

*SUMMARY REPORT*

***COMPREHENSIVE  
DEVELOPMENT PLAN***

***1965***

***WINDHAM, ME.***



SUMMARY REPORT  
OF  
THE COMPREHENSIVE PLAN  
FOR  
WINDHAM, MAINE

The preparation of this report was financially aided by the Maine Department of Economic Development and through a federal grant from the Urban Renewal Administration of the Housing and Home Finance Agency, under the Urban Planning Assistance Program authorized by Section 701 of the Housing Act of 1954, as amended.

James W. Sewall Company  
Planning Consultants  
Old Town, Maine  
1965

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## INTRODUCTION

The preparation of a Comprehensive Development Plan was undertaken by the Windham Planning Board with the assistance of the James W. Sewall Company in 1964-65. The plan is the product of the combined efforts and interest of many residents, local officials and private and public agencies who helped to provide the program with as broad a base as possible.

This pamphlet contains a brief summary of the full-length detailed comprehensive plan report completed in 1965.

## EXISTING LAND USE

The natural forms of a community, its topography, its rivers, streams, lakes, its vegetation all play prominent roles in deciding how land is used.

Waterways, lakes and hills dominate the natural form of Windham. The entire western boundary is made up by the Presumpscot River. To the east, the community is flanked by a range of hills and high ground. The location and types of land uses in Windham have been influenced by these natural forms.

The Town is bisected in a north-south direction by Route 302. It enters the Town from the north and intersects with Route 115 as the topography levels off into the undulating plain which forms the center of Windham. It is at this intersection that North Windham is located. Besides being the gateway to Windham from points north, North Windham plays a dominant local business role in the community. It is convenient to all areas of the community along Routes 302, 202, 115 and the River Road and is strategically located for trade both from the highways and the large seasonal areas in the midst of which it is located.

Three areas of permanent settlement lie to the south of North Windham. The first is southerly along Route 302 and is known as Fosters Corner. The second area, below Fosters Corner on Route 202 is Windham Center, a residential area located in the middle of the community and serving as a focal point of the school system and Town government. Between Windham Center and North Windham is located the third area known as Windham Hill, a prime residential area.

All of these permanent development areas are located in the north or central portions of Windham. Below this point the community is largely rural in character until the point at which the River Road intersects with Route 202. At this point are located two other very prominent areas in the community. To the immediate north of the intersection is Newhall, an old and attractive residential neighborhood.

South Windham, immediately to the south of Newhall, has assumed a particular role in the community as the largest concentration and mixture of residential and non-residential uses, including commercial and industrial with manufacture and storage predominating.

To the northeast of South Windham on the Westbrook city line, a relatively new permanent residential area is developing. The convenience of this area to places of work in the Portland area and the population drift from the Portland area have contributed to the growth of this section.

There are five principal seasonal areas in Windham:

The shoreline property bordering Sebago Lake and Sebago Lake Basin and including Freeman Hill;

The shoreline property bordering Pettingill Pond;

The shoreline property bordering Little Sebago, Hunger Bay, Mill Pond, Tarkill Pond and Collins Pond;

The property bordering the west and south shoreline of Forest Lake;

The shoreline property bordering Highland Lake.

### POPULATION AND ECONOMIC BASE

After sixty years of an almost continual population decline, Windham experienced some growth in the 1930's. Since that time, the population has increased at a slow but steady rate. The 1960 U. S. Census enumerated 4,498 persons. The 1963 James W. Sewall Company field survey indicated a further increase of approximately 403 persons. This total was substantiated by assessors records which show construction of 110 dwellings since 1961.

The U. S. Census reveals that most of the population growth in Cumberland County has been within the Portland economic area. Further analysis of the growth pattern shows that it has not been in Portland, South Portland, or Westbrook but in the suburban communities surrounding these cities.

Growing suburban communities characteristically experience net in-migration while places which are already overcrowded or which suffer from a shortage of employment opportunities experience net out-migration. Windham has had an average in-migration of 72 persons per year during the 1950s and 54 persons per year in the 1960s.

The dominant concentrations of population are in North and South Windham. Other patterns emerging outside of the established areas of the community are the northeast and southeast areas of the Town where recent new, but scattered, construction has been noted.

The U. S. Census showed that more than 50% of the Windham population aged 15 and over was employed in 1960. 1,023 of the total of 1,439 were males and 416 were females. These figures will have changed since the closing of the Ratheon plant in April, 1964. This plant employed approximately 180 persons of whom 172 were female.

A James W. Sewall Company survey taken in December, 1963, and covering 69.5% of the households in Windham showed that about one-third of the employed population worked in the Town. Most of the remainder were employed in the Portland metropolitan area.

The major employers in Windham are the L. C. Andrew Lumber Company and the Cumberland Manufacturing Company. These two companies employ a total of approximately 160; 150 males and 10 females. The other Windham employers are the numerous retail and service trades.

Residential property currently constitutes the principal source of tax revenue to the Town of Windham. Residential communities, or dormitory towns as they are sometimes called, are prone to high taxes in order to support new schools and other municipal services. So far development in Windham has been predominantly residential and seasonal/recreational. This in itself has and continues to provide a relatively stable tax base. There are strong indications, however, that much of the former seasonal/recreational areas are in a state of transition to permanent residential uses. What was once a source of income to the Town with little reciprocal cost in municipal services is now becoming a larger and permanent tax source with incumbent needs for services -- roads, snow-plowing, police, fire, utilities, and schools. This trend is further reflected by the commercial growth which has been demonstrated recently in North Windham. Business usually follows people. It is not surprising, therefore, that a new shopping center has developed in North Windham. Potential for further business expansion in this area exists.

Additional manufacturing industry in Windham or in the region, within commuting distance of Windham, would be desirable. In attempting to attract industry it is necessary to examine the potential of the region and available service industries, resources, transportation, banking and insurance facilities, labor resources, prevailing labor rates, land costs, construction costs, rentals, tax rate, municipal services, utilities, housing, schools and recreation resources.

Two types of action are required in Windham to develop a climate attractive to industry. The first involves the preparation of a program which can be offered to a prospective investor and includes, among other things, suitable and properly zoned land, municipal services at reasonable tax rates, utilities, transportation facilities and an available labor supply. The second action involves full participation in promoting the community and the region of which it is a part.

In spite of the fact that net in-migration declined somewhat in the last decennial period, it is reasonable to assume that growth will continue in Windham due to the strategic location of the community in the Portland metropolitan area. Projections indicate that the Town should plan for a population of 6,000 to 8,000 by 1980.

#### SCHOOLS

It is anticipated that school enrollments in Windham will continue to increase as they have in the past. As expansion continues within the Greater Portland economic area, the Town can expect a continued influx of new families and increased enrollments for some time to come.

Projections indicate a 17% increase in total enrollments by 1973-74. 1964 enrollment figures, therefore, have been adjusted by this amount and the totals used to determine desirable site requirements in acreage and in accordance with State of Maine Department of Education standards.

## UTILITIES

### WATER

Water supply throughout Windham is obtained from three principal sources: Chaffin Pond wells; Sebago Lake; private wells. The public supply system is generally adequate except in certain seasonal areas which have 2" surface mains. Where large numbers of seasonal homes exist and where there are strong trends towards year-round residential uses the seasonal supply of water has become a problem.

A number of basic steps are necessary in seasonal areas before a year-round supply of water is possible. All local roads serving the areas should be improved to the point of being acceptable to the community. Having been accepted, the Portland Water District can contribute towards the cost of year-round mains. With cooperation between the Town of Windham, property owners and the Portland Water District the necessary street and utility improvements could eventually be accomplished in these areas.

There are still in the North Windham area many properties which rely entirely upon wells as a source of water. Danger of polluting well supply exists in many of the seasonal areas since development has occurred on lots of small size. Only the fact that these have been seasonal areas rather than year-round has prevented health problems from arising.

Windham is approaching more and more rapidly, however, a problem as more and more permanent development occurs in these areas. Exercise of control over the size of lots in relation to the suitability of soils for septic tank systems and in relation to the proximity and suitability of well sources of water supply is recommended. Good subdivision regulations, building and health codes will furnish appropriate tools to insure proper development. In those cases where health problems arise steps should be taken to abate the cause.

### SEWERS

Currently no community wide system of sewage disposal exists in Windham. Although soil conditions are generally favorable for the operation of septic tank systems, likely problem areas do exist around the perimeter of the lakes where soil conditions, small lots and water supplied from ground wells all combine to create a potentially dangerous health situation. Similar hazards exist in all areas where there is no piped supply of water and poor soil conditions exist.

In view of the existing and anticipated levels of population, the great area of the town, and the scattered nature of potential problems, a publicly owned sewage disposal system is not considered feasible at this time or in the foreseeable future.

## TRAFFIC AND CIRCULATION

### SOUTH WINDHAM AND LITTLE FALLS

South Windham and Little Falls, while lying within separate political jurisdictions, together make up a small urbanized area at the intersection of Route 202 and the Presumpscot River. This urbanized area creates a bottleneck on Route 202 which is apt to prove difficult to circumvent in the future. Difficult grades, a grade crossing with a railroad, a bridge, on-street parking, truck traffic, and a concentration of commercial activities all serve to compound the problem.

It is recommended that this section of Route 202 be a priority study area for improvement since it is the only remaining section of Route 202 in the immediate region which has not been substantially improved.

Considerable improvements could be obtained by requiring new developments adjacent to Route 202 to provide off-street parking and loading facilities and, where possible, also to encourage the provision of similar facilities for existing uses along Main Street.

### NORTH WINDHAM

Route 302 has been improved from the Raymond line southerly to a point just below the Whites Bridge Road. From that point southerly, however, and through the village of North Windham and the intersection with Route 115 it has the lowest highway sufficiency rating. The intersection with Route 115 is inadequate, the rights-of-way of both highways being substandard and dangerous, particularly during peak traffic periods. With traffic volumes in excess of 5,000 vehicles average daily, the resulting conflict between local retail and through traffic is serious.

There are two ways to improve the situation: one is to construct a by-pass which would circumvent the area and separate local and through traffic and the other is to widen the existing street to permit movement both of local and through traffic in the same location.

After careful study it has been concluded that a by-pass with an alignment to the southwest of North Windham Village is the best long term solution. It is recommended that the matter be further pursued with the State Highway Commission and appropriate engineering studies requested. It is also recommended that an interim program be considered to improve the width of the existing pavement by setting back curbs, improving the quality of street lighting, landscaping and implementing off-street parking controls.

### ROUTE 302 GENERAL IMPROVEMENTS

In addition, large sections of Route 302 lying southerly of the Village towards the Westbrook line are below par in terms of highway sufficiency ratings. It is recommended that an improvement program be implemented as soon as is practical.

## COMMUNITY FACILITIES

### TOWN ADMINISTRATION BUILDING

The existing Town Office building, located in Windham Center, was built in the year 1833. The building has been well maintained and is in sound structural condition. In addition to having adequate space, the building is well located and is probably adequate for at least the next decade.

### TOWN GARAGE

The Town Garage, located south of Windham Center on the Town Farm Road, consists of two buildings of which only one is heated. The Town possesses considerable amounts of valuable equipment which should be protected in facilities in which it can be maintained and serviced properly at all times of the year.

In terms of economy there are obvious advantages in replanning the facilities to combine both highway and school bus garage. It is recommended, therefore, that should the decision be made to provide a combined facility (including Town trucks, equipment, school buses and possibly future auxiliary fire fighting equipment) a larger site be acquired adjacent to the school property at Windham Center.

### TOWN DUMP

The Town dump, on the east side of Route 302 across from Freeman Hill, has been in operation about 15 years and has an estimated remaining life of about 10 years. In view of the limited size of the facility and the probable need for more space in the near future it is recommended that further expansion in the same location be considered.

### POLICE PROTECTION

Windham hires 7 or 8 special officers on a part-time basis during the summer months and holiday occasions primarily for traffic direction. No full time police officers are employed. No office space is provided in any publicly owned building and all officers are contacted as required at their own homes. The current practice is to report crimes to the State Police or County Sheriff's department.

It is recommended that serious consideration be given to the creation of a minimum permanent force of one or two officers. This might be accomplished either by appropriating the necessary Town funds or by developing a program with the County Sheriff's department which would provide for two or three deputies assigned to Windham.

## FIRE PROTECTION

Fire protection services for the community of Windham are provided by a volunteer department consisting of 75 volunteers operating out of three base stations located in North Windham, South Windham, and East Windham. The department has a good fire rating having been upgraded from a D to a C classification. The fire fighting plant and the manner in which it is distributed in the community is adequate to serve the immediate and future fire protection needs. A number of basic recommendations are made, however.

The first is the pressing need for replacing the 1933 fire station-community hall in South Windham which has become unsafe because of excessive settling.

The Town currently makes a capital reserve of \$1,000 a year for equipment replacement. In view of the growth of the community and of the importance of keeping up-to-date, twice the current amount being appropriated is recommended as a minimum reserve for equipment replacement and maintenance.

All of the fire stations are currently located on the edges of the community. There is some argument, supported by the fire underwriters, that a more centralized facility should be provided. Auxiliary protection could be furnished by locating within the Windham Center area one piece of equipment perhaps housed in a facility which would combine a home and station and the employment of one "on-site" person who could operate the equipment in an emergency.

## COMMUNITY LIBRARY

Two small library facilities currently serve Windham, one at Windham Center and one at South Windham on the Gorham side of the line. Since the possibility of expanding this service has been a topic of discussion in the community, this report will concern itself principally with the planning aspects involved in the proper location of a facility of this nature.

The library should be where the greatest number of people are to be found each day. This is usually the business area of the community. Some of the things that should be taken into consideration are traffic volume, pedestrian counts, and availability of nearby parking. There should be convenient parking close to the facility. It should also be located near or adjacent to public transportation. Therefore, it is recommended that when a library is located that a site be chosen in the North Windham area as close to the center of business as is economical and practical.

## PUBLIC OPEN-SPACE RECREATION AND CONSERVATION AREAS

The fact that Windham is a desirable place in which to live is based largely on the availability of many recreational resources. However, most of the amenity value existing in Windham is held by private interest. All of the lake shore property, for example, is privately owned and eventually will be privately developed. It is important, therefore, that this trend be recognized and the community provide, in advance, programs which will reserve

access to some of its greatest assets. A major feature of the proposed land use plan, therefore, is to recommend public access points to the lakes. These are proposed in four locations: two at North Windham, a third at Forest Lake and a fourth at Highland Lake.

The high land surrounding the Little Duck Pond, between the Falmouth line, the Gray line, Route 202 and the Falmouth Road, is one of the most beautiful sections of the entire region and it is recommended that this be promoted as a conservation area on perhaps a regional basis. It is ideally suited for numerous types of outdoor activity, and is strategically located in the Greater Portland region.

Also recommended are public open-space or conservation areas along waterways and on land which would probably be unsuitable for residential construction. Adequate action in advance of development will do much to preserve the beauty and amenity value of these river areas and also insure that future development occurs in a manner which will best serve the tax base of the community.

In Windham Center, in addition to the modern school plant, there exists the potential for developing excellent playfield facilities due to the desirability of the area and its convenient central location. A playfield is recommended here as a community-wide sports facility.

Two other locations are recommended for the provision of small playground facilities: at the Arlington School and at the J. A. Andrews School.

## COMPREHENSIVE LAND USE DEVELOPMENT PLAN

### NORTH WINDHAM

Commercial Land Uses: A program of traffic improvement has been proposed in the planning study. This would best be accomplished by the provision of a by-pass route to the southwest of Windham village. Such a by-pass would have an important influence upon future commercial development in this area.

A by-pass located approximately 1,000 feet westerly of the present intersection of Route 302 and Route 115 would create two triangles of land to the north and south of Windham village. The existing line of Route 115 would bisect both of these triangles and Route 302 would, in effect, become a "shopping street" serving two major commercial areas.

The area to the north would contain primarily the existing service center and local business activities with some highway oriented uses stretching northerly towards the Whites Bridge Road. To the south, however, the business character would change somewhat to primarily highway oriented business activities such as motels, out-door theater, and other uses requiring considerable off-street parking facilities and depending largely upon highway oriented trade. The area between these two commercial sectors would serve as public open space and possible commercial expansion area. The reservation of the central area for public purposes would do much to enhance the central business area and provide an attractive park in the vicinity of the Arlington School where business build-up should be discouraged.

Residential Uses: In the past, the concentration of permanent residential uses has focused mainly about the intersection of Routes 302 and 115. Most of the developments which have occurred in the vicinity of Sebago Lake and Little Sebago Lake and the various ponds have been seasonal. However, in the past few years, a gradual transition to permanent dwellings has occurred in some seasonal areas such as in the vicinity of Pettingill Pond and Collins Pond. These areas are favorably located and generally well suited for new year-around residential development. However, there has been in the past an almost complete lack of adequate traffic circulation in these areas. Dead-end streets and private roads, tortuous and unplanned, have contributed to the retarding of development of the area about the lakes. One of the major proposals of the plan, therefore, calls for the development of an adequate system of local access roads and conversion from a seasonal to a year-around piped water supply.

Development of the entire lake-shore area is not possible, either because of a high water table or swampy condition or because some areas are already entirely developed for seasonal purposes and are expected to remain so for a long time. In particular, the western shore of Little Sebago Lake and the eastern shore of Sebago Lake and the Sebago Lake Basin are already predominantly seasonal. Nevertheless, on the eastern Sebago Lake shore, additional access roads could lead to further seasonal development and would also make available more land for permanent year-around construction.

The vicinity of Freeman Hill lends itself to terracing which would allow for good residential lots overlooking Sebago Lake. On the eastern shore of Little Sebago Lake, new access roads connecting the lakeshore property with the Smith Road and a local access loop system would promote good year-round residential areas. Further year-round development is also anticipated immediately behind the shopping center, and south of North Windham village between the Presumpscot River and the River Road and generally northerly of the Windham Center Road.

Public Uses: It is recommended that reservations be obtained along the river frontage for public purposes in order to preserve for posterity some of the most beautiful parts of the community. In developing this general area for residential purposes sufficient provision should be made in subdivision planning for the location of public access at some future date to the riverbanks.

### WINDHAM CENTER

Public Uses: It is recommended that Windham Center, the administrative and educational hub of the community, be further developed by the acquisition of land for public purposes, including administration, education, playfield and other community facilities. It is recommended, for example, that the entire tract of land behind the School Road towards the Pleasant River be acquired for such purposes in the future. Similarly the area contained by the Pope Road, the Windham Center Road, Route 202, and the Pleasant River is recommended for acquisition for future Town purposes, predominantly school and athletic facilities but also additional facilities such as the proposed new Town Garage and combined School Bus Garage, and possibly an auxiliary fire station.

Residential Uses: The proposed expansion of school facilities and the extension of year-round water supply will no doubt generate a demand for additional residential development in Windham Center. The residential land use proposals, therefore, include the attractive land on either side of Route 302 to Windham Center and extending to just south of Fosters Corner. Windham Hill, because of its geographic location between the school center and the business center in North Windham, and its most attractive topographic features has one of the best residential development potentials in the entire region.

Commercial Uses: A small neighborhood facility existing in Windham Center at the intersection of the Windham Center Road and Route 202 is proposed for continuation since Windham Center is situated approximately 3 to 4 miles from the service center at North Windham and is about the same distance from local stores in the South Windham area.

### SOUTH WINDHAM

Industrial Uses: South Windham, already a general business and manufacturing area, has a potential for future commercial/industrial growth. A new industrial area of approximately 100 acres is proposed in the area northwest of

the present center of South Windham and following the line of the railroad and Presumpscot River.

#### Residential Uses:

The predominant pattern of residential use in South Windham is currently concentrated about Main Street and in the rectangle formed by the Chute Road, River Road, and the Mallison Falls Road. This pocket of residential use is surrounded entirely by areas of poor soil conditions which are unsuitable for residential development except on extremely large lots. The size of the area is further controlled by the limited service area of the gravity water supply from Sebago Lake. No recommendations are made at this time for expanding this area of residential use in South Windham. However, residential development has occurred along Route 202 and in the Newhall area. The limits of these residential areas are defined by the service area of the gravity water supply.

In view of its commercial/industrial potential, South Windham may be expected to support in the next few years further residential development. The proximity of new school facilities in Windham Center will add to the amenities of the area. It is recommended, therefore, that additional reservations for residential development be made in the vicinity of Newhall and along the River Road as far as the intersection with the Pleasant River. It is unlikely, in the near future, that the gravity water system could be expanded since this would involve the provision of pumping facilities. Care, therefore, should be taken in selecting land which is suitable for building, suitable for septic disposal systems and suitable for drawing water from private wells.

#### HIGHLAND LAKE AREA

Residential Uses: While this area of the community is predominantly seasonal in nature, particularly the northern part of Highland Lake, it has experienced a build-up of year-round property in recent times - notably in the vicinity of Route 302 and the Westbrook line. One principal advantage of this area is the land suitability for building purposes and sewage disposal by septic tank systems. One major disadvantage is the complete lack of any piped water supply. The provision of an additional piped water supply from Little Duck Pond, the improvement of local access roads around Highland Lake and the adoption of local standards would contribute to the proper development of this area as a permanent residential section.

It is recommended that a public bathing facility be provided at the northern tip of Highland Lake. The provision of a publicly owned open space in this location would provide a good background for an overall program of improvement in the area involving code application and any other remedial measures undertaken by the Town.

Commercial Uses: At the intersection of the Albion Road, the Windham Center Road, and Route 302, there are a number of highway oriented uses. It is proposed that a reservation of commercial land be made in this vicinity to provide for a neighborhood type facility to serve residential growth in the vicinity of Highland Lake.

## IMPLEMENTATION OF THE COMPREHENSIVE DEVELOPMENT PLAN

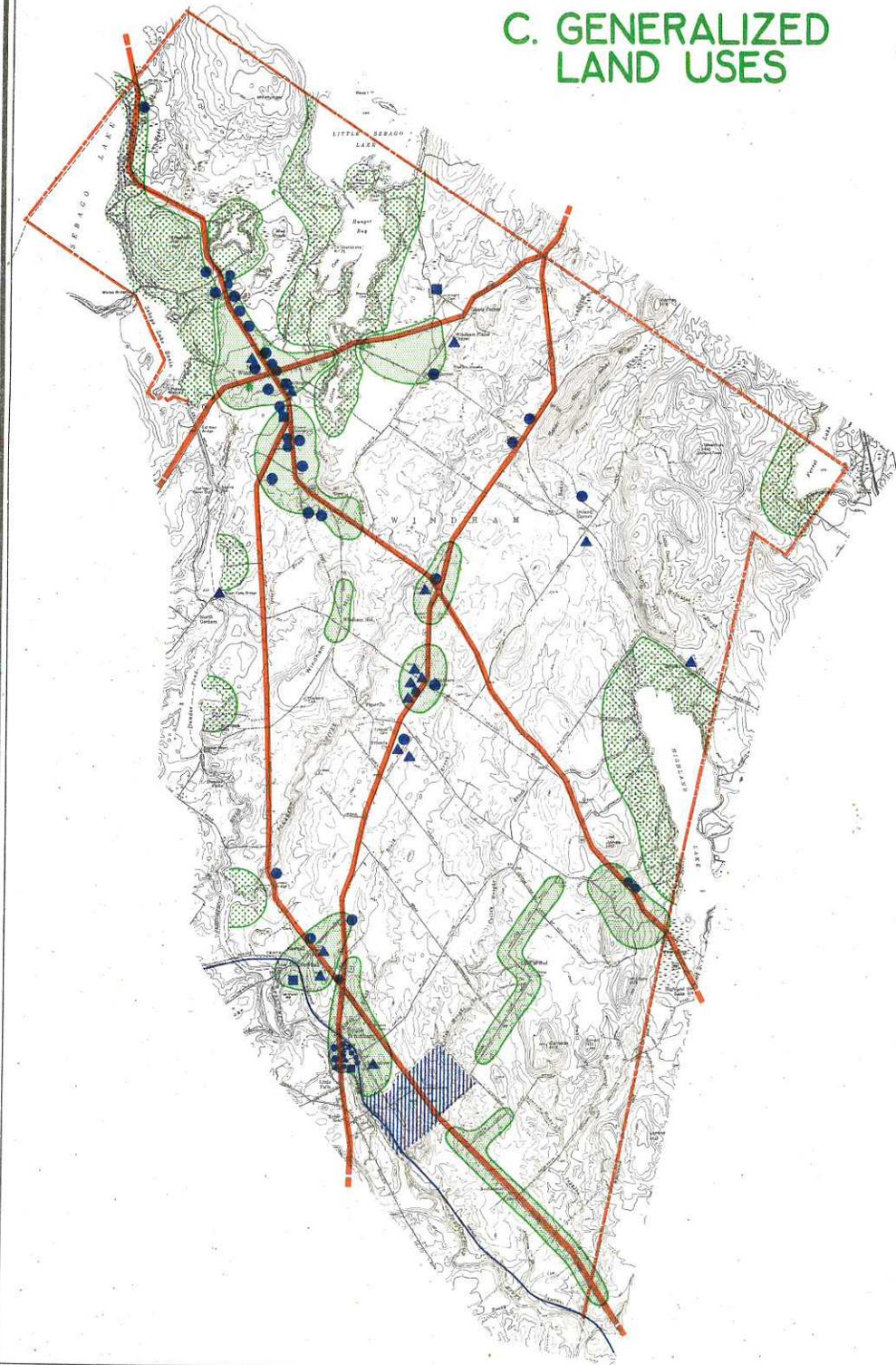
While a plan of comprehensive development is essentially a guide for community growth, its effectiveness is measured in terms of its ability to be implemented. The "tools" of implementation available to a community are many and various. For general development or planning purposes, however, the community is concerned with three major instruments or implementation tools which are:

1. Subdivision regulations
2. Land development regulations or zoning
3. Long-range financing

Subdivision Regulations and a Zoning Ordinance have been prepared as separate documents and are recommended for adoption as a means of implementing a comprehensive plan of community improvement. A Capital Improvement Program and a Capital Budget also have been prepared as part of the planning studies.

# GENERALIZED EXISTING LAND USE

## C. GENERALIZED LAND USES



### LEGEND

-  PREDOMINENTLY SEASONAL RESIDENTIAL
-  YEAR ROUND RESIDENTIAL CONCENTRATION
-  STATE REFORMATORY FOR MEN
-  COMMERCIAL
-  INDUSTRIAL
-  PUBLIC ~ SEMI-PUBLIC
-  RAILROAD
-  EXISTING MAJOR ROADS
-  TOWN BOUNDARY

## WINDHAM

CUMBERLAND COUNTY, MAINE  
 WINDHAM PLANNING BOARD  
 James W. Sewall Company  
 Planning Consultants, Old Town, Maine

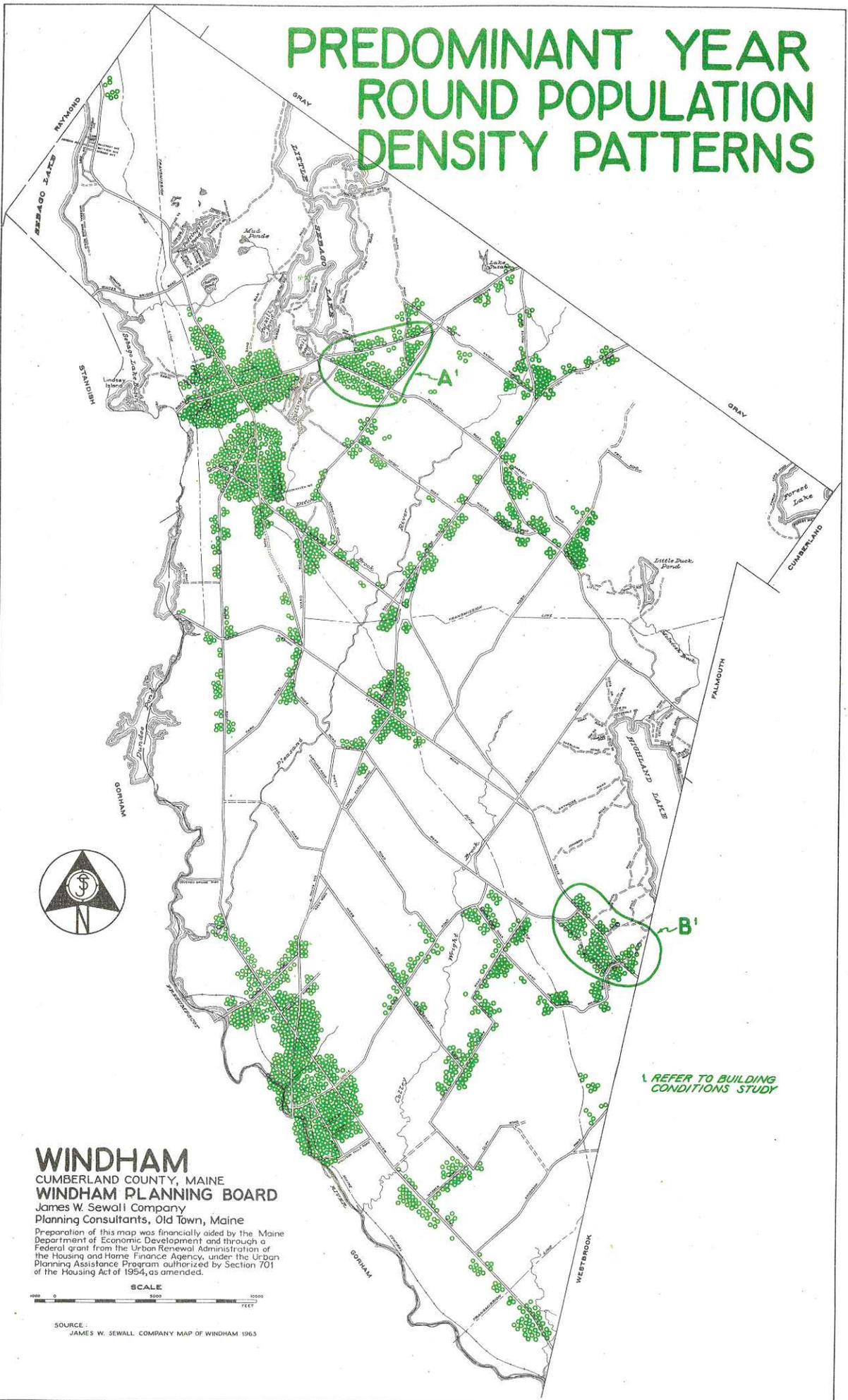


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SCALE  
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 FEET

Source: United States Geological Survey 1957

# PREDOMINANT YEAR ROUND POPULATION DENSITY PATTERNS



REFER TO BUILDING CONDITIONS STUDY

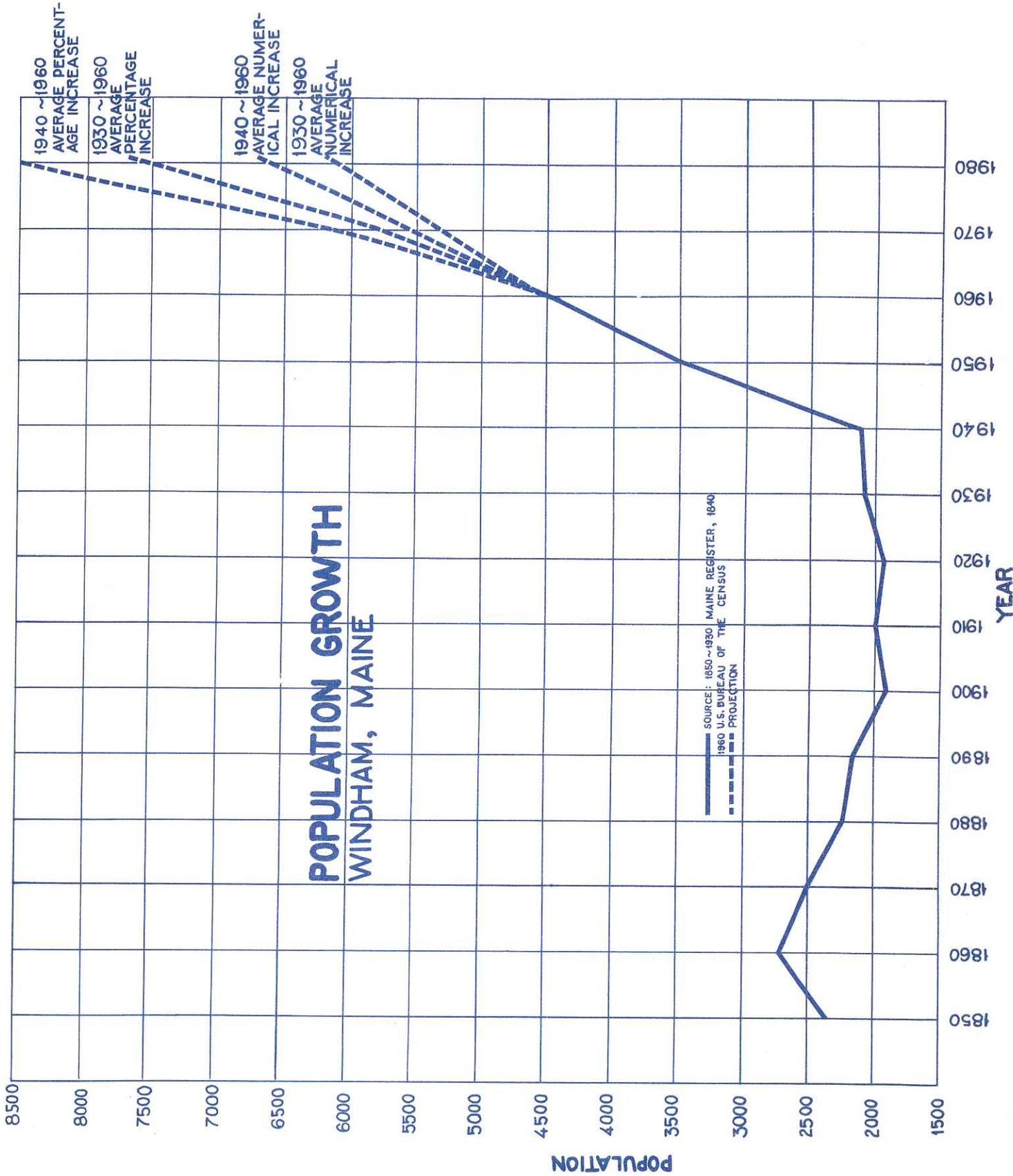
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 CUMBERLAND COUNTY, MAINE  
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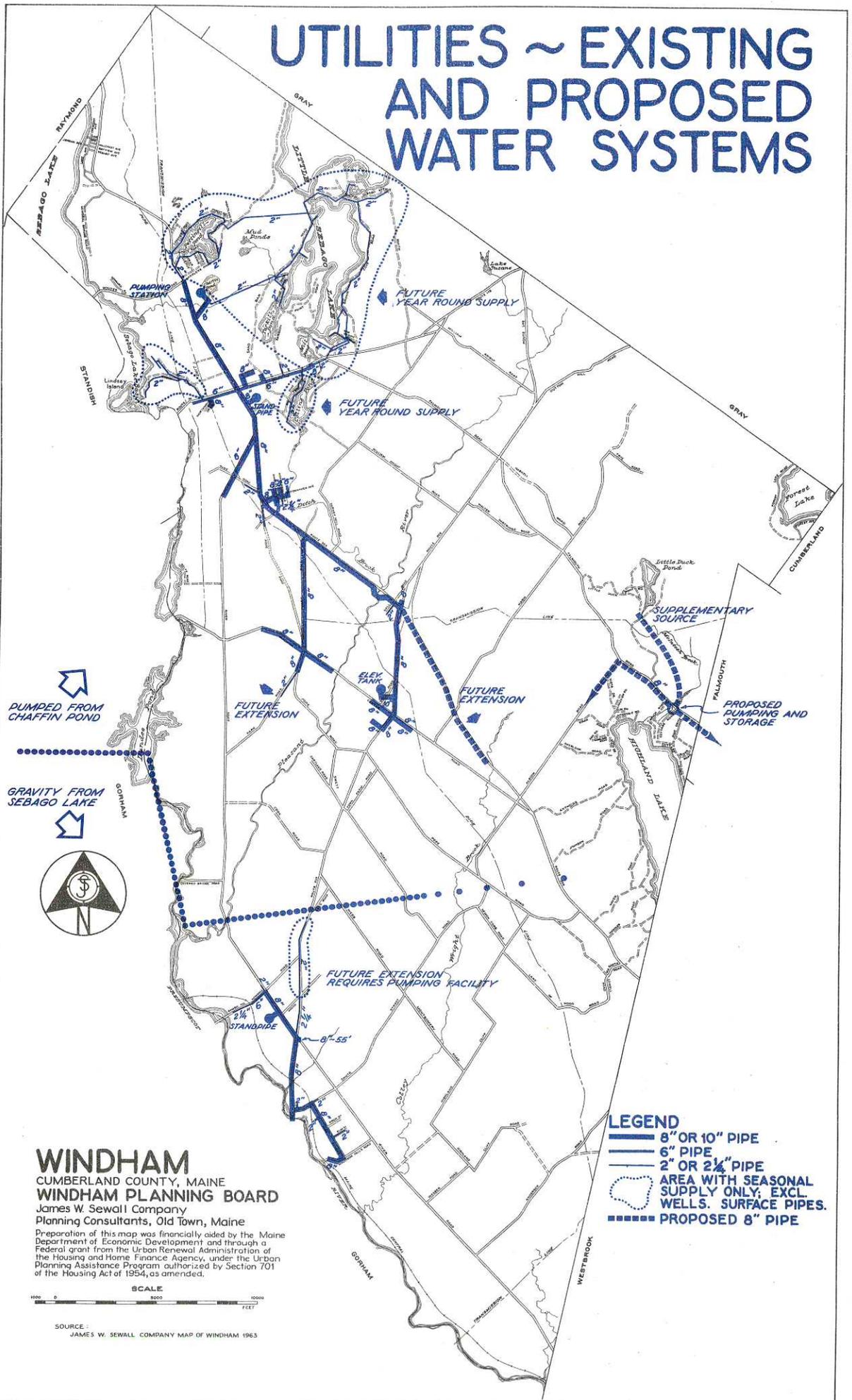


SOURCE:  
 JAMES W. SEWALL COMPANY MAP OF WINDHAM 1965

# POPULATION GROWTH WINDHAM, MAINE



# UTILITIES ~ EXISTING AND PROPOSED WATER SYSTEMS



**WINDHAM**  
 CUMBERLAND COUNTY, MAINE  
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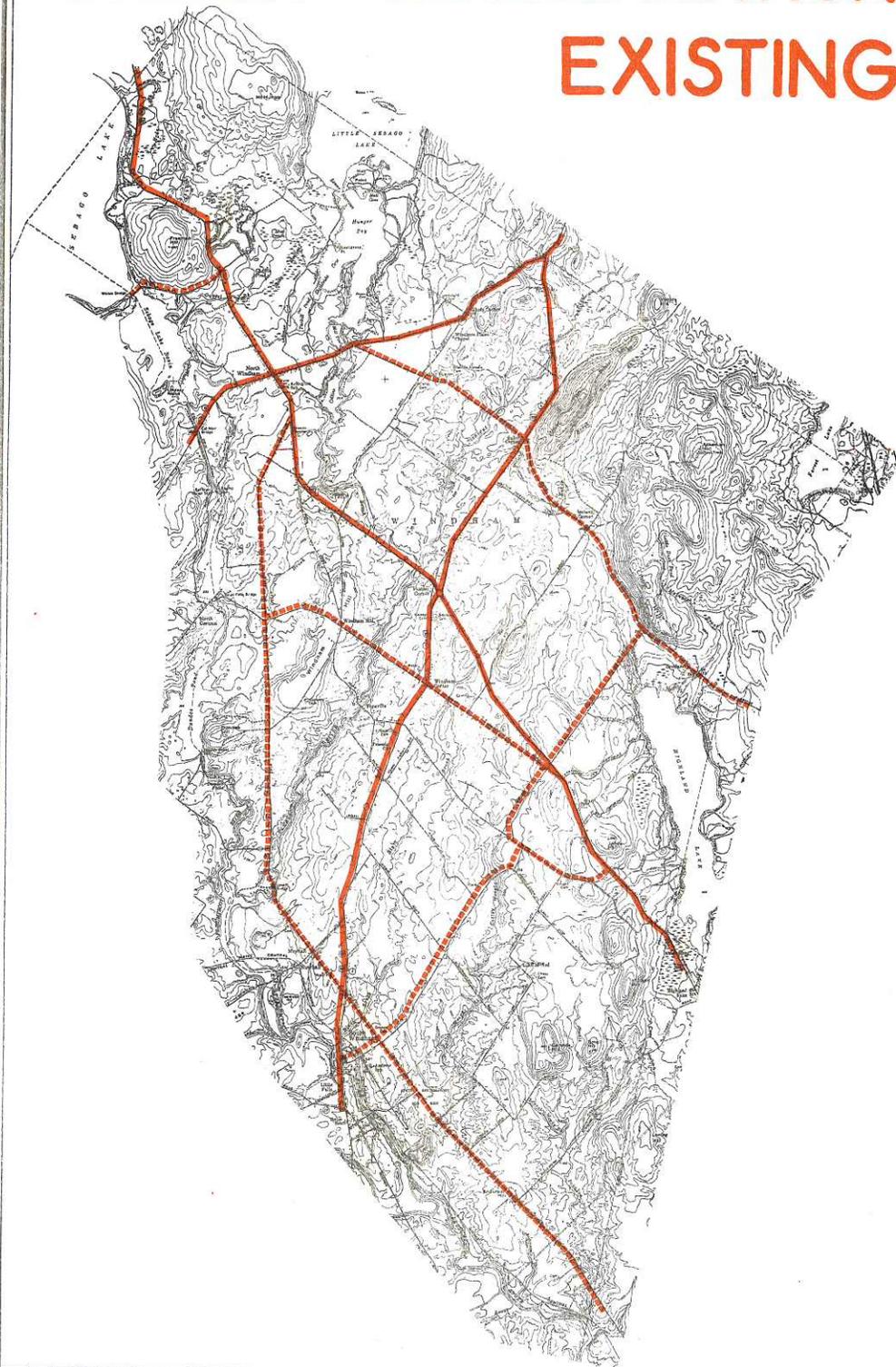
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SOURCE  
 JAMES W. SEWALL COMPANY MAP OF WINDHAM 1963

- LEGEND**
- 8" OR 10" PIPE
  - 6" PIPE
  - 2" OR 2 1/2" PIPE
  - AREA WITH SEASONAL SUPPLY ONLY; EXCL. WELLS. SURFACE PIPES.
  - PROPOSED 8" PIPE

# STREET CLASSIFICATION EXISTING



- LEGEND**
- I. MAJOR THOROUGHFARES**
- PRIMARY
  - - - - SECONDARY
- II. MINOR THOROUGHFARES**
- ALL OTHERS

## WINDHAM

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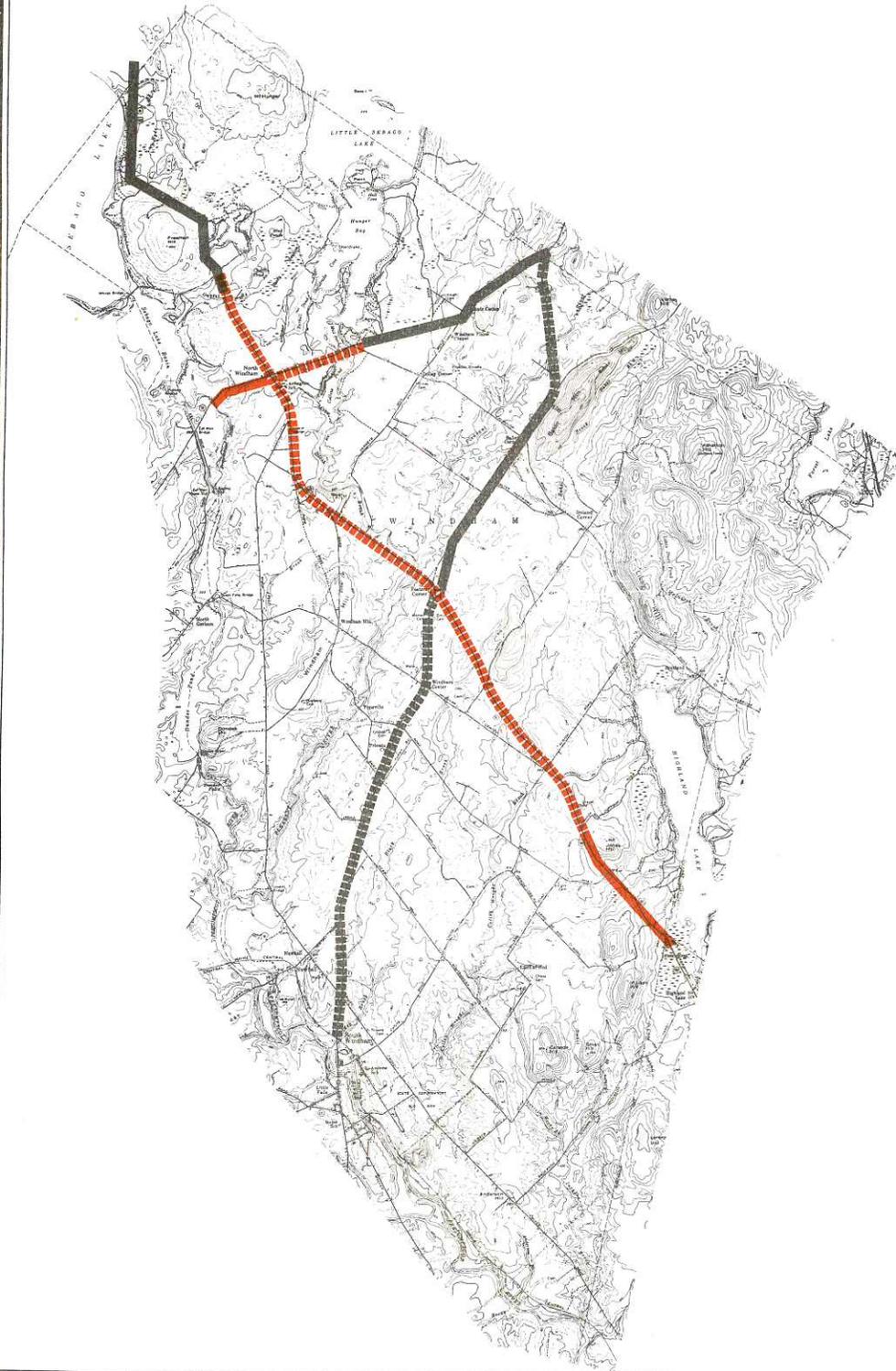


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SCALE  
 0 4000 10000  
 FEET

Source:  
 United States Geological Survey 1957

# HIGHWAY SUFFICIENCY RATING



## LEGEND

-  50 - 59
-  60 - 69
-  70 - 79
-  80 - 100

*NOTE:*  
HIGHWAYS ARE NOT RATED  
THROUGH COMPACT AREAS

RATINGS MADE UP OF THREE MAJOR CATEGORIES  
CONDITION 45 PTS. ~ STRUCTURAL ADEQUACY  
SAFETY 30 PTS. ~ WIDTHS ETC.  
SERVICE 25 PTS. ~ ALIGNMENT ETC.  
100 PTS.

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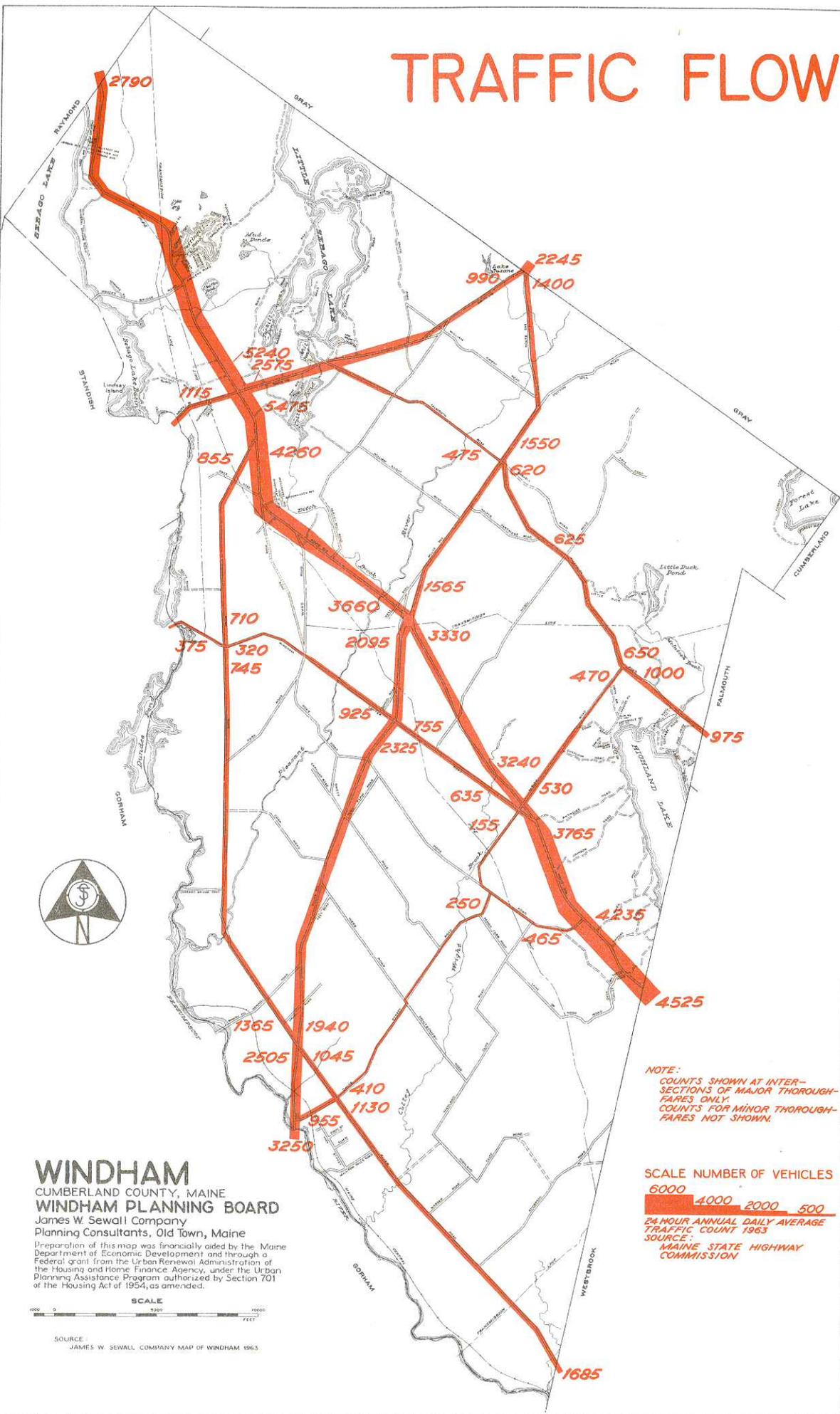


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Source: United States Geological Survey 1957

# TRAFFIC FLOW



**WINDHAM**  
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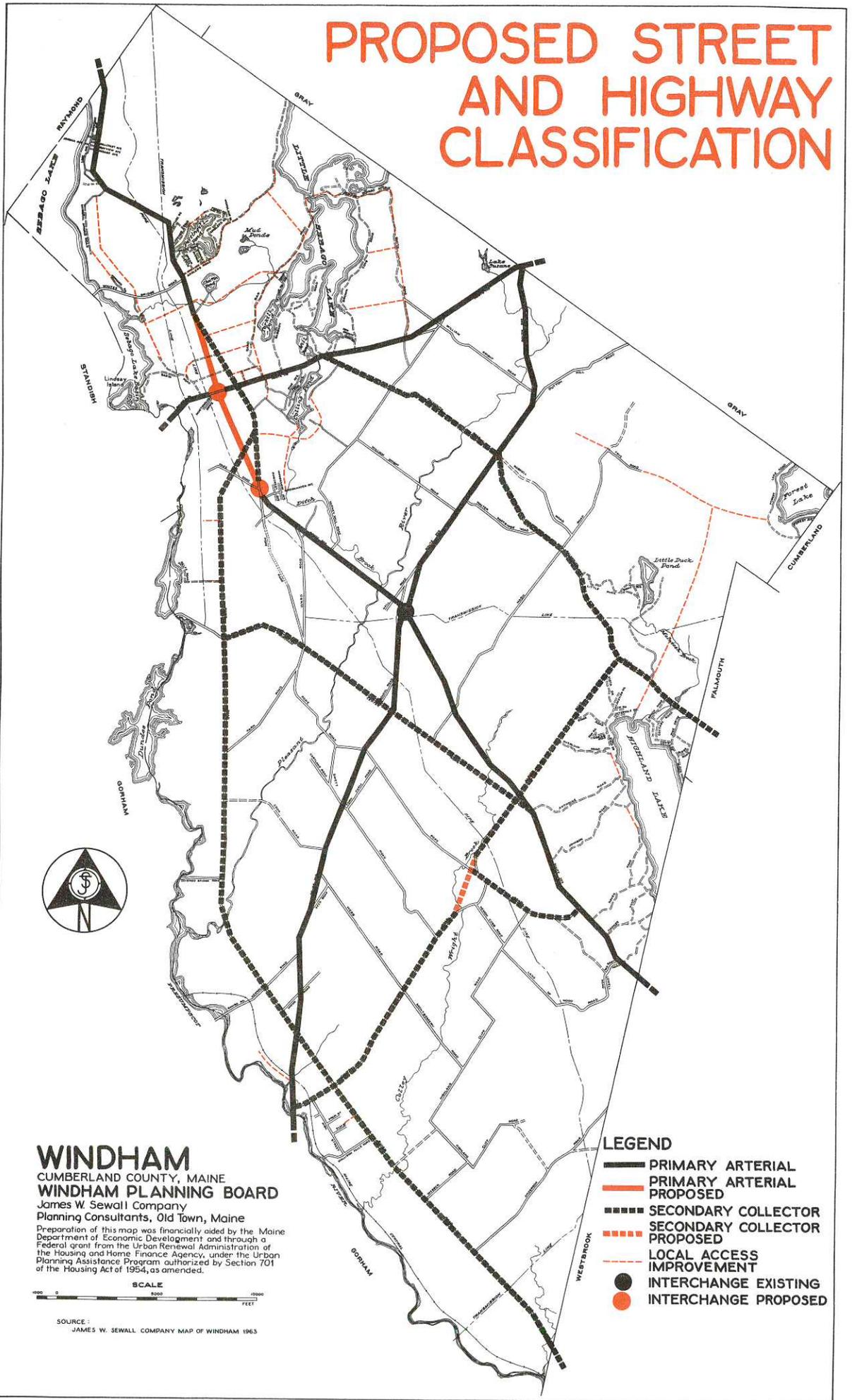


SOURCE  
 JAMES W. SEWALL COMPANY MAP OF WINDHAM 1963

NOTE:  
 COUNTS SHOWN AT INTER-SECTIONS OF MAJOR THOROUGHFARES ONLY;  
 COUNTS FOR MINOR THOROUGHFARES NOT SHOWN.

SCALE NUMBER OF VEHICLES  
 6000 4000 2000 500  
 24 HOUR ANNUAL DAILY AVERAGE TRAFFIC COUNT 1963  
 SOURCE: MAINE STATE HIGHWAY COMMISSION

# PROPOSED STREET AND HIGHWAY CLASSIFICATION



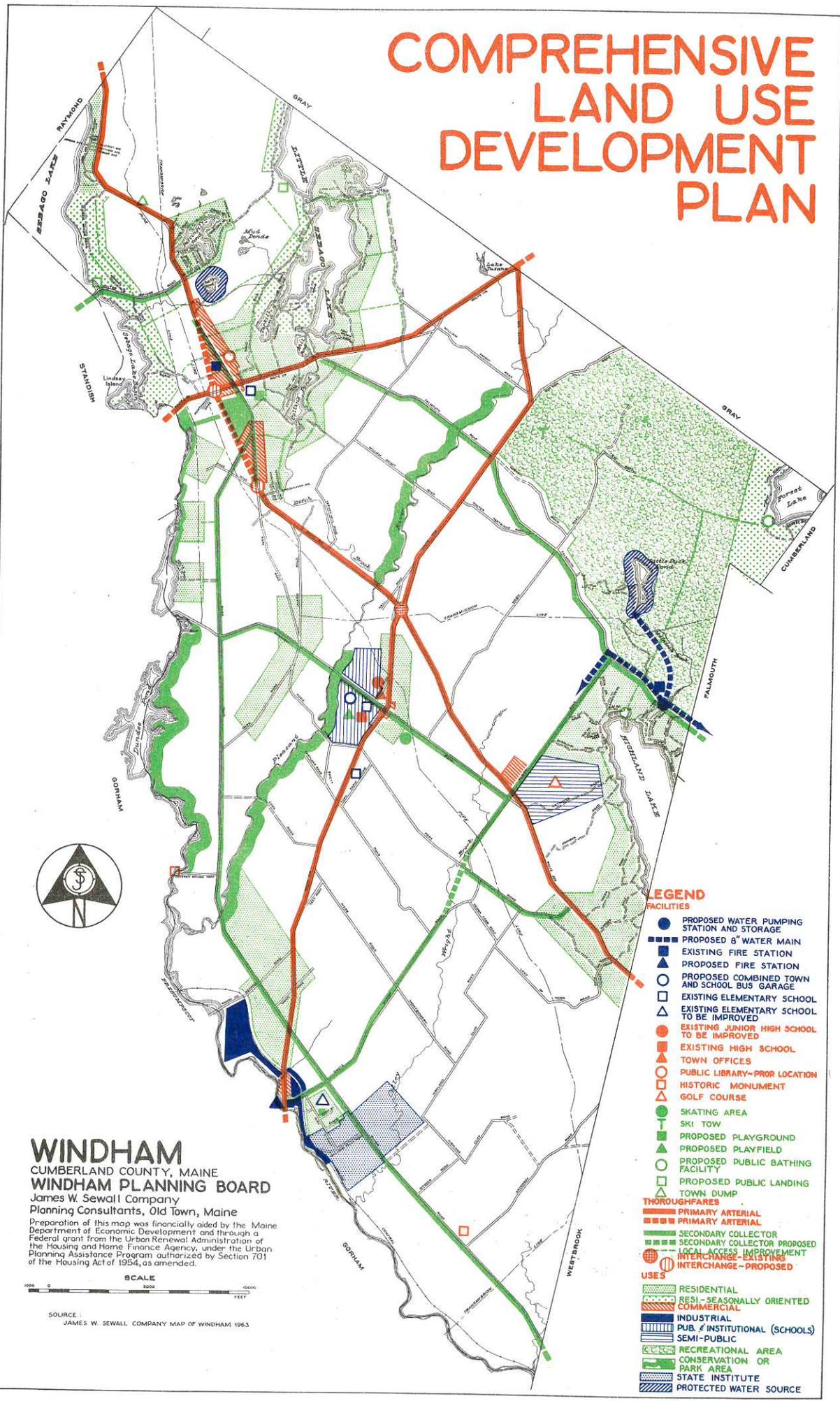
**WINDHAM**  
 CUMBERLAND COUNTY, MAINE  
**WINDHAM PLANNING BOARD**  
 James W. Sewall Company  
 Planning Consultants, Old Town, Maine

Preparation of this map was financially aided by the Maine Department of Economic Development and through a Federal grant from the Urban Renewal Administration of the Housing and Home Finance Agency, under the Urban Planning Assistance Program authorized by Section 701 of the Housing Act of 1954, as amended.

SCALE  
 0 1000 2000  
 FEET

SOURCE:  
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# COMPREHENSIVE LAND USE DEVELOPMENT PLAN



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SCALE  
0 500 1000 FEET

SOURCE:  
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- LEGEND**
- FACILITIES**
- PROPOSED WATER PUMPING STATION AND STORAGE
  - PROPOSED 6" WATER MAIN
  - EXISTING FIRE STATION
  - ▲ PROPOSED FIRE STATION
  - PROPOSED COMBINED TOWN AND SCHOOL BUS GARAGE
  - EXISTING ELEMENTARY SCHOOL
  - EXISTING ELEMENTARY SCHOOL TO BE IMPROVED
  - EXISTING JUNIOR HIGH SCHOOL TO BE IMPROVED
  - EXISTING HIGH SCHOOL
  - ▲ TOWN OFFICES
  - PUBLIC LIBRARY--PROP LOCATION
  - HISTORIC MONUMENT
  - GOLF COURSE
  - SKATING AREA
  - SKI TOW
  - ▲ PROPOSED PLAYGROUND
  - ▲ PROPOSED PLAYFIELD
  - PROPOSED PUBLIC BATHING FACILITY
  - PROPOSED PUBLIC LANDING
  - ▲ TOWN DUMP
- THOROUGHFARES**
- PRIMARY ARTERIAL
  - PRIMARY ARTERIAL
  - SECONDARY COLLECTOR
  - SECONDARY COLLECTOR PROPOSED
  - LOCAL ACCESS IMPROVEMENT
  - INTERCHANGE--EXISTING
  - INTERCHANGE--PROPOSED
- USES**
- RESIDENTIAL
  - RESI--SEASONALLY ORIENTED
  - COMMERCIAL
  - INDUSTRIAL
  - PUB. / INSTITUTIONAL (SCHOOLS)
  - SEMI-PUBLIC
  - RECREATIONAL AREA
  - CONSERVATION AREA
  - PARK AREA
  - STATE INSTITUTE
  - PROTECTED WATER SOURCE