

Damariscotta

Comprehensive Plan 2014

Volume I - The Plan

“Growing Better Not Bigger”

2014-2024

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INTRODUCTION

A comprehensive plan has one purpose: to improve the manner in which services and facilities are provided to the Town's residents and businesses. This was the goal of the 2000 Damariscotta Comprehensive Plan, which in 2002 was found compatible by the State Planning Office, State's Growth Management Act, and remains the goal of the 2014 Comprehensive Plan. This update improves on the original plan by cataloging the changes that have occurred since 2000 and refining the direction in which the community should be headed.

The following plan is the result of more than two years of analysis and discussion by the Comprehensive Plan Committee. During this time, the Committee met more than 100 times, sponsored public forums, interviewed dozens of community leaders, added documents to the Town's website and received meaningful input from many Damariscotta residents and businesspeople.

The 2014 Plan updates the Town's 2000 Comprehensive Plan. The 2000 Plan was found in 2002 by the State Planning Office to be compatible to the State's Growth Management Act. This 2014 update guides the Town's land use and other planning over the 10-year period from 2014 to 2024. The State Growth Management Act encourages the Town to update its comprehensive plan every ten years. The Update, however, is a flexible, living document and may be amended any time before 2024 in response to changing conditions or needs. A 17 member Comprehensive Plan Steering Committee (CPSC) consisting of a cross section of the community has overseen the development of the Plan. Planning Decisions Inc., a consulting firm assisted the CPSC in preparation of the plan.

The Comprehensive Plan itself is a guide - not a law or a regulation. The plan is designed to coordinate the efforts of our Town's elected leaders, appointed officials and local organizations so they can work as efficiently as possible. In addition, the plan serves as the foundation for the community's land use standards and regulations. Maine State law requires that the Town's zoning ordinances and map be consistent with the Comprehensive Plan.

Section A identifies what we should do to make to create a better future. It describes the goal, objectives and strategies our town should follow to attain our vision. The Future Land Use Plan describes in detail how our land use standards and regulations could be updated to provide better protection and more flexibility for our pattern of land use in the future.

Section B identifies how we will get there. This describes in detail who should be involved when addressing each issue, how each issue should be approached and which issues are the most important to our town's future.

Section C is the plan in a nutshell. It introduces the vision of where Damariscotta should be headed, our history and a summary of the major forces that are changing our town and a summary of how Damariscotta can use these forces of change to accomplish its vision.

Volume 2 is the appendices. This includes our planning history, survey results, updated inventories and summary of public involvement. This section also serves as the foundation for the plan's goals, objectives and strategies.

ACKNOWLEDGEMENTS

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A Vision for Damariscotta

Incorporated as a separate Town on March 15, 1848, Damariscotta continues to be much more than historic structures, established neighborhoods, and a service center for the Pemaquid Peninsula.

Within our vintage New England village, we maintain locally owned shops, indoor and outdoor recreational activities, working farms, health and wellness facilities, assorted housing options, cultural and artistic offerings, educational pursuits, and wildlife/environmental preservation. The location of our historic downtown is conveniently accessible to the Route 1 artery. The striking panorama of Damariscotta Harbor is one's first introduction to the Village as you arrive via our sister town, Newcastle.

Damariscotta River and Damariscotta Harbor contribute greatly to our history. Though brick making and wooden boat building ended generations ago, that period is embedded into our character. Many of the family names associated with it still reside in the community.

Being twelve miles from the sea, the Damariscotta waterfront is active with recreational and commercial boats making daily use of the town landing and launch ramp. Skidompha Library, Lincoln Theater, and new Waterfront Park anchor the Downtown mix of smaller commercial and professional buildings. The fringe area surrounding historic Main Street/Route 1B expands Damariscotta's amenities so as to make us a complete year-round living community.

While change has been inevitable the residents hold to the belief that "Better, not Bigger" is the proper path for our progress. Despite controlled growth and changes, the Village still retains its New England flavor through appropriate design standards and landscape management. One prime example is the integration of various 'traffic calming' elements. Transit volume in relation to pedestrian and vehicle safety, along with impact to neighborhoods, requires ongoing vigilance.

Expanded public facilities such as bicycle and pedestrian paths, hiking trails, water access points, sidewalks, YMCA pool, and batting cages contribute to our recreational amenities and healthy lifestyle. State-of-the-art Internet and telecommunication network allows for expanded home-based work force, global business opportunities, and improved daily living.

Route 1B continues to be the principal commercial avenue in town. A broader range of business and industrial activity is allowed, however only when the tone of the area is protected. As Damariscotta is a blend of commercial, rural, open land, and numerous water sources (ponds, streams, marshes, brooks, Great Salt Bay estuary, river, lakes, Harbor), conservation and environmental concerns remain top priorities in keeping our community's balance with nature intact.

Our neighboring towns allow for Damariscotta to expand on its housing options so that residing and working is affordable, accessible, and desirable. The opportunity to live-in-place is vast. Damariscotta remains a community able to satisfy multigenerational needs. The town's location on the Maine coast is most advantageous, beautiful, and functional.

VOLUME 1 - THE PLAN

SECTION A: WHAT SHOULD WE DO?

CHAPTER ONE	Community Goals & Strategies
CHAPTER TWO	Future Land Use Plan

CHAPTER 1

COMMUNITY GOALS & STRATEGIES

A. POPULATION AND DEMOGRAPHICS

Goal:

1. Preserve the traditional small town character of Damariscotta by concurrently maintaining, enhancing, and creating public and private civic spaces. This effort is to improve the historic downtown as an attractive, economically viable center that supports the diversity and quality of life for the year-round population.

Strategies:

1. Encourage new commercial or residential growth in areas suitable for development. Protect those areas that contribute to the small town character of the historic downtown, harbor, Village, and rural conservation areas.
2. Strive for and expand full use of the historic buildings along downtown Main Street for multi-uses: residential, office, retail, restaurants, and entertainment venues.

B. EDUCATION

Goals:

1. Maintain first-rate schools for economic viability. Encourage expanding the quality of learning in all the educational institutions that serve the community.

Strategies:

1. Enhance the availability and quality of job training and life-long learning opportunities.
2. Support quality of life for retirees by reviewing options for senior college programs.

C. HOUSING

Goals:

1. To maintain and improve the small town character of Damariscotta by supporting the older housing stock with more options for preservation and multi-uses (e.g., in-law apartments) and more maintenance support (e.g., insulation assistance from Efficiency Maine). Support more flexibility for new or renovated housing by allowing higher density and lower lot area in selected locations (e.g., near downtown, LincolnHealth-Miles Campus).

- 2. Encourage opportunities for private development through financial incentives (such as density bonus) to expand housing choices within the character and scale of historic Damariscotta.**

Strategies:

1. Support the small town character of Damariscotta by being pro-active at informing owners of older houses in ways of securing state, federal grants, and loans to preserve these homes.
2. Encourage more diversity of housing choice to enhance the ability for retirees to age in place within the community (e.g., garden apartments, townhouses, cluster planned unit developments, condos, apartments, and assisted living choices).
3. Explore state financial mechanisms to assist those retirees who wish to stay in their residences.
4. Encourage more marketplace value housing choices by permitting denser housing development in appropriate areas which will allow more people to remain or move into town.

D. REGIONAL AND LOCAL ECONOMY

Goals:

- 1. Expand the local economy to enhance Damariscotta's quality of life for its residents.**
- 2. Cooperate with local and regional educational organizations to offer all age groups the latest programs in computers and IT technology. This investment contributes to multiple business opportunities from the self-employed to large enterprises.**
- 3. Cooperate with Newcastle and other regional towns in developing locally based enterprises.**

Strategies:

1. Maintain village Main Street as a key shopping location in town.
2. Maintain Lincoln Theater and Skidompha Library as anchor buildings in the downtown and principal community assets.
3. Develop the municipal parking lot to support the Town's local and tourist economy. Along with repairs, there is the potential to expand on a park setting and increased parking spaces.
4. Encourage organizing an Economic Development Committee to pursue economic development initiatives. Expand the local economy and tax base to minimize tax burden.
5. Cooperate with Newcastle in exploring joint ventures (e.g. development of the Newcastle RR station as a multi-modal transportation center, a joint incubator economic park for local entrepreneurial start-ups).
6. Strive to provide the latest high speed broadband and universal wireless telecommunication
7. Coordinate with US Rt. 1B businesses so as to enable this corridor to become aesthetically compatible with the small town character of Damariscotta.

E. PUBLIC FACILITIES

Goals:

1. To encourage an adequate level of public facilities commensurate with Damariscotta as a service center. (Town services: governmental, police, fire, sewer, and water. Town projects: those from Public Works Department, not-for-profit activities). Tailor services and facilities for both year-round living and tourist industry.
2. Ensure the recommendations in this Comprehensive Plan are addressed in a timely manner and that the plan is amended as more detailed studies are completed.

Strategy:

1. As public or private funding sources become available, implement the 2010 Master Shore & Harbor Plan. This includes re-grading for sea-level rise/storm surge drainage control, attendant stormwater facilities, potable and sanitary pipe replacement (in cooperation with the Great Salt Bay Sanitary District), hardscaping, landscaping, pedestrian/bicycle amenities, shoreline boardwalk, and pedestrian- scale lights.
2. The Town and any committees it creates will work toward implementing the Goals and Strategies identified in this Comprehensive Plan.

INFRASTRUCTURE

Goals:

1. Use the availability of public water and sewer service as a tool in managing the development pattern of the Town. Encourage new commercial development to designated Growth Areas.
2. Encourage development of appropriate infrastructure to support those areas of the community where growth is desired.
3. Encourage additional infrastructure to support increasing communication needs.

Strategies:

1. Designate a town committee to discuss with the Board of the Great Salt Bay Sanitary District ways to better direct the emerging pattern of development in town.
2. The Town should coordinate with the State, Lincoln County, surrounding Towns, and business groups in seeking the installation of high-speed wide-band internet services.

TRANSPORTATION

Goals:

1. Maintain working relationship with Maine Eastern Railroad and Newcastle on the Newcastle Railroad Station.
2. Build inter-connected pedestrian and bicycle pathways into an overall local transportation system.

Strategies:

1. As public or private funding sources become available, implement the 2008 Master Pedestrian/Bicycle Plan on extending sidewalks northward out Church Street and US Rt 1B to the GSB School and southward along Bristol Road (RT 129) to LincolnHealth-Miles Campus. Include sloped curbing where appropriate.
2. Implement the 2008 Master Pedestrian & Bicycle Plan, the 2010 Heart & Soul, and 2014 Midcoast Rt 1 Corridor Management Plans concerning sidewalks, pathways, Rt 1B parks and bicycle facilities such as sharrows (bike lane designations).
3. Coordinate with MaineDot in designing 'context sensitive' improvements along US Rt 1B. Of primary concern is to facilitate safe and efficient traffic flow of the School Street /Rt 1B intersection while preserving it's existing scale and character.
4. Consider, where feasible, the concept of 'Complete Streets'* to meet the needs of all users. Complete Streets allows for all forms of transportation.

F. NATURAL & MARINE RESOURCES

NATURAL AND CRITICAL RESOURCES

Goals:

1. **Protect the water quality in lakes, ponds, and streams.**
2. **Protect wetlands from adjacent development.**
3. **Protect the Damariscotta River and its shoreline by incorporating up-to-date methods and technologies for keeping pollutants from entering the river.**

Strategies:

1. Stay current on new methods for wetland protection. Strive to adopt local LID (low impact development) measures such as vegetated catch basins.
2. Use the results of state and non-profit agencies to improve water quality for all natural bodies of water.
3. Incorporate any updates from the State Shoreland Zoning regulations.

MARINE RESOURCES

Goals:

1. **Maintain and enhance the diversity of the natural marine biota to support the sustainability of the local marine ecosystems.**
2. **Maintain and enhance the marine resources in the town that support the quality of the local ecosystems, local aquaculturists, other fishermen, recreational boaters, residents, and visitors.**

Strategies:

1. Cooperate with DEP to monitor and maintain water quality. Work toward eliminating the three remaining private overboard wastewater discharges into the Damariscotta River at Houston Cove.
2. Cooperate with the Maine Department of Marine Resources (DMR) in programs to monitor and preserve healthful and productive clam flats.
3. Cooperate with and encourage the Maine DMR, Maine DEP, IF&W (Dept. of Inland Fish and Wildlife), and other state, federal, and non-profit research agencies in their local studies and field monitoring of pollutants. Cooperate fully with programs to mitigate green crab population explosion.
4. To alleviate negative effects on downstream aquaculture, cooperate in programs that monitor hydrocarbon pollutants from snow dumping at the harbor

STORMSURGE&SEA-LEVELRISE

Goals:

1. **Maintain the historic village in the face of the consequences from sea-level rise and associated storm surges.**
2. **Cooperate with Lincoln County EMA (Emergency Management Agency) policies for emergency disaster response and mitigation.**

Strategies:

1. Cooperate with the Maine Floodplain Management Program in instituting updated FEMA floodplain insurance program requirements. The Town's property owners shall be apprised of floodproofing techniques within the Town's Floodplain Management Ordinance.
2. Work with the Maine Floodplain Management Agency, property owners in the Village, public and private grantors, and donors to review ways to flood-harden the historic buildings in the Village. Purpose: withstand future higher elevation flooding and remain habitable.
3. Work with LincolnHealth Campus on the planning and design of Miles Road and other accesses for emergency vehicles during higher flooding.
4. Work with Maine DOT, Lincoln County EMA, Newcastle, Bristol, and Bremen to plan and put in place emergency routes for times of high flooding.

G. AGRICULTURAL & FORESTRY RESOURCES

Goals:

1. **Strive to preserve and protect the remaining large blocks of forested and agricultural land for their forestry, habitat, agricultural, and recreational value.**

Strategies:

1. Review the Land Use Ordinances for farmer's markets, farm stands, accessory farm buildings, and related structures or equipment.
2. Remain current with best management practices for pesticide and herbicide use. Mitigate possible negative side effects from land owners upon their neighbors. Study and apply the Maine 'Right to Farm' statute before conflicts arise.
3. Study the benefits of 'Open Space', 'Tree Growth', and property tax options for landowners. Help preserve farm and forested land in balance with economic development policies.

H. HISTORIC, CULTURAL & ARCHEOLOGICAL RESOURCES

Goals:

1. **Preserve the character and historic buildings in the town's Historic District identified by the National Register of Historic Places (NRHP).**
2. **Preserve identified historic and pre-historic archeological sites so as to protect them from inappropriate development.**

Strategies:

1. Explore with owners of historic buildings the benefits and costs of a town historic district and artifacts ordinance. Help preserve historic facades and facilitate State historic tax credits and grant benefits. Pursue additional financial opportunities as they present themselves.
2. Work with local landowners to facilitate academic research related to archeological digs in town.

I. RECREATION & OPEN SPACE

Goals:

1. **Over time, complete the 2008 Master Bicycle & Pedestrian Plan where appropriate and necessary.**
2. **Create public access to open space in town for passive recreation.**
3. **Provide adequate public access to the river and ponds in town along with associated parking.**

Strategies:

1. Pursue grants and other funding for Brownfields assessments of the old town dump and municipal parking lot. Purpose: remediation needs to enable future redevelopment and recreational uses.
2. After Brownfields assessment, pursue funding for any required mitigation measures.
3. Cooperate with DRA in pursuing design, engineering, and funding for its Riverwalk.
4. After Brownfields assessment and any resulting required mitigation measures at the former town dump, pursue funding to create and maintain any public outdoor recreational facilities.
5. Discover additional passive recreational uses of DRA, PWA, GSB School, and YMCA land.

J. FISCAL CAPACITY

Goal:

1. **Encourage tax base growth in order to maintain the town's service center benefits: historic, cultural, medical, conservation assets, local parks, arts venues.**

Strategies:

1. Balance growth areas in the town's future land use pattern to provide more tax producing commercial and multi-unit residential development. Keep tax exempt properties for historic preservation, environmental quality conservation, medical, scientific, and arts , cultural, benefits.
2. Continue to seek grants and support private fundraising to optimize expenditure of town matching funds for planned community improvements identified in the Comprehensive Plan.
3. Maintain annual contribution to the Town's Reserve Accounts for planned capital expenditures. This will keep the very favorable bond-borrowing rating for when Town Meeting does seek borrowing for special projects approved in the Comprehensive Plan and CIP (Capital Improvement Plan).

K. WATERFRONT

Goals:

1. **Repair and renovate the infrastructure of the municipal parking lot.**
2. **Enhance the harbor's waterfront parking area with amenities to support a central gathering place/ park for town events.**
3. **Maintain the historic buildings of the village in the face of long-term consequences from sea-level rise and associated storm surges.**
4. **Increase downtown parking.**
5. **Pursue grant opportunities to implement approved strategies.**

Strategies:

1. Use the Shore & Harbor Master Plan as the starting point. Plan and coordinate various projects so as to protect the historic qualities of the village while enhancing the waterfront parking lot into a multi-purpose park/parking area. (Refer to the Downtown Master Plan 2003, Heart & Soul Plan 2010, Pedestrian/Bicycle Master Plan 2008, and the Midcoast Rt 1 Corridor management Plan 2014 for additional projects.)
2. Create a town Waterfront Projects Committee to work with the town and Board of Selectmen. Purpose: Cooperate with non-town agencies in fundraising for these improvements. Produce a phased action plan to coordinate the sequencing of projects, waterfront branding, public information, fundraising, and project implementation oversight of the improvements.
3. After the Brownfields assessment study of 2014, pursue funding for any required mitigation measures needed at the municipal parking lot.

4. Support the most recent iteration of the FEMA Flood Insurance Program rules as they apply to the downtown properties. Determine methods to harden the buildings to withstand sea-level rise and storm surge flooding over the next 50 years.
5. Cooperate with the Great Salt Bay Sanitary District in studying possible relocation of its sewer pump station from the municipal parking lot to an elevation above the projected 100-year sea-level-rise.
6. As funding sources become available, implement the Waterfront Projects Committee's plan of park enhancement projects. Create pedestrian access via Taco Alley, shoreline boardwalk, pedestrian-scale lights, and hardscaping: vegetated parking islands, pavers, landscaping.
7. Cooperate with the landowners in the downtown area for expanded parking opportunities. Possibilities include indoor passenger waiting space, inter-state bus turn-out, local taxi/van facilities, a restaurant rooftop café.

CHAPTER 2

LAND USE

This chapter addresses questions concerning the growth and development of the Town over the 2014–2024 decade and how land use should be regulated. What should be the spatial dimensions, if any, for the goals and strategies expressed (in Chapter 5) for the desired demographic characteristics of the Town: the housing needs, local economy, natural and marine environments, agriculture, forestry resources and waterfront? The State Growth Management Program prescribes that the answers to these questions be expressed within the context of ‘growth’ and ‘rural’ areas. The future land use pattern will inevitably be based largely upon the Town's existing pattern in conforming to its role as a regional service center. From its historic boat building days in the 19th Century, Damariscotta Village has always been at the center of this region. It continues to serve the seven town Pemaquid Peninsula and Great Salt Bay/Damariscotta Lake region for shopping and all manner of professional and trades services. It provides the impetus for the recent US Rt. 1B commercial corridor and the Miles Hospital expansions. The four freshwater ponds and tidal Damariscotta River have also historically hosted seasonal communities in shoreline cottages. In recent times, some of these have been transformed into year-round dwellings.

A. EXISTING LAND USE

Because Damariscotta is small geographically, about 14 square miles, much of the easily accessible land has already been developed. In 2013, the existing pattern of development reflects the Town's ship building history, fishing and shoreline manufacturing such as wood mills and brick making, centered at the fall line of the River and along its shoreline. Except for the Village and US Rt. 1B corridor, the majority of development is residential extending outwards from the Village along the major roads in town: Biscay, Back Meadow, Egypt, Standpipe and Bristol Roads and the smaller local roads that intersect them. Fully 67% of the parcels in Town are residential; 7% are commercial; 1% mixed use; and about 16% are vacant being in forest, field or wetland natural resource use. But because a number of the rural residences are on large lots roughly about 75% to 80% of the land area is vacant.

Number of Various Land Use Parcels in 2010 – Damariscotta

Cemeteries	29 parcels
Churches	6
Civic ("Y", Lakehurst)	3
Commercial	95
Conservation (DRA, PWA)	13
Education (GSB School)	1
Farm	2
Medical (Miles+)	13
Mixed Use (Village Bldgs.)	18
Mobile Home Park	3
Nonprofit	8

Parking	6
Residential	881
State	4 {Shell Midden Park,IF&WL}
Town	7
Tree Growth	19 {current use taxation}
Utility (GSBSD, CMP,etc.)	16
Vacant (rural land)	206
Total Parcels	1,307 Parcels

Map 6.A.1 Existing Land Use, 2013 see page 33

Development Suitability

A 'development suitability' process conducted by the Comprehensive Plan Committee has determined those remaining undeveloped parcels of land in 2014 that have the natural and legal characteristics to be able to accommodate new development. First, land already developed or legally restricted from development, including the state owned Shell Midden Park and the GSB Sanitary District Little Pond water protection land were removed. Then, natural constraints including steep slopes and wetlands were removed. The remaining land is the developmentally suitable land which, however, does not mean that it will be developed but just that it may have the potential to be developed. It is important to emphasize that most if not all of this land is privately owned and what actually happens to it in the future is a function of what the landowner chooses to do with his/her land.

Map 5.E.1	Public Facilities	see page 30
Map 5.F.1	GSBSD Service Area	see page 31
Map 5.H.2	Natural Resources	see page 32

The Future Land Use Plan (FLUP) guides future growth and development of the Town. It does this by supporting the evolution of the Town between 2014 and 2024 towards a development pattern that serves the expressed goals and strategies of the townspeople. The FLUP is required by the State Growth Management Statute to provide justification for a municipality's zoning ordinances. It does this by identifying growth areas to accommodate varying types of new or more dense development and by identifying both working rural areas, such as farm or forest land, but also resource protection rural lands such as wetlands. It is important to note that the FLUP is not a law, but rather provides the rationale that expresses the townspeople's desires for the future land use pattern of the Town.

Growth Areas - These are areas where the Town wants growth and development to occur. The anticipation is that most residential and non-residential development over the next ten years will occur in these growth areas. Growth Areas include the areas with undeveloped land that is appropriate for development as well as developed areas where redevelopment or significant intensification of use is desired. Public sewer and water is available in many of the growth areas or can be provided. For example, the designated Growth Area includes the Damariscotta Village commercial core as well as portions of US Rt. 1B served by the GSB Sanitary/district sewer. (See Map 5.F.1 Great Salt Bay Sanitary District p12.)

Limited Growth Areas - These are areas that are either essentially fully developed and, therefore, have limited development potential or that have vacant or under-utilized land where the Town desires a limited amount of growth and development over the next ten years. Limited Growth Areas include the established neighborhoods in the villages where the Town's objective is to maintain the current development pattern while allowing limited infill or redevelopment that is in character with the adjacent neighborhood.

Rural Areas – These are areas that are predominantly undeveloped, have large contiguous areas of open land with some commercial agriculture and forestry activity, and are not served or likely to be served by public water and/or sewerage in the foreseeable future. Therefore these areas are considered appropriate for small-scale, very low-density development that is compatible with the rural landscape.

Map 6.A.3 Future Land Use Plan see page 34

The FLUP identifies nine neighborhoods where either new development or transitional (limited) development, such as adding density, could take place. The Neighborhoods are based in part upon integrating the existing development pattern, the Development Suitability Map and the service areas of the GSB Sanitary District public sewer. The Growth Area neighborhoods respond to two primary concerns of the townspeople: the ability to age-in-place by the ability to ‘down-size’ to smaller dwellings in Town; and secondly, the preservation of the historic village and enhancement of the harbor waterfront into a more attractive park space while retaining its vehicle parking function. The Rural areas respond to preservation of expressed rural small-town character while still maintaining its low density residential pattern, working rural land such as farming and forestry practices, but also allowing for landowner choice to voluntarily conserve some of the land by a variety of means.

Limited Growth Areas

Historic Downtown



1. **Vision** – This area retains its historic character as a pedestrian oriented downtown. New or replacement buildings and significant additions or changes to existing buildings maintain the historic development pattern with buildings located at or near the sidewalk and parking and service activities located behind the buildings. New or replacement buildings should generally be multi-story.
2. **Allowed Uses** – The allowed uses should include a wide range of non-residential uses but should not permit uses that are highly auto-dependent or that provide services primarily to motor vehicles such as fast-food restaurants and automotive sales and service activities. Fully enclosed light manufacturing and research types of uses should be allowed on upper floors as long as they are not dependent on significant volumes of truck traffic. Light manufacturing could include all manner of computer assisted processing of information or materials, or product development from 3-D printing and the like. Residential uses should be allowed on the upper floors of buildings but not permitted on the floor that is accessed directly from Main Street.

The waterfront is an important component of the character of the historic downtown and should be developed as prime parkland for the region. To enhance its open space/public meeting space role, such as for Pumpkin Fest, major infrastructural, hardscaping and landscaping is warranted, including consideration of an additional parking structure in the downtown. The Shore & Harbor Plan, 2010 and 2012 provides a starting point for addressing the waterfront issues and opportunities.

3. **Development Standards** – New or replacement buildings should be required to be located at or near the sidewalk line (with provisions for limited pedestrian/customer areas in front of a portion of the building), should fill the entire width of the lot, and should be multiple stories unless the specific use makes a single-story building necessary. The space and bulk standards should allow for the full use of all existing floor area with existing buildings and for 100% utilization of the floor area within new buildings without arbitrary density limits. With this area, the Town should consider limited design

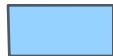
standards to assure that new, replacement, or remodeled buildings maintain the visual character of the area.

Downtown Fringe Area



1. **Vision** – This area serves as a transition between the historic downtown and the adjacent residential neighborhoods and US Rt. 1B commercial strip. Within this area, the traditional scale and character of buildings are maintained while allowing for a wide range and mixed use.
2. **Allowed Uses** – Within this area, all types of residential uses should be allowed including residential units in mixed-use buildings and accessory apartments in homes. The types of non-residential uses allowed in this area should include primarily office, service, and community activities. Small-scale retail and restaurant uses should be permitted as long as they are not highly dependent on auto traffic. Small-scale research, light manufacturing, and similar uses should be allowed but only if they are fully enclosed and are not reliant on regular commercial truck traffic.
3. **Development Standards** – Buildings within this area should maintain the traditional relationship to the street with a small front setback used for pedestrian or landscaped purposes. Parking and service areas should be located to the side and rear of the building. The scale of new or replacement buildings should be limited to match the role of this area as a transition zone. Buildings footprints should be limited to a maximum of 5,000 SF and building height should generally not be more than two full, livable stories. Within this area, limited design standards for buildings should be considered to assure that buildings have a “village character” with the front of the building facing the street and a pitched roof.

Village Residential Areas



1. **Vision** – The traditional character of these neighborhoods is maintained while allowing for infill development and managed intensification of use of existing homes in a manner that maintains the desirable residential qualities of these neighborhoods.
2. **Allowed Uses** – Within these established neighborhoods, a range of residential uses should be allowed including single-family and two-family dwellings, townhouses, and small multi-family buildings. In addition, accessory apartments should be allowed provided the residential character of the home is maintained. A limited number of nonresidential uses may be allowed including home occupations, small-scale professional offices, artist and craftsman studios. There should be support for alternative housing types for aging-in-place.
3. **Development Standards** – The basic development standards should be similar to the current General Residential District with a 10,000 SF minimum lot size with public sewerage. Small accessory apartments should be allowed as part of a single-family home without any separate lot size requirement provided the residential character of the home is maintained and well designed and located parking is provided for the accessory unit. A lot area per unit requirement of 5,000 SF should be established for two-family and multifamily properties with small dwelling units with two or fewer bedrooms.

Growth Areas

Village Expansion Area



1. **Vision** – This area evolves as a residential extension of the village with moderate density housing that has a “village character”.
2. **Allowed Uses** - Within these neighborhoods, a range of residential uses should be allowed including single-family and two-family dwellings, townhouses, and small multi-family buildings. The development of senior housing and retirement and eldercare facilities should also be allowed. In addition, accessory apartments should be allowed provided the residential character of the home is maintained. A limited number of nonresidential uses should be permitted including home occupations as well as small-scale professional offices, artist and craftsman studios, and antique dealers within a mixed-use building that fronts on School Street.
3. **Development Standards** – The basic development standards in these neighborhoods should be similar to the standards for the Village Expansion area with a basic 10,000 SF minimum lot size with publicsewerage with provisions for higher densities for projects that include small dwelling units. The standards should provide for a 20% density bonus for projects such as transfer of development rights from land in the Rural Area. Senior housing and eldercare and retirement facilities should be allowed at a density of up to 12-15 units per acre if served by public sewerage. The standards for this district should require that new residential projects be designed to have a pedestrian orientation and be linked to theVillage to the extent possible.

Inner Commercial Corridor



1. **Vision** – This area continues to function as an auto-oriented commercial strip but with improved aesthetics and pedestrian/bicycle facilities over time.
2. **Allowed Uses** – Within this corridor a wide range of nonresidential uses including retail, restaurant, office, service, wholesale, and light manufacturing as well as community uses should be allowed. In addition multifamily residential uses and dwelling units as part of a mixed-use building or project should be allowed.
3. **Development Standards** – The major focus of the development standards within this designation should be on the following areas:
 - Requiring the provision of pedestrian and bicycle facilities within a development and providing for the connection of those facilities to existing facilities along US Rt. 1B when feasible .
 - Requiring the development and/or retention of a vegetated buffer strip along the edge of the road right-of-way to separate the development from the public roadway corridor.
 - Limiting the placement of service and loading/unloading facilities on the front wall of the building or in the area between the building and the road and requiring that all storage facilities such as dumpsters or material stockpiles be visually screened from the public road.
 - Improving the standards for stormwater management including requiring the use of Low Impact Development (LID) Best Management Practices or similar techniques to reduce the quantity and improve the quality of stormwater discharges from sites.
 - Limiting the creation of additional curb cuts by encouraging common access points, interconnected parking lots, and shared driveways as appropriate.

The standards for residential uses should be the same as for the Village Expansion area including the provisions for density bonuses with development transfer.

Outer Commercial Corridor



1. **Vision** – This corridor continues to evolve as a lower intensity, mixed-use corridor which provides a visually attractive “gateway” to the community.
2. **Allowed Uses** - Within this corridor, all types of residential uses should be allowed including residential units in mixed-use buildings and accessory apartments in homes. The types of non-residential uses allowed in this area should include office, service, and community activities. Small-scale retail and restaurant uses should be permitted but should be required to meet design and performance standards. Small-scale research, light manufacturing, and similar uses should be allowed but only if they are fully enclosed and are not reliant on regular commercial truck traffic.
3. **Development Standards** - The major focus of the development standards within this designation should be on the following areas:
 - Requiring buildings to be located within reasonable proximity of the road with limited parking between the road and the front of the building. The maximum front setback should be 80-90 feet from the front property line. Not more than one double-loaded parking row should be allowed between the front of the building and the street.
 - Requiring the development and/or retention of a vegetated buffer strip along the edge of the road right-of-way to separate the development from the public roadway corridor, including along US Rt. 1B to provide a visual barrier from the road to any adjacent development.
 - Limit the size of non-residential buildings.
 - Limiting the placement of service and loading/unloading facilities on the front wall of the building or in the area between the building and the road and requiring that all storage facilities such as dumpsters or material stockpiles be visually screened from the public road.
 - Improving the standards for stormwater management including requiring the use of Low Impact Development (LID) Best Management Practices or similar techniques to reduce the quantity and improve the quality of stormwater discharges from sites.
 - Limiting the creation of additional curb cuts by encouraging common access points, interconnected parking lots, and shared driveways as appropriate.

The standards for residential uses should be the same as for the Residential Area designation.

Medical Area



1. **Vision** - Evolve with changing technology to provide and improve health care and assisted living to the mid-coast region.
2. **Allowed Uses** - All medical related uses and assisted living arrangements. These include actual traditional hospital facilities but also newer out buildings such as physical therapy or specialized professional offices and related equipment. A spectrum of related residential uses would continue to be allowed, including independent living, such as Schooner Cove as well as assisted living arrangements and nursing care facilities.

3. **Development Standards** - All new medical land uses are encouraged to do whatever it takes to provide a buffer around all new medical facilities so as to maintain a good neighbor relationship with all abutting residential properties, including properties across the Cove and River. Such measures include opaque perimeter buffering by evergreen vegetation, walls or fencing around the perimeter of the medical neighborhood to shield the visibility of the medical-related facilities from without.

The highly regulated medical field by the State Department of Health & Human Services (DHHS) and federal mandates on radiation, medical substances and wastes provide assurance to the Town of the good neighbor stance of Miles and related properties. If the medical neighborhood expands it is important that the Town's glare control regulations in the Site Plan Ordinance be followed as the outdoor lighting of larger hospital parking areas can be a source of light spill pollution to residential abutters.

Planned Business Park Area



1. **Vision** - This area develops as a well-planned business/industrial park that provides locations for the growth of local businesses.
2. **Allowed Uses** - A wide range of non-residential uses should be allowed in this area including light manufacturing, warehousing and distribution, wholesale trade, contractors, business offices, business services, and similar types of uses. Automotive service business should be allowed subject to design standards to assure that they are good neighbors. Business uses should be limited to those that do not create traffic.
3. **Development Standards** - The key focus of the development standards for this area should be a requirement for an overall conceptual development plan for an entire parcel prior to the development of a building. This conceptual plan should address the general pattern of use and development for the parcel, the overall vehicular circulation including access for commercial vehicles, provisions for utilities, and the protection of areas with development constraints or natural resource value such as wetlands. In addition, the standards for this area should include standards for stormwater management including requiring the use of Low Impact Development (LID) Best Management Practices or similar techniques to reduce the quantity and improve the quality of stormwater discharges from sites.

Residential Areas



1. **Vision** - These areas continue to be aesthetically pleasing, moderate-density residential neighborhoods.
2. **Allowed Uses** - The allowed uses should be similar to the uses currently allowed in the General Residential zone with provisions for accessory apartments in single-family homes.
3. **Development Standards** - The development standards should be similar to the current standards in the General Residential zone with provisions for 10,000 SF lots with public sewerage and 40,000 SF lots with on-site sewage disposal.

Rural Areas



1. **Vision** - The Town's rural areas should support four components that, taken together, would preserve the small town rural character of the Town.

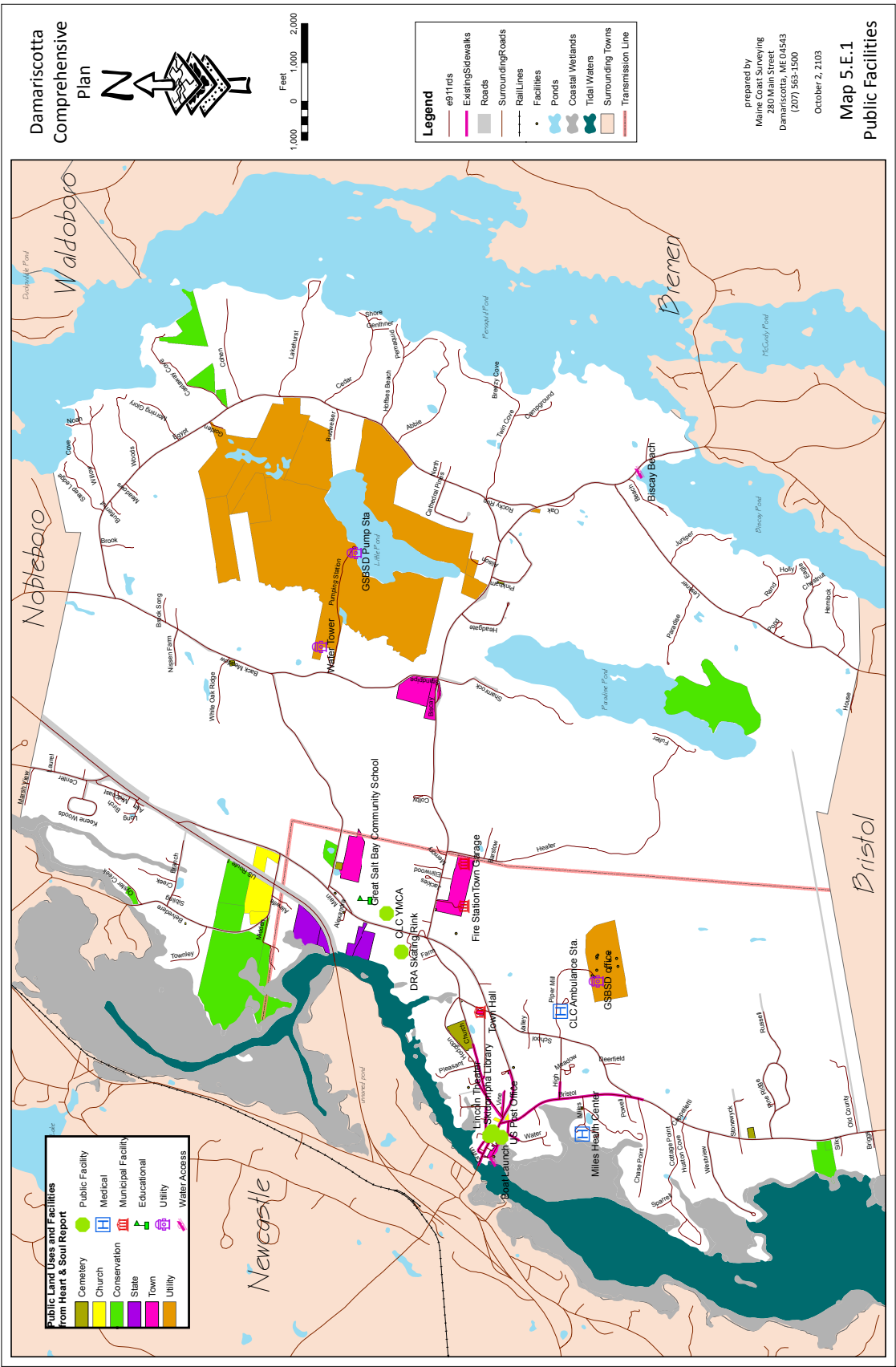
- a. Low Density Rural Housing – Isolated farm houses with barns or other houses and accessory buildings at scattered locations, some on large lots some not, perhaps on a back lot away from the road.
 - b. Working Rural Landscapes – Composed of forested land for production of paper pulp, wood fiber, wood fuel, board feet and other wood products. Also, hay land, pasture land and truck garden land for agricultural uses.
 - c. Lake and Pond Shorelines – Both summer and year-round cottages along the shorelines of Paradise, Biscay and Pemaquid Ponds with related recreational facilities such as beaches, docks, boat launches and the like.
 - d. Shoreland Zone Areas – Environmentally sensitive areas that provide wildlife habitat, pollution control such as wetland scrubbing of run-off water and rural beauty as well as peace and quiet. The State Shoreland Zoning Statute mandates protection of wetlands and shorelines of lakes, streams and rivers by an overlay district generally 250 feet back from the water. Within this 250 foot zone only compatible land uses are allowed at suitable densities and setback from the water's edge. This will continue throughout the planning period 2014-2024 and beyond.
2. **Allowed Uses** – The allowed uses should be similar to the uses currently allowed in the Rural zone including the option of landowners to enroll in current use taxation programs such as 'Tree Growth', 'Open Space' and 'Farmland' and other methods of conserving rural land and resources including conservation easements or transfer of development rights type programs.
 3. **Development Standards** – The development standards should be similar to the current standards in the Rural zone except for the street frontage requirements. The required minimum street frontages should be increased to 300 feet for lots that front on a collector road such as Standpipe Road, Biscay Road or Egypt Road and reduced to 125 feet for lots that front on minor or new subdivision roads to encourage development away from the frontage of the collector road network.

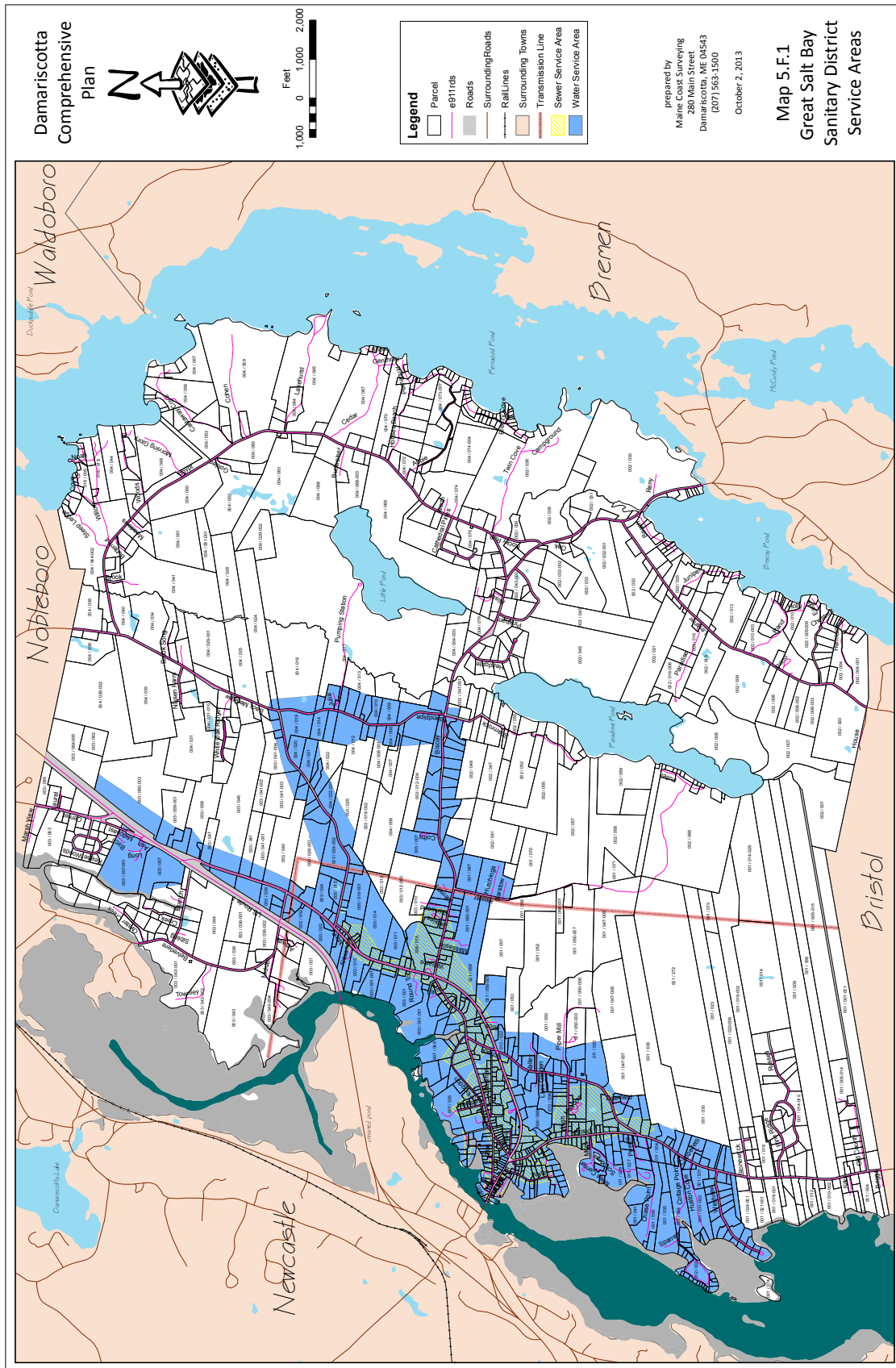
Maintaining the rural character of these areas while allowing more flexibility for landowners to provide housing for their children could be considered. One method would be the passage of a backlot provision for the rural areas allowing the creation of one or two lots to the rear of large lots using a common access driveway to the existing house along the road in the front and to the houses out behind.

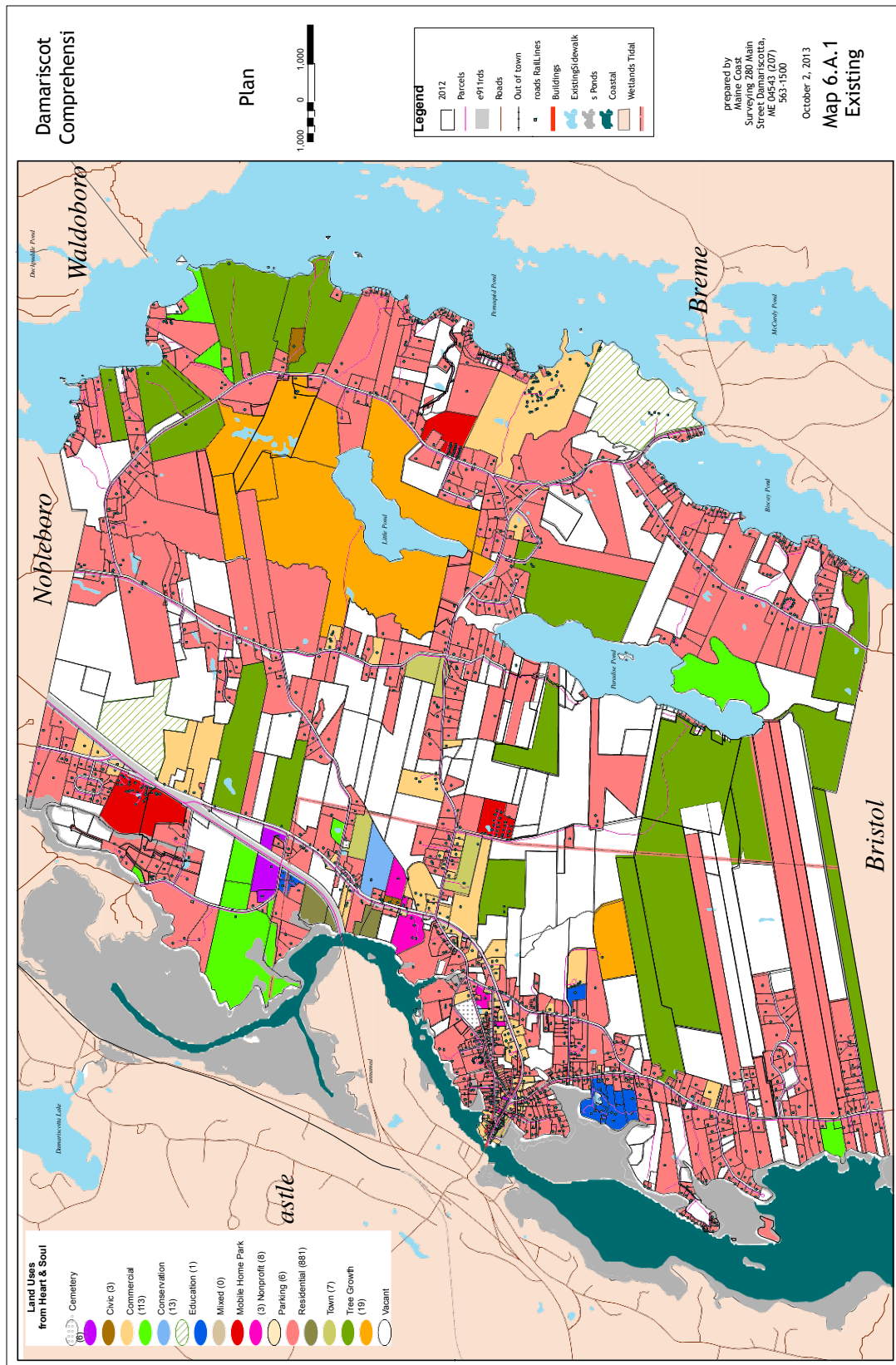
Encourage rural landowners to consider retaining their land in an undeveloped state either in the short term through participating in current tax programs or long-term through conservation easements or transferring the development rights. Such programs work by allowing developers owning land in the designated growth areas of town to purchase the development rights from rural landowners and apply those rights to being allowed higher density development, e.g. for retiree condos. The rural landowner realizes permanent conservation of her/his rural, usually resource protection type, land.

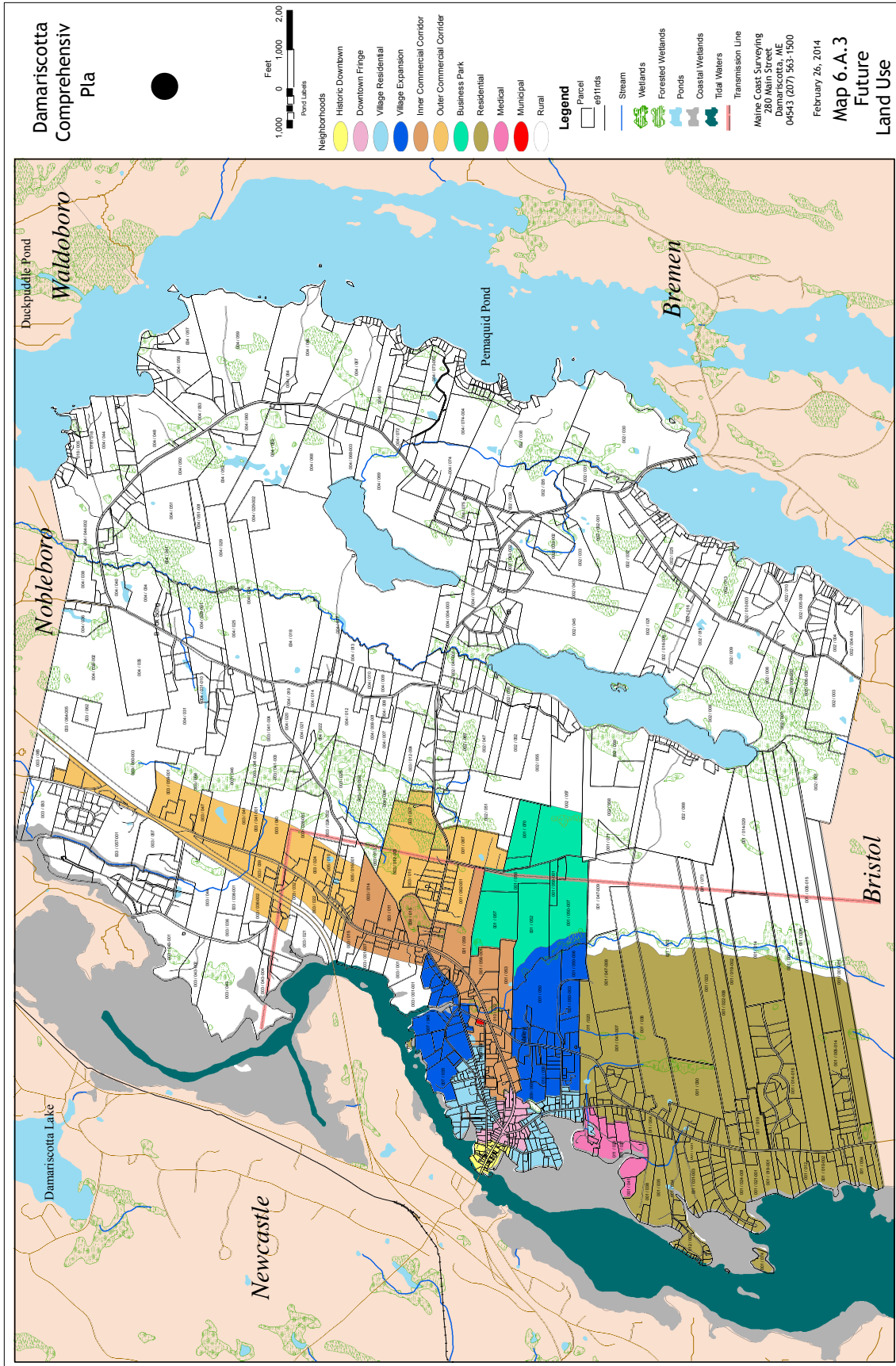
In addition to Transfer of Development Rights tools, the Town should also investigate Transfer of Development Fee programs. Instead of purchasing the development rights from rural land owners for increased density within the designated growth areas as would be allowed under A TDR ordinance, a TDR fee allows developers to pay a fee for increased density. The fees collected are then compiled and go to conservation efforts in the rural zone. Both TDR and TDR Fee tools can be effective approaches to directing both growth and conservation.

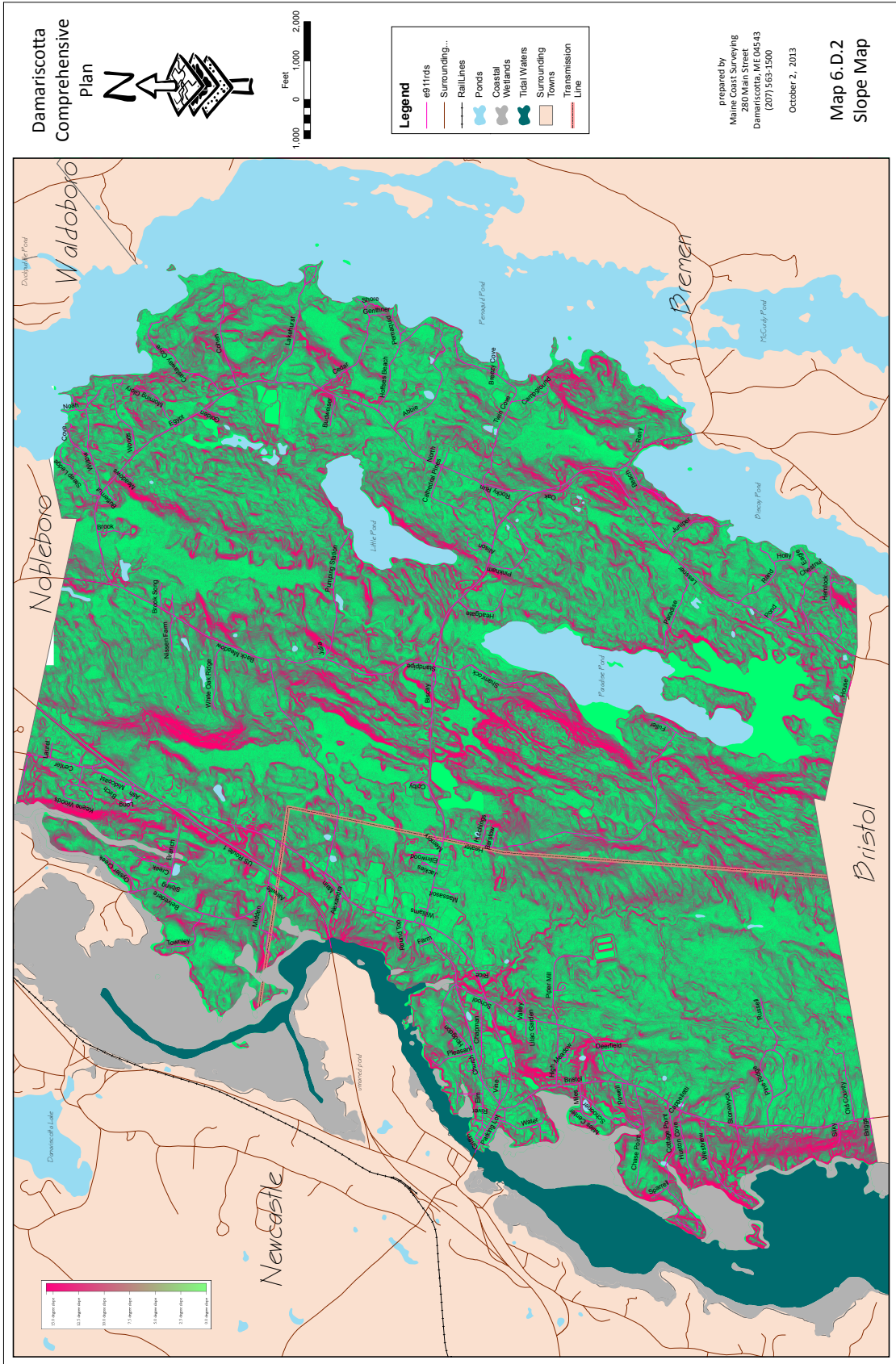












SECTION B: IMPLEMENTATION MAP

Chapter Three	Implementation Plan
Chapter Four	Regional Coordination
Chapter Five:	Capital Investment Strategy – Capital Improvement Plan

CHAPTER 3

IMPLEMENTATION

The townspeople's goals, strategies and land use plan for the community over the decade of 2014 to 2024 is laid out in Chapters Five and Six. These strategies and plan may be realized in a number of ways: in the form of zoning, land use and other new or amended ordinances; new, expanded or modified maps, programs, projects or follow-up plans; and capital improvements. This Chapter outlines the kind of implementation action required for each strategy, its priority, who is responsible for carrying it out and its funding source if any. The priorities for when an implementation action is to start are: High (2014 – 2017); Mid-Range (2018 – 2021); Long-Range (2022 – 2024); and Constant (2014 – 2024 and beyond). While some Implementation activities need to be started and finished before others can be done, others, for a variety of reasons, may continue into the next phase resulting in several or more implementation activities being conducted at the same time.

AREA	STRATEGY	IMPLEMENTATION POLICY	PRIORITY/ RESPONSIBILITY
OVERALL 2014 COMPREHENSIVE PLAN	1. Make the Comprehensive Plan a practical guide for directing town government in pursuing the town's goals and strategies for the period 2014 to 2024.	The Board of Selectmen shall have overall responsibility for implementing the Comprehensive Plan, appointing committees, and making other assignments of personnel to carry out aspects of the Plan. The Comp Plan progress review shall be part of the Selectmen's review for preparing each FY workplan.	Constant (2014 – 2024)
WATERFRONT	1. Create a Waterfront Project Committee to work with the town and Board of Selectmen. Purpose: Cooperate with non-town agencies in fundraising for these improvements. Produce a phased action plan to coordinate the sequencing of projects, waterfront branding, public information, fundraising, and project implementation oversight of the improvements.	Establish a Waterfront Project Committee to oversee implementation of the Shore & Harbor Plan between 2014 and 2024. Subjects to cover, but not limited to: budgets, new materials, storm surge, utilities.	High (2014 – 2017) <u>Funding:</u> Town operating budget

AREA	STRATEGY	IMPLEMENTATION POLICY	PRIORITY/ RESPONSIBILITY
WATERFRONT cont.	2. Use the Shore & Harbor Master Plan as the starting point. Plan and coordinate various projects so as to protect the historic qualities of the village while enhancing the waterfront parking lot into a multi- purpose park/parking area. (Refer to the Downtown Master Plan 2003, Heart & Soul Plan 2010, Pedestrian/ Bicycle Master Plan 2008, and the Gateway I Action Plan 2009 for additional projects.)	Waterfront Project Committee to develop a 10-year funding plan. For Selectmen consideration: projects for private fundraising, donor recognition, public and private grants, Damariscotta and surrounding town capital budget reserve funds for projects, Damariscotta Town bonds.	High (start 2014 – 2017) <u>Funding:</u> (Town Operating Budget, but possibly consultant with town Capital Budget)
	3. Conduct Brownfields assessment study of 2014 and pursue funding for any required mitigation measures needed at the waterfront parking lot.	Pursue Brownfield grants to study possible risk of toxic or hazardous materials.	High (start 2014 – 2018) <u>Funding:</u> Grant from Federal EPA and/ or state DEP
	4. Support the most recent iteration of the FEMA Flood Insurance Program rules as they apply to the downtown properties. Determine methods for hardening buildings to withstand sea- level rise and storm surge flooding over the next 50 years.	Conduct engineering study and report on options for floodproofing historic buildings abutting Waterfront Park. Responsibility for oversight: Road Commissioner, building owners, and ad hoc committee.	High (start 2014 – 2016). <u>Funding:</u> Coastal Grant, awarded in 2013.
	5. Cooperate with the Great Salt Bay Sanitary District in studying possible relocation of its sewer pump station from waterfront parking lot to an elevation above the projected 100-year sea- level-rise.	Road Commissioner and GSBSD will keep the Town updated on engineering designs and construction scheduling for harbor parking lot improvements.	High (2014 – 2017) <u>Funding:</u> Fundraising funds, possibly grants or loans with GSBSD funds. Fed EPA-Clean Water State Revolving Fund-loan/grant.

AREA	STRATEGY	IMPLEMENTATION POLICY	PRIORITY/ RESPONSIBILITY
WATERFRONT cont.	6. As funding sources become available, implement the Waterfront Project Committee's plan of park enhancement projects. Create pedestrian walkway via Taco Alley, shoreline boardwalk, pedestrian-scale lights, hardscaping including vegetated parking islands, pavers, and landscaping.	Seek approval of Maine DEP and Army Corps of Engineers five year permits for waterfront improvement projects in the shoreland zone and over navigable waters. Responsibility: Road Commissioner, CEO, Town Planner, possibly consultant. Waterfront park underground improvements: 1) stormwater facilities 2) GSBSD potable and sanitary pipes 3) electrical, data lines, and surface stubs 4) re-filling, re-grading, re-paving, and hardscaping the parking area surface. Responsibility: private contractor, Road Commissioner, CEO, GSBSD, possibly consultant	High (2014 – 2017 for information); but secure in 2019 for 2020 – 2024 period <u>Funding:</u> Private fundraising, grants, possibly Town Capital Budget, grants, bonds. Mid-term (2017-2020). <u>Funding:</u> Fundraising donations, Town capital budget, grants, bond, GSBSD Long-term: (start 2021 – 2024) <u>Funding:</u> Fundraising donations, Town capital budget, grants, bond.
	7. Cooperate with the landowners in the downtown area to explore expanded parking opportunities. Possibilities include indoor passenger waiting space, inter-state bus turn-out, local taxi/van facilities, a restaurant or rooftop café.	Conduct preliminary study of design and economics to assess feasibility.	Mid-term (2015-2018) <u>Funding:</u> Town will continue to look for grants.
INFRASTRUCTURE	1. The Town should coordinate with the State, Lincoln County, surrounding Towns, and business groups in seeking the installation of high-speed wide-band internet and cable services.	Create an Economic Development Committee to coordinate with other agencies in pursuing identified and emerging economic opportunities during the 2014-2024 decade.	Constant (2014-2024) <u>Funding:</u> Committee personnel are volunteers. Annual operating budget for Manager's staffing.
	2. Expand availability of utilities to support the needs of existing and new business.	Town Manager and Economic Development Committee work with utility companies (e.g., a new Business Park east of Damariscotta Hardware).	

AREA	STRATEGY	IMPLEMENTATION POLICY	PRIORITY/ RESPONSIBILITY
	3. In conjunction with the Great Salt Bay Sanitary District (GSBSD), target extensions according to Future Land Use Plan (FLUP).	With GSBSD, Selectman representative, Town Manager, Road Commissioner, Planner, CEO, and citizen representative convene an ad hoc work group to develop a Damariscotta public water and sewer main extension program.	On-going (2014 - 2024) <u>Funding:</u> Grant(s)
	4. Use data from the 2014 Midcoast Rt. 1 Corridor Management Plan prepared by the Lincoln County Regional Planning Commission (LCRPC) as a guide for additional infrastructure goals.	Work with LCRPC and ME DOT to implement the local road safety goals.	Mid-Long term: 2017-2024 <u>Funding:</u> grants LCRPC, MEDOT and Town
REGIONAL AND LOCAL ECONOMY	1. Maintain Village Main Street as the historic center of the community.	Selectmen shall appoint an Economic Development Committee. Economic Development Committee and the town Planner shall research economic development opportunities. Report to Selectmen.	Constant (2014 - 2024) <u>Funding:</u> Committee personnel are volunteers. Annual Operating Budget for Planner staffing.
	2. Maintain Lincoln Theater and Skidompha Library as anchor buildings in historic downtown recognizing they are principal community assets in supporting the economy.		
	3. Encourage organizing an Economic Development Committee to pursue economic development initiatives. Expand the local economy and tax base to minimize tax burden.		
	4. Cooperate with Newcastle in exploring joint ventures (e.g., development of the Newcastle RR station as a multi-modal transportation center and a joint incubator economic park for local entrepreneurial start-ups).	Pursue enumerated Comprehensive Plan strategies for: rail and tourist transportation, Village streetscape, amendments of land use ordinances, waterfront park, business park, and broadband internet service.	Constant (2014 - 2024) <u>Funding:</u> Committee personnel are volunteers. Annual Operating Budget for Planner staffing.
	5. Strive to provide the latest high speed broadband and universal wireless telecommunication access to support business both office and store front along with home based economy.		

AREA	STRATEGY	IMPLEMENTATION POLICY	PRIORITY/ RESPONSIBILITY
	6. Coordinate with Main Street (US Rt 1B) businesses so as to enable this corridor to become more aesthetically compatible with the small town character of Damariscotta.		
POPULATION AND DEMOGRAPHICS	1. Encourage new commercial or residential growth in areas suitable for development, including new or expanded commercial buildings on Main Street (US Rt 1 B). Simultaneously protect those areas that contribute to the small town character of the historic downtown, harbor, Village, and rural conservation areas.	An appointed Land Use Ordinance Committee staffed by the town Planner shall review the town's land use, zoning ordinances, and make recommendations for amendments based upon the FLUP and pertinent Plan goals and strategies.	High (2014 - 2017) <u>Funding:</u> Committee personnel are volunteers. Annual Operating Budget for Planner staffing.
	2. Strive for and expand full utilization of the historic buildings along downtown Main Street for multi-uses: residential, office, retail, restaurants, and entertainment venues.	Invite the Historic Society to work with the Land Use Ordinance Committee to review model historic district ordinances for the National Register of historic Places (NRHP) buildings downtown. Hold meetings with the building owners to determine the benefits and costs of an overlay ordinance for Damariscotta and the willingness of the owners to support some form of historic district ordinance.	Mid-Range (2016 - 2021) <u>Funding:</u> Committee personnel are volunteers. Annual Operating Budget for Planner staffing.
HOUSING	1. Support the small town character of Damariscotta by being proactive in informing owners of older houses in ways of securing state and federal grants and loans to preserve these homes.	Town Planner annually review all the federal, state, and private options available for informing those who wish to maintain their homes for aging in place. Prepare synopsis for the Town Newsletter, inclusion with the property tax bill, Town Clerk's front counter, and local newspapers. Town Planner and assessor be available to assist local homeowners in pursuing options.	Constant (2014-2024) <u>Funding:</u> Town Annual Operating Budget
	2. Explore state financial mechanisms to assist those who wish to stay in their residences.		

AREA	STRATEGY	IMPLEMENTATION POLICY	PRIORITY/ RESPONSIBILITY
HOUSING cont.	3. Encourage more marketplace value housing (e.g., garden apartments, townhouses, cluster planned unit developments, condos, apartments and assisted living choices).	Land Use Ordinance Committee and Town Planner shall review the town's land use and zoning ordinances. Based upon the FLUP, recommend amendments to allow aging/ living-in-place and more dense housing options.	High (2014 – 2024) <u>Funding:</u> Town Annual Operating Budget
	4. Encourage ordinance review to allow denser housing development in appropriate areas to permit people to move into or remain in town.	Land Use Ordinance Committee and Town Planner shall review the town's land use and zoning ordinances. Based upon the FLUP recommend amendments to allow aging/ living-in-place and more dense housing options.	
EDUCATION	1. Enhance the availability and quality of job training and life-long learning opportunities.	Selectmen assign an ad hoc group of townspeople. Invite representatives from AOS 93, GSB School, Lincoln academy, Adult Education, Voc-Tech, Midcoast Community College, and Senior College to at least an annual meeting. The Town shall seek opportunities to support education, especially job training and lifelong learning.	Constant (2014– 2024) <u>Funding:</u> Town Annual Operating Budget
	2. Support quality of life for retirees by reviewing options for senior college programs.		
TRANSPORTATION	1. As public or private funding sources become available, implement the 2008 Master Pedestrian/ Bicycle Plan on extending sidewalks northward on Church Street and Main Street (US Rt 1B) to the GSB School and southward along Bristol Road (RT 129) to Lincoln Health Hospital. Include sloped curbing where appropriate, attendant stormwater, and esplanade/ street tree facilities.	Town Manager and Planner remain vigilant on grant and loan opportunities from MaineDOT and other sources in making applications for identified comprehensive plan and emerging transportation related projects.	Constant (2014– 2024) <u>Funding:</u> Town operating budget, grants

AREA	STRATEGY	IMPLEMENTATION POLICY	PRIORITY/ RESPONSIBILITY
TRANSPORTATION cont.	2. Implement 2008 Master Pedestrian & Bicycle Plan, 2010 Heart & Soul, and 2009 Gateway I Plan as they pertain to sidewalks, pathways, Main Street parks, and bicycle facilities such as sharrows (bike lane designations).		
	3. Coordinate with Maine DOT in designing 'context sensitive' improvements in the Main Street (US Rt 1B) corridor. Of primary concern is to facilitate safe and efficient traffic flow at the School Street/Main Street (US Rt 1B) intersection while preserving the existing scale and character of this locale.	In preparing grant and loan applications for road projects, Town Manager, Planner, and Engineer shall consider 'context sensitive' and 'complete streets' designs compatible to our small town character. Promote more safe pedestrian and bicycle mobility.	Constant (2014-2024) <u>Funding:</u> Town operating budget.
	4. Where feasible, consider the concept of 'Complete Streets'*, and its role in meeting the needs of the town. *Streets designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.		
NATURAL & MARINE RESOURCES Natural and Critical Resources	1. Stay current on new methods for wetland protection. Strive to adopt local LID (low impact development) measures.	Land Use Ordinances Committee with Town Planner study and fashion model ordinance language for LIDs (such as vegetated catch basins) for possible inclusion in the Site Plan and subdivision ordinances.	Long-Range (2022 - 2024) <u>Funding:</u> Town operating budget.
	2. Use the results of state and non-profit agency programs and studies to improve water quality for all natural bodies of water.	Town Planner and CEO periodically monitor the results of federal, state, and local environmental agencies programs. Seek information for implementing new or revised environmental quality programs. Report opportunities to the Selectmen for decisions on how to cooperate.	Constant (2014-2024) <u>Funding:</u> Town operating budget, grants.
	3. Incorporate any updates from the State Shoreland Zoning regulations.		

AREA	STRATEGY	IMPLEMENTATION POLICY	PRIORITY/ RESPONSIBILITY
Marine Resources	4. Cooperate with DEP to monitor and maintain water quality. Work toward eliminating the three remaining private overboard wastewater discharges into the Damariscotta River at Houston Cove.	Road Commissioner, Planner, and CEO periodically monitor state agency programs and seek information in cooperation in implementing new or revised environmental quality programs. Report opportunities to the Selectmen for decisions on cooperating.	Constant (2014–2024) Funding: Town operating budget.
	5. Cooperate with the Maine DMR (Department of Marine Resources) in programs to monitor and preserve healthful and productive clam flats.	If for any reason snow dumping from the harbor parking lot becomes untenable, Road Commissioner convene ad hoc group to find an alternative dump site. Associated costs shall be presented to the Selectmen.	
	6. Cooperate with and encourage the State DMR, Maine DEP, the IF&W (Dept. of Inland Fish and Wildlife), and other state, federal, and non-profit research agencies in their local studies and field monitoring of pollutants. Cooperate fully with programs to mitigate green crab population explosion.		
	7. Cooperate in programs that monitor hydro-carbon pollutants from snow dumping at river access points to alleviate negative effects on downstream aquaculture.		
Storm Surge & Sea-Level Rise	8. Cooperate with the Maine Floodplain Management Program in instituting updated FEMA floodplain insurance program requirements. The Town's property owners shall be apprised of updated floodproofing techniques within the Town's Floodplain Management Ordinance.	Town Planner and CEO periodically monitor the State Floodplain Management Agency for updates of programs on floodproofing, flood mitigation, and flood preparation. Report opportunities to the Selectmen for decisions on cooperating. Physical on-site floodproofing of	Constant (2014-2024) Funding: Town operating budget

AREA	STRATEGY	IMPLEMENTATION POLICY	PRIORITY/ RESPONSIBILITY
Storm Surge & Sea-Level Rise cont.	9. Work with the Maine Floodplain Management Agency, property owners in the Village, potential public and private grantors, and donors. Review ways to flood-harden the historic buildings in the village to withstand future higher elevation flooding and remain habitable.	buildings abutting Waterfront Park based on the Coastal Grant (2014). Responsibility: building owners with oversight by the Road Commissioner and CEO. Town to document flood protection activities (written by Town Planner).	Mid-term (2015 – 2018) <u>Funding:</u> Private building owners offset by possibly lower flood insurance premiums.
	10. Work with Lincoln Health-Miles Campus on the planning and design of Miles Road and other accesses for emergency vehicles during future higher flooding.	CEO, Road Commissioner, Manager, and Planner meet, as needed, with the Lincoln County EMA Director, Fire, Police Chiefs, and Miles staff on any updates to the county and town plans on emergency response protocols, emergency routes, and emergency shelter. Report back to the Selectmen.	Constant (2014– 2024) <u>Funding:</u> Town operating budget
	11. Work with Maine DOT, Lincoln County EMA, Newcastle, Bristol, and Bremen to plan and put in place emergency routes for times of high flooding.	Place all EMA documents relevant to Damariscotta on the Town website.	Town manager and EMA staff
AGRICULTURAL & FORESTRY RESOURCES	1. Review the Land Use Ordinances for farmer's markets, farm stands, accessory farm buildings, and related structures or equipment.	Land Use Ordinances Committee review of the Land Use Ordinances and provide recommended updates to the Planning Board and Selectmen on better language for supporting farmer's markets, farm stands, and other farm related activities.	Long-Range (2022 – 2024) <u>Funding:</u> Town operating budget.
	2. Remain current with best management practices for pesticide and herbicide use. Mitigate possible negative side effects from land owners upon their neighbors. Study and apply the Maine 'Right to Farm' Statute before conflicts arise.	Land Use Ordinances Committee and Town Planner review the state herbicide and pesticide regulations and provide any recommended updates to the Planning Board and Selectmen on better language for revising any town ordinances.	Mid-Range (2016 – 2018) <u>Funding:</u> Town operating budget.
	3. Study the benefits of the 'Open Space', 'Tree Growth', and property tax options for landowners to help preserve farmland and forested land in balance with economic development policies.	Assessor make available with the town property tax bill, any new information about current use taxation programs, 'Tree Growth', and 'Open Space'.	

AREA	STRATEGY	IMPLEMENTATION POLICY	PRIORITY/ RESPONSIBILITY
HISTORIC, CULTURAL & ARCHEOLOGICAL RESOURCES	1. Explore with owners of historic buildings the benefits and costs of a town historic district and artifacts ordinance. Help preserve historic facades. Facilitate State historic tax credits and grant benefits. Pursue additional financial opportunities as they present themselves.	Town Assessor and Planner, along with the historic district committee, research the state historic building tax credit program. Present findings in public meeting(s) to potential historic district building owners. Explore historic tax credits to help floodproof Main Street buildings.	Long-Range (2022 – 2024) <u>Funding:</u> Townoperating budget.
	2. Work with local landowners to facilitate academic research related to archeological digs in Town.	CEO, Town Planner, and Planning Board consult the Town Archeological Map from the Maine Historic Preservation Commission (MHPC) when development proposals are made, especially on the River and pond shorelines.	Constant (2014– 2024) <u>Funding:</u> Townoperating budget.
RECREATION & OPEN SPACE	1. Pursue grants and other funding for Brownfields assessments of the old town dump and harbor parking lot for remediation needs to enable future redevelopment and recreational uses.	An ad hoc committee will oversee results of the Coastal Communities Grant (2014) on the study of Main Street buildings facing the harbor parking lot with respect to sea-level and storm surge flood damage.	HighandConstant (2014 – 2024) <u>Funding:</u> Townoperating budget
		Brownfields study of harbor parking lot and former town dump.	
		Invite DRA to meet with waterfront committee on designing a riverwalk.	
		After Brownfields assessment, pursue funding for any required mitigation measures.	
		Cooperate with the DRA in pursuing design, engineering, and funding for its Riverwalk from DRA at Great Salt Bay to the Waterfront Park.	
		After Brownfields assessment and any resulting required mitigation measures at the former town dump, pursue funding to create and maintain the public outdoor recreational facilities.	
		Discover additional passive recreational uses of DRA, PWA, GSB School, and YMCA land.	

AREA	STRATEGY	IMPLEMENTATION POLICY	PRIORITY/ RESPONSIBILITY
FISCAL CAPACITY	1. Balance growth areas in the town's future land use pattern to provide more tax producing commercial and multi-unit residential development. Maintain tax exempt properties for historic preservation, environmental quality conservation, medical, cultural, scientific, and arts benefits to the townspeople.	Budget Committee, Town Manager, and Selectmen maintain the favorable ratio of borrowing to the Town's operating budget and assessment. However, when other sources for funding are not available for critical items identified in the 2014 Comprehensive Plan, exercise the borrowing ability conferred by the town's favorable financial position.	Constant (2014-2024) <u>Funding:</u> Town operating budget.
	2. Continue to seek grants and support private fundraising to optimize expenditure of town matching funds for waterfront and other planned community improvements identified in the Comprehensive Plan.		
	3. Maintain annual contribution to the Town's Reserve Accounts for planned capital expenditures. This will keep the very favorable bond-borrowing rating for when Town Meeting does seek borrowing for special projects approved in the Comprehensive Plan and CIP (Capital Improvement Plan).		

Chapter 4

REGIONAL COORDINATION

Damariscotta exists as an integral part of the Midcoast region with numerous ties to surrounding towns. Thus many of the issues facing the Town over the 2014-2024 decade will also exist across town boundaries prompting regional cooperation if mutually beneficial ways are to be pursued in addressing them.

This chapter summarizes the existing cooperating agencies. It also identifies a number of issues affecting Damariscotta that could be addressed through new regional cooperation.

A. EXISTING REGIONAL COORDINATION

1. Public Education

Damariscotta constitutes about 18% of AOS 93 regional school district pupils which includes Bremen, Bristol, S. Bristol, Newcastle, Jefferson, and Nobleboro. Great Salt Bay Elementary School serves Damariscotta, Newcastle, and Bremen. Among several surrounding public high schools, most Damariscotta students go to Lincoln Academy in Newcastle. Midcoast Community College at Brunswick Landing provides post-secondary education. Continuing retiree education college courses are located in Thomaston.

2. Great Salt Bay Sanitary District (GSBSD) – Water Supply

GSBSD water mains serve the urbanized west side of Damariscotta extending northward from the Village up Rt 1B to beyond GSB School and southward along Bristol Road to Westview Road. It also extends across the river serving Newcastle Village, the Academy Hill area, and up to Damariscotta Mills in Nobleboro.

3. Great Salt Bay Sanitary District (GSBSD) – Sewer System

Sewer mains extend outward from the Village but within a more compact area: from Back Meadow Road moving north and the Bristol Rd/School Street intersection moving south. Another sewer main extends across the River to Newcastle to serve the Village, Lincoln Home, and Academy Hill neighborhood. Damariscotta also benefits from the Lincoln County Solid Waste recycling facility in Wiscasset with a local transfer station in Nobleboro.

4. Nonprofit Organizations

The Damariscotta/Pemaquid Peninsula and surrounding Midcoast region is extraordinarily blessed with many nonprofit organizations serving scientific, cultural, educational, artistic, craftspeople, and recreational interests. The Damariscotta River Association (DRA) is a land trust for the towns bordering Great Salt Bay and the Damariscotta River. It participates in scientific, environmental, and cultural/recreational programs at their RoundTop Farm headquarters. Pemaquid Watershed Association (PWA) likewise engages in the watershed land trust, scientific, educational and recreational pursuits. The Darling Marine Center (part of University of Maine) in Walpole and the

Bigelow Laboratory in Boothbay provide opportunities for participating in world-class marine scientific research. TVA (Twin Villages Alliance: Newcastle and Damariscotta) and the Damariscotta Region Chamber of Commerce support existing regional businesses and foster new economic activities. The Lincoln County YMCA, located in Damariscotta, provides numerous indoor recreational activities. River Arts, the Da Ponte String Quartet, and the Salt Bay Chamber Fest are examples of graphic and musical arts based in the Damariscotta area. The Skidompha Public Library provides services to print and electronic readers in addition to offering a meeting space for a myriad of literary and cultural groups. The for-profit Lincoln Theatre provides a performance stage and a cinema which includes a venue for Metropolitan Opera events.

5. Transportation Planning

Damariscotta coordinates with Newcastle on multiple, mutually beneficial major events/projects, (e.g., planning sidewalk and bicycle facilities, the recent revival of railroad service to the Newcastle Railroad Station, and summertime trolley service between the Station, Damariscotta Harbor- Waterfront, Pemaquid Peninsula, Boothbay, and Boothbay Botanical Gardens.

Along with Edgecomb, Newcastle, Nobleboro and Waldoboro, Damariscotta participated in the 2014 Midcoast Route One Corridor Management Plan referenced in Chapters 5 and 7 and Volume II of this Comprehensive Plan.

6. Service Center Town

Damariscotta is a State designated Service Center Town providing shopping, professional services, employment, cultural, arts & crafts, educational, and recreational opportunities to six surrounding towns: Nobleboro, Bremen, Bristol, S. Bristol, Newcastle, and Jefferson.

7. Regional Planning Organizations

Damariscotta is an enthusiastic member of the Lincoln County Regional Planning Commission (LCRPC, a source of information on State GIS, sea-level-storm surge mapping, MaineDOT information and grant opportunities from the federal and state levels). In 2014 LCRPC assisted the Town in securing a coastal grant to hire a consulting engineer. The purpose being to study alternative floodproofing options for the historic brick buildings abutting the flood prone municipal parking lot.

Midcoast Economic Development District (MCEDD), a federally funded source for grants and economic development projects, is headquartered in Damariscotta Village. Recent cooperation includes the Town's request for the subsurface and surface waterfront renovation projects. These are Comprehensive Economic Development Strategies (CEDS) from MCEDD that, if successful, would enable them to be eligible for federal funding.

B. ISSUES OF REGIONAL CONCERN

1. Economic Development

Pursuing our resident's goal of becoming 'better' not 'bigger' provides challenges to a service center such as Damariscotta. Without becoming 'bigger', the quandary is how does the Town grow its employment opportunities around their three business districts: downtown Village, LincolnHealth complex, and Rt 1B/Hannaford area? By sharing a few of our projects with the surrounding towns not only does Damariscotta move forward, so do our neighbors. Joint ventures might include: housing needed for retail and service workers, installation of three-phase electrical for local manufacturing, and continual state-of-the-art status of internet facilities.

The 2014 Comprehensive Plan calls for strengthening the existing cooperation between Newcastle

and Damariscotta, (which includes shared public works personnel, equipment, public water, and sewer utilities), into possibly shared economic development endeavors. One example: Damariscotta providing extended GSBSD water and sewer lines to a bi-town economic development park.

2. Cultural Facilities

While Damariscotta hosts many of the region's nonprofit, cultural, educational, recreational, and medical facilities, these venues are also exempt from the Town's property taxation. Hence there is a need to encourage for-profit commercial/taxable properties so that the Town may receive sufficient income to provide reasonably for its public services which these nonprofits also use. The Town needs to expand the tax base within the parameters of the FLUP (Future Land Use Plan) of the 2014 Comprehensive Plan.

3. Tourism and the Scenic Quality of the Pemaquid Peninsula

The major scenic assets of the Damariscotta estuary, Great Salt Bay, river and harbors are located throughout the Peninsula towns. Visitors are attracted to these assets as a whole. The TVA, Chamber of Commerce, and towns of Newcastle and Damariscotta have made a promising start on promotion of the region's tourist attractions. Cooperation on renovating the shared Newcastle/Damariscotta harbor waterfront into a gateway for the peninsula is underway along with the renovation of the Newcastle Railroad Station. Summer 2014 is to be the first time local trolley service from the railroad station to points throughout the Peninsula and over to Boothbay is being tried. These and other tourist programs by the Chamber, TVA and the regional towns is a more promising way forward.

4. Environmental Quality

Maintenance of water quality is of utmost importance to both tourist/recreational use for the entire Damariscotta River estuary in addition to the economically important local aquaculture industry. In 2014 the DRA acquired funds for an experimental program to eradicate green crabs in the Great Salt Bay where important eel grass beds and horseshoe crabs reside. If the pilot program on harvesting and processing the green crab into mulch is successful, the program would likely be extended throughout the estuary, perhaps the Midcoast and beyond. The town should be aware of important advancements such as this so as to capitalize upon them. Could the group of estuary town combine to seek grants and other funding to purchase the green crab harvesting equipment, provide space for its storage, and mulch or otherwise process the green crabs? The equipment could be rented at cost to any fishermen who would undertake the harvesting and processing with any profit going to the fisherman. These environmental resources cross town boundaries and their management would be better undertaken by the various communities. The Town, as outlined in the 2014 Comprehensive Plan, will need to conscientiously stay abreast of advancements and opportunities to cooperate with other entities in environmental quality study and maintenance. These include agencies such as DMR, DEP, EPA, Army Corp of Engineers, Darling Marine Center, and Bigelow Labs.

5. Transportation Issues

Implementation of the 2014 Comprehensive Plan's sidewalk, trails, and riverwalk will likely induce more local bicycle riding overall. Coordination with the adjacent towns in these extensions may become more relevant. Plans to extend sidewalks outward from the harbor waterfront northward to the GSB School, southward to Miles Hospital, westward to Newcastle village, Academy Hill and Lincoln Academy, and eastward to the East Coast Greenway and Bremen may prompt cooperative planning with these neighboring towns, County, and State.

Chapter 5

CAPITAL IMPROVEMENT PLAN

The Capital Improvement Plan (CIP) is not a budget or an ordinance. The CIP simply lays out those desired actions that involve funding that the townspeople have indicated they would like to see over the next ten years. Some actions require no more funds than are already part of the Town's operating budget, while other actions would require more funding than in the operating budget. This Comprehensive Plan is committed to not burdening the tax payer beyond the current range of property taxes. This CIP relies upon seeking grants, donations, private donations and gifts, long-term capital reserve accumulation of funds at on-going levels and debt service obligations at on-going levels. As the above types of funds may become available, the following planned capital improvements would be considered for presentation to the townspeople for their possible vote to proceed or not. Some activities, for example flood hardening historic downtown buildings abutting the harbor parking lot, would likely be the responsibility of the private building owners to pursue or not. But the Town would be cooperative, for instance, in seeking grants or creating a historic district to enable building owners to seek state and federal tax credits for their flood hardening expenses.

CAPITAL IMPROVEMENT	INITIAL FISCAL YEAR	RESPONSIBLE/ESTIMATED AMOUNT	PLANNED FUNDING SOURCE
WATERFRONT			
Waterfront Project Comm. (WPC)	FY 2014	Selectmen/\$20,000	Operating Budget
Brownfields assessment, Municipal parking lot and abutting buildings	FY 2014	Road Commissioner (RC), Code Enforcement Officer (CEO), Waterfront Project Committee (WPC)/\$20,000	Seek EPA grants
FEMA Community Rating System (CRS) for potentially lower flood insurance costs	FY 2014	WPC, CEO, RC/\$25,000	Coastal Grant - \$20,000 Town Budget - \$5,000
Waterfront park underground improvements, fill, utilities, re-grading with GSBSD	FY 2014-19+	WPC, CEO, RC, GSBSD, Consultant/\$813,500	Private fundraising, grants, Townbonds, and capital reserves
Waterfront restrooms and Visitor Center	FY 2016-17+	WPC, CEO, RC, GSBSD, Consultant/\$200,000	Private fundraising, grants, municipal parking lot reserves

CAPITAL IMPROVEMENT	INITIAL FISCAL YEAR	RESPONSIBLE/ESTIMATED AMOUNT	PLANNED FUNDING SOURCE
INFRASTRUCTURE			
Create Town Economic Development Committee (EDC)	FY 2014	Town Manager, Comprehensive Plan committee members, residents, Chamber of Commerce, Twin Village Alliance/\$20,000	Town operating budget, private donations
3-phase power to Hodgdon Yachts and new business park	FY 2022	Town Manager, CMP, EDC/\$0	CMP, private rate payers
Capital recovery program for utility expansion by private sector	FY 2022	EDC, GSBSD, Town Manager, Planner/\$5000	Town operating budget for Town staff
Chapman St neighborhood infrastructure: storm drainage, sidewalks, etc.	FY 2014	Town Manager, DPW, Consulting Engineer, MDOT/\$736,000 (firm)	DOT grant, Else Fund, sidewalk and paving reserves
Bristol Road sidewalk and drainage project	FY 2015	Town Manager, DPW, Consulting Engineer, MDOT/\$452,620 (firm)	DOT grant, Else Fund, sidewalk and paving reserves
Sidewalk projects: Elm and Theater Streets, Miles Road	FY 2015-19	Town Manager, DPW, Consulting Engineer, MDOT/\$146,000 (firm)	Else Fund, sidewalk reserve, grant funding application
Main Street sidewalk: Coastal Marketplace to Church St to School St.	FY 2018	Town Manager, DPW, Consulting Engineer, MDOT/\$500,000 (firm)	MDOT grant (\$400K), Town reserves (\$100K)
REGIONAL & LOCAL ECONOMY			
Study ways to increase tax base to support parks, culture, and open space.	FY 2022	EDC, Planner report to Selectmen/\$5000	Town operating budget for staff
North Main Street (US Rt 1B) enhancement toward village character	FY 2022	Land Use committee, Planner, business volunteers/\$5000	Town operating budget for staff
Joint venture: with Newcastle for RR station, LCRPC	FY 2014	EDC, Town Manager, TVA, Chamber of Commerce/\$5000	Town operating budget for staff
POPULATION & DEMOGRAPHICS			
Land Use Ordinance Committee To study and implement FLUP	FY 2014	Appointed by Selectmen staffed by Planner/\$10,000	Town operating budget for staff
Historic District Committee budget to create Village Historic District	FY 2018	Committee appointed by Selectmen, Historical Society, Planner/\$5000	Town operating budget for staff

CAPITAL IMPROVEMENT	INITIAL FISCAL YEAR	RESPONSIBLE/ESTIMATED AMOUNT	PLANNED FUNDING SOURCE
HOUSING			
Programs for alternatives to age- in-place; downsized housing	FY 2014	Land Use Committee, Planner/ \$10,000	Town operating budget for staff over 10 years
TRANSPORTATION			
Implement Pedestrian, Bike, Heart & Soul, Shore & Harbor and Midcoast Rt 1 Corridor Plans	FY 2014+	Town staff to seek grants for implementation/\$1mil+	Seek MDOT grants, private trusts & other funding
Incorporate 'complete streets' concepts for Route 1 corridor	FY 2014+	Aesthetic improvements for pedestrian and cyclist mobility/\$0	Town operating budget for staff over 10 years
Context sensitive designs for Main Street (US Rt 1B) corridor with MDOT	FY 2014+	School Street/Rt 1B intersection and other corridor projects/\$0	Town operating budget for staff over 10 years
Road repaving: Lessner, Back Meadow, Heater Roads	FY 2015-19	Dept. of Public Works/\$392,000	Paving reserves
NATURAL & MARINE RESOURCES			
Cooperate in programs that mitigate green crab infestation	FY 2014+	Harbor Master, shellfish committee, DPW, BoS, DRA \$?	Town operating budget for staff and potential grants
STORM SURGE & SEA LEVEL RISE			
Flood harden historic Main Street buildings	FY 2018	Building owners, DPW, CEO, expert contractors/\$1mil+	Town operating budget for staff plus private monies
Emergency routes and accesses for high flood events	FY 2014+	Lincoln County EMA, Lincoln Health, surrounding towns/\$50,000+*	Town operating budget *Miles for Miles road fix
HISTORIC, CULTURAL, & ARCHEOLOGICAL RESOURCES			
Explore new Historic District for federal and state tax credits for building owners to renovate and flood proof	FY 2021	Historic District Committee, Planner, building owners/\$ see Storm Surge/SLR above	Private building owner tax rebates - lessens cost of floodproofing and renovation projects

CAPITAL IMPROVEMENT	INITIAL FISCAL YEAR	RESPONSIBLE/ESTIMATED AMOUNT	PLANNED FUNDING SOURCE
RECREATION & OPEN SPACE			
Brownfield assessments of municipal parking lot abutting historic village and former Town dump site	FY 2014+	Planner, Waterfront Committee, Ad hoc committee, DPW/\$50,000	EPA Brownfields grants, State grants
Develop former Town dumpsite into outdoor recreational facility	FY 2021	Ad hoc committee, Planner, DPW/\$200,000 est.	Town capital reserve fund, LWCF, other state and federal grants
Riverwalk from Damariscotta harbor to DRA and along GSB shoreline	FY 2021	DRA, Ad hoc committee, CEO, landowners, Planner/\$250,000 est.	DRA fundraising, LWCF, other state, federal and private grants
PUBLIC FACILITIES			
Fire station improvements	FY 2014-19	Fire Department/\$166,000 firm	Fire Dept. Capital reserve fund
Fire apparatus replacement	FY 2014-19	Fire Department/\$735,000 firm	Fire truck reserves
Fire equipment replacement	FY 2015-19	Fire Department/&50,000 firm	Fire equipment reserve fund
New police cruiser	FY 2016-18	Police Department/\$40,000 firm	Police vehicles reserve fund
Municipal building	FY 2014	Town manager/\$10,500	Municipal building reserve
New highway truck	FY 2019	Department of Public Works/\$70,000 firm	Highway truck reserves
Highway equipment salt & sand shed	FY 2014-19	Department of Public Works/\$29,000 firm	Highway equipment reserves, sand/salt shed reserves
Cemeteries and Walpole arch	FY 2014-19	Cemetery Committee/\$35,000 firm	Cemetery reserves

SECTION C: SUMMARY

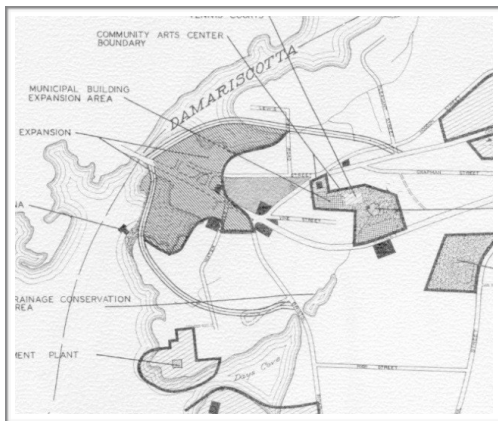
Chapter Six:	Past Planning Activities
Chapter Seven:	Recent Development Profile
Chapter Eight:	Overview of Updated Inventories

Chapter Six

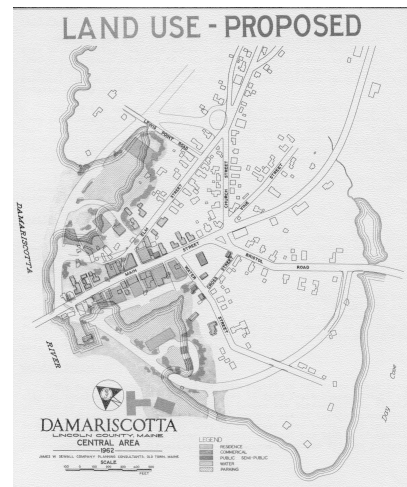
Past Planning Activities

1961-2002

From 1961 through 1962, with monies provided from the Federal Government, the first Comprehensive Plan was developed and adopted by the Town. Prior to the DEP being formed the future Land Use Plan recommended expanding the geographical limits to the downtown. Two ring roads were proposed to link Main Street at the bridge, Belknap Point, Bristol Road, north across Lewis Point, and connect with Church Street. The Route 1 bypass was being constructed at the same time and excavated material from that project was used to fill the section of the cove for our current municipal parking lot. (See drawings from the 1962 Plan.



Proposed Partial Land Use Plan 1962



Proposed Downtown Land use Plan 1962

In 1985 an abbreviated form of an updated Comprehensive Plan was adopted that would allow a vote on development of a requested Land Use Ordinance.

In 1990 the Maine legislature passed a Growth Management Statute requiring all towns to develop a comprehensive plan around a common set of standards that would require review and approval by a state growth management office as well as the towns. A committee was formed to hire consultant George Smith to administer the effort. Maine Mapping Service was hired to develop the required base and overlay maps. In the spring of 1992 the Comprehensive Plan was approved by the town, however due to several inadequacies did not receive State approval. Simultaneously the Growth Management Office was disbanded and some of its duties were passed to other agencies, principally the State Planning Office.

In 1998, after realizing that some of the Town's Land Use ordinances were in jeopardy of not being upheld in court without an approved Comprehensive Plan, a consultant was hired to bring the Plan up to consistency with the State Standards. The revised plan was passed both at the local level and State in 2000. The Implementation Strategy was passed in 2002.

As part of the State requirements for the plan, a Commercial Growth Zone was included on the Future Land Use Map in the area east of Route 1B and south of Damariscotta Hardware. It provided for future commercial and/or mixed use development with a single access point to Route 1B near Damariscotta Hardware. In 2007 Piper Commons Development was proposed in this location. (Refer to the discussion of the project and its relation to other activities in the Section, Planning Efforts 2002-2012.)

2002 to 2006

Downtown Plan

As a follow-up to the 2002 Comprehensive Plan, Damariscotta prepared a 2003 Downtown Plan with recommendations to preserve and enhance the Village. It provides guidance on design, signage, sidewalks and connections to/from Village, parking, pedestrian safety, village scale and character, traffic and congestion, open space and landscaping, and connection with the riverfront. A workshop was held that identified these needs. The study also recommended that the Town acquire the Damariscotta Bank & Trust/Griffin property for an additional riverside park, integrate the East Coast Greenway into Town's trail system connecting to Village, and loop around Great Salt Bay. Implementation was prioritized into three phases, with responsible parties to carry out specific actions.

2005 to 2012

2005-2006	~Retail size cap passed by voters
2007	~Damariscotta Planning Advisory Committee created in April
2008	~Town-wide pedestrian and bicycle meeting held
July 2008	~Damariscotta selected as Heart & Soul Community Planning Town
Oct 2008	~Heart & Soul Community Planning Project launched at the Pumpkin Fest and Regatta
Dec 2008-May 2009	~Neighbor to Neighbor Chats, Community Conversations
May to Aug. 2009	~Visioning activities and continuing conversations
Sept 2009	~Pre-Charrette workshop
Oct 2009	~Damariscotta Heart & Soul Planning Charrette
April 2010	~Final Charrette Report released
May-Sept 2010	~Neighborhood Meetings: Public information distributed on planning, vision, and Form Based Code
Sept 2010	~Consultant retained to update zoning with Form Based Codes
Oct. 2010 -11	~Review and update municipal codes, Comprehensive Plan, and budget priorities
2011	~Town-wide vote on code amendments for Piper Common and other commercial districts in Town
June 2011	~Both Form Based Code and the Comprehensive plan amendment defeated at the Town Meeting
June 2012	~Amendment to expand C2 Zone to allow some development by Piper Commons defeated.
2012 Onward	~Update Comprehensive Plan and other actions

In accordance with the State Growth Management mandate, the 2012 Plan carries-forward and updates the 2002 Comprehensive Plan's justifications for existing ordinances. This includes the revised Site Plan Review Ordinance and newly recommended land use ordinances.

Existing ordinances supported by the 2002 Comprehensive Plan and updated by the 2012 Plan:

- Land Use Ordinance - 1998 and 2009
- Subdivision Ordinance - 1973
- Site Plan Review Ordinance - 1994 and 2009
- Shoreland Zoning Ordinance - 1972, 1997, and 2010
- Floodplain Management Ordinance - 2004
- Small Wind Energy Conversion Systems Ordinance - 2008
- Harbor Management Ordinance - 2009

While recent (2002-2012) Harbor and Wind Power Ordinances as well as more long-standing Land Use, Site Plan, and Shoreland Zoning Ordinances were being updated between 2007 and 2009 by the Land Use Committee, Harbor Committee and Planning Board, DPAC was engaged in long-range planning projects. Through extensive public participation processes, four long-range strategies to help guide the Town in the period between 2014 to 2024 and beyond were formulated. These four plans are herein referred to as:

- Sidewalk-Bicycle Plan, 2008
- Shore & Harbor Master Plan, 2010
- Gateway 1 Corridor Action Plan, 2009
- Heart & Soul Planning Charrette Report, 2010

These four input plans are adopted as reference documents to the 2014 Comprehensive Plan. They may be accessed through the Town's website or from Town Hall (for the cost of hardcopy reproduction). In some instances the goals and policies of these input plans have been stated outright within the 2014 Update. In others, the intent is implied. Where applicable, the future land use plans are reproduced in the Update. Where appropriate, implementation measures are reproduced in the Update.

This 2014 Comprehensive Plan also provides the basis for newly proposed amendments to existing land use ordinances presented in Chapter 2 and 3: Future Land Use and Implementation. For a complete description of all the town planning activities since 1961 see Appendix A in Volume II under separate cover.

Chapter Seven

Recent Development Profile

A powerful tool in helping to understand the trends and pressures of development in Damariscotta is to review Lincoln County maps produced over the past fifty years (1965-2015). In 2005 the State GIS Office, Sheepscot Valley Conservation Association, and Lincoln County Planner collaborated on a series of maps which details building locations and growth in each town from 1939 to 2005. The lack of expansion during 2008 recession should be taken into consideration when viewing the overall patterns of development. For Damariscotta in particular, the 2005 map is the most likely reflection of the estimated trend for 2015.

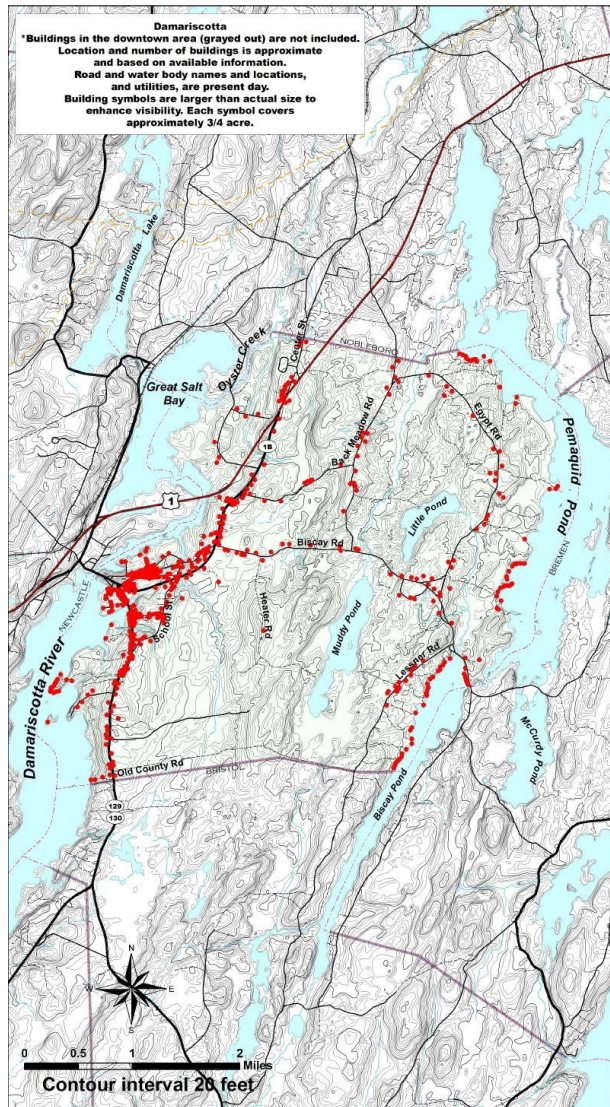
Between 1968 and 2005, the maps indicate 424 new residential and commercial buildings in Damariscotta. This is an 82% increase over a 35 year period, (average of 12 per year).

The 2005 map shows an intensification of buildings along:

- Bristol northbound, around Village, up Route 1B corridor to Nobleboro line
- Biscay Road, along Biscay Pond shorelines
- Pine Ridge/Russell and Old County Road along lower Lessner Road

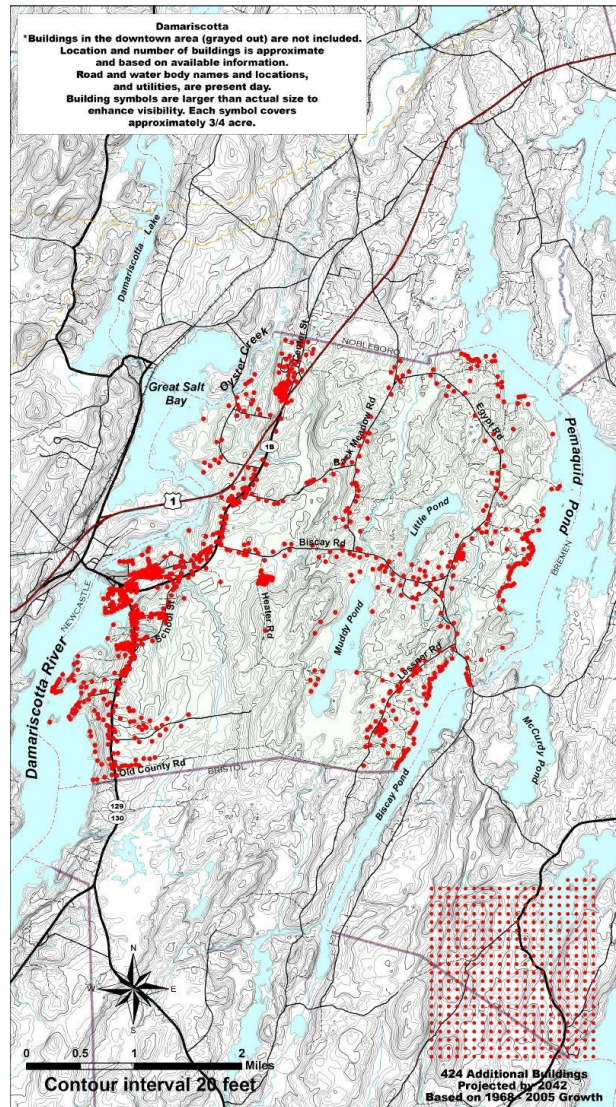
The trend to push farther into wooded undeveloped areas is estimated to continue.

1965 - 1970 (517 Buildings*)



[MAP 2.1.A:](#)
DAMARISCOTTA BUILDINGS MAP - 1965
{History of Growth, LCRPC}

2005 (941 Buildings*)



[MAP 2.1.B:](#)
DAMARISCOTTA BUILDINGS MAP - 2005
{History of Growth, LCRPC}

CHAPTER EIGHT

OVERVIEW OF UPDATED INVENTORIES

DEMOGRAPHICS

1. The town is projected to experience a slow but steady population loss to 2030.
2. Changes in land use, zoning, recreation, cultural, entertainment, educational, and economic opportunities might influence the retention of the Town's young people and attract others.
3. New and/or expanded amenities are deemed necessary to better support retirees.

EDUCATION

1. Projected decrease in GSB School enrollment could influence quality of teachers and facilities.
2. Headstart, YMCA, and Coastal Kids are cooperating with AOL on considering the costs and benefits of universal pre-K program.

HOUSING

1. Approximately 66% of the new housing units being sold in Town are over 30% of a household's income for the mortgage or rent. Measures allowing some smaller lot sizes and multi-family housing options are considered. To balance this , the Town shall review GSBSD participation into overall picture.
2. As a service center town, Damariscotta has acknowledged housing needs for it's substantial workforce.
3. A review is necessary of zoning options for older housing, e.g., mother-in-law units and/or multi-family dwellings.

REGIONAL AND LOCAL ECONOMY

1. Coordinate with Voc-ed, the community college and local employers in organizing more job related courses locally.
2. Create stimulating alternatives for large retiree base and non-profits to better assist the local economy.
3. Tap experience and skills of retirees.
- 4.
5. Where/when appropriate, cooperate with LincolnHealth Campus in their vision to expand.

5. Open lines of communication with Newcastle are vital, particularly for joint ventures such as regional industrial park, incubator firms, Railroad Station, sea-level rise, and storm surge.
6. Branding and local marketing should project a distinct image which best illustrate Damariscotta's uniqueness. Brand to be promoted locally and nationwide.

PUBLIC FACILITIES

1. The 5-Year Capital Improvement Plan (CIP) sets forth a number of public facilities improvements between 2013 and 2018. Principal items include a major storm-water/sidewalk project in Chapman & Church Streets area, Standpipe Road drainage and repaving, new Bristol Road sidewalk from Village to LincolnHealth Campus, municipal parking lot repaving, two Fire engines, public works truck, and Police Department facilities.
2. While listed on the FY 13-18 CIP, have not been funded as of 2013: such as Rt 1B sidewalk from Coastal Market Place to Church Street, Restroom/Visitor Center, at the Harbor and the Taco Alley urban trail connector between Main Street and the Harbor.
3. Rt 1B and Bristol Road were completed or underway in 2014. Projects in the Harbor area from the Shore & Harbor Plan only in the engineering stage as of 2014. Other than some bicycle racks, major construction elements of the Heart & Soul Plan had not been scheduled as of 2014.

INFRASTRUCTURE

1. GSB Sanitary District has a passive policy toward extension of its water or sewer mains. It responds to new customers located next to one of its mains into its system for an impact fee. For those homeowners or developers located more than 1,000 feet away the construction cost of extending the main is the obligation of the builder.
2. The Town appreciates that high speed broadband and wireless telecommunications providers make available modern IT benefits throughout the region.

TRANSPORTATION

1. MaineDOT's 2012-15 Construction Schedule includes intersection improvements for the Rt1/Rt 1B intersection and traffic signals improvements at Rt 1B/Biscay Road.
2. MaineDOT's 2012-15 Planning Schedule includes study and/or engineering for extension of the Rt 1B sidewalk from Coastal Market Place to the Church Street/Biscay Roads intersection and for a new sidewalk along Bristol Road from the Village to Miles Street intersection.
3. There is some concern on the number of private roads in the rural area of Town leading to pond-side cottages and future lot-by-lot development along them.
4. The five input plans since the 2000 Comprehensive Plan contain recommendations for new sidewalks, new bicycle lanes, complete street improvements on segments of Bristol Road and Rt1B, 'square- arounds' on Rt 1B, and connection to the East Coast Greenway in Town.
5. Recent TIGER grant applications have advanced projects for converting in cooperation with Newcastle its RR station into a multi-modal, multi-purpose visitor center for bus, train, and automobile visitors to the region.

NATURAL & MARINE RESOURCES

1. The state publication, Comprehensive Plan Resource Package, 2012 compiles relevant State and Federal information available on fishing/aquacultural activity along with water resources, fish, wildlife resources, critical, and marine resources. The 2014 Comprehensive Plan adopts by reference all the relevant inventory and analysis information for the Town's natural, critical, and marine resources.
2. The state publication, Beginning with Habitat, 2014, compiles additional State and Federal information on the water, fish, wildlife, and critical resources of the town. The 2014 Comprehensive Plan adopts by reference the entire Beginning with Habitat publication as the inventory and analysis for all the Town's natural and critical resources.
3. Several of their maps appear herein. The entire publication is available in hardcopy at the Planning Office within Town Hall or online as a link to the town website: [www.townofdamariscotta.com/government/planning documents/comprehensive plan/Beginning with Habitat](http://www.townofdamariscotta.com/government/planning%20documents/comprehensive%20plan/Beginning%20with%20Habitat).
4. The Damariscotta River association (DRA) Report on *The Health of the Damariscotta River Estuary*, 2012 is adopted by reference herein to provide inventory and analysis of the health of the estuary and water quality with respect to supporting aquaculture, recreational fishing, swimming and recreational boating. The DRA Report is adopted by reference in the 2014 Comprehensive Plan.
5. **Critical Natural Resources:** The Great Salt Bay (GSB) area from Boothbay northward up the Damariscotta River to Great Salt Bay to Nobleboro is a designated **Focus Area of Statewide Ecological Significance**. (Go to Beginning with Habitat website - "Focus areas of Statewide Ecological Significance.") "The great Salt Bay stands out as a n area of exceptional ecological value and productivity. The entire bay contains Tidal Wading Bird and Waterfowl Habitat, and it boasts an impressive variety of species that both migrate through and forage in the waters and shores of the bay. The flats between Gladden Point and Damariscotta Mills serve as an important Shorebird Area. Shellfish and marine worms have also been found here." (Beginning With Habitat). Bald Eagles and their nests are cited as a **rare animal** in the GSB area. **Significant Wildlife Habitats** include inland wading bird and waterfowl areas; shorebird areas; and deer wintering areas. (See Map 5H2). Characteristic species found include marine worms, both native shellfish and aquaculture-grown oysters, diadromous fish (alewives, horseshoe crabs) as well as the many wading and waterfowl bird species. Beginning With Habitat cites four **Ecological services of the Focus area**: Provides high levels of biodiversity and productivity; Serves as migratory stopover for birds; Provides habitat for fish and shellfish; Supports eelgrass and associated eelgrass values.
6. **Marine Resources:** "Most of the waters in Damariscotta host robust fish assemblages comprised of native fish species (yellow perch, white suckers, American eel, etc.) and many non-native fishes (small and largemouth bass). Both bass species have created popular and valuable fisheries in many waters in Damariscotta, primarily in Biscay, Pemaquid, and Muddy Ponds. The Maine Department of Inland Fisheries and Wildlife also have active stocking programs that annually stock brook and/or brown trout into Biscay, Pemaquid, and Little Ponds. Due primarily to water quality limitations during the summer months and large fish predators (i.e. largemouth bass), the stocking programs in Biscay and Pemaquid are managed almost exclusively as put-and-take; with the exception being the put-grow-take brown trout fishery in Biscay Pond. Little Pond is a unique and invaluable brook trout fishery for this region and highly prized by both Midcoast anglers and the Maine Department of Inland Fisheries and Wildlife for its unique capacity to provide habitat that allows for excellent growth and year-to-year survival. Despite the presence of invasive largemouth bass, the intact riparian, lack of shoreline development, and limited access all contribute to excellent year-round water quality for stocked brook trout. There are also numerous small tributaries in Damariscotta that do host wild brook trout and these are an extremely valuable inland fisheries resource. Therefore, MDIFW recommends that any construction/road crossing projects that impact these small tributaries be completed during the construction window of July 15-September 30. Additionally, it is recommended that pre- and post-construction projects utilize Best

Management Practices (BMP) with concern to erosion and sedimentation control. Reducing onsite sedimentation and erosion will benefit resident fish species downstream and ultimately reducing the impact on their health and habitat.

SEA-LEVEL RISE AND STORM SURGES

1. The Main Office of GIS (MGIS) maps the 100 year flood level in 2014 (the flood level with a 1% chance of occurring in any given year) at elevation 10 feet above normal sea-level. This level (experienced in the 1978 storm) already covers the Harbor Parking Lot up to the back foundations of the abutting historic Main Street buildings.
2. The amount of sea-level rise over the next 50 years (to around 2065) is forecasted to be anywhere from 1 foot to 6 feet. Under the scenario of the Damariscotta River's normal sea-level, if it were to rise by 2 feet, then the hundred-year storm may be projected to be at 12 foot elevation. Such a flood would inundate the entire historic Village from the bridge up to Skidompha Library. Another low area along the River is the Miles Road from Bristol Road into the Miles Hospital complex, which would similarly be inundated by a flood level of 12 foot elevation thus perhaps cutting off ambulance and other vehicle access to the hospital on that road.

AGRICULTURAL & FORESTRY RESOURCES

1. Damariscotta in 2013 has two local farmers' markets, one at DRA (Damariscotta River Association) Headquarters, the other at Rising Tide food store.
2. In 2014 there was one active farm in Damariscotta, the 150 acre Reny Apple Orchard property fronting Biscay Road at the town line with Bremen at Pemaquid Pond. About 117 acres grows mixed hard and soft woods and is enrolled in the Tree Growth Tax Law program (valued at current use); the remaining 33 acres appear to comprise the residential house site and apple orchard. On the other side of town fronting US Route One near the Nobleboro line is the 75 acre Maine Farmland Trust property, formerly Phillips Farm, which lay fallow in 2014 awaiting sale to owners who would meet the Trust's requirement to actively farm it. In 2014, the total average enrolled in the Open Space (Farmland) Tax Program was about 50 acres and in Tree Growth Tax Program about 1,079 acres. Together the acres enrolled in the current use taxation programs constituted about 13% of the total land in Town.
3. There are seven large undeveloped blocks of forested land in the interior of Damariscotta totaling about 2,502 acres, about 27% of the Town. The largest block is 774 acres, 31% of all the undeveloped land in town, which is largely contained in the Great Salt Bay Sanitary District land around its water supply, Little Pond. Under appropriate management these forested lands should be able to continue to provide lumber for building and for fuel. Wood pellets, for example, are likely to continue to be in demand as a renewable energy source with a net zero carbon footprint.

HISTORIC, CULTURAL & ARCHEOLOGICAL RESOURCES

1. The most prominent prehistoric site is the largest extant Native American shell midden north of Georgia, protected as a State park, along the bank of the Damariscotta River north of Round Top Farm. All the other riverine and pond shorelines are also designated as sensitive for prehistoric archeological sites by the Maine Historic Preservation Commission (MHPC).
2. Areas sensitive to historic archeological sites are portions of the River front likely overlaying some previous Native American prehistoric sites in the same spots. Colonial and early American boat building, brick making and match making factory sites are included. In addition, areas along the earliest

interior roads are sensitive for early farm sites and grave yards.

3. The late 19th and early 20th Century three and four story brick buildings along Main Street in the village have been designated as National Register Historic Buildings. These include 29 buildings on both sides of the road from the Newcastle Bridge to the Church at the top of the hill at the Bristol Road intersection.

RECREATION & OPEN SPACE

1. Lincoln County YMCA and the GSB School offer indoor and outdoor recreation facilities. The Town boat launch at the Harbor parking lot provides public access to the river and several informal boat launches at road bridges provide public access to the lakes. Private indoor and outdoor recreational spaces are found at the Legion Hall, Lakehurst Hall and the Lincoln County Gun Club.
2. A brownfields study and possible follow-up remediation at the former town dump at the junction of Biscay and Standpipe Roads could provide public land for future town ball fields, play courts, batting and golf cages and the like.
3. Upgraded passive outdoor recreational amenities, such as pedestrian ways, renovated benches or boardwalk, could be considered as part of a harbor waterfront renovation project.

FISCAL CAPACITY

1. As a service center town, Damariscotta has a relatively large portion (15%) of its overall assessed value from properties in tax exempt status, such as the non-profit scientific/cultural Damariscotta River Association (DRA), Pemaquid Watershed Association (PWA) and Miles Regional Hospital. The hospital alone accounts for 51% of the total tax exempt property in town.
2. In order to enable long-term preservation and flourishing of the great medical, scientific, recreational, educational, cultural, open space and environmental benefits conferred by its tax exempt properties, the Town needs to also support through its land use pattern and zoning the tax base provided by appropriate for-profit commercial properties.

WATERFRONT

1. Projected sea-level rise and storm surge over the next 50 years at the Harbor Waterfront will endanger the basements of the historic brick buildings abutting the harbor municipal parking lot from salt water flooding.
2. The existing harbor waterfront parking lot is in disrepair. Leaky and bent GSB Sanitary District sewer mains, laterals coming from the buildings; inadequate, non-backflow preventing storm sewer pipes and unknown, possibly hazardous fill below the parking lot are all deficiencies.
3. To mitigate the deleterious effects from future anticipated flooding on the historic buildings and Main Street in the Village, there is the opportunity at the harbor parking lot to renovate the sanitary, potable and stormwater facilities with clean fill re-graded in such a way to hold floodwaters away from the buildings. There is also the cost-efficient opportunity when renovating the subsurface of the harbor parking lot to add other water-proof electrical and data conduits below ground.
4. A renovated harbor parking lot subsurface would make subsequent surface improvements cost-effective for development of a park/parking lot to enhance this waterfront prime location at the center of the Town and region for recreational, open-space uses such as for Pumpkin Fest and the like. Such improvements could include hardscaping such as with pedestrian pavers, vegetated traffic islands, other landscaping, a boardwalk and restrooms.