public stairway in the center of the mall area.

The overall goal was to prepare creative and practical designs for improvements to the public infrastructure and to provide cost estimates to help address future capital needs. A secondary goal was to show how public investments can help trigger private investment in downtown and identify strategies to stimulate and support private investment. The vision statement (next page) describes how the Downtown Advisory Committee and other Sanford stakeholders envision downtown in 2020.

This Master Plan encompasses three, inter-related, main components:

- I. Streetscape Master Plan**
- II. Mid-town Block Master Plan**
- III. Stairway Revitalization Plan**

An additional section of the plan is included summarizing a project phasing approach, funding opportunities, and planning-level cost estimates (Section IV).

Downtown Sanford Study Area and Surrounds



THE VISION

Sanford in 2020 – The Heart of Southern Maine

The heart of downtown Sanford in 2020 will encompass an area that includes historic Main Street, a revitalized Mid-town Mall, trails along the Mousam River, restored mill buildings, a waterfront park and thriving residential neighborhoods.

This vibrant, revitalized area will incorporate mixed uses that offer opportunities to live, work, shop, and recreate in a quality, exciting urban environment.



Downtown Sanford will emerge as a center of growth in southern Maine because of its strategic location and its citizens' commitment to recognize it as the cultural and economic hub of the region.

By 2020 downtown Sanford seeks to have:

- Welcoming “gateways” on the main roads to Downtown;
- Strong, attractive walkways between Main Street, the "Mid-town Mall", the mills, and in-town recreational facilities;
- Broad, well-lit, handicap accessible sidewalks and landscaped streetscapes;
- A redesigned, improved Mid-town Block area;
- Fully occupied, refurbished mill and Main Street buildings that accommodate offices, businesses, residences, specialty retail, places of entertainment, and restaurants;
- A system of trails and pedestrian ways that reach into the neighborhoods, follow waterways, and make Downtown easily accessible.



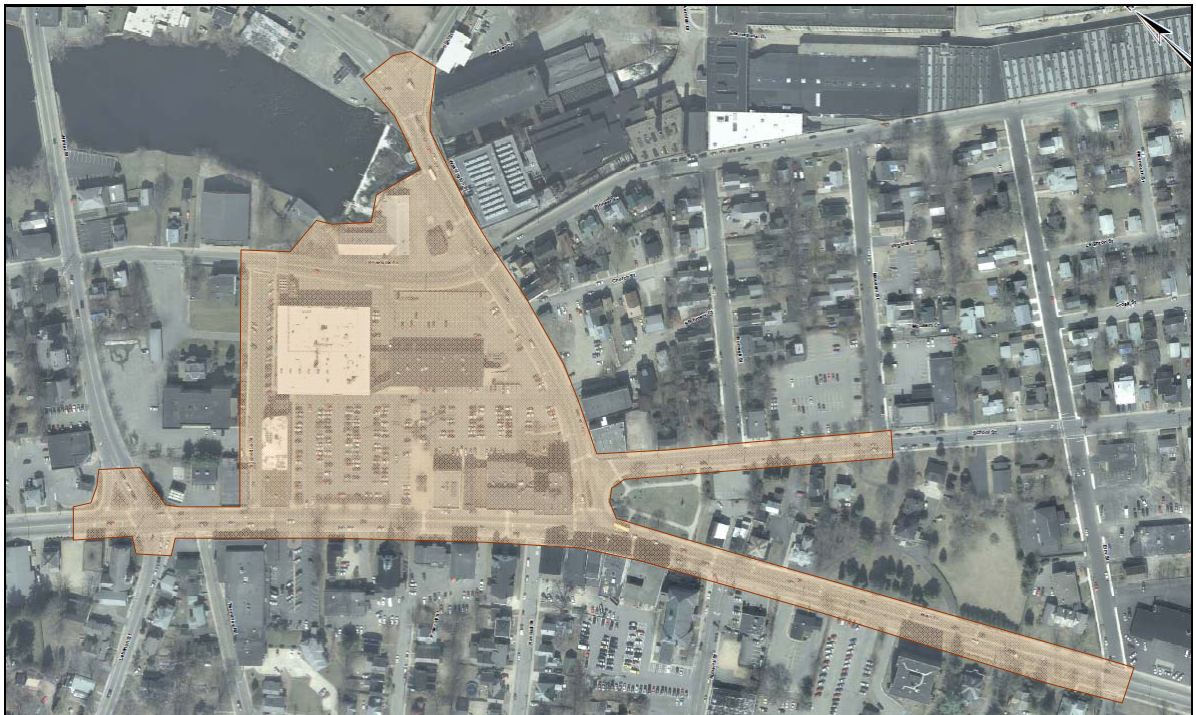
Downtown Sanford will prosper and grow because its citizens are committed to cooperation and a shared vision for the future. Public and private sectors will work together to see that downtown Sanford prospers as an economic anchor, regional job and service center, and revenue producer.

Using its Downtown Master Plan as a blueprint, Sanford will celebrate good design, support a strong downtown organization, explore new market opportunities (while nurturing existing businesses), and promote sustainable economic development.

I. STREETSCAPE MASTER PLAN

1. Background

The project area as defined by the Downtown Advisory Committee consists of Main Street extending north from Elm to Winter Street (Rte. 202), a length of 2,200 linear feet. At approximately the mid-point of this area, at Washington Park, Main Street intersects Washington Street, which extends to the east to beyond the Mousam River to the intersection of River Street and High Street. Extending South from Washington Street, along School Street, the given project area ends at the Post Office. To the North of Washington the project area extends along Riverside Avenue to the intersection with St Ignatius, thus bounding the Mid-town (Mall) Block.



The existing streetscape is comprised of various types of paving surfaces including asphalt, concrete pavers, brick, and concrete. Sidewalk widths vary from 4' to 8'. The roadway is curbed with varied materials such as asphalt, concrete and granite, in a range of conditions from crumbling to practically new. Many crosswalks do not have pedestrian signals, handicapped ramps or ADA compliant warnings. In most cases sidewalks are adjacent to the curb line, although an exception exists on Main Street south of Roberts Street, where on the east side there is a 5' wide grass esplanade between the sidewalk and the curb, and on the West side, there is an 11' wide grass esplanade between the sidewalk and the curb.



Street trees are limited, generally found in groupings such as in front of Bergerons Shoe Store, or along Main Street north of Elm Street. The layout of utilities varies street to street. Lighting is inconsistent, with both pole mounted cobra head fixtures as well as ornamental fixtures within park areas and along sections of Main Street.



Overhead electric utilities along Main Street from Roberts to the intersection of Winter Street (Rte. 202) are underground or behind buildings and generally out of sight. Surface mounted transformers are few in number, offset from the back of the sidewalk and partially hidden by plants. Overhead lines south of Roberts on Main Street and along Riverside Ave. and Washington Street are prominent and take away from the character of the waterfront and downtown.

The street edge, where the public Right-of-Way meets private lots and building façades, and too often fragmented or without structure. Through the mid section of Main Street, storefronts consisting of banks, hardware stores, florists' offices and other businesses create a strongly defined edge, with architectural interest and character. School Street has similar unity, however in this case through repetition and order of residential houses and yards, and elements like fences. Finding a defined street corridor within other parts of the project area is made challenging in many sections by the lack of continuity of buildings fronting the sidewalks, and in many areas such as Washington and Northern sections of Main, open parking lots, or vacant lots bound the sidewalk, leaving significant gaps for the pedestrians to wander past.

2. Project Area Discussion

In a public charette held on October 27, 2010, the majority of stakeholders identified their walkable downtown as an area somewhat larger than the limits shown in the figure and description above. Residents identified 'gateways' and street connections that cast a broader net across the downtown, and suggest a the public supports a district that extends from Main Street toward and across Number One Pond, and southward through the Mills, rather than the more linear and in some cases tightly defined streets as described by the Committee. The distribution and locations of the gateways suggest that Washington Street and Riverside Avenue have the potential to play as important a role in defining Sanford's Downtown as does Main Street. As identified in the Bertram and Cochran plan of 2005, the waterfront should play a more central role in the downtown, and Sanford business people and residents alike agree.

Based on the input during the planning process, a few adjustments were made to the Downtown area as presently defined. These refinements and the expansion of improved streets will serve to create the sense of a downtown district, and accordingly include the waterfront in this district. Extensions are designed to connect public attractions like the library and post office, and make gateway decision points meaningful.



Recommended extensions of the downtown area:

1. Extend School Street improvements south approximately 375 feet to the intersection with Elm Street.
2. Create a southern link to Main Street by extending streetscape improvements for 500 linear feet west from the intersection with School along Elm Street to Main Street.
3. Extend Riverside Avenue improvements approximately 400 feet to the intersection with Winter Street (Rte 202).
4. Create a Gateway at the intersection of River Street and Winter Street, East of #1 Pond.
5. Link this Eastern Gateway to draw visitors to the core of the downtown by extending streetscape treatments north for approximately 800 linear feet on River Street, and to the west 600 feet on Winter Street.

3. Recommended Improvements

The following descriptions are provided for streetscape improvements shown in the illustrated Master Plan (see #5 this section).

a. Roadways

Pavement widths are adequate; recommendations include narrowing in certain areas to create wider sidewalks and more friendly public spaces. In general, throughout the district the plan proposes a minimum 11'-0" width for travel lanes and a 8'-6" width for on-street parallel parking.

b. Crosswalks

Key intersections represent downtown gateways to drivers and also call for heightened pedestrian safety due to increased traffic movements and pedestrian volumes.

These intersections are highlighted visually with 8'-0" wide paver crosswalks, consisting of interlocking modular pavers framed by granite curbing bands set flush with the roadway surface. A suitable crosswalk paver is the Optiloc concrete Paver manufactured

by Unilock. These L-shaped pavers are 3 inches thick with integral spacer bars, and are available in several colors. The pavers shall be installed on a 1" sand setting bed over a reinforced concrete slab. This paver is also suitable for use in larger areas as a traffic calming



measure in areas such as turning lanes, and the raised crosswalk 'table' proposed across from Town Hall and on Riverside Avenue.

c. ADA Tactile Warning Materials

The American s with Disabilities Act requires detectable warnings at curb ramps for sidewalks, such as at crosswalks. While many different styles are available, the plan recommends the use of either ductile iron plates, set in concrete, or modular pavers



approximately 4"x8", designed to be incorporated with similar sized modular pavers. While typically costing slightly more and requiring greater installation time, the iron plates are highly durable and outlast modular tactile pavers on the market.

d. Curbing

Granite curbing is recommended, and sloped face curbing should be used for special conditions, transitions and traffic islands.

e. Curb-line Bump-outs

Bump-outs are to be located at key intersections (see illustrative plan) to direct traffic, provide shorter pedestrian crossing distances, and create wider sidewalks.

f. Sidewalks

Sidewalks in the master plan area range in width; the minimum acceptable sidewalk width in the downtown is 6'-0", and sidewalks may be as wide as 15'-0". Sidewalk surface treatments should create varied interest. The plan recommends exposed aggregate concrete as the primary walk surface in the downtown district.



g. Paver Accents

Areas of modular pavers are recommended to act as sidewalk accents at key intersections, gathering nodes, and to create areas of special interest.

The plan locates areas of modular pavers to act as sidewalk accents at key intersections, and gathering areas. The pavers create special interest and highlight surfaces such as corners and sidewalk bump-outs.

The plan recommends traditional paver shapes such as square or rectangular over other geometric patterns, with the exception of interlocking types where vehicular traffic is anticipated. A suitable concrete paver is the 4"x8" Harborline Brick, manufactured by Genest,

available in blends with red and earth tones. An earth blend of grey is available in this size paver. Another suitable concrete accent paver is Chamberlain Stone, patterned in squares and rectangles, grey and granite like in appearance and also manufactured by Genest. Traditional 4"x8" clay brick pavers suitable for sidewalks are also readily available from local suppliers such as Morrin Brick and add a level of authenticity and sense of history when utilized.

Recommended installation techniques for durability of paver sidewalks are a 1-1/2" thick asphalt base course overlaid with a 1" sand setting bed, with pavers installed on the sand with polymeric sand swept joints.

h. Street trees

Planting of street trees is strongly recommended. Planting conditions vary. This plan suggests trees located both in wells with grates as well as in roadside "esplanades" (landscaping strips) or shrub beds. Specific tree selections can be found in the table below.

RECOMMENDED PLANTING PALETTE				
<i>BOTANICAL NAME</i>	<i>COMMON NAME</i>	<i>HEIGHT</i>	<i>SHAPE</i>	<i>NOTES</i>
<i>Trees</i>				
ACER RUBRUM 'FRANKSRED'	Red Sunset Red Maple	45'	Upright Oval	Center Park along Streets
AMALENCHIER GRANDIFLORA 'PRINCESS DIANA'	Princess Diana Serviceberry	20'	Upright Oval	Walkway to Stairs
CORNUS KOUSA	Kousa Dogwood	20'	Upright Oval	Center Park - back
FRAXINUS PENNSYLVANICA 'MARSHALL'S SEEDLESS'		45'	Upright Oval	School Street to Center Park, Upper Parking Lot
GINKGO BILOBA 'AUTUMN GOLD'	Autumn Gold Ginkgo	35'	Upright Oval	Washington, Riverside and Pioneer Streets - except Park
GLEDITSIA TRIACANTHOS 'MORAINE'	Thornless Common Honeylocust	50'	Irregular Oval	Main Street - Roberts St. to Winter St., Upper Parking Lot
PRUNUS SARGENTII	Sargetnt Cherry	30'	Upright Oval	Lower Parking Lot
ULMUS AMERICANA 'NEW HARMONY'	New Harmony Elm	70'	Vase	Main Street - Elm St. to Roberts St. and Waterfront Park
ZELKOVA SERRATA 'GREEN VASE'	Green Vase Zelkova	55'	Vase	St. Ignatius

i. Plant Beds & Planters

Space-defining plantings are recommended in certain locations for beautification, or to define walkways or help address traffic flow issues. Whenever conditions permit, plant beds should be edged with curbing to reduce the amount of salt, sand, litter and debris that can accumulate and inhibit plant growth. A mix of compost, loam and aged manure is recommended. All plant beds should be mulched with 2" of shredded softwood mulch. Drought and urban tolerant plantings must be selected, and even then regular watering must occur until the plants are established.

Advisory Committee members have suggested planters to add additional interest and verticality to the streetscape. Many sizes and styles of planters are commercially available, in various light-weight materials such as resin and fiber stone as well as more traditional planter types such as ceramic and architectural cast stone as manufactured by Haddon stone. Plants in containers require seasonal or at a minimum yearly replanting and additional care and maintenance. Most container plants require watering every 2 or 3 days. An advantage to planters is they can be removed in the winter to ease snow removal operations, and they allow beautification in areas where ground excavation is not possible. Identifying an entity (town department or a volunteer group) responsible for planting, care and maintenance should occur prior to the placement of any planters.

j. Lighting

Pedestrian-scale, ornamental lighting is recommended, built on the themes established by the Mill Yard Project. The Mill Yard project utilized an LED light fixture, Domus model DMS 55 manufactured by Phillips-Lumec. The poles are smooth, with ornamental detailing, and banner arms, configured with two lights: one a pedestrian light over the



sidewalks and the second a street light, mounted at the end of an 8' arm. It is suggested that consideration be given to utilizing



smaller fixtures within the Domus line, such as the DMS, a model that can be installed at a lower mounting height and is more in keeping with pedestrian orientated spaces. It is also recommended to incorporate different configurations such as single luminaires and shorter arms that reduce the projections and keep the light closer to the pole. For example lighting on St Ignatius and School Street may be addressed by a single fixture, versus areas like Main Street and Washington Street which due to their scale may warrant the continued use of the twin fixture style.

k. Bollards

The Plan recommends bollards in several locations to protect pedestrians and define spaces. Drawing from architectural themes in the community, we recommend steel, aluminum or concrete bollards. Granite bollards could also be considered, but in high finishes, not rusticated or weathered. Additional definition can be accomplished by adding chains between the bollards in particularly challenging areas requiring greater control of pedestrian movement. Phillips-Lumec, the manufacturer of the lights, also manufactures a series of non-illuminated bollards, the BOR-DSH which are in keeping with the style of the light poles. Landscape Forms and Urban Accessories manufacture several bollards as well, and certain models such as

Potomac, 8-2c1, and SJ-CT, from Urban Accessories are of a style of which would be in keeping with the character of the downtown.

l. Tree Grates & Tree Guards

In many areas tree wells in the sidewalks should be protected by cast iron grates. The grates increase the useable sidewalk width in areas with concentrated pedestrian traffic. The wells are sized to work with standard grate dimensions of 4'x6' or 5'x5' depending on location. The grates bolt down and the opening for the trunk is expandable as the tree matures. The manufacturer Urban Accessories produces tree grates as well as compatible guards such for models like the OT Tile grate.

Tree guards around tree trunks can be considered for an additional layer of protection in confined or narrow streetscape areas such as the immediate center of downtown on Main Street. These guards bolt to the grates and are produced by most grate manufacturers.

m. Site furniture

Site furniture is essential to encouraging people to leave their cars and walk. Furniture affords opportunities for human interactions and helps create an interesting and varied pedestrian experience.

Furniture elements envisioned include bike racks, both backed and backless benches, ash urns and litter receptacles. Most manufacturers produce 'families of furniture' each component constructed in the same style. The Advisory Committee selected steel furniture, in black, designed along traditional lines. Options include woven wire, slats, and rods affording different variations on the aesthetic. Manufacturers such as DuMor, Victor Stanley, and Landscape Forms offer extensive furniture lines in a broad range of colors. Special consideration should be given to selecting litter receptacles with domes, shrouds or covers to limit the amount of rain water that can enter the liner can; liner sizes should be coordinated with the maintenance and trash collection system and schedule.



n. Signage

When installing new signage, visual clutter from over signing should be guarded against. Directional signage should be consolidated whenever possible in locations that provide information to motorists when needed. The number of posts supporting the signs should be

limited and for major signs, painted to match the light poles. The Town may wish to consider developing a signage plan or unified public signage design for the downtown.

A variety of private business signage should be encouraged, designed within the Town guidelines. Diversity adds interest and allows businesses to enhance their visibility and profile. Projecting blade or hanging signs should be encouraged, and billboards and signage with flashing or moving illumination should be prohibited.

o. Utilities

The majority of Main Street is served by electricity provided underground or through back alley connections. This plan recommends continuing the practice of concealing utilities in the core of the downtown and prioritizing the undergrounding of overhead electric lines on Washington Street and Riverside Avenue, as these roads are the primary connections and visual corridors to the waterfront and the Mill Yard redevelopment. Transformers should be located in underground vaults whenever possible, and carefully sited when at grade as to not interfere with pedestrian circulation and views. At-grade transformers and other utility boxes are difficult to effectively screen with plantings or fences.

Stormwater drainage improvements are planned throughout many areas of the downtown, as part of ongoing separation improvements taking place to isolate sanitary lines from storm water drainage. Storm water collection will be addressed via inlets and catch basins. Waterline work is not planned or scheduled for improvements or expansion.

4. Maintenance Requirements

Beyond the initial capital investment for streetscape improvements, the costs and implications for on-going maintenance requirements must be recognized. It is important that these considerations be made during the design process and construction, as well as during the annual municipal budget process.

a. Materials

Authentic, quality durable materials, such as granite, concrete, clay brick and steel are recommended. The plan does not support the use of colorized, stamped or thermoplastic inlaid surfaces.



b. Clearances

Adequate sidewalks widths must be established early in the final design process. Consideration must be given to existing elements such as swinging doors, and desired features such as outdoor seating for sidewalk cafés. Improvements to the sidewalks must be maintainable by

the Town, with mechanized equipment. Vertical clearance must be maintained, and a minimum clear horizontal width of 5'-0" should be observed throughout the downtown. Snow removal in the winter requires additional planning to allow sidewalk plows access thus minimizing hand work. Many communities remove their benches and reduce the number of litter receptacles in the winter to ease plowing operations.

c. *Plantings*

A regular maintenance program must be established for planting areas. Regular removal of litter, weeds and volunteer saplings is necessary to ensure planted areas do not become unsightly and appear neglected. Pruning of broken, dead, or diseased wood and dead-heading operations should be scheduled regularly. Perennials and ornamental grasses require cutting back yearly.

A maintenance program for both existing and proposed street trees should be established that addresses feeding and aeration needs, as well as pruning for both form and visibility and the removal of dead wood. Resident and business opposition to street trees may be in due in large part to deferred maintenance.

d. *Vandalism*

Various techniques for deterring vandalism should be designed integrally as part of the improvements. Mesh, woven wire or rod style benches and litter enclosures provide limited surfaces that can be spray painted; tagged surfaces must be cleaned and re-painted immediately. Benches selected with mid-point arm rests deter relining across the seat and skateboard 'grinding' across the front surface. Companies such as Skate Stoppers produce small architectural clips and buttons that can be affixed to handrails, benches and seat walls as an added deterrent after furniture installation if problems become evident. Broken trees or branches, uprooted plantings and even stolen plantings in certain instances are not unusual immediately after installation. Vandalism must be addressed immediately and plants replaced directly to underscore the community's investment in the downtown.

5. *Streetscape Master Plan*

An illustrative Streetscape Plan was developed to show site-specific recommended sidewalk improvements, including bump-outs and materials, crosswalk improvements, roadway/intersection enhancements, and street trees and landscaping, in conjunction with proposed Mid-town Block improvements.

The composite Streetscape Plan is found on the following page, with three detailed plans highlighting site-specific streetscape design recommendations. Streetscape elements not described in the detail plans are "universal" improvements within the streetscape plan, as described in section #3 above. These include use of granite curbing, ADA compliant sidewalk ramps, decorative (pedestrian-scale) street lights, and paver crosswalks and brick accents at key intersections.