

Area 4- “Memorial Park” The Town Land from the Parking Lot North

- plant 3 street-side rock maple trees to create an avenue-like edge to the area; these should be widely spaced to minimize blocking the view from adjacent homes;
- erect a split-rail cedar fence along the road so as to better define and improve the area (there are mixed feelings about this);
- create a gentle slope some 30- to 50-feet wide; seed this with grass to create an area suitable for seating or picnickers; allow for a small temporary stage to be placed along the tree line at the bottom of the slope, north of the flag pole. This makes a low budget, pleasant outdoor performance space for community events. A gazebo with stage or small roofed/lighted structure that acts as a stage could also be placed here.

Area 5 – The “Farmers Market” Park on Route 133

- Maintain as an open, grass, area for the Farmers’ Market.
- Construct a cedar split-rail fence along the Route 133 sidewalk with generous open gaps for ease of access.
- Mark a crosswalk here on Route 133 to help pedestrians cross.
- Cut back and eradicate the bittersweet vines that block the view to the Mill Pond.
- An alternative approach was aired at the workshop. Farmers Market could be moved to Area 4 where there is more space available for parking and vendors. The lack of “on-street visibility” is a consideration.

Note: Commercial Buildings map (shown in full plan) shows the locations of Mill Pond buildings in 1875. Informational signs telling the history of these structures, some of which remain as granite foundations, would add interest to the village. A kind of “Museum in the Streets” theme should be explored.

The Planning Process (4 Step Process)

1) Research

Including Mapping, Site Visits, Business and Property Owner Interviews and Other Professional Expertise, including: Al Frick, waste disposal expert; Dirigo Architectural Engineering, structural engineers; Staff from MaineDOT; Staff from the state Wastewater program; The Town Manager and a local Lakes Protection group.

2) Design

Plan and Design for:

- Increased safety on Route 133
- Off-street parking
- Central wastewater service system
- Different traffic flow patterns off Rte 133.
- Town-owned park and open space land around Mill Pond.
- Landscaping and quality design standards.

3) Public Workshop

Draft plan was presented and the public’s opinions were sought using small group discussion based on a prepared questionnaire during the two hour public workshop. The agenda included: a photo graphic tour of the village; a review of existing conditions (in map form); a presentation of the proposed plans for the Village Center and Mill Pond, and a q&a session.

A copy of the questionnaire results is available in the full plan.

As a result of the citizen input and public participation the plan itself was tweaked and refined.

4) Village Vision Plan (See page 3).



SUMMARY OF A PLAN FOR WAYNE VILLAGE AT MILL POND

KENT ASSOCIATES, PLANNING & DESIGN CONSULTANTS
FULL REPORT AVAILABLE AT WAYNE TOWN OFFICE AND AT
WWW.SUSTAINWAYNE.ORG

FUNDED AND FACILITATED BY SUSTAIN WAYNE

DECEMBER 2017

INTRODUCTION

The purpose of this planning report is to describe a long-term vision for the village, based on consultant, committee, and community input. To accomplish this, Sustain Wayne contracted with urban design consultant Brian Kent with the goal of creating a “vision” that relies on research and community participation and is based on careful analysis of existing issues within the village. The full report is available at the Wayne Town Office and at www.sustainwayne.org

PRINCIPAL GOALS

- create a plan that can guide public and private decisions about improvements to the village and that can be adopted as an addendum to the town’s Comprehensive Plan;
- improve safety by reducing speeding on Route 133, adding signage and crosswalks, and extending sidewalks;
- provide well-marked, defined, on-street parking and easily accessible, off-street parking behind the Main Street buildings;
- resolve wastewater, storm water, and water supply issues associated with village buildings;
- celebrate the history of the village;
- provide for community gathering space, both indoors and out;
- improve water quality with environmental measures; and
- make provision for economic development opportunities in the village.

VILLAGE PLAN CONSIDERATIONS

Traffic and Safety Actions

The reader is urged to read all the notes on both the Traffic Safety Map and the Plan of Village at Mill Pond map. They provide a good overview of the recommendations and provide context.

Safety Enhancements

The actions listed below and illustrated on the Village Plan, are intended to “calm” traffic. Traffic engineers and urban design specialists employ a number of proven techniques to achieve traffic calming. In Wayne Village this means:

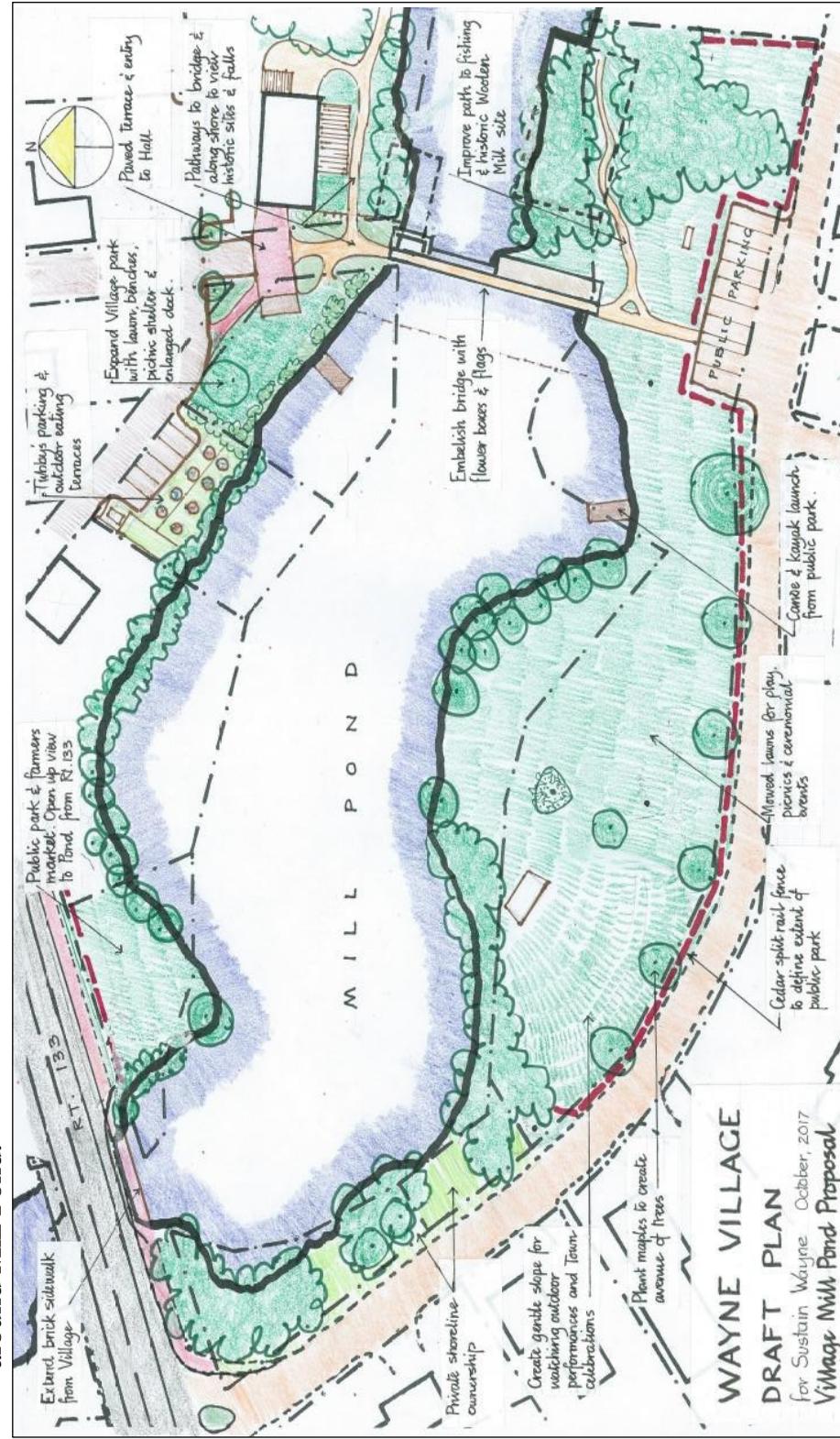
- Using signage creatively, primarily at the “gateways” to village on Route 133;
- creating a “busy” street, primarily with marked parking spaces on both sides;
- installing crosswalks, together with “bump-outs” and signage, to make it safer to cross the street;
- providing continuous sidewalks with good curbs, ADA accessibility, and marked crosswalks at intersections.

Off-Street Parking

There is no designated parking, except at Tubby’s, behind the Route 133 buildings. Cars park randomly on the narrow roads and on lawns. Behind the stores (off-street) up to 19 new spaces can be constructed in addition to the 7 at Tubby’s and 3 or 4 at the post office.

Note: the current town parking ordinance sets unreasonable commercial parking requirements; suggestions to improve and address this issue are noted in the full plan.

Village Center Plan – Recommended Improvements for park land and open space on the edge of the village, around Mill Pond.



The plan proposes:

- modest improvements and a common theme which emphasizes lawns, open space, a split-cedar rail fence, and improved access to the water.
- a one-way loop that begins at Route 133 next to Wayne General Store on Bridge Street and ends at Route 133 between the post office and Tubby’s.

- closing access to the Wayne General Store driveway on Route 133 (but affording new access off Bridge Street and a revised vehicular circulation pattern around the post office.
- colored permeable paving the length of Bridge Street.

Architectural Design

The present village businesses still retain their New England style architectural aesthetic – primarily on the facades facing Route 133. The rear of some buildings have lost this distinctive styling but are not unredeemable. The Masonic Hall and all the older residential home adjacent to the village retain their historic roots and create a unique New England “brand” that enhances the village’s setting.

Alterations and additions should honor this history and style.

Public Park Property

The plan drawings set out recommendations for tree planting and other landscape improvements. Signs, fences, tree species, pathways, and lawns and benches should all reflect a consistent design theme so they, together, “say” they are part of the town’s park system. The existing large stones in the Mill Street park are haphazardly placed and could be rearranged to form a semicircle. The area in front of the Masonic Hall, near the waterfront, should be designed as a village “common” where it is easy to hold gatherings, hold performances, and/or have a picnic.



SPECIFIC ACTIONS FOR TOWN PARKS AND PUBLIC AREAS

Appoint a “Wayne Village Gardeners Association” charged with regular clean up, flower planting, weeding, and upkeep – beyond that which the town can reasonably undertake. The Association, working with landowners, could undertake a bittersweet (alien vegetation) eradication program for land around and other necessary areas.

Area 1 – Town Land Next to Masonic Hall

- Remove large boulders; add benches and small trees (such as native crabapples); trim back overgrown edge vegetation.
- Reconstruct granite wall edge that has collapsed.
- Improve access to the floating dock platform with a ramp or shore steps.
- Distinguish between the new parking and the lawn with a split-rail cedar fence.
- Install new signs.

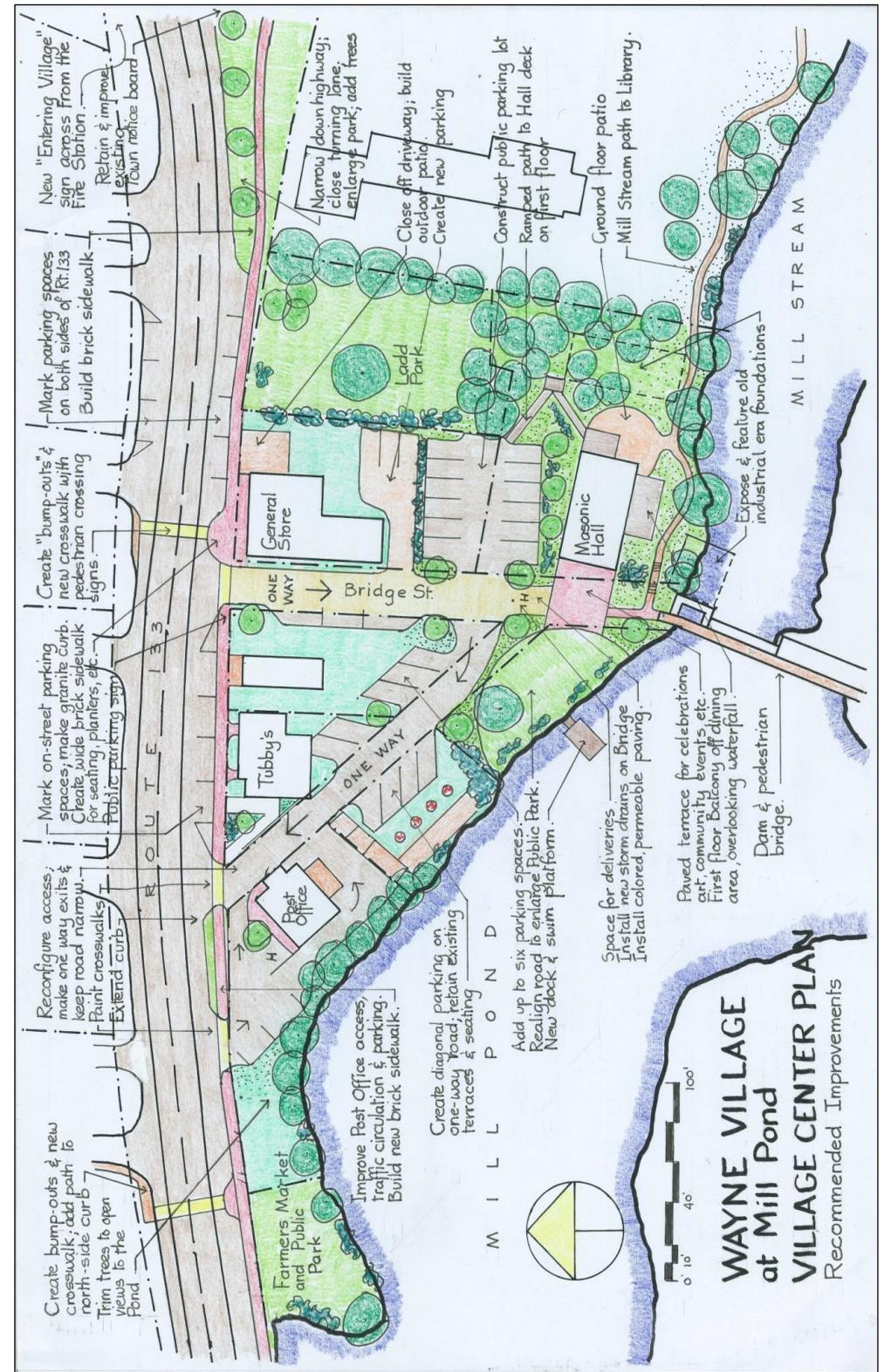
Area 2 – The Pedestrian Bridge

- Install flower boxes (or edible vegetation) on the bridge railing facing the Mill Pond but retain the flagbunting.
- Keep the bridge accessible during winter.

Area 3 – West End of Bridge and Parking Area

- Retain new crushed stone parking area; monitor demand/use and expand to south if essential but not north.
- Clean up understory/brush in wooded area to open up views/glimpses of the stream and old granite foundations.
- Improve the rough path from this area’s lawn down to the stream for those who wish to see the foundation remnants; reconstruct to avoid erosion, tree roots, and steep slopes.
- Demarcate the extent of the town property with a fence and signage.

Traffic Safety Map



It is also worth noting the town has constructed parking spaces on the Memorial Lane side of the pedestrian footbridge. This newly expanded public parking will have to be well sign posted at the Bridge Street/Main Street intersection.

Traffic Flow

Existing traffic flow in and out of the area behind the Main Street buildings is unsatisfactory and confusing.

- The post office lot has no well-defined parking layout
- Mill Street, between the post office and Tubby’s is too narrow to accommodate two-way traffic
- Bridge Street is narrow and steep making it difficult to exit in winter.

The plan proposes:

- a one-way loop that begins at Route 133 next to Wayne General Store on Bridge Street and ends at Route 133 between the post office and Tubby’s.
- closing access to the Wayne General Store driveway on Route 133 (but affording new access off Bridge Street and a revised vehicular circulation pattern around the post office.

This change will help people see the area as a well-planned space with parking, attractive landscaping, and an enlarged public park adjacent to the Mill Pond and the Masonic Hall.

Wastewater Service System To remain viable and environmentally responsible a small community system is recommended and, although in need of further study, the Infrastructure Improvement Plan outlines a way to accomplish this.

Village Design Standards

Quality, consistent, design standards have proven to benefit small town communities across the nation.

Ideally, owners within the village in cooperation with local volunteers, Sustain Wayne, and the town could agree to setting consistent, high quality standards for projects on both public and private land in the village. Guidelines to achieve this are set out below, in a very general way. The assistance of a well-qualified, experienced Landscape Architect could help expand and clarify this outline.

STREETSCAPE DESIGN

Consider:

Sidewalks

Make all brick or brick pavers; make curbs granite or prefabricated concrete.

Sidewalk “Furniture”

Use good quality trash containers, planters, benches, and pedestrian scale lighting (if affordable).

Street Trees

Select native hardwoods appropriate to the setting and suitable in scale.

Street Signs

Use a consistent approach using a standard color and font, sized for ease of visibility.

Street Surfaces

Ideally Bridge and Mill Streets should be paved with permeable paving; not only is this a good environmental practice (as it absorbs runoff), but it can slow traffic and favor pedestrian use; a color block may be best.

Combined Plan – This illustration depicts the entire plan for the village, addressing safety, parking issues, a new sewer system, and business support and expansion.

