

**COMPREHENSIVE PLAN  
FOR  
DAMARISCOTTA, MAINE**

**Volume II - APPENDICES**

**2014 - 2024**

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## APPENDIX A

### HISTORY OF LAND USE PLANNING IN DAMARISCOTTA FROM 1961 TO 2013

- Land Use Ordinances

In 1972, Maine developed a model ordinance requiring the towns with fresh and/or salt water bodies to adopt Shoreland Use standards. At the same time it passed a law providing for a

mechanism for towns to review and approve Subdivisions. A Planning Board was formed to *administer the Shoreland Ordinance and Subdivision Law*. *The town has had a long history of being satisfied with as little land use controls as possible and no further land use controls were implemented until 1985.*

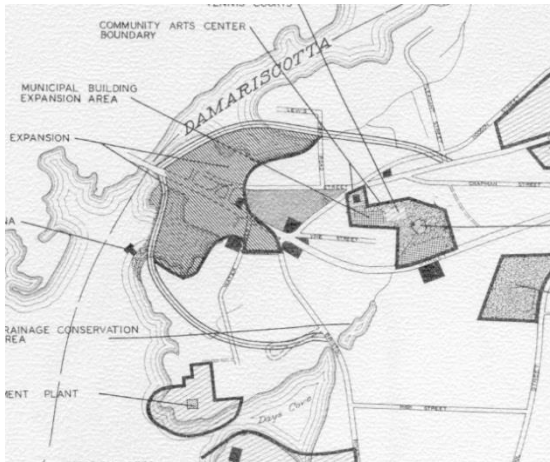
In 1985, at the request of some citizens, the Selectmen formed a committee to develop a Land Use Ordinance. In order for that to occur, an updated Comprehensive plan needed to be accomplished to lend legal viability to any such ordinance subsequently adopted. In June of 1985, a Comprehensive Plan was adopted. The next year was spent developing a Land Use Ordinance, which was approved at the March 1986 Town Meeting by 2 votes. A citizen led group petitioned to have a revote with the hopes of reversing the previous decision. A vote in the fall 1986, defeated the ordinance by 3 votes.

In 1997, another effort was undertaken to develop and pass a Land Use Ordinance. Based largely on the Ordinance defeated in 1986, it was passed this time with minimal opposition. It has been amended many times since. In 2002, a Wireless Communication District and associated standards were added as an overlay district. The Municipal District was added in 2003. In 2007, the Town amended the ordinance to limit the size of retail stores to 35,000 square feet as a result of a petition drive to prevent Big Box stores in the area.

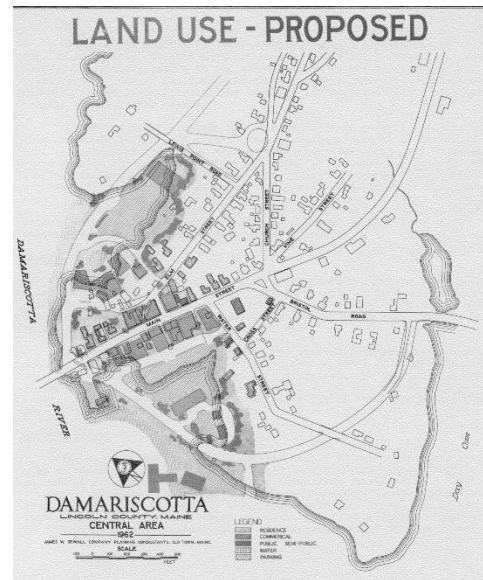
- Comprehensive Plans

In 1961-2, through monies provided from the Federal Government, the first Comprehensive Plan was developed and adopted by the Town. As an interesting note, the future Land Use Plan recommended (all prior to the DEP being formed), in order to expand the geographical limits to the downtown, provide for additional parking and commercial buildings, that the cove to the south of the current parking lot be filled to Gay's Point as well as the cove to the north to Lewis

Point. Two ring roads were proposed that would connect from Main Street at the bridge through Belknap Point to Bristol road and to the north across Lewis Point connecting with Church Street. Coincidentally, 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 parking lot. See drawings from the 1962 Plan on the following page.



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 development of a requested Land Use Ordinance to be voted on. See above for discussion. 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 also require review and approval of each plan by a state growth management office (agency) as well as the towns. A consultant, George Smith, was hired to administer the effort for Damariscotta and a committee was formed. 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, but due to several inadequacies, did not receive State approval. At the same time 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 a court without an approved Comprehensive Plan, a consultant was hired to bring the Plan up to consistency with the State Standards. The effort almost completely rewrote the plan and was passed, both at the local level and State in 2000. In 2002, the Implementation Strategy was passed.

As part of the State requirements for the plan, a Commercial Growth Zone was included on the Future Land Use Map as a simple circle in the area east of Route 1B and to the south of Damariscotta Hardware. This would include the land of Chester Rice and the French Family and would provide for future commercial and or mixed use development with a single access point to Route 1B near Damariscotta Hardware. This is the area where the Piper Common development was proposed in 2007. Refer to the discussion of the project and its relation to other activities in the Section, Planning Efforts 2002-2012.

- Site Plan Review Ordinance

The Damariscotta Site Plan Review Ordinance was adopted in 1994 to minimize the impacts caused by development, establish a fair and reasonable set of standards, balance the right of landowners with those of abutting and neighboring landowners, provide protection from

nuisances, and protect property values. The ordinance was amended in 2007 and 2008 to manage the design and layout of new, nonresidential development. The updated ordinance expanded and added many new and improved standards to those already in existence in the existing Ordinance. In addition, as a result of the possibility of big box stores coming to the area, Bob Faunce, the Lincoln County Planner, developed a set of standards for Large Scale Development that could be enacted as a stand-alone ordinance or added to an existing ordinance. Damariscotta chose the latter and included it in the amended Site Plan Review Ordinance.

## Planning efforts 2002-2012

### 2002 to 2006

- **Downtown Plan**  
Damariscotta prepared a 2003 Downtown Plan as a follow up to the 2002 comprehensive plan to recommend ways to preserve and enhance the Downtown. It provides guidance on design, sidewalks and connections to/from Downtown, parking, pedestrian safety, village scale and character, traffic and congestion, open space and landscaping; and connection with the riverfront. Design principles include maintaining the human scale of streets, providing sidewalks, pedestrian-scale lighting, and green open spaces to enhance the community. A workshop was

held that identified the needs of pedestrians and pass-through traffic, more parking, landscaping improvements for the Back Parking Lot south of Main Street, transit, park and ride options, satellite parking, signage, and gateways. 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 the Town's trail system connecting to Downtown and a loop around Great Salt Bay. Implementation was prioritized into three phases, with responsible parties to carry out specific actions.

### 2005 to 2011

#### Timeline

2005–2006	Retail size cap passed by voters
2007	Damariscotta Planning Advisory Committee created April
2008	Town-wide Pedestrian and Bicycle meeting held
July 2008	Damariscotta selected as Heart & Soul Community Planning Town
October 2008	Heart & Soul Community Planning Project launched at the Pumpkin Fest and Regatta
December 2008–	
May 2009	Neighbor to Neighbor Chats, Community Conversations
May to August 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
September 2010	Consultant retained to update zoning with Form Based Codes
October 2010 -2111	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 amendments were defeated at the Town Meeting
June 2012	Amendment to expand C2 Zone to allow some development by Piper Commons was defeated.
2012 and Onward	Update Comprehensive Plan and other actions

- **Wal-Mart**

From the Adoption of the 2000 Comprehensive Plan and the 2002 Implementation Plan, and the Downtown Master Plan, planning efforts leveled off. In November 2005, Wal-Mart obtained options on a piece of property near the intersection of Route 1 and 1B, and announced their desire to build a 180,000 square foot Supercenter. As an effort to stop this from happening, a petition was circulated to limit the size of retail stores to 35,000 square feet. Thus started a large effort to discuss the presence of such a store and its potential impact on Damariscotta and also began a change in the level of public participation on planning issues. The history of that store in other areas and its impact on existing businesses, as well as the fact that the store area would exceed the area of all downtown businesses were major factors in ultimately deciding to limit the size of retail stores by passing the article at the 2006 Town meeting by a 2/3rds majority.

This resulted, as part of the upgrade to the Site Plan Review Ordinance, in the inclusion of the Large Scale Development section crafted by Bob Faunce, the Lincoln County Planner to provide more local tools to deal with potential impacts of such development.

### **2007-2011 AN ERA OF PROACTIVE PLANNING FOR GROWTH**

The Wal-Mart issue caused the townspeople to understand what the possibility of a development of this scale might have on the town and galvanize an effort to develop a solution to that subject. The potential damage a development of this scale could have for the Town was clearly illustrated and was a turning point in making the town realize that more thoughts and actions were needed to guide the town's growth in a direction that the townspeople wanted.

Gone were the days of Damariscotta's somewhat laissez faire and one might say anti-planning and land use codes attitudes that had dominated the Town's efforts at planning until 2000. It should be mentioned that there has always been some angst with the dichotomy of a more conservative, home grown and business oriented citizenry with that of a more liberal part of the townspeople, some of which is made up of people moving into the area over the last 30 years. What is particularly important to realize that it is this group of people (the more liberal group) that can make up a disproportionate amount of the town's attendance at meetings, including town meetings, hearings, and participation in surveys as part of the Comprehensive Planning process. Traditionally, it takes a large issue, like Wal-Mart, to engage the entire town. Also the older age and better educated part of the town's population are participating in this process, skewing the attitudes and decisions that are made for the town. This is a fact to be noted and is not meant to be a negative or positive judgment.

The following is a description of the specific efforts and issues in planning during this period:

- **DPAC - Damariscotta Planning Advisory Committee**
  - **Inter-related Planning efforts**
    - Heart and Soul Community Planning Project
    - Piper Common Development
    - Charrette (part of the Heart and Soul project)
    - Form Based Codes

- **Other Groups and Projects**
  - Shore and Harbor Plan
  - Damariscotta 2020
  - Sidewalk- Bicycle Plan
  - Gateway1 Planning Project
- DPAC

Historically the Selectmen have operated with very little specific input from the citizenry for issues that may need to be accomplished. Typically they were reacting to complaints or simply requirements for doing the business of the town. In 2007, the Selectmen, at the urging of the Town Manager, decided to start a new committee made up of area interest groups, in order to prepare, consider and recommend certain issues to the Selectmen for action instead of the Selectmen waiting for someone to come forward with an idea or complaint that would necessitate action. This group was named the Damariscotta Planning Advisory Committee, or DPAC, as it became known.

The Board of Selectmen appointed DPAC to lead a community-driven visioning process to make the Damariscotta region a better place to live, work and play, do business and visit. Instead of including area town representatives with equal power to govern the group as was the case with

Damariscotta 2020, DPAC brought to the table appointees with interests representing the general public, local government, conservation, business, the arts, seniors and youth. DPAC was designed to reach out to all residents, businesses and community groups in Damariscotta and area communities to hear what is important to them in how the Town should change and grow in the future.

***Mission statement***

*The Purpose of DPAC is to provide advice to the Damariscotta Board of Selectmen on planning issues facing the town. DPAC was created “to lead a community driven process to make the Damariscotta region a better place to live, work, play, do business and visit for all people by advancing policies and practices that foster sustainable land use and prosperity.”*

*DPAC is charged with “fostering a community visioning process, establishing and maintaining an on-going long range strategic planning process and monitoring implementation, incorporating and promoting public dialogue about community and regional planning and recommending implementation strategies, and providing community outreach and promoting, facilitating and incorporating public dialogue in on-going planning efforts.”*

One of the first DPAC activities was a bicycle and pedestrian planning process. DPAC members, with the help of Friends of Midcoast Maine and the Damariscotta River Association, assisted in facilitating a process that engaged almost 100 people in designating bike and pedestrian origins, destinations and possible bicycle and pedestrian routes. These ideas were mapped and dot-voted on to identify top priorities, enabling the Town to pursue funding. See topic below for additional information.

Soon after, DPAC began working with Friends of Midcoast Maine to engage citizens in planning for the future. Its efforts included a successful application for a two-year partnership with the Orton Family Foundation to undertake a “Heart & Soul Community Planning” Project which wrapped up in January 2011. This report will be used to share what we've heard over the past two years and to engage residents and business owners in creating the future we want to see in Damariscotta.

## **Inter-Related Planning Efforts**

### ▪ HEART AND SOUL COMMUNITY PLANNING PROJECT

In 2008, as DPAC was in its infancy, the town, along with Friends of Midcoast Maine, applied for and won a competitive grant from the Orton Family Foundation. We were one of 2 towns in the eastern United States to do so. They would provide \$100,000 in matching monies and in kind services for a 2 year period as an experiment in how a town may develop the knowledge to engage the public in a variety of issues and help the town discover their “Heart and Soul”.

The full explanation of this project and is contained as Appendix 1 at the end of this document.

### ▪ PIPER COMMON DEVELOPMENT

At the time DPAC was formed, a group of investors purchased an option to buy what was the French Family Trust properties south of Route 1B and east of School Street. It is a 240 acre area comprised of 7 lots. While there were no specific plans, it was hoped to build a mixed use group of buildings in the area closest to Route 1B with the remainder more residential in character. They definitely wanted to proceed slowly and work with the Town. The area for mixed use coincided with the area denoted on the last Comprehensive Plan Land Use map in

2002. It would require at the least an expanded C2 Zone to allow commercial use in what is now a Rural Zone.

As this development was occurring at the time the Heart and Soul project and Gateway 1 were ongoing, it seemed like a perfect opportunity to develop a strategy and standards that would work for all. In concert with the Heart and Souls and its attendant Charrette the overall thoughts and plans took shape, although still without any clear users. The economic climate at that time – post ‘great recession’ - was not conducive to new developments.

The Piper Commons developers, so called, were a participant through-out all aspects of the planning efforts, even providing some funds for the form based codes effort. Eventually as the Charrette Report was done and its follow-on Form Based Code effort was engaged in, there was a growing public concern that :

- Nobody knew exactly what was going to be developed. Concern that somehow a small big box store or chain restaurants may come.
- It was appearing that a 2<sup>nd</sup> town center may be created, in competition with the downtown area.
- A feeling that the owners, once modifications to the various ordinances were achieved, somebody else would actually step in to build the development that may be distinctly different than what had been alluded to during the process.
- People wondered if the entire thing would be viable given the limited needs for more retail stores.

Certainly the size and scale of the proposed buildings would fit nicely with what the town seemed to want and the entrance and associated green space would provide a nice addition to the Route 1B corridor.

As the process unfolded , the poor economy and probably other factors continued to keep businesses from emerging to become part of this development. Thus it was difficult for the townspeople from feeling more positive towards it. Ultimately, as part of the Charrette, Form



Based Codes and inclusion as part of the Heart and Soul Community Planning Project its efforts were thwarted by the defeat of these issues by the Townspeople. A further effort to carry on a portion of it closest to Route 1B by attempting to modify the C2 zone boundary also failed.

- **CHARRETTE**

While actually part of the Heart and Soul Project, its breadth and significance would seem it should have its own section.



- **FORM BASED CODES**

At the conclusion of the Charrette, a decision on what method for implementing many of the ideas contained in the “Heart and Soul Planning and Charrette Report” needed to be made. The choices were, 1) to simply amend our current ordinances to accommodate the conclusions and needed actions or 2) proceed with using a new type of Code called Form Based Code.

The Code is quite a new concept, only just tried in Maine by 2011, aiming to provide a set of visual guidelines for what the structures would need to comply with that would produce the form, or “look and feel” that the town felt it needed in a particular area of town. There are different density levels, called, Transects, going from the densest (urban core) to the least dense in the rural areas.

### **Other Groups And Efforts**

- **SHORE AND HARBOR PLAN**

The Town secured a grant from the Maine Coastal Program to make improvements to the Back Parking Lot south of Main Street in Downtown. Mitchell Rasor Land Design worked with DPAC to engage the community in guiding proposed improvements. These improvements include optimizing parking, improving aesthetics, and increasing access to the shore. The final report was presented to the Select Board in March 2010.

- **DAMARISCOTTA 2020**

During the whole process of upgrading the Site Review Ordinance, and at the same time that Wal-Mart was brewing, the concept of having a Charrette was suggested by Kara Wilbur, the daughter of one of the Selectmen at the time, and a planner. She had formed for a brief time a

group called Damariscotta 2020. This adhoc group with no official status by the Selectmen/Town, formed with area representatives, sought to think about and introduce methods and concepts of how to more actively plan for the inevitable growth that will happen. There was a one night workshop that introduced the area town's people to what might happen when the focus was on a particular subject and the power that a concentrated thought process could have.

Unfortunately, the concept of including area towns in the process of planning for solely Damariscotta's needs, and having no official standing, met with the obvious problems of representation and the attitudes that outsiders were planning for the Town. Over time less Damariscotta people became involved and thus were sown the seeds of failure for that group. A better solution may have been to place the decision making power in strictly Damariscotta citizen's hand, with area representatives in an advisory capacity only.

- **SIDEWALK - BICYCLE PLAN**

DPAC, FMM, the Lincoln County Planner, and the Maine Department of Transportation (MaineDOT), worked with Damariscotta in the spring of 2008 to prepare a Sidewalk-Bicycle Plan. The plan was produced after reviewing existing plans and holding a community workshop to establish general goals for improving walking and biking, demonstrate sidewalk needs, identify priority trails and off-road connections, propose new facilities and upgrades to existing facilities, and propose revision to local ordinances.

As part of a storm water upgrade on Church Street, new sidewalks were built on portions of Church and Elm streets. A new sidewalk has been constructed along a portion of Route 1B and planning is underway for a sidewalk on Bristol Road from Main Street to the Miles Hospital Drive. In 2007 MaineDOT upgraded Main Street from the Congregational church in Newcastle to the Bristol road /Main Street in Damariscotta. New sidewalks and a reconfigured intersection at Bristol with a new traffic light were part of the project.

- **GATEWAY 1 CORRIDOR COALITION AND THE RESULTANT CORRIDOR ACTION PLAN**

In 2005, through State and Federal monies, a unique Planning concept was forged. For the first time, a project was undertaken to study what effect varying types of modifying land use patterns would have on future traffic patterns and loads for the Route one corridor from Brunswick to Northport. A Transportation consultant, HNTB, representing MDOT and Evan Richert representing Maine State Planning Office, were hired. For the next 4 years representatives from all the 20 towns on the corridor met and the Gateway I Plan was prepared by MDOT and the Midcoast communities that rely on Route 1 as their primary transportation corridor. At the heart of the plan is a marriage of land use and transportation, which recommends strategic investments and a regional approach to reduce stress on Route 1. An alternative to low density development that will make it difficult to maintain a well-functioning transportation system and quality of life, the plan proposes eight to ten community centered growth areas distributed along the corridor that reflect the village heritage of the Midcoast.

These areas are proposed to provide for a minimum mix of jobs and homes that will support transportation opportunities to move people and goods. Damariscotta is one of the "pearls" on this "necklace" of downtowns, shopping districts, villages, in-town neighborhoods, ports, and other industrial areas along the corridor. When this report was released in 2009, Midcoast communities were asked to commit to a basic package of actions – amending local comprehensive plans to reflect recommendations, limiting the number of driveways, allowing

for increased residential and commercial densities in growth cores, adopting a rural conservation plan, planning for alternative ways to move freight, and more advanced actions to help prevent problems before they occur.

Damariscotta signed onto this agreement, which provides time to finalize details to implement the plan and makes the Town eligible for competitive grant funds. DPAC members, George Parker and Jack Spinner, served on the Gateway 1 Steering Committee. In 2010, the new MDOT Commissioner terminated all funding for the project and the official Gateway1 group was disbanded. In order to try to keep the effort going, an ad-hoc group composed of many of the past Gateway members is continuing to meet and keep the effort going. Recently Friends of Midcoast Maine has joined the effort to offer that organization help and a source for securing and administrating funding for work as it arises. Matt Lutkus, Town Manager has continued Damariscotta's participation in this effort. Its future at this point is unclear.

## **APPENDIX B**

### **SUMMARY CONCLUSIONS: 2014 PUBLIC OPINION SURVEY**

#### **DEMOGRAPHICS OF RESPONDENTS TO THE SURVEY**

A comparison of the demographics of the people who answered the Survey to the 2010 Census for the entire town shows that the Survey reflects more the interests of the more elderly and educated in Town rather than other groups. See attached, 'DEMOGRAPHIC PROFILE OF SURVEY RESPONDERS.'

While the Survey responder's gender conforms to the slightly higher percentage of females over males in Town as a whole, the percentage of married responders (67%) is less than the percentage of married people (79%) in the Town as a whole. There were a lower percentage of young people answering the Survey than the Census counts for the whole town. Eighty-three (83%) of the Survey respondents are over the age of 55, nearly twice the percentage for the Town as a whole (45%). This certainly contributes to the fewer percentage of respondents (34%) being employed than recorded in the 2010 Census (53%). While 51% of the Survey respondents identified themselves as retired, only 41% of the Town as a whole did so by claiming they were 'not in the labor force' in the 2010 Census.

Respondents identified a slightly higher level of home ownership (71%) versus the Census figure (67%). But the Survey respondents represent far fewer renters (8%) than are actually in Town (33%). This likely relates to the fact that among Respondents 99% have lived in town for more than one year; while the Census found that only 89% of the residents as a whole have lived in town for more than one year. It may be assumed that at least some of the renters in town are new arrivals coming for jobs and are renting until perhaps moving on to purchasing their own house. Seventy percent (70%) of Survey respondents have a college or graduate or professional degree compared to only 33% among the townspeople as a whole.

It may therefore be concluded that the demographic characteristics of the Survey respondents in comparison to Damariscotta as a whole, reflects an older, more educated, more established (by home ownership) and therefore more economically secure group of people than for the Town as a whole. With this in mind, the following composite answers from the Survey may be assumed to reflect more the interests of the affluent retirees in Town than those of the younger or less economically secure.

#### **1. QUALITY OF LIFE**

Ranking the importance to the Survey respondents of fourteen contributors to quality of life reveals that the most important ones are an overall sense of well-being brought on by a perceived safe community with a sense of community identity (spirit) and a manageable tax rate. The next rank of importance appears to be community institutions with respect to the feeling of quality of life: the schools, the parks, the local employment opportunities and cost of living. Of relatively least importance to the quality of life of the Survey respondents are more personal aspects of life within the community: housing affordability, (local) shopping opportunities and proximity to family, friends and work. These findings likely reflect the majority of well-off retired households who own their own homes and whose children are generally grown and not in the local schools. Such well-off retired people can afford to travel for shopping, to employment opportunities and to visit family and friends. Some of them may even maintain a winter home in Florida or elsewhere and reside in Damariscotta only part of the year. {All the numbers in the following tables are percentages}.

**Relative Importance of Fourteen aspects of Quality of Life** [{xx} = (1) Very Important + (2) Important]

		Very				
Ranking:		(1) Important	(2) Important	(3) Neutral	(4) Unimportant	(5) Unimportant
(1)	Overall quality of life in Damariscotta {91}	64	27	1	0	1
(2)	Emergency services (police, fire, EMT) {89}	70	19	6	1	1
(3)	Community appearance & aesthetics {88}	46	42	5	1	1
(4)	Crime rate/safety {86}	61	25	8	1	1
(5)	Property taxes {85}	57	28	8	2	1
(6)	Community spirit {80}	39	41	12	2	1
(7)	Cost of living {77}	41	36	15	1	2
(8)	Schools {70}	43	27	16	5	3
(9)	Employment opportunities {68}	33	35	19	4	4
(10)	Parks & recreation facilities {68}	25	43	19	3	3
(11)	Housing affordability {66}	34	32	19	6	3
(12)	Shopping opportunities {60}	14	46	23	10	2
(13)	Proximity to family & friends {41}	14	27	31	14	6
(14)	Proximity to work {39}	12	27	26	14	10

2. NATURAL AND CULTURAL RESOURCES

Of the natural and cultural resources presented in the Survey, of relative highest importance to the respondents is the small town character of Damariscotta Village and surrounds. It may be interpreted that the water quality of the River, the ponds and the groundwater source of drinking water are integral to the importance of a livable small town for the respondents. Of lesser relative importance is the natural landscape including the presence of open space, wetlands, forested lands and scenic views. Of least relative importance are historic and cultural sites and town parks. One interpretation for this is that the historic village and shell midden park are likely taken for granted by the respondents and therefore, stand-alone historic sites outside these locations not being present, are consequently not imagined to be of highest value to the respondents. Other than the Round Top farm, there is scant evidence that agriculture played much of a role in local history in comparison to local history centered on the River of boat building, brick and match making and as a fishing harbor. Therefore, conservation of agricultural lands may be less important for residence than conservation of the 'small town character' of the historic village, harbor and the shorelands of the River and ponds.

**Relative Importance of Eleven aspects of Natural & Cultural Resources**

[{xx} = (1) Very Important + (2) Important]

		Very				
Ranking:		(1) Important	(2) Important	(3) Neutral	(4) Unimportant	(5) Unimportant
(1)	Small town character {86}	49	37	8	0	2
(2)	Surface water (River, ponds) {85}	57	28	6	1	3
(3)	Groundwater {85}	53	32	4	2	2
(4)	Wildlife habitat {76}	39	37	12	3	2
(5)	Scenic views {73}	36	37	15	3	3
	Wetlands {73}	35	38	14	5	3
(6)	Forested lands {73}	34	39	14	5	2
	Open space {73}	31	42	13	4	3
(7)	Historic & Cultural sites {67}	28	39	20	3	4
(8)	Agricultural lands {59}	26	33	20	10	4
(9)	Parks {58}	18	40	24	8	5

### 3. HOUSING & EDUCATION

#### A. Housing

Respondents to the Survey on housing overwhelmingly represent the single-family house owners in the community, which undoubtedly influenced their answers to the questions. 91% of the respondents own their residences; 88% reside in single-family houses; only 6% reside in multi-family units (3+ units per building). For this house owning demographic it appears most important to support single-family houses in Town and provide housing choice for retirees, even affordable housing for retirees. This sentiment may reflect the fact that considerable housing choice for the elderly is already in Town at the Miles campus and locations such as Schooner Landing. Of lesser importance is provision of housing for the disabled, such as at the eight Mobius townhouses for disabled persons on Chapman Street, and affordable family housing such as at Ledgewood Court or Salt Bay Apartments. Of least importance to the respondents are provision for more choice for forms of more urban style attached housing including town houses, condos such as garden apartments or apartments in multi-use buildings such as upper-floor apartments in the Main Street buildings or in apartment buildings such as the Lily Brook Apartments.

<b>Relative Importance of seven aspects of Housing</b>		[{xx} = (1) Very Important + (2) Important]				
		<b>Very</b>				
<b>Ranking:</b>		<b>(1) Important</b>	<b>(2) Important</b>	<b>(3) Neutral</b>	<b>(4) Unimportant</b>	<b>(5) Unimportant</b>
(1) Single family housing	{77}	39	38	15	1	1
(2) Affordable housing	{71}	35	36	21	1	
for elderly (62+)						
(3) Housing designed	{71}	31	40	21	1	1
for elderly (62+)						
(4) Housing designed	{63}	20	43	27	2	1
for disabled						
(5) Affordable housing	{61}	23	38	21	6	6
(<30% income)						
(6) Town house/condos/	{49}	14	35	30	6	10
multi-use bldg.						
(7) Rental Apts.	{49}	12	37	32	6	5

#### Education

Only 11% of the Survey respondents had children in local public schools. Most of the rest of the respondents, 90%, had children already grown; a few apparently had children in schools elsewhere or were home schooling their children. Of the respondents to the question of whether to support a public pre-school program in Town or not, 39% were in favor, 36% not. This may indicate that if over a third of the 90% of the respondents, most who do not have school age children, are favorably disposed to pre-school education (such as universal Head-Start) that there may be sufficient evidence to explore this program further in Town. The respondents were clearly in favor of more vocational/job training for both youth and for adults (71% favorability). This likely reflects the effects of the Great Recession on causing recent job losses and the perceived need for new job re-training for the recently unemployed adults as well as more youth job training for new skill needs identified in the Midcoast region, such as computer literacy. Forty-three percent (43%) of the respondents answering the question on the quality of the local public schools regard them as very good to excellent, 10% as fair and only 3% as poor. This appears to reveal an overall generally positive regard for Great Salt Bay School and Lincoln Academy as they are currently functioning.

	<u>Yes</u>	<u>No</u>
(1) Do you have children of school age?	10%	86%
(2a) Which school? Great Salt Bay?	6%	~
(2b) Which School? Lincoln academy?	5%	~
(2c) Other (children not in school in Town)? (too old; at college; elsewhere for sports programs, etc.; vacation; home schooling)	90%	~
(3) Would you support a public pre-school?	39%	36%
(4) More voc/job training for youth & adult?	71%	7%
(5) Is there a drop-out problem?	28%	14%

#### Opinion about schools in community (GSB and LA)

	<u>(1) Excellent</u>	<u>(2) Very Good</u>	<u>(3) Fair</u>	<u>(4) Less Fair</u>	<u>(5) Poor</u>
Opinion of the School (your child is in)	13%	20%	10%	1%	2%

#### 4. LAND USE AND GROWTH MANAGEMENT POLICY

More than two-thirds of the Survey respondents agree that maintaining community character by more emphasis on environmental protection, crime fighting, public safety support and administration of building and zoning regulations should be pursued more vigorously by the Town. More than half respondents agree there should be more emphasis on public facility management and development including solid waste management, public water and sewer systems and promotion of green spaces. Of least agreement but nearly half (49%) indicated that they see too much development in Town. Only about a third of respondents agree that the Town is too lax on where new development is allowed to go. This may indicate a sense that the townspeople are generally satisfied with the existing zoning in Town in balancing growth areas with rural area. But it may also reflect the Great Recession during which there has been virtually no new development in Town with the exception of the Piper Commons rezoning proposal which the townspeople voted down. Therefore, a belief in Town may have been generated that for the time being the threat of large change has been set aside.

#### Relative Agreement about ten aspects of Land Use & Growth Management

[{xx} = (1) Strongly Agree + (2) Agree]

Ranking:		<u>Strongly</u> <u>(1) Agree</u>	<u>(2) Agree</u>	<u>(3) Neutral</u>	<u>(4) Disagree</u>	<u>Strongly</u> <u>(5) Disagree</u>
(1) Maintain community character	{78}	46	32	12	1	1
(2) Emphasize environmental protection	{69}	43	26	13	6	6
(3) Emphasize crime rate/safety	{67}	37	30	19	6	3
(4) Emphasize Building/Zoning regulations	{67}	37	30	17	6	6
(5) Emphasize solid waste management	{64}	27	37	23	2	3
(6) Emphasize public water system adequacy	{61}	30	31	19	1	6
(7) Emphasize promoting green space	{56}	34	22	23	6	7
(8) Emphasize public sewer system adequacy	{56}	26	30	24	1	7
(9) There is too much development in Dscotta	{49}	16	33	46	34	6
(10) Town too lax on where new dev. occurs	{34}	11	23	32	23	6

#### 5. GROWTH ISSUES

The Survey respondents strongly agree that more coordination with local towns is very important. This certainly refers to Newcastle but may also relate to the other neighboring towns such as Nobleboro. More

than half of the respondents support traditional land use measures of stronger land use controls but also the use of specific plans, including the recent Heart & Soul, Shore & Harbor, Bike & Ped and Gateway I Plans, to help plan for the future of the Town. Of least importance to the respondents is use of public funds to support private development indicating an unwillingness, perhaps, to form public/private partnerships to foster, for example, the start-up of a new windmill assembly plant in Town. Only 8% of respondents indicate that the Town should consider newer forms of growth management techniques such as form-based codes (which have already been voted down), impact fees, TDR (Transfer of Development Rights) or TIFS (tax increment financing) programs. It is also unlikely these innovative growth management programs are widely known among the townspeople so it may be incumbent on the Comprehensive Plan Committee to study their possible relevance to the 2014 Comprehensive Plan as possible measures to consider to implement the goals and policies that emerge from the planning process.

**Relative Importance between seven Development Strategies** [{xx} = (1) Very Important + (2) Important]

		Very				Very
Ranking:		(1) Important	(2) Important	(3) Neutral	(4) Unimportant	(5) Unimportant
(1) Coordination between local towns	{82}	41	41	9	3	0
(2) Use Heart & Soul & other plans for future	{61}	27	34	19	6	7
(3) Denser com. & res growth near town center	{57}	23	34	23	6	7
(4) Stronger land use controls	{53}	19	34	24	6	
(5) Slowing growth & development	{38}	10	28	37	13	7
(6) Use public funds to promote private development	{12}	3	9	37	21	23
(7) Other strategies to manage growth issues	{8}	3	5	10	1	1

## 6. TRANSPORTATION

The Survey respondents show a clear agreement on new sidewalks, walking paths and bikeways to better support these alternative forms of mobility in and around Town. It may also be inferred that the desirability for new walking and biking ways would make it safer to walk or bike, especially for children. The existing network, posted speeds and quality of road conditions seems to be generally agreed among the respondents to be acceptable. Survey results show that it is generally not agreed among respondents that the existing public transportation meets the needs of Damariscotta people. Other than the Boston – Bangor bus that comes through town two times a day, there is no existing regular public transportation. However, one can call a private taxi for a market-rate cost of fare.

**Relative Agreement about five aspects of Transportation** [{xx} = (1) Strongly Agree + (2) Agree]

Ranking:			Strongly					Strongly	
			(1) Agree	(2) Agree	(3) Neutral	(4) Disagree	(5) Disagree		
(1)	Support new sidewalks/paths for biking & walking	{80}	53	27	10	7	5		
(1)	Overall road network meets needs of the citizens	{70}	13	57	12	12	8		
(2)	Speeds on Damariscotta roads is a concern	{55}	32	23	25	15	5		
(3)	Road quality/conditions acceptable for present use	{55}	14	41	19	20	6		
(4)	Public transportation meets the needs of people	{31}	17	14	34	27	8		



## 7. COMMUNITY FACILITIES AND SERVICES

Survey respondents expressed a fairly consistent level of importance between different public facilities as to the desirability for upgrading their functioning. Removal of the highest rated public facility for improvements, roads, from the lowest, cable services, left the other public facilities all within ten percentage points of each other. It may therefore be concluded that all public facilities within the community are desired by the people to be improved gradually over time as newer technologies come on line. And that in 2013, there are no public facilities for which the townspeople feel are way behind the times.

**Relative Importance for improvement between ten public facilities** [{xx} = (1) Very Important + (2) Important]

Ranking:		Very (1)Important	(2)Important	(3)Neutral	(4)Unimportant	Very (5)Unmptnt
(1) Streets	{60}	19	41	26	6	3
(2) Emergency medical service facilities	{57}	34	23	26	7	4
(3) Wireless facilities (cell phones/internet)	{54}	23	31	27	5	4
(4) Fire Department facilities	{53}	36	17	34	5	4
(5) Library	{51}	28	23	28	6	11
(6) Police Department facilities	{51}	22	29	24	10	8
(7) Water system	{50}	24	26	31	5	6
(8) Sewer (sanitary & storm)	{50}	22	28	32	6	6
(9) Recreation	{47}	14	33	33	6	5
(10) Cable service to homes & businesses	{40}	17	23	33	12	8

## 8. ECONOMIC DEVELOPMENT

The largest percentage of respondents indicated a neutral view about employment opportunities in Town likely reflecting the large number of retirees who answered the Survey. Fully 28% of respondents appear dissatisfied with employment opportunities in Town. Only 8% of respondents are satisfied with the employment opportunities in Town

**Relative Agreement about employment opportunities in the area** [{xx} = (1) Strongly Agree + (2) Agree]

Ranking:	Strongly (1) Agree	(2) Agree	(3) Neutral	(4) Disagree	Strongly (5) Disagree
I am satisfied with the employment opportunities in the area	1%	7%	29%	21%	8%

There appears to be greatest support among the respondents for the existing service type businesses already in Damariscotta; medical and professional services which would include lawyers, accountants, bankers and the like. There appears to be a range of non-professional services with respect to support from the Town for their future development, including recreational facilities (i.e. Roundtop and YMCA recreational facilities), hotels, restaurants, shopping and tourism venues (i.e. gift shops). While town support for future development of light industry, e.g. solar or wind energy facilities is indicated to be of moderate favorability by the respondents, there appears to be very little sentiment for supporting future heavy industrial development.

**Relative Importance between ten future business development activities**

[{xx} = (1) Very Important + (2) Important]

Ranking:		Very (1) Important		(2) Important	(3) Neutral	(4) Unimportant	Very (5) Unimportant
(1)	Medical services	{78}	39	39	12	1	1
(2)	Professional services	{71}	23	48	18	1	1
(3)	Emerging technologies	{69}	20	49	17	1	2
(4)	Recreational facilities	{59}	16	43	28	3	1
(5)	Restaurants	{55}	20	35	28	6	4
(6)	Light industry	{54}	12	42	26	8	3
(7)	Hotels, tourism	{52}	15	37	24	11	4
(8)	Retail/shopping	{51}	17	34	27	8	5
(9)	Entertainment venues	{45}	8	37	33	11	3
(10)	Heavy industry	{9}	4	5	20	30	32

The respondents placed the greater importance in redeveloping and revitalizing the downtown first before economically developing other parts of Town. To a lesser extent the respondents advocate business redevelopment and revitalization of uptown (i.e. Rt 1B corridor) or the area east of Damariscotta Hardware (aka Piper Commons) which was designated as a growth area in the 2002 Comprehensive Plan.

**Relative Importance between three economic development policies**

[{xx} = (1) Very Important + (2) Important]

Important]

Ranking:		Very (1) Important		(2) Important	(3) Neutral	(4) Unimportant	Very (5) Unimportant
(1)	Downtown business redevelopment/revitalization	{63}	29	34	22	3	3
(2)	Uptown business redevelopment/revitalization	{45}	17	28	33	6	5
(3)	Retain 2002 Comp Plan designated growth area	{40}	12	28	34	4	3

**9. EXPENDITURE OF LOCAL TAX DOLLARS**

The Survey respondents indicate positive favorability, with more than 50% approval, for sidewalk, trail and road maintenance support by public financing from local tax dollars. A large group of public facilities and services, while not receiving more than 50% approval from the respondents, nevertheless have greater approval than disapproval. This group includes fire protection, parks and open space, police and youth services. An even larger group from #10 (Bike facilities) to #22 (Recreational programs) in the table below garnered lesser percentages of approval and larger percentages of disapproval indicating a reluctance by the respondents to support tax dollar expenditures for these activities. The respondents are clearly not in favor of more public expenditure to increase the Town Hall (employee) hours.

**Relative favorability between twenty-three categories** {Numbers are percentages}

<b>Ranking:</b>	<b>YES</b>	<b>NO</b>
(1) Sidewalks/trails	66%	24%
(2) Road maintenance	58	27
(3) Public restrooms	52	37
(4) Fire protection	49	39
(5) Parks & Open space	47	39
(6) Emergency medical help	46	39
(7) Elderly services	45	38
(8) Police protection	44	41
(9) Youth services	43	42
(10) Bike facilities	43	44
(11) Parking	42	43
(12) Library	41	43
(13) Ambulance	41	43
(14) Code Enforcement	38	46
(15) Solid waste disposal	38	46
(16) Water service	37	46
(17) Snow removal/sanding	35	48
(18) Sewer service	35	49
(19) Public lighting	31	53
(20) Town dock facilities	28	57
(21) Recreational facilities	27	56
(22) Recreational programs	26	56
(23) Town office hours	10	73

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DEMOGRAPHIC PROFILE OF SURVEY RESPONDERS

<b>Public Opinion Survey RESPONDERS</b>		<b>US Census: 2010 &amp; 2011</b>
<b>Gender:</b>	Male: 46%	44%
	Female: 51%	56%
<b>Marital Status:</b>	Married: 67%	79%
	Unmarried: 28%	21%
<b>Age:</b>	18-25: 1%	20-24: 5%
	26-35: 1%	25-34: 8%
	36-45: 7%	35-44: 9%
	46-55: 6%	45-54: 13%
	56-65: 30%	55-64: 15%
	66-75: 25%	65-74: 11%
	75+: 28%	75+: 19%
<b>Employment Status:</b>	Employed: 34%	53%
	Unemployed: 1%	6%
	Retired: 51%	41% (not in 'Labor Force')
	Homemaker: 1%	~
	Other: 13%	~

<b>Public Opinion Survey RESPONDERS</b>		<b>US Census: 2010 &amp; 2011</b>
<b>Residency:</b>	Owner: 71%	67%
	Non-res Owner: 10%	?
	Resident (renter): 8%	33% (renter occupant)
	Other 10%	
<b>Education:</b>	< High School: 1%	11%
	High School: 5%	36%
	Some college: 14%	23%
	2-year Degree: 6%	8%
	Bachelor's 27%	18%
	Grad/Prof 43%	15%
<b>Length of Residency:</b>	<1 Year 1%	11%
	1-30+ Years 99%	89%

## APPENDIX C UPDATED INVENTORIES & ANALYSES

### INTRODUCTION

Effective comprehensive planning is based upon a thorough knowledge of all aspects of the community: past, present and future. In order to manage trends by guiding them toward desired goals that express the townspeople's vision for the future, Volume II of the Comprehensive Plan displays data, facts, trends, projections and current issues in town. This information is gathered into thirteen chapters addressing different aspects of the Town's demography, economics, public facilities and services, natural, cultural, archeological and historic resources. It is the basis for fashioning responses in the form of policies and implementation measures (in Volume I) that, over time, steer the community towards the townspeople's goals and vision for the community.

### A. POPULATION & DEMOGRAPHICS

#### 1. HISTORIC POPULATION CHANGE

Table I.1                      Damariscotta Year-Round Population: 1848 - 2010

YEAR	POPULATION	CHANGE	% CHANGE (PER DECADE)
1848	1,328	~	~
1910	771	-557	-7%
1960	1,093	+332	+9%
1970	1,264	+171	+16%
1980	1,493	+229	+18%
1990	1,836	+318	+21%
2000	2,041	+205	+11%
2010	2,218	+177	+9%

**Source: US Census; 1992 Damariscotta Comprehensive Plan;**

The drop in Damariscotta's population during the second half of the 19th Century clearly illustrates the period after the Civil War when wooden boat building gradually diminished locally and farmers increasingly moved west attracted by newly accessible and better farmlands. This trend was abetted by returning Civil War veterans who had experienced the more productive Mississippi River basin and other mid-western flatlands during the war. Also, the rise of alternative (industrial revolution) factory work (including iron hull boat building elsewhere on the Maine coast) enticed some, including young women, away from the farms of rural mid-coast Maine, into the newly expanding cotton, woolen and leather mills of Augusta, Lewiston, Portland, Biddeford, Bath and others. By the first half of the 20th Century, however, Damariscotta population stopped decreasing and began again to slowly increase as local commercial fishing and farming again increased, based upon new electrically powered freezer technologies and the railroad innovations for rapid shipping of perishables. The number of summer homes also began proliferating for railroad-transported vacationers which provided more local construction and maintenance jobs for year-round residents. The recent decades after World War II show the effect of the rise of the automobile in allowing Damariscotta to become a 'bedroom community' for people commuting to jobs in Bath, Brunswick, Augusta, Rockland and beyond. And second homes continued to fill-in along the Town's shorelines for automobile-using city dwellers to which to escape the city on weekends and during the summer. Damariscotta also became the regional service center for local shopping and retail related employment for the Pemaquid Peninsula/Great Salt Bay/Damariscotta Lake region. The increase of Damariscotta's year-round population by 9% between 2000 and 2010 has seemed to have continued this moderate expansionary trend in spite of the recession of 2008/10 and its likely resultant slowdown in the number of jobs locally. It may be assumed, however, that the Pemaquid Peninsula/Great Salt Bay/Damariscotta Lake region and the Miles Hospital complex continued

throughout the Decade to attract retirees and the staff that attend them. This and second home and summer vacation tourism seemingly keeps the Damariscotta service center viable.

In the longer term, it may be assumed that many Damariscotta region young people, upon completing high school, will continue to go off to post-secondary training and college elsewhere and subsequently to jobs and careers outside Damariscotta. Except for local fishing, a much larger range and volume of economic, social, recreational and cultural opportunities reside in cities and larger urban areas that so attract young people. However, some area natives do eventually return to Damariscotta and the Pemaquid region as retirees.

**Table I.2**                      **Comparative Population Change: Damariscotta Service Area: 1990 - 2010**

<u>Town Population</u>	<u>1990</u>	<u>2000</u>	<u>% Change: 90-00</u>	<u>2010</u>	<u>% Change: 00-10</u>
Bremen	674	782	+16%	806	+3%
Bristol	2095	2644	+14%	2755	+4%
<b>Damariscotta</b>	<b>1836</b>	<b>2041</b>	<b>+11%</b>	<b>2218</b>	<b>+9%</b>
Jefferson	2111	2388	+13%	2427	+2%
Newcastle	1538	1748	+14%	1752	<+1%
Nobleboro	1455	1626	+12%	1643	+1%
S. Bristol	825	897	+9%	892	<-1%
Service Area	10,765	11,126	+3%	12,493	+12%
Lincoln County	30,357	33,616	+11%	34,457	+3%
Maine	1,227,928	1,274,923	+4%	1,328,361	+4%

**Source: State Planning Office; US Census (Service Area = Damariscotta, Newcastle, Jefferson, Nobleboro, Bremen, Bristol, S. Bristol)**

The US Census recorded a larger percentage increase in Damariscotta's population between 2000 and 2010 in comparison to other towns in the service area. The 9% increase (a net addition of 177 persons) reflects a larger number of new people (390) moving into town compared to deaths (-378) over births (+165) for the decade resulting in a net natural decrease of 213 persons. This higher mortality reflects the recent expansions of the Miles Hospital Center elderly housing complex and the fact that Damariscotta, therefor, has more than twice the percentage of retirees (age 70+) than Lincoln County or the State. Except for South Bristol, the more rural parts of the service area also continued to grow during the first decade of the 21st Century, likely due to somewhat lower cost for land and houses. Certainly, some of this growth reflects continuing in-migration of retirees to the Mid-coast region as a whole. The Damariscotta Service area growth as a whole of 12% over the first decade of the 21st Century was 4 times faster than the 3% growth of Lincoln County or the 4% State growth.

**Table I.3**                      **Density of Population: Damariscotta, Region, State: 2000 and 2010**

<u>Area</u>	<u>Population per square Mile</u>			
	<u>2000</u>	<u>2010</u>	<u>Change: 2000 - 2010</u>	<u>Percent Change</u>
Damariscotta	164 pop/ sq mi	179	+15 pop/sq mi	+9%
Service Area	68	70	+2	+3%
Lincoln County	74	76	+2	+3%
Maine	41	43	+2 pop/sq. mi.	+4%

**Source: US Census, Wikipedia (Service Area = Damariscotta, Newcastle, Jefferson, Nobleboro, Bremen, Bristol, S. Bristol); pop/sq mile figures are rounded.**

Befitting its small geographic size and location at the center of a regional service area, Damariscotta has a population three times more dense than the Pemaquid/Great Salt Bay Region as a whole. This density reflects the historic Damariscotta Village and harbor. And the density of Damariscotta grew three times faster than its service area, Lincoln County and the State.

## 2. NATURAL & MIGRATION CHANGE

Change in year-round residential population of a discrete area is made up of the combination of two interacting factors. The first is the difference between the number of births and deaths during a specified time period called net native change. The second is the difference between the number of people who migrate into the area (in-migration) versus the number who migrate out (out-migration), called net migration.

**Table I.4** Natural & Migration Population Change: Damariscotta: 1990 - 2010

POPULATION	<u>1990 - 2000</u>		<u>2000 - 2010</u>	
	Count	% Effect	Count	% Effect
Beginning Pop (year: 1990)	1815	~	(2000) 2041	~
+ Births (during Decade)	+199	+11%	+165	+8%
- Deaths (during Decade)	-300	-17%	-378	-19%
= Natural change	-101	-6%	-213	-10%
+/- Net Migration* (for Decade)	+327	+18%	+390	+19%
= Ending Pop (year: 2000)	2041	~	(2010) 2218	~

**Source: US Census; Town Reports** \*(Net Migration = In-migration - Out-migration)

The first decade of the 21st Century shows a reduced number of births compared to the preceding decade while showing a larger number of deaths, which reflects the growing number of retirees in Damariscotta at the Miles housing complex and elsewhere compared to the number of young families of child-bearing age. Damariscotta will continue to show a larger net native population loss due to the much larger number of retirees and elderly in Town. But the 1990's and 2000's have both shown a comparatively larger in-migration of new people (many of these likely being retirees) into Damariscotta which has produced a modest net increase in the overall population.

**Table I.5** Nativity of Population: 2000 and 2010

Place of birth: Jurisdiction	<u>Within Maine</u>		<u>Other US</u>		<u>Outside US</u>		<u>Change: 2000 - 2010</u>
	2000	2010	2000	2010	2000	2010	Born Within Maine
Damariscotta	57%*	<b>57%</b>	39%	<b>43%</b>	4%	<b>&lt;1%</b>	0 percentage points
Lincoln County	62%	<b>59%</b>	39%	<b>35%</b>	3%	<b>2%</b>	- 3 percentage points
Maine	67%	<b>65%</b>	29%	<b>31%</b>	4%	<b>4%</b>	- 2 percentage points

**Source: US Census: DP 2 SP 3 and ACS (American Community Survey 2005 – 2009)\*(all percentages are rounded)**

Damariscotta has a lower percentage of residents born in-state than Lincoln County or Maine. But it has a higher percentage born in the US overall than either Lincoln County or the State. Between 2000 and 2010, while Damariscotta, Lincoln County and Maine all retained a majority of native born residents, the number of residents born in other parts of the US grew as a percentage of the total statewide and Damariscotta populations. In Damariscotta's case this may be attributed, at least in part, to the number of young people leaving after high school for further training, education and careers elsewhere.

**Table I.6** Population Trends by Age Cohorts: 2000 and 2010

Age Cohort	Population 2000			Population 2010			Ten Year Change**		
	Dscotta	Lincoln County	Maine	Dscotta	Lincoln County	Maine	Dscotta	Lincoln County	Maine
Under 5	<b>82</b>	1621	70,726	<b>98</b>	1605	69,520	<b>+20%</b>	+1%	-2%
5 - 17	<b>319</b>	6006	230,512	<b>300*</b>	5502*	241,439*	<b>-6%</b>	-8%	+5%
18 - 24	<b>106</b>	1842	103,903	<b>154</b>	2216	114,148	<b>+43%</b>	+20%	-10%
25 - 34	<b>173</b>	3403	157,617	<b>184</b>	3057	144,624	<b>+6%</b>	-10%	-8%
35 - 54	<b>522</b>	10,603	405,576	<b>359</b>	9551	389,951	<b>-31%</b>	-10%	-4%
55 - 69	<b>354</b>	5742	173,287	<b>467</b>	8351	257,115	<b>+32%</b>	+45%	+48%
70 - 84	<b>338</b>	3580	109,986	<b>320</b>	3930	116,930	<b>-5%</b>	+10%	+6%
85 +	<b>147</b>	819	23,316	<b>200</b>	1031	29,136	<b>+36%</b>	+26%	+25%
<b>Total</b>	<b>2041</b>	33,616	1,274,923	<b>2218</b>	34,457	1,328,361	<b>+9%</b>	+3%	+4%

Source: US Census (STF1 and SF1); \*(5-17 cohort interpolated from 5-19 Census cohort); \*\*(all percents rounded)

Damariscotta's modest increase in overall population (but still more than Lincoln County's and the State's) during the first decade of the 21st Century appears to result primarily from comparatively larger increases in the youth (0-5), the older middle-aged (55-69), the older retirees (85+) cohorts and unexpectedly the college age (18-24) cohort too. The increase in retirees is similar to the general state-wide trend. One explanation for the increase in the post-secondary college-age cohort's increase may be the 2008-2010 recession which may have kept more erstwhile students in Damariscotta, perhaps commuting to school, rather than attending more expensive boarding schools farther afield elsewhere.

**Table I.7** Distribution of Population Among Age Cohorts: 2000 and 2010

Age Cohort	Population 2000				Population 2010			
	Dscotta	Lincoln County	Maine	US	Dscotta	Lincoln County	Maine	US
Youth: Under 5	<b>4% *</b>	5%	6%	7%	<b>4%</b>	4%	5%	7%
School: 5 - 17	<b>16%</b>	18%	18%	19%	<b>14%**</b>	14%	18%	17%
College: 18 - 24	<b>5%</b>	6%	8%	10%	<b>7%**</b>	6%	8%	10%
Family Form: 25 - 34	<b>8%</b>	10%	12%	14%	<b>8%</b>	8%	11%	13%
Middle-age: 35 - 54	<b>26%</b>	31%	32%	29%	<b>23%</b>	28%	29%	28%
Older Mid-age: 55 - 69	<b>17%</b>	17%	13%	12%	<b>21%</b>	24%	19%	16%
Younger retirees: 70 - 84	<b>17%</b>	11%	9%	7%	<b>14%</b>	12%	8%	7%
Older Retirees: 85+	<b>7%</b>	2%	2%	2%	<b>9%</b>	4%	2%	2%
<b>Totals</b>	<b>100%</b>	100%	100%	100%	<b>100%</b>	100%	100%	100%

Source: US Census (\* all percentages rounded); 2010- DP1 Census; \*\* interpolated

In 2000, Damariscotta had twice as many retirees (24% of town population) as Lincoln County (13%), the State (11%) and the US (9%). In 2010 Damariscotta maintained its higher (23 %) number of retirees out of the Town's total population compared to 16% for the County, 10% for the State and 9% for the



country as a whole. Whereas Damariscotta is comparable to Lincoln County and the State in its percentage of young people through high school, thereafter it lags the State and US during the young adult child-bearing years through middle-age up to the retirement years. This reflects the number of young people who grew up in Town but living elsewhere during their working years in pursuit of jobs and careers either very limited or non-existent in Damariscotta. After retirement, people come to Damariscotta for its Maine coastal charm and supportive services at the Miles complex and other retirement venues. Some of these may be natives who had left after high school but who move back after retirement.

**Table I.8** Median age: 1990 to 2010

<u>Area</u>	<u>1990</u>	<u>2000</u>	<u>2010</u>	<u>% Change: 2000 -- 2010</u>
Damariscotta	41.8	48.0	50.7	+5.6%
Lincoln County	37.2	42.6	48.1	+12.9%
Maine	33.1	48.0	42.7	-0.1%
US	?	35.3	37.2	+5.4%

**Source:** US Census, Table DP-1 & DP-2

Lincoln County is one of the older counties, as reflected in its median age, in Maine, itself one of the oldest States in the Union. Even experiencing in-migration of retirees less rapidly than Lincoln County between 2000 and 2010, Damariscotta still remained one of the oldest towns in Lincoln County in terms of its median age.

### 3. SEASONAL POPULATION

**Table I.9** Damariscotta Resident Seasonal Population Estimate: 2010

<u>Av. Pop/house unit</u>	<u>Occupancy of the 186 seasonal housing units</u>		
	<u>If 100% occupied</u>	<u>If 90% occupied</u>	<u>If 80% occupied</u>
2	372	335	298
4	744	670	595
6	1116	1004	892
8	1488	1339	1190

**Source:** US Census, ACS

There were 186 seasonal houses in Damariscotta in the 2010 (US Census) with likely capacities of 2 to 8 persons or more per house. This yields a potential range of somewhere between 300 to 1500 seasonal residents. If during the middle of the summer it is assumed that about 90% of the vacation houses are occupied and each with an average of between 4 and 6 persons, then there would be about 837 (rounded to 840) seasonal residents. In addition to the annual resident seasonal population, on a mid-summer day there are also tourists in town and daytime employees and shoppers from the Damariscotta Service Area. Using the conservative 840 number for seasonal residents, the total seasonal (second home + tourists + regional employees and shoppers) population is estimated in 2010 to be somewhere between 3460 and 4945. This is an estimated total number of anywhere from 1242 to 2727 seasonal people on a summer day in excess of the year-round number of 2218. A conservative estimate for 85% of capacity yields an estimate of about 4205 persons in Town on a good-weather mid-summer weekend afternoon. This estimates about 2320 seasonal visitors out of the total summertime population in town.

**Table I.10      Estimate: Total Damariscotta Year-Round, Seasonal & Visitor Population: 2010**

<u>Population</u>	<u>At 100% occupancy</u>	<u>At 90%</u>	<u>At 80%</u>	<u>At 70%</u>
Year-round <sup>(1)</sup>	2218	1996	1774	1553
Seasonal Residents <sup>(1)</sup>	930	840	745	650
SA* Employees in Dscotta <sup>(2)</sup>	1814 (est.)	1633	1451	1270
SA* Shoppers/patrons in Dscotta <sup>(3)</sup>	125 (est.)	115	100	90
Tourist Visitors <sup>(4)</sup>	1330 (est.)	1195	1065	930
<b>Total</b>	<b>6415</b>	<b>5780</b>	<b>5135</b>	<b>4495</b>

Sources: (1) US Census, 2010

(2) Me. Dept. of Labor – Labor Markets analysis, 2011; estimated from employee ranges for list of Damariscotta employers. A portion work in and around the downtown village.

(3) SA (Service Area) shoppers, patrons & tourists estimates from Damariscotta Region Chamber of Commerce & TVDA – shoppers/patrons estimated from Reny's average July day customers - doubled;

(4) tourists based on 133 harbor parking lot spaces; turn-over 4 times per day; 2.5 persons per car. Estimate that an average July day downtown would have about half of the estimated 100% capacity of tourists, about 665.

\*SA = Damariscotta Service Area: Damariscotta, Bremen, Bristol, Jefferson, Newcastle, Nobleboro, S. Bristol

Damariscotta's strategic location astride coastal Route One enables it to provide both employment and shopping opportunities to the three adjoining coastal Pemaquid Peninsula towns and the adjoining three inland Great Salt Bay / Damariscotta Lake towns. So on any given day during the summer there could be an estimate of between 4,495 and 6,415 people in town. At 85% of the estimated full summer capacity, there may be about 5,460 people in town. During the winter (when tourists are absent) there is likely to be somewhere from 3,565 to 5,085 people in town. At 85% of the estimated wintertime capacity, an estimate of 4,330 wintertime persons are in town, about 80% of the number of people in town during the summer. The largest employer, Miles Hospital complex, alone can bring about 350 employees into town on any given workday, summer or winter, plus about 160 out-patients and additional visitors and 137 elderly residents of the associated residential complex. This totals about 645 persons or about 15% of the number of wintertime people in town.

#### 4. FUTURE POPULATION

##### Future Year-Round Population

**Table I-11      FUTURE YEAR-ROUND POPULATION: DAMARISCOTTA, REGION, MAINE**

<u>Jurisdiction</u>	<u>2010</u>	<u>2015</u>	<u>2020</u>	<u>2025</u>	<u>2030</u>	<u>% Change: 2015 - 25</u>
Damariscotta	2,214	2,162	2,121	2,074	2,014	-4%
D'scotta Service Area*	12,466	12,082	11,670	11,243	10,757	-7%
Lincoln County	34,379	33,143	31,888	30,597	29,158	-12%
Maine	1,327,379	1,329,823	1,331,607	1,330,821	1,325,751	+1%

Source: **Maine Municipal Planning Assistance Program, 2013** (figures differ a little from 2010 US Census)

\*Damariscotta Service Area: Damariscotta, Bremen, Bristol, Jefferson, Newcastle, Nobleboro, South Bristol

Based upon the trend from 1990 to 2010, the State Planning Office's projection of a 4% decrease of Damariscotta's year-round population between 2015 and 2025 reflects larger state trends for the period. Maine's projected overall slight increase over the same period is due to the projected increased

populations of York, Cumberland, Androscoggin and Knox Counties, southernmost area and where larger urban areas are located. These increases just compensate for the net loss of population elsewhere in the State. This decline of population over the 2015 – 2025 period is attributed to the generally low birth rate in Maine.

#### Future Seasonal and Transient Population

It may be assumed that most of the desirable shoreline in town, both on the Damariscotta River, Great Salt Bay and the smaller freshwater ponds, have already been built-upon or otherwise removed from future development. An example of protected shoreline is the Damariscotta River Association (DRA) permanent open-space land on Great Salt Bay. It is therefore unlikely that new seasonal homes of any appreciable number will be built in Town. On the other hand, it is likely that the number of employees and shoppers in the Service Area will increase if several trends come to pass. First, to the extent that there continues to be increases in Miles Hospital and associated doctors' offices and related elderly housing, more employees will come to town. Secondly, if there is ever significant development of the Piper Commons area, new businesses and residences would result. Thirdly, further development of cultural and arts venues in Town at Round Top or elsewhere would bring more transient visitors. Fourthly, the projected increasing year-round population of the Service Area may, itself, result in supporting new commercial activity in the downtown and the Route 1B corridor as well as at Piper Commons, if this area were ever to be developed in the future. After the Town's voters rejected the proposed expansion of the commercial zoning district into the Piper Common area in 2012, there appears no short-term interest in commercially developing the Piper area for the foreseeable future.

**Table I-12      Future Damariscotta Resident, Seasonal and Visitor Population: 2015 and 2025**

Population	2010	2015	2020	2025	2030	% change: 2015 – 25
Year-round Residents	2,214	2,162	2,121	2,074	2,014	-4%
Seasonal Residents	840	840	840	840	840	+0%
*Employees, Shoppers <sup>(1)</sup>	1,748	1,708	1,676	1,639	1,591	-4%
Tourists <sup>(2)</sup>	1,195	1,255	1,318	1,384	1,453	+10%
<b>Total (rounded)</b>	<b>6,000</b>	<b>5,965</b>	<b>5,955</b>	<b>5,940</b>	<b>5,900</b>	<b>- ½%</b>

**Source: US Census, Damariscotta Region Chamber of Commerce**

**\*DSA = Damariscotta Service Area: Damariscotta, Bremen, Bristol, Jefferson, Newcastle, Nobleboro, S. Bristol**

**(1) Estimated seasonal, Damariscotta employees and shoppers at 90% of estimated full capacity and remaining a fixed ratio of the projected year-round population;**

**(2) Tourists in 2010 estimated at 90% full capacity (see Table I-10) assumed to rise by +1% per year.**

The number of seasonal (second-home) residents are assumed to remain substantially the same to 2030. It is even likely that the number of seasonal homes may decrease over time due to more baby boomers retiring to their second homes and converting them to year-round residences. On the other hand, if the ratio of service area employees and shoppers to total service area population remains similar to 2010, there may be expected a proportional decrease in of out-of-town service area employees and shoppers in Damariscotta between 2015 and 2025.

#### **5. ISSUES WITH POPULATION & DEMOGRAPHICS**

(1) What should the town do about projected slow but steady population loss to 2030? Should this be regarded as an inevitable by-product of the relatively large number of retired people in town due to Miles and its associated retirement housing?

(2) If the Town should attract more working age and young families to Town, in order to help

support local businesses, what policies could support this?

(3) To retain more of the Town's young people, and attract others, what changes in land use, zoning, recreation, cultural, entertainment and educational and economic opportunities would need to be made?

(4) Given the reality of a large number of retirees into the future are their new or expanded amenities that should be brought on line to better support retirees? For example, the Bike/Ped Plan (2008) recommends sidewalks from downtown to Miles and to GSB School and elsewhere for more pedestrian safety.

## B. EDUCATION

**Table I-13 Educational Attainment: Damariscotta - 1990 to 2010**

Damariscotta	1990	2000	2010	% Change: 2000 -- 2010
Less than high school	172	127	84	- 34%
High school graduate	457	447	516	+ 15%
Some collage, no degree	233	334	361	+ 8%
Associate degree	97	98	99	+ 1%
Bachelor's degree	276	356	355	+ 0%
Grad/Professional degree	139	160	176	+ 1%
Total Population ≥ 25 years	1374	1522	1534	+ 1%

Source: Maine SPO - US Census

While the number Damariscotta residents 25 years or older only increased by about 1% between 2000 and 2010, there was a substantial increase in the percentage of adults with high school degrees and some attainment of post-secondary education. There was a corresponding drop in adults who had no high school degree. This may reflect the continued influx of moderate to higher income retirees who came into town during the decade and who would tend to have education beyond the high school level.

**Table I-14 Educational Attainment: Damariscotta, County, State & Country - 2010**

	<u>Damariscotta</u>		<u>Lincoln County</u>		<u>Maine</u>		<u>USA</u>	
<u>Achievement</u>	<u>Count</u>	<u>%</u>	<u>Count</u>	<u>%</u>	<u>Count</u>	<u>%</u>	<u>Count</u>	<u>%</u>
At least high school diploma	516	23%	8,416	24%	326,777	25%	58.2 mil	19%
At least Bachelor's degree	355	16%	4,770	14%	159,601	12%	36.2 mil	12%
At least Grad/Prof degree	176	8%	3,377	10%	87,126	7%	21.3 mil	7%
Total Population	2214	100%	34,379	100%	1,328,361	100%	309.4 mil	100%

Source: US Census, Table (Sf 3)

In 2010, Damariscotta is comparable with Lincoln County and the State in the percentage of about 24% of the people attaining a high school degree, which is higher than for the country as a whole at 19%. Damariscotta (16%) and the County (14%) had higher percentages of the population attaining a college degree than Maine or the US (12%). For advanced graduate or professional degrees, the Town was comparable to the County, State and US at around 8% of the population. So Damariscotta conforms to the spread of educational achievement across the country.

**Table I-15      AOS 93 School Attendance Trend: 2000 - 2010**

Grade Level	1990	2000	2010	2013	% Change: 2000 - 13
Home school/special				5	
Nursery & pre-k				16	
Kindergarten				98	
Grades 1-8				897	
Grades 9-12				588	
Total school population				1604	

**Source: Maine AOS 93**

AOS93 is composed of the towns of Bremen, Bristol, Damariscotta, Jefferson, Newcastle, Nobleboro and South Bristol. Within the system are the Great Salt Bay Community (Elementary) School in Damariscotta, elementary schools in Nobleboro and Bristol and Lincoln Academy in Newcastle, which is private but functions as the public high school for the seven towns of AOS 93. Between 20\_\_ and 2013 the overall AOS 93 school population changed by \_\_%. The grade \_\_ cohort changed the most during this period indicating . . . . . Projecting school age population is notoriously hard. But if the relationship between the school age population and the total population in the seven AOS 93 towns were to be assumed to remain the same as in 2013, then a guest-estimate would project the future school-age population to decrease to 2025 similar to the overall population estimated decrease. For lack of a more rigorous method, let the questimate herein provide at least an idea of how the school age population might fare between 2014 and 2024.

**Table I-16      AOS 93 School Attendance Projection: 2013 - 2030**

Grade Level	2013	2015	2020	2025	2030	% Change: 2015 – 2025
Home school/special	5	5	5	5	4	-0% (-1 pupil)
Nursery & pre-k	16	16	15	15	14	-6% (-1 pupil)
Kindergarten	98	97	94	89	86	-8% (-8 pupils)
Grades 1-8	897	886	856	827	792	-7% (-59 students)
Grades 9-12	588	581	563	542	520	-7% (-39 students)
Total school population (est.)	1604	1585	1533	1478	1416	-7% (-107 students)
AOS 93 Towns pop projection*	12,466	12,082	11,670	11,243	10,759	-7% ~

**Source: Maine State Planning Office Projection, 2013**

- 2013 AOS Town population interpolated between 2010 real and 2015 estimated populations; (AOS 93 towns: Bremen, Bristol, Damariscotta, Jefferson, Newcastle, Nobleboro, South Bristol)

If the guess-estimate herein turns out to be true, then AOS 93 and Lincoln Academy may be confronted between 2014 and 2024 with empty classrooms and decreased class sizes putting pressure to reduce the number of teachers and school programs. In recent years (2012) Lincoln Academy has been recruiting Chinese and other foreign students to fill the gap from the perceived future decreasing local enrollment. This has enabled the Academy to maintain a robust income to support its full roster of educational programs, extra-curricular activities including theatre, the arts, sports and the capability to engage in such outside activities as debate team and model UN. Great Salt Bay Elementary School has recently (2013) been pondering the possible benefits and costs of offering Pre-K education to 4 and 5 year olds from the seven AOS 93 towns. If such a program were to be instituted, it might use possible empty classrooms. Or, there could be exploration with Central Lincoln County YMCA, Coastal Kids or other venues for a cooperative arrangement to develop a Pre-K program, the school doing the instruction, these venues providing the requisite classroom space.

## 1. ISSUES WITH EDUCATION

(1) Given the projected decrease in GSB School enrollment, how to get more students in order to maintain the teachers, facilities and pedagogical quality?

(2) Should GSB School start a universal pre-K (HeadStart) program for all AOL 93 kids? Already HeadStart, the YMCA and Coastal Kids are cooperating with AOL on considering the costs and benefits.

(3) What could the Town do in terms of educational opportunity to keep more young people in Town? In terms of voc-ed, targeted local job training, entrepreneurial zones for start-ups; others?

(4) What could the Town do to enhance the quality of retirees' life through life-long learning? With Midcoast Community College, transportation to local cultural events such Salt Bay Chamber music performances, etc.? This would help motivate retirees to be involved on town committees and nonprofit groups such as the DRA.

## C. HOUSING

### 1. HOUSEHOLDS

Table I-17      Population, Households & Household Size: 2000 and 2010

Year		1990	2000	2010	Change: 2000 - 2010
Damariscotta	Population	1811	2041	2218	+9%
	Households	788	943	1093	+16%
	Av. HH* size	2.30	2.06	2.03	-2%
Lincoln County	Population	30,357	33,616	34,457	+3%
	Households	11,968	14,158	15,383	+9%
	Av. HH size	2.54	2.37	2.24	-6%
Maine	Population	1,227,928	1,274,923	1,328,361	+4%
	Households	465,312	518,200	557,219	+8%
	Av. HH size	2.64	2.37	2.32	-2%

**Source: State Planning Office; US Census (ST 1 & SF1); S. Bristol 2010 ; \*(HH=household)**

Between 2000 and 2010, the number of Damariscotta households grew nearly twice as fast as the population reflecting the aging population living in households without children. Lincoln County and Maine also saw similar trends due to the overall aging of the population. But the Damariscotta average household size of 2.03 persons is significantly lower than the County's 2.24 or State's 2.32 average sizes. This reflects the higher median age and larger percentage of retirees in Damariscotta living in one and two-person households compared to the County and State.

Table I-18 Households By Types, 2010: Damariscotta

<u>Household Type</u>	<u>Householder</u>	<u>Percent*</u>
Total households	1,051	100%
Family households	578	55%
With Own children <18 years	226	22%
Husband-wife family	439	42%
With Own children <18 years	127	12%
Male householder, no wife present	30	3%
With Own children <18 years	25	2%
Female householder, no husband present	109	10%
With Own children <18 years	25	7%
Non-family households	473	45%
Householder living alone	417	40%
Male	134	13%
65 years and over	44	4%
Female	283	27%
65 years and over	173	17%
Households with persons < 18 years	238	23%
Households with persons 65 years +	429	41%
Average household size	2.03 persons	^
Average family size	2.66 persons	^

**Source: US Census (2010 DP-1); \* Percentages are rounded**

Reflecting the high number of retirees, 41% of Damariscotta households in 2010 contained one or more persons 65 years or older. In contrast, households with children 18 years and younger accounted for only 23% of all households in 2010, only about one-half the number of retiree households. The large percentage of retiree households is also reflected in the 45% of total Damariscotta households defined as non-family accounting for the large number of single-person households (40% of all households) living at the Miles retirement campus such as Schooner Cove and elsewhere in Town.

Table I-19 Median Household (HH), Family & Per Capita Income: Damariscotta, 1999 & 2009

<u>Income</u>	<u>1999</u>	<u>(by CPI* into 2009 \$)</u>	<u>2009</u>	<u>change: 1999-2009</u>	<u>by %</u>
Median HH Income	\$36,188	(x 1.29 = \$46,683)	\$39,865	- \$6,818 (in 2009 \$)	-15%
Median Family Income	\$47,105	(x 1.29 = \$60,766)	\$54,773	- \$5,993 (in 2009 \$)	-10%
Per Capita Income	\$23,146	(x 1.29 = \$29,858)	\$21,503	- \$8,355 (in 2009 \$)	-28%

**Source: US Census ACS; Maine SPO Econ & Demo Pgm; \*CPI = Consumer Price Index**

Once the effect of inflation is accounted for, the first decade of the 21st Century shows a reduction in household, family and personal income. Some of this loss may be explained by the effect of the Great Recession of 2008-2010 tending to depress wage growth. Whatever the complex set of causes, the reduced buying power of the Town's population probably extended the time of recovery for the service center businesses.

**Table I-20 Housing Occupancy, 2010: Damariscotta, Lincoln County, Maine**

Type of Occupancy	Damariscotta	%	Lincoln County	%	Maine	%
Total Housing Units	1,359	100%	100%		100%	
Occupied housing units	1,051	77%*	65%		77%	
Vacant housing units	308	23%	35%		23%	
For Rent	54	4%	2%		2%	
Rented, not occupied	4	<1%	<1%		<1%	
For sale only	15	1%	2%		1%	
Sold, not occupied	2	<1%	<1%		<1%	
Seasonal, rec, occasional use	186	14%	29%		16%	
All other vacants	47	4%	3%		3%	
Homeowner vacancy rate	~	2.1% <sup>(1)</sup>	3.5%		2.4%	
Rental vacancy rate	~	13.2 % <sup>(2)</sup>	14.0%		8.9%	

**Source: 2010 US Census, DP-1; \* Percentages are rounded;** (1) % of homeowner inventory for sale;  
 (2) % of rental inventory for rent.

In 2010 the 77% of the total housing units in Damariscotta that were occupied is comparable to the State's rate of occupancy. This contrasts to Lincoln County with an occupancy rate of only 65% which suggests the recession of 2008-10 was felt more severely in other parts of the County than in the regional service center of Damariscotta. With a 23% vacancy rate, about 308 vacant (year-round) housing units may be available in Damariscotta to at least absorb some new in-migrants if the local economy were to begin to expand during the decade 2014 – 2024.

**Table I-21 Housing Tenure: 2010 – Damariscotta, Service Area, Lincoln County**

	Damariscotta		Service Area*		Lincoln County
Occupied Housing Units	1,051	100%	100%		100%
Owner-occupied housing units	701	67%*	83%		85%
Pop in owner-occupied units	1,509	~	~		~
Av HH size in owner-occ units	2.15 pop/hh		2.10 pop/hh		2.27 pop/hh
Renter-occupied housing units	350	33%	17%		15%
Pop in renter-occupied units	625	~	~		~
Av HH size in owner-occ units	1.79 pop/hh		2.10 pop/hh		2.26 pop/hh

**Source: 2010 US Census, DP-1; \* Percentages are rounded;** \*Service Area towns: Damariscotta, Bremen, Bristol, S. Bristol, Newcastle, Jefferson, Nobleboro.

Befitting the urban core of a regional service area, Damariscotta shows twice as many occupied rental housing units, 33%, compared to its surrounding rural service area towns and to Lincoln County as a whole, 16%. Damariscotta also shows a smaller average household size, 1.79 persons per household in rental units as the Service Area (2.10 pop/hh) or County (2.26 pop/hh). This reflects the higher percentage of retiree population in Damariscotta renting at Retirement communities such as Schooner Cove and other retirement venues around Miles Hospital and elsewhere in town.



## 2. HOUSING STOCK

Table I-22 Age of Damariscotta Housing Stock, 2010

Housing Units	Number	Percent of Total
Total Units, 2010	677	100%
2005 – 2010	11	2%*
2000 – 2004	12	2%
1990 – 1999	88	13%
1980 – 1989	53	8%
1970 – 1979	109	16%
1960 – 1969	41	6%
1950 – 1959	27	4%
1940- 1949	46	7%
1939 or earlier	290	42%

Source: US Census DP-4; \* Percentages are rounded

Reflecting the age of the 19<sup>th</sup> Century boat building Village, 42% of Damariscotta's housing stock is more than 50 years old. This includes the older 19<sup>th</sup> and early 20<sup>th</sup> Century harborside four story brick buildings with upstairs apartments along Main Street in the Village but also the older houses in the inner neighborhoods of Elm, Church, Vine, Water Streets and Bristol Road. Characteristically, the newer houses, built since the advent of the automobile, are in the rural areas of town and are likely to be most of the post-1940 structures.

Table I-23 Damariscotta: Year-round versus Seasonal Occupancy of Housing, 2000 and 2010

Housing Units	2000	2010	Change: 2000 – 2010	
Total Yr-Rnd Housing Units	1151	1189	+38	+3% ^
Occupied housing units	942	903	-39	-4%
Vacant housing units	209	286	+77	+37%
Seasonal Housing Units	158	186	+28	+17%

Source: Us Census, 2000, 2010 – SF1 & D1 Tables; \*The Census DP04 Estimate Table provides figures that seem more reasonable; ^ Percents are rounded.

The DP-1 and the DP-4 Selected Housing Characteristics Table – American Community Survey 5-Year Estimate for 2007-2011, posits an increase of 38 new dwellings between 2000 and 2010. This conforms to Damariscotta Staff's accounting of new subdivisions and building permits of [REDACTED] housing units for the decade 2000-2010. The 2008-2010 recession may have caused some people to leave town seeking employment elsewhere thereby increasing the number of vacant dwellings. Certainly after the housing bubble burst in 2008 there has been very little new housing in Town. It also seems unlikely that there was an increase of 28 seasonal houses between 2000 and 2010. Again, perhaps more accurate counting by the US Census in 2010 is the reason for the apparent increase. There is a perception that upon retirement some seasonal house owners move permanently into town by converting their seasonal houses to year-round occupancy

The 2010 Census data indicates a modest increase of 77 more vacant year-round housing units (24% of total year-round housing stock), some being apartments and condos as well as single-family homes, available for occupancy. It is likely that a number of these would need at least some repair and renovation. But this available vacant inventory may absorb a substantial proportion of new in-migrants to town as the economy may improve over the 2014 – 2024 decade. Using the Census figures for either 2000 or 2010, accords seasonal housing to be about 13% of the overall combined year-round + seasonal

housing stock. The large amount of river and pond shoreline will certainly continue to support the seasonal population of the Town, even while some of these dwellings may be converted to year-round use upon retirement of their owners.

**Table I-24 Damariscotta: Units in Structure, 2000 – 2010**

UNITS IN STRUCTURE	2000		2010		Change:2000-2010
	Number	Percent	Number	Percent*	
Total Yr-Rnd Housing Units	1151	100%	1189	100%	+38 (+3%)*
1-unit, detached	735	64%	903	76%	+168 (+23%)
1-unit, attached	11	1%	0	0%	-11 (-100%)
2 units	34	3%	34	3%	+0 (+0%)
3 or 4 units	75	7%	37	3%	-8 (-11%)
5 to 9 units	33	3%	41	3%	+8 (+24%)
10 to 19 units	37	1%	9	1%	-28 (-76%)
20 + units	92	8%	64	5%	-28 (-30%)
Mobile Home	130	11%	101	9%	-29 (-22%)
Boat, RV, van, etc.	4	<1%	0	0%	-4 (-100%)

**Source: 2000 & 2010 US Censi, Tables DP-4; \*Percents are rounded**

The US Census housing estimations tables indicate a shift in the mix of housing types between 2000 and 2010. If the Tables are accurate, they show that while 64% of housing in Town in 2000 was single-family detached housing, it became 76% of all housing in 2010. This apparently happened in part by the decrease of units in multi-family buildings except for duplexes which stayed the same. While difficult to conceive, a substantial number of housing units in multi-unit buildings must have somehow been converted to single-family houses. So while overall total housing units increased by 38 over the decade, single-family detached units were estimated to have increased by 168. What may be safely inferred from the Census data is that Damariscotta remains overwhelmingly a rural single-family detached housing rural town but with an historic village that retains some multi-use buildings, e.g. Main St., and other venues, e.g. Miles Complex, Oyster Condos, etc., that provide about 24% of the housing stock within multi-use and multi-purpose buildings.

**Table I-25 Damariscotta: Selected Housing Characteristics, 2000-2010**

CHARACTERISTICS	2000	Percent*	2010	Percent
Occupied housing units	942	100%	903	100%
Lacking complete plumbing facilities	8	1%	0	0%
Lacking complete kitchen facilities	28	3%	10	1%
No telephone service available	9	1%	11	1%

**Source: 2000 & 2010 US Censi, Tables DP-4; \*Percents are rounded**

According to the Census, Damariscotta housing stock in 2010 appears to be essentially sanitary with all estimated to have complete plumbing facilities. Only 1% are estimated to lack full kitchen facilities or telephone service. There appears to have been improvement over the 2000-2010 decade by providing plumbing and kitchen facilities to a number of those dwellings lacking those sanitary and food preparation facilities in 2000.

## 3. HOUSING COSTS

**Table I-26 Damariscotta: Value of Housing Units, 2007-2011**

<b>OWNER-OCCUPIED UNITS</b>	<b>Number</b>	<b>PERCENT*</b>
Total Owner-occupied Units	675	100%
Less than \$50,000	51	7%
\$50,000 to \$99,999	9	1%
\$100,000 to \$149,999	114	17%
\$150,000 to \$199,999	65	10%
\$200,000 to \$299,999	185	28%
\$300,000 to 499,999	189	28%
\$500,000 to \$999,999	54	8%
\$1,000,000 or more	8	1%
Median Housing Unit	\$239,400	~

**Source: 2010 US Census, DP-4; \*Percents are rounded**

The majority of owner-occupied housing units in 2010 are of relatively high value for Maine reflecting the number of houses along the large amount of shoreline in Damariscotta, both seasonal and year-round. The median value for an owner-occupied house in the 2007-2011 period is estimated at \$239,400 indicative of the desirability of shore and near-shore houses, which likely kept much of their pre-recession (2007) value afterwards due to the continuing high demand for shoreland locations.

**Table I-27 Mortgage Status of Housing Units - Damariscotta, 2010**

<b>OWNER-OCCUPIED UNITS</b>	<b>Number</b>	<b>PERCENT*</b>
Total Owner-occupied Units	675	100%
Housing Units with a mortgage	474	70%
Housing Units without a mortgage	201	30%

**Source: 2010 US Census, DP-4; \*Percents are rounded****Table I-28 Selected Monthly Owner Costs: Damariscotta, 2010**

<b>HOUSING UNITS</b>		
Housing Units with a mortgage	474	100%
Less than \$300 (per month)	0	0%
\$300 to \$499	0	0%
\$500 to \$699	26	6%
\$700 to \$999	81	17%
\$1000 to \$1499	135	29%
\$1500 to \$1999	108	23%
\$2,000 or more	124	26%
Median monthly cost	\$1,481	~
Housing Units without a mortgage	201	100%
Less than \$100 (per month)	0	0%
\$100 to \$199	25	12%
\$200 to \$299	16	8%
\$300 to \$399	51	25%
\$400 or more	109	54%
Median monthly cost	\$428	~

**Source: 2010 US Census, DP-4 ACS 5-year Estimates 2007-2011; \*Percents are rounded**

To pay less than 30% of its yearly income on the median monthly cost \$1,481 for a house with a mortgage, a Damariscotta household would need at least an annual income of \$59,240. In 2009 during

the Great recession, the median income of Damariscotta was given as \$54,773. This indicates that to afford the median priced home in Town, some mortgage holders were likely paying more than 30% of their income on housing costs. On the other hand, homeowners with paid-off mortgages therefore carrying only a median \$428 monthly housing cost, were in good shape financially.

**Table I-29 Selected Monthly Owner Costs as a Percentage of Household Income – Damariscotta, 2010**

<b>Housing Units with a mortgage</b>	<b>474</b>	<b>100% (of sample computed)</b>
Less than 20 percent (of HH income)	122	26%*
20 to 24.9 percent	46	10%
25 to 29.9 percent	75	16%
30 to 34.9 percent	21	4%
35 percent or more	210	44%
<b>Housing Units without a mortgage</b>	<b>191</b>	<b>100% (of sample computed)</b>
Less than 10 percent (of HH income)	42	22%*
10 to 14.9 percent	24	13%
15 to 19.9 percent	59	31%
20 to 24.9 percent	8	4%
25 to 29.9 percent	26	14%
30 to 34.9 percent	0	0%
35 percent or more	32	17%

**Source: 2010 US Census, DP-4 ACS 5-year Estimates 2007-2011; \*Percents are rounded**

In 2010, whereas 48% of home owners with mortgages were paying more than 30% of their annual income on housing, only 17% of home owners who did not have a mortgage were paying over 30% of their annual income for housing.

**Table I-30 Gross Rent As A Percentage of Household Income – Damariscotta, 2010**

<b>OCCUPIED UNITS PAYING RENT</b>	<b>228</b>	<b>100% (of samples computed)</b>
Less than 15 percent (of HH income)	33	15%*
15 to 19.9 percent	10	4%
20 to 24.9 percent	21	9%
25 to 29.9 percent	21	9%
30 to 34.9 percent	32	14%
35 percent or more	111	49%

**Source: 2010 US Census, DP-4 ACS 5-year Estimates 2007-2011; \*Percents are rounded**

Renters in 2010 who paid more than 30% of their annual income on housing were almost two-thirds (63%) of all renters. This may reflect the relatively large number of retirees in Town on fixed income as well as younger households perhaps unemployed due to the great recession.

#### 4. HOUSING AFFORDABILITY

The 2010 US Census calculated the poverty level for a family of four, two of which are children under the age of 18, to be an annual income of \$22,811. For a household of two people less than 65 years old with no children, the poverty level is \$15,063. For a household over 65 with no children the poverty level is \$13,596. The poverty level varies from \$11,484 for a single person household up to \$46,572 for a nine person plus household. The Census definition of poverty is basically related to households spending more than a third of their income on food, but also includes a number of other complicating factors.

With the 2010 poverty levels as background, the Maine State Housing Authority (MSHA) summary of affordable housing demonstrates how difficult for poverty level households but also modest income households have in securing affordable housing.

**Table I-31 Damariscotta: affordability Index for Housing: 2007 – 2011**

Year	Index*	Median Home Price	Median Income	Income Needed to Afford Median Home Price	Home Price Affordable to Median Income
2007	0.40	\$327,500	\$41,724	\$105,306	\$129,761
2008	0.48	\$250,000	\$39,034	\$80,702	\$120,921
2009	0.64	\$183,000	\$38,986	\$61,208	\$116,560
2010	0.47	\$249,000	\$39,366	\$83,322	\$117,641
2011	0.66	\$202,500	\$39,106	\$58,912	\$134,420

Source: MSHA (Me. State Housing Authority) 2011 Housing Facts for Damariscotta.

\*Index = Percent Median Income is of the Income that would be needed to afford the median priced home in any given year (median Income /Income needed to Afford Median Home Price)

In 2011 the median Damariscotta (household) income of \$39,106 could only afford a dwelling priced at \$134,420 compared to the median valued dwelling costing \$202,500. In other words, it would have taken a household income of \$58,912 to have afforded the median priced dwelling in 2011. The price of a home affordable by the 2011 median income represented only 66% (\$134,420) of the value of the median priced home (\$202,500) on the market in Damariscotta in 2011. The housing affordability Index therefore documents the ability of Damariscotta residents to afford to purchase housing; the higher the Index number the easier for Damariscotta residents to purchase Damariscotta dwellings.

Due to the Great Recession, it was easier in 2011 (.66 Index) for Damariscotta households post- recession to find affordable dwellings than in 2007 (.40 Index) pre- recession. During the housing bubble-burst, the median value of a home in Damariscotta fell from \$327,500 in 2007 to \$183,000 in 2009, a 44% drop in value. Similar to the country as a whole, Damariscotta house values began to rebound in 2010. Whereas the value of Damariscotta housing dropped by 44% during the housing bubble burst, the value of (household) income dropped by only 7%, thus it became easier for Damariscotta households to purchase Damariscotta houses after the recession than before.

**Table I-32 Damariscotta Housing Affordability Index Compared to Other Jurisdictions: 2011**

Location	Index*	Median Income	Median Home Sale Price	Income Needed to Afford Median Home Price	Home Price Median Income Can Afford
<b>Damariscotta</b>	<b>0.66</b>	<b>\$39,106</b>	<b>\$202,500</b>	<b>\$58,912</b>	<b>\$234,420</b>
Newcastle	1.16	\$51,993	\$154,000	\$44,995	\$177,951
Bremen	0.93	\$46,023	\$184,000	\$49,547	\$170,914
Bristol	1.05	\$47,512	\$175,000	\$45,037	\$184,617
South Bristol	0.51	\$49,088	\$374,600	\$96,071	\$191,405
Jefferson	1.23	\$49,005	\$141,000	\$39,747	\$173,844
Nobleboro	1.57	\$48,346	\$108,500	\$30,788	\$170,375
Waldoboro LMA <sup>(1)</sup>	1.06	\$46,154	\$155,000	\$43,693	\$163,729
Lincoln county	1.03	\$45,904	\$156,450	\$44,394	\$161,768
Maine	0.97	\$45,695	\$162,000	\$47,321	\$156,432

Source: MSHA (Me. State Housing Authority) 2011 Housing Facts for Damariscotta.

\*Index = Percent Median Income is of the Income that would be needed to afford the median priced home in any given year (median Income /Income needed to Afford Median Home Price)

<sup>(1)</sup> Waldoboro LMA = Labor Market area

Of the Service Area towns displayed in the above table, Damariscotta along with South Bristol have the lowest indexes indicating that a larger percentage of homes are unaffordable to considerably more than half the residents. Also, Damariscotta being the Service Center for the Pemaquid region, there are relatively more apartments and condos for retail workers (and perhaps some nurses too) downtown as

well as more modest housing for the many fixed-income retirees at the Miles complex, Schooner Cove and other retiree residential complexes. But both Damariscotta and South Bristol also have a relatively large amount of land on tidal water, thus a substantial number of relatively expensive coastal properties used as summer homes or as well-healed retirement homes. In contrast, those inland towns or coastal towns with larger interiors, such as Bristol, have higher affordability indexes indicating that the cost of housing is more in line with the incomes of the inhabitants of these inland towns, many living far inland away from the coastline.

**Table I-33 Households Unable to Afford Median Home: 2011 – Maine, County, Waldoboro LMA**

Location	Cannot Afford	Households Can't	Total	Median Home	Income Needed	By Hour
Waldoboro LMA <sup>(1)</sup>	47%*	4,050	8,593	\$155,000	\$43,693	\$21.01
Lincoln County	48%	7,411	15,349	\$156,450	\$44,394	\$21.34
Maine	53%	297,322	561,480	\$162,000	\$47,321	\$22.75

Source: MSHA (Me. State Housing Authority) 2011 Housing Facts for Damariscotta.

\*Index = Percent Median Income is of the Income that would be needed to afford the median priced home in any given year (median Income / Income needed to Afford Median Home Price)

<sup>(1)</sup> Waldoboro LMA = Labor Market area

It may be assumed that to purchase the median priced home, meaning being able to afford about half the homes on the market in Maine or in or around Lincoln County, a household would need an annual income of about \$47,500 or higher. This translates to an hourly wage of about \$22 or more.

**Table I-34 Unattainable & Affordable Homes as a Percentage of All Homes Sold: 2011**

Location	Unattainable Homes Sold	Unattainable As a % of All Homes Sold	Affordable Homes Sold	Affordable As a % of All Homes Sold
Waldoboro LMA <sup>(1)</sup>	81	46%*	96	54%
Lincoln County	165	52%	153	48%
Maine	5,466	53%	5,466	47%

Source: MSHA (Me. State Housing Authority) 2011 Housing Facts for Damariscotta.

\*Index = Percent Median Income is of the Income that would be needed to afford the median priced home in any given year (median Income / Income needed to Afford Median Home Price = Index)

<sup>(1)</sup> Waldoboro LMA = Labor Market area

In Maine and the Lincoln County area about half the homes on the market are unattainable to the half of the population earning the median income or less. In Damariscotta about 2/3 (.66) of all homes on the market are unattainable to households earning the median income or less. This certainly relates to the local wage earner such as teachers, nurses, retail employees, policemen, fire fighters and the like who may be priced out of the Damariscotta housing market. On the other hand, well-healed retirees from mostly outside the community can afford the higher priced homes in and around the Village and on the tidal and freshwater coastlines.

## 5. EXISTING AFFORDABLE HOUSING IN DAMARISCOTTA, 2013

In 2013 the MSHA (Maine State Housing Authority) reports four multiple-unit complexes in Damariscotta containing, in the aggregate, more than eight affordable housing units:

Property	Housing Type	Units	Type of Assistance	Contact Info.
<b>High Meadows Apts</b> - 10 Meadow Court	- For Family/All	- 2 one-Bdrm apts.	- Income Based Rent*	- Housing for Me., Inc.
<b>Ledgewood Court</b> - Piper Mill Road.	- For Family/All	- 3 two-Bdrm apts.	- Rent restricted unit**	- Preservation Mnmgt, Inc.
<b>Pond Circle</b> - Pond Cir/Lessner Rd.	- For Family/All	- ? ? ? ? ? ?	- Rent restricted unit**	- Preservation Mnmgt, Inc.
<b>Salt Bay Apts.</b> - 1 Salt Bay Drive	- Age 62+ &/or Any w/ disabilities	- 3 one-Bdrm apts.	- Income Based Rent*	- C.B. Mattson
<b>*Income Based Rent=tenant pay 1/3 of income; ** Rent Restricted = rents as % of area's median income</b>				

There may also be affordable apartments at 4 Jackie's Drive off Biscay Road. Mobius, Inc. a private non-profit charitable agency serving exclusively developmentally disabled persons, maintains eight ground level apartments for clients on Chapman Street.

The types of governmental public subsidies and housing assistance in the Damariscotta Region are:

- **Section 8 Housing Choice voucher Program** – Rental assistance for an apartment of the recipient's choice. There are upper income limits. Rent is based on 30-40% of household income. Portable vouchers can move around with the holder. Maine Housing administers the program.
- **Bridging Rental assistance Program (BRAP)** – “Provides two years of rental assistance to assist people with mental illness until a participant receives a Section 8 Voucher. BRAP participants pay 51% of their income towards their rent” (MSHA broadsheet). Uses portable vouchers. Administered by Sweetser Mental Health services.
- **Shelter Plus Care (S+C) Program** – “Provides a permanent housing voucher to assist homeless persons with severe and long term disability on a long term basis. Participants generally pay 30% of their income for rent” (MSHA broadsheet).
- **Moderate Rehabilitation Program** – “Rental units that were rehabilitated under this program are privately owned and eligible tenants generally pay 30% of their income for rent” (MSHA broadsheet). It is income based rent. Administered by Maine Housing.

It is unknown how many households benefit from one of the available housing assistance programs.

## 6. ISSUES WITH HOUSING

(1) With about 66% of the new housing units being sold in Town unaffordable (over 30% of a household's income for the mortgage or rent) should the Town take measures to lower housing prices by allowing in some zones smaller lot sizes, more multi-family housing options or more public water and sewer service? Lower impact fees for public water and sewer hook-up?

(2) As a service center town, what responsibility does Damariscotta have to the relatively more service employees such as nurses, teachers, retail clerks, firemen, policemen and other service or blue collar employees in terms of housing choice and affordability?

(3) Housing stock. Can more flexibility be built into older housing such as mother-in-law apartments over garages, etc.? Or, easier conversion in some zones to make apartments out of existing single-family homes?

## **D. REGIONAL & LOCAL ECONOMY**

### **1. DAMARISCOTTA REGIONAL SERVICE CENTER**

Even though Damariscotta is small geographically, 14.6 square miles (12.4 sq. miles of land; 2.2 sq. miles of water) its strategic location at the head of flatwater navigation up the Damariscotta River has, nevertheless, made its Village the historic trade center of the Pemaquid Peninsula and the Great Salt Bay/Damariscotta Lake region. The early years of European settlement from 1640 were, however, often turbulent due to uncertain relations with the Wawenock Indian inhabitants (part of the Abenaki Tribe.) The disruptions of King Phillip's War lasted late into the 18th Century. After the Town was incorporated in 1848, economic activities increased and included saw mills, a match factory, tannery and brickyards (Wikipedia). Wooden boat building, including several clipper ships, were major local products before the advent of steam powered steel clad boat manufacturing elsewhere on the Maine coast. The famous 2,500 year-old Whaleback Indian shell midden (mostly oyster shells) along the Damariscotta River upstream of the Village and just downstream from Great Salt Bay, were excavated for chicken feed and fertilizer during the end of the 19th Century. The middens are now a State Historic site. The less exploited Glidden midden across the River in Newcastle is the largest remaining midden on the East Coast north of Georgia (Wikipedia). Fishing has always been a principal activity on the Damariscotta River and estuary and, until the 1970's, land-based agricultural farming was also important locally. Today the largely aquaculturally farmed Damariscotta River and Pemaquid oysters are justly famous and are shipped world-wide. The Damariscotta River hosts a thriving seed oyster industry as well.

In 2002, the State Planning Office designated Damariscotta one of 63 regional service centers in Maine. The historic downtown, for instance, hosts the headquarter store of the Reny's Department store chain. A local theatre and bookstore anchors other locally owned gift shops and restaurants in the downtown. Automobile oriented retailers including a Hannaford supermarket, hardware and lumber/building supply stores have located on Rt. 1B outside the village center. The Miles Hospital and elderly housing complex, the largest local employer, is located just south of the Village. During the summer, Damariscotta businesses play host to the many summer home occupants and tourists to the Pemaquid Peninsula and Great Salt Bay region.

Compared to the statewide average ratio of the number of jobs to the number of workers residing in a municipality, Damariscotta has the highest index in Maine (3.5 times the state average). This documents the fact that there are many more jobs (during good economic times) to be had in Damariscotta than there are workers living in town, thus making jobs available to residents of the surrounding towns. The total retail sales on a per capita basis in Damariscotta is about 2.5 times the statewide ratio, one of the higher indexes in the State. This documents the service center role of Damariscotta as a shopping and dining center for the surrounding service area towns. The ratio of service center type jobs (including educational, cultural, governmental, health care, social service and professional type jobs) to all the jobs in a service center compared to the statewide average for the ratio of such jobs, documents that the Damariscotta Service Center provides nearly twice these type jobs (on a per capita basis) than the state average. The only index in which the Damariscotta Service area is about the same as the state average is in the ratio of federally assisted public housing to all housing (index of .969 compared to the State's index of 1.000). This indicates that Damariscotta has a slightly less ratio of public housing to all housing than the state as a whole.



**Table II-1      Service Area Population Density compared to Lincoln County and Maine, 2010**

<u>Jurisdiction</u>	<u>Population</u>	<u>Land Area</u>	<u>% of Total Land</u>	<u>Population/Sq. Mile</u>
<b>Damariscotta</b>	<b>2218</b>	<b>12.4 sq. miles</b>	<b>7% of Land</b>	<b>179 pop/sq mile</b>
Newcastle	1752	29.0	16%	60
Jefferson	2427	52.7	30%	46
Nobleboro	1643	19.0	11%	87
Bremen	806	16.5	9%	49
Bristol	2755	35.5	20%	78
S. Bristol	892	13.2	7%	68
<u>Service Area</u>	<u>12,493</u>	<u>178.3 sq. miles</u>	<u>100% of Land</u>	<u>70 pop/sq mile</u>
<u>Lincoln County</u>	<u>34,457</u>	<u>456.0 sq. miles</u>	<u>~</u>	<u>76 pop/sq miles</u>
<u>Maine</u>	<u>1,328,361</u>	<u>35,385.0 sq miles</u>	<u>~</u>	<u>38 pop/sq mile</u>

**Source: Wikipedia**

While having only 7% of the land area, Damariscotta accounts for 18% of the population of the service area. As the center of the service area, the Village within Damariscotta's small geographic area generates a population density 2.5 times the service area as a whole and more than twice that of any of the surrounding service area towns. Damariscotta is more than twice densely populated as Lincoln County; nearly five times more than the State.

There are several local and regional agencies that assist the Town in promoting the local and regional economies. The Damariscotta Region Chamber of Commerce promotes the regional economy by building upon the character of place of Damariscotta Village. The Chamber's role is collaborative in bringing regional businesses together to mutual benefit; distributing pamphlet guides to the Pemiquid Peninsula; promoting Damariscotta as the gateway to the Peninsula and generally advertising the Town and Region. The Twin Villages Alliance (TVA), composed of local business and professional people from Newcastle and Damariscotta, is dedicated "to enhance the long-term viability and well-being of Damariscotta and Newcastle through collaboration across all sectors." Since its inception in 2012, TVA has placed new welcoming signs to the Twin Villages and started a summertime employee parking lot (off Water Street) away from the Harbor Parking Lot to free more parking spaces at the Harbor for tourists and other visitors to the downtown. The Lincoln County Regional Planning Commission (LCRPC) is available to assist Lincoln County towns in single or joint planning ventures such as a hypothetical joint Newcastle-Damariscotta industrial park located, for example, on available land in Newcastle but served by public water and sewer from the Great Salt Bay Sanitary District (GSBSD) located in Damariscotta. Both the expenses and benefits from such inter-local undertakings would be shared by the two towns. The LCRPC pursues regional planning that benefits Damariscotta such as regional arts promotion, local agriculture and farmer's markets, seasonal transit promotion and post-secondary education for the trades needed locally to grow the economy. MCEDD (Midcoast Economic Development District) administers federal economic development assistance to the Midcoast. MCEDD stresses an assets based approach to economic development by first identifying a community's unique assets, secondly thinking hard about how to combine those unique assets to improve the economy and finally clustering the combined unique assets to provide the biggest impetus possible upon which to improve the economy. Applied to Damariscotta and Newcastle, this approach would certainly emphasize the historic character and assets of downtown, the many arts related assets and coastal, e.g. aquaculture and lake related, environmental and aesthetic assets to be built upon to enhance the economy.

## 2. THE LABOR FORCE

**Table II-2 Labor Force Characteristics: 2000 and 2010, Damariscotta**

	<u>2000</u>		<u>2010</u>		<u>Change: 2000 - 2010</u>	
	Number	Percentage**	Number	Percentage**		
Population	2041	~	2218	~	~	
Pop 16+	1673	100%	1705	100%	+ 32	+2% **
In Labor Force*	877	52%	999	59%	+122	+14%
Employed	843	50%	905	53%	+62	+7%
Unemployed	34	2%	94	6%	+60	+276 %
Not In Labor Force	796	48%	706	41%	-110	-14%

**Source: US Census – DP3 & ACS 2007-11 Survey \*Civilian and 16 years +; \*\*Percents rounded**

It may be assumed that nearly half (48% in 2000, 41% in 2010) not in the labor force are mostly young people in colleges, universities and other post-secondary educational institutions as well as the relatively large number of retirees living year-round in Damariscotta. The effects of the Great Recession is evident in the increase of the unemployed from 2% of the Labor Force in 2000 to 6% in 2010, a near tripling in the number of unemployed residents (+276%).

**Table II-3 Occupations of Employed Civilian Population - Damariscotta, County, Maine ,2010**

<u>OCCUPATION</u>	<u>Damariscotta</u>		<u>Lincoln County</u>	<u>Maine</u>
	Number	Percent	Percent	Percent
Employed Pop 16 Yrs +	905	100%	100%	100%
Management, business, science & arts	247	27% *	35%	36%
Service occupations	179	20%	14%	18%
Sales and office occupations	298	33%	22%	24%
Nat Res, construction & maintenance	101	11%	17%	11%
Production, transp., material moving	80	9%	11%	12%

**Source: US Census – DP3 2010 & ACS 2006-11 Estimates; \*Percents rounded**

As a Service Center town, it is not surprising that Damariscotta has a larger percentage of sales jobs due to the clustering of retail establishments in the Village and Rt 1B, 33% of all jobs compared to about 23% for Lincoln County and the State. Damariscotta also has a moderately higher percentage of persons in service occupations, which likely reflects the relatively large number of nursing, hospital and retirement home maintenance type jobs due to the Miles regional hospital complex in town. Surprisingly for a rural area, Damariscotta and Lincoln County have a relatively high percentage of professional jobs reflecting not only the doctor's at the hospitals in the Midcoast but also the scientists and assistants at marine related research institutions, the Darling Center in Bristol and Bigelow Laboratories in Boothbay.

**Table II-4      Employment by Industry, 2010 - Damariscotta, Service Area, Lincoln County**

INDUSTRY	<u>Damariscotta</u>		<u>Lincoln County</u>	<u>Maine</u>
	Number	Percent	Percent	Percent
Civilian Employed Pop 16 Yrs +	905	100%	100%	100%
Agriculture, forestry, fishing, hunting & mining	17	2%*	5%	2%
Construction	46	5%	10%	7%
Manufacturing	109	12%	11%	9%
Wholesale trade	27	3%	2%	3%
Retail trade	164	18%	13%	13%
Transportation and warehousing, and utilities	16	2%	4%	4%
Information	45	5%	2%	2%
Finance & insurance, real estate & rental & leasing	29	3%	4%	6%
Prof, scientific & mnmgt; admin & waste mnmgt services	153	17%	8%	9%
Educational services; health care & social assistance	158	18%	23%	28%
Arts, entertainment, rec & accommodation, food services	97	11%	8%	8%
Other services, except public administration	29	3%	5%	4%
Public administration	15	2%	5%	4%

**Source: US Census – DP3 2010 & ACS 2006-10, 2007-11 Estimates; \*Percents rounded**

Damariscotta reflects its service center role as a retail center for the surrounding towns by providing 18% of its total jobs to retail trade compared to 13% of such jobs in Lincoln County and the State. Interestingly, even though rural, Damariscotta provides 17% of its total jobs to professional or scientific pursuits, while Lincoln County and the State only provide 8 to 9% of their total jobs to the professions and sciences. This undoubtedly reflects the presence of some scientists from the Darling Marine Center in nearby Bristol and Bigelow Laboratory in Boothbay Harbor as well as doctors from the Miles Hospital complex living in Town. Surprisingly, while hosting Great Salt Bay Elementary School and Miles Hospital, Damariscotta in 2010 had a lesser percentage of people working in the educational and health care sector, 18% compared to 23% for Lincoln County and 28% for the State as a whole. This may reflect the relatively more expensive housing costs in Damariscotta compared to surrounding towns thus inducing more nurses and other service and blue collar workers to commute to jobs in Damariscotta from surrounding towns. The other job sectors in Damariscotta in 2010 fell closely in line with the distribution of jobs in Lincoln County and Maine.

**Table II-5      Class of Worker, 2010 - Damariscotta, Service Area, Lincoln County**

INDUSTRY	<u>Damariscotta</u>		<u>Service area</u>	<u>Lincoln County</u>
	Number	Percent	Percent	Percent
Civilian employed population 16 years +	905	100%	100%	100%
Private wage and salary workers	663	73%*	69%	70%
Government workers	47	5%	14%	15%
Self-employed in own not incorporated business	195	22%	16%	15%
Unpaid family workers	0	0%	<1%	<1%

**Source: US Census – DP3 2010 & ACS 2006-10, 2007-11 Estimates; \*All percents rounded**

As a service center town Damariscotta shows a slightly higher percentage of wage and salary workers as would be expected for the higher percentage of retail and service jobs in town, such as at Miles Hospital. But a large number of the wage and salary workers also must certainly live in the surrounding towns due in part to the lower cost of housing. Interestingly, there is a higher percentage of self-employed persons in Damariscotta than the region or county, likely attributable to the greater opportunity in the service center for such professional services as accounting, architecture, engineering, attorneys and the like. Due to the higher percentage of private sector jobs in the Damariscotta Service Center, results in a lower percentage of public sector government jobs, even if the absolute number of public sector employees living in Damariscotta is comparable to the number living in the surrounding towns.

**Table II-6 Commute to Work, 2010 - Damariscotta, Service Area, Lincoln County**

INDUSTRY	<u>Damariscotta</u>		<u>Service area**</u>	<u>Lincoln County</u>
	Number	Percent	Percent	Percent
Workers 16 years +	893 (est.)	100%	100%	100%
Car, truck, van - drove alone	643	72% *	78%	80%
Car, truck, van - carpooled	67	8%	9%	9%
Public transportation	0	0%	0%	<1%
Walked	65	7%	3%	3%
Other means	17	2%	1%	1%
Worked at home	101	11%	8%	7%

**Source: US Census – DP3 2010; 2007-11 ACS 5-yr Survey; \*All percents rounded**

\*\*Service Area towns: Damariscotta, Bremen, Bristol, S. Bristol, Newcastle, Jefferson, Nobleboro.

In terms of job commuting, Damariscotta reflects its position as the center and main employer in the service area. Lincoln County as a whole has about 80% of job holders commuting alone to work, while only 72% of Damariscotta job holders do so. The greater job density of Damariscotta allows 18 % of its job holders to either walk to local jobs or work at home compared to 11% in the service area and only 8% for Lincoln County.

**Table II-7 Mean Travel Time to Work, 2010 - Damariscotta, Service Area, Lincoln County**

JURISDICTION	Mean Travel Time (in minutes)
<b>Damariscotta</b>	<b>18.1 minutes</b>
Bremen	23.9
Bristol	29.2
South Bristol	22.8
Newcastle	20.0
Jefferson	30.9
Nobleboro	22.5
<b>Lincoln County</b>	<b>23.9 minutes</b>

**Source: US Census – DP3 2010; 2007-11 ACS 5-yr Survey;**

Service Area towns: Damariscotta, Bremen, Bristol, S. Bristol, Newcastle, Jefferson, Nobleboro

The estimated mean travel time for Damariscotta residents is slightly less than for the surrounding towns and the County as a whole. Again, this reflects the greater density of jobs in Town allowing more local residents to walk, bike or drive less distances to local jobs.

### 3. THE WALDOBORO LABOR MARKET AREA

Damariscotta and its service area is included as part of the Waldoboro Labor Market Area (LMA). This LMA is one of 31 labor market areas designated in Maine by the US Department of Labor to estimate labor force characteristics, types of employment and unemployment. The Waldoboro LMA includes 9 towns and one plantation in coastal Lincoln County: Waldoboro, Nobleboro, Jefferson, Alna, Newcastle, Damariscotta, Bremen, Bristol, S. Bristol, Monhegan Island; and the Town of Friendship in Knox County.

Contribution to the Waldoboro region's economy in terms of the total wages paid shows, not surprisingly, the large effect from the Miles Memorial Hospital and associated activities including retiree and assisted living compounds and doctor's offices. Retail trade and food services are characteristically large parts of local economies as they provide for the necessary creature comforts of living: clothing, shelter and food. But uncharacteristically, manufacturing and construction looms fairly large in the Waldoboro region, reflecting the local industries concerning boating and port and harbor infrastructure as well as general purpose road building and general construction firms like Hagar's. In spite of the largely shore location

of the Labor Market area, the overall contribution from natural and marine resources activities is smaller than might be expected, from aquaculture and fishing and shellfish harvesting. It is likely that in the future this natural resource based sector may increase in share of the total regional economy due to technological and ecological advances in aquaculture and the increase in local truck farming as part of the locavore movement. Two new farmers' markets in the 2000's attest to the growing interest in locally produced food.

**Table II-8 Waldoboro Labor Market Area: Industry, Employment and Wages, 2012- 3<sup>rd</sup> Quarter**

<b>Total All Industries</b>	<b>Total Wages*</b>	<b>Estab-lishments</b>	<b>Average Employment</b>	<b>Average Weekly Wage</b>	
Health Care & Social Assistance	\$7,825.1*	51	1,180	\$510	* (in \$1,000)
Retail Trade	\$6,500.6	128	1,126	\$444	
Accommodations & food service	\$4,453.3	56	907	\$378	
Manufacturing	\$3,787.0	39	508	\$573	
Construction	\$2,850.6	127	344	\$627	
Finance & Insurance	\$2,306.5	18	229	\$793	
Administrative & waste services	\$2,025.1	39	224	\$696	
Other services, except Pub. Admin.	\$1,637.9	79	271	\$456	
Professional & Tech. services	\$1,536.8	74	145	\$813	
Transportation & warehousing	\$1,218.4	21	153	\$613	
Educational services	\$1,169.9	8	134	\$670	
Information	\$1,026.5	7	103	\$764	
Public administration	\$848.5	12	159	\$411	
Agriculture, forestry, fishing	\$848.4	68	120	\$545	
Wholesale trade	\$794.1	36	129	\$475	
Real estate, Rental, Leasing	\$503.8	24	74	\$526	
Arts, Entertainment, Recreation	\$244.8	15	56	\$334	

**Source: Maine Department of Labor, Center for Workforce Research & Information**

The amount of total wages paid for the various economic sectors in Table II-8 above may be used to explain the structure and yearly functioning of the Waldoboro regional Labor Market economy including Damariscotta. In particular, comparison of the 3<sup>rd</sup> Quarter (July, August, September) wages to the average annual wages (derived by dividing the total yearly wages by four to get an average quarterly amount) helps to document the seasonality of the Waldoboro regional economy. Table II-9 below, which presents the comparison of the 3<sup>rd</sup> Quarter wages to the average quarterly wages, shows the Waldoboro regional economy to be characterized by three groupings of activities. The first grouping is those economic activities that cater to the summer seasonal second home, visitor and tourist trade and generates total wages from 109% to 160% more than during the rest of the year. The most seasonal of activities are accommodations (hospitality industry) including rentals of houses and rooms, condos and bed & breakfasts to visitors and restaurants who feed the visitors. Retail trade, including all manner of tourist and gift shops, show increased summer time activity as well as the agriculture, forestry & fishing sector. Increased wages from regional aquaculture, lobstering and fin fishing may be assumed to result partly from increased visitor and tourist demand as well as more conducive summer weather.

A middle group of economic activities, which are slightly larger during the summer, may be assumed to be specific weather-related chores such as road repair or re-paving. These include private or non-profit administrative activities including waste management (recycling), construction, educational services, public administration and, surprisingly, arts, entertainment & recreation. One would think that summertime concerts and the like would spike wages earned from the entertainment sector, but the regional does not show this.

The third group, which show lesser wages in the 3<sup>rd</sup> quarter compared to the average annual wages, may be related to lesser summer time work due to personnel vacations and generally reduced operations. These include Manufacturing, wholesale trade, health care and social assistance, information services, transportation and warehousing. In an overall sense the 3<sup>rd</sup> quarter summer-time Waldoboro region economy is only 2% larger than the average yearly economy and generated in 2012 only \$1,297,100 more in wages than the average or about 3% more. It may therefore be concluded that the increase in jobs and wages for the tourist related summertime trades are off-set by the decrease of other year-round jobs due to vacations and reduced summertime operations.

**Table II-9 Waldoboro LMA: 3<sup>rd</sup> Quarter, 2012 compared to Average Quarter, 2012**

<b>Sectors</b> *(wages in \$1,000)	<b>3<sup>rd</sup> Quarter Wages*</b>	<b>Av. Quarterly Wages</b>	<b>3<sup>rd</sup> Q as a % of Av Q</b>	<b>Difference in Wages 3<sup>rd</sup> Q vs Av Q</b>
Accommodations & food service	\$4,453.3*	\$2,739.0	160%	+\$1,636.3
Real estate, Rental, Leasing	\$503.8	\$443.0	114%	+\$60.8
Retail Trade	\$6,500.6	\$5,886.6	110%	+\$613.0
Agriculture, forestry, fishing	\$848.4	\$769.3	110%	+\$79.1
Other services, except Pub. Admin.	\$1,637.9	\$1,504.2	109%	+\$133.7
Administrative & waste services	\$2,025.1	\$1,913.6	106%	+\$111.5
Construction	\$2,850.6	\$2,793.9	103%	+\$56.7
Educational services	\$1,169.9	\$1,154.2	101%	+\$15.7
Public administration	\$848.5	\$839.5	101%	+\$9.3
Arts, Entertainment, Recreation	\$244.8	\$222.8	101%	+\$2.0
Manufacturing	\$3,787.0	\$3842.2	99%	- \$55.2
Wholesale trade	\$794.1	\$831.0	96%	- \$36.9
Health Care & Social Assistance	\$7,825.1	\$8,522.7	92%	- \$697.6
Finance & Insurance	\$2,306.5	\$2,525.6	91%	- \$219.1
Professional & Tech. services	\$1,536.8	\$1,714.0	90%	- \$177.2
Information	\$1,026.5	\$1,214.5	85%	- \$188.0
Transportation & warehousing	\$1,218.4	\$1,739.4	70%	- \$52.1
<b>Total Wages 3<sup>rd</sup> Q vs Av Q</b>	<b>\$39,577.3</b>	<b>\$38,655.5</b>	<b>102%</b>	<b>+\$1,297.1</b>

Source: Maine Department of Labor, Center for Workforce Research & Information

\* (in \$1,000)

#### 4. DAMARISCOTTA ECONOMY

Within the Waldoboro Labor Market Area, residents and businesses alike participate in the economic life of the region. There were a total of 208 business establishments counted in Town by the Maine Center for Workforce Research & Information. But within Damariscotta itself not all of the economic activities of the Labor Market Area take place. So some Town residents commute elsewhere for work while some commute from elsewhere to jobs in Damariscotta. Many commute to jobs at Miles Hospital, its associated housing and doctor's offices, the single largest employer in Town as well one of the largest in the Labor Market Area. In 2012 Miles Hospital accounted for 29% of all wages paid in Town. Along with the second largest wage payer, retail trade with 18% of total wages, these two activities accounted for 59% of all wages earned in town in 2012.

On the other hand, some of the economic activities in the Labor Market area but not within Damariscotta still have an impact in Town. Manufacturing apparently disappeared from Town in the early 20<sup>th</sup> century with the demise of boat building, brink making and saw milling of local trees. Curiously, the "agricultural, Forestry, fishing" category list no activity in Town while the River is a primary shellfish aquaculture resource, clamming occurs and some commercial fishermen certainly moor in the River at least sometimes. A shellfish storage and shipping facility was started around 2011 but had not been put into operation as of 2013. While there is a thriving arts community in Town, State labor statistics record no "arts, entertainment, Recreation" wages earned in Town in 2012. The Daponte string Quartet lists

itself from Damariscotta and practices and gives performances in Town. Likewise The Salt Bay Chamber Music series takes place nearby in Nobleboro. Lincoln Theater and RoundTop Center both provide venues for live performances.

**Table II-10 Damariscotta: Industry, Employment and Wages, 2012**

<b>Economic Activities</b>	<b>Total Wages*</b>	<b>Estab-lishments</b>	<b>Average Employment</b>	<b>Average Weekly Wage</b>	
Total *(in \$1,000)	\$71,950.2*	208	2,512	\$552 <sup>(1)</sup>	
Health Care & Social Assistance	\$29,661.5*	51	1,180	\$510	* (in \$1,000)
Retail Trade	\$13,017.2	45	538	\$465	
Finance & Insurance	\$9,161.7	10	211	\$837	
Educational services	\$4,447.9	3	149	\$575	
Accommodations & food service	\$3,410.6	17	219	\$299	
Construction	\$2,947.6	19	80	\$709	
Professional & Tech. services	\$2,105.8	24	127	\$441	
Real estate, Rental, Leasing	\$1207.6	10	40	\$587	
Transportation & warehousing	\$804.0	5	22	\$698	
Other services, except Pub. Admin.	\$722.4	27	271	\$456	
Administrative & waste services	\$471.4	3	14	\$659	
Wholesale trade	\$394.5	4	406	\$406	
Manufacturing	~	~	~	~	
Information	~	~	~	~	
Public administration	~	~	~	~	
Agriculture, forestry, fishing	~	~	~	~	
Arts, Entertainment, Recreation	~	~	~	~	

**Source: Maine Department of Labor, Center for Workforce Research & Information (CWRI)**

(1) Figures for "Total" do not exactly correspond to the sum of the economic activities due to CWRI methodology.

**Table II-11 Damariscotta: 3<sup>rd</sup> Quarter, 2012 compared to Average Quarter, 2012**

<b>Sectors</b> *(wages in \$1,000)	<b>3<sup>rd</sup> Quarter Wages*</b>	<b>Av. Quarterly Wages</b>	<b>3<sup>rd</sup> Q as a % of Av Q</b>	<b>Difference in Wages 3<sup>rd</sup> Q vs Av Q</b>
<b>Total Wages 3<sup>rd</sup> Q vs Av Q</b>	<b>\$17,827.7</b>	<b>\$17987.6</b>	<b>99%</b>	<b>- \$159.9</b>
Accommodations & food service	\$1,230.9*	\$852.6	144%	+ \$378.3
Finance & Insurance	\$3,113.6	\$2,290.4	136%	+ \$823.2
Wholesale trade	\$125.9	\$98.6	128%	+ \$27.3
Real estate, Rental, Leasing	\$330.8	\$301.9	110%	+ \$28.9
Retail Trade	\$3,517.7	\$3,254.3	108%	+ \$263.4
Transportation & warehousing	\$212.4	\$201.0	106%	+ \$210.3
Construction	\$773.6	\$736.9	105%	+ \$36.7
Administrative & waste services	\$121.4	\$117.9	103%	+ \$3.5
Health Care & Social Assistance	\$6,867.5	\$7,415.4	93%	- \$547.8
Educational services	\$981.2	\$1,112.0	88%	+ \$130.8
Professional & Tech. services	\$441.4	\$526.5	84%	- \$85.1

**Source: Maine Department of Labor, Center for Workforce Research & Information**

\* (in \$1,000)

The greater amount of wages earned during the summertime 3<sup>rd</sup> Quarter for seasonal workers attending to accommodations (seasonal home, rooms and B&B rentals) is reflected in the 44% increase in wages for these workers during the summer season. Real estate, renting and leasing as well as retail trade show seasonal increases of about 8% to 10% over the average amount of wages during the year. Curiously, Wholesale trade shows a 28% increase during the 3<sup>rd</sup> Quarter. Perhaps this reflects out-shipment of aquaculture shellfish harvested during the summer months. Not surprisingly, professional pursuits in the

health care, social service, educational and technical professions drops off, in terms of amount of wages earned, during the summer when many of these families are on vacation. The Damariscotta economy, in terms of overall wages earned, was fairly smooth throughout the year in 2012. Those economic sectors that paid more overall wages during the summer were matched by the professional services sector, which deflated in terms of overall wages paid due most likely from many professional families taking summer vacations.

## 5. DAMARISCOTTA BUSINESSES

In 2011 the Maine Department of Labor reported a total of 337 businesses in Damariscotta. An updating of the 2011 List into 2013 was not found. A review, however, of the 2011 List in June 2013 revealed at least three of the employers (establishments) having gone out of business: Waltz Drug Store, Paco's Tacos and Cottage Nursery. Also, consolidating some of the multiple 2011 listings (more than one establishment owned by the same owner), such as a number of Miles Hospital associated establishments or several Skidompha Library enterprises reduces the number of employers in our 2013 accounting to 309. Even this number is larger than the 208 reported by the Center for Workforce Research & Information for its employment tables. This difference may be the inclusion of more one or two person home occupations in the 2011 survey, which the 2012 Dept. of Labor survey did not pick up.

Miles Memorial Hospital and associated facilities is the largest employer in Town. Hannaford is the second.

**Table II-12: Damariscotta Businesses by Number of Employees, 2011**

<u>Employers of 100 + Employees</u>	{ 2 businesses, 1% of all establishments }
Miles Hospital	
Hannaford	
<u>Employers of 50 - 100 Employees</u>	{ 7 businesses; 2% of all establishments }
Central Lincoln County Ambulance	
Chase Point Assisted Living	
Central Lincoln County YMCA	
GSB Community School	
Mobius	
Reny's Department Store	
Yellowfront Grocery	
<u>Employers of 25 - 50 Employees</u>	{ 17 businesses; 6% of all establishments }
Branches Home Care	
Colby & Gale	
Damariscotta Bank & Trust	
Damariscotta Hardware	
Damariscotta River Grill	
First Bancorp	
Hancock Lumber	
King Eider's Pub	
Lake Pemaquid Camping	
Lincoln Medical Partners	
McDonald's	
Mid-Coast Energy Systems	
New England Building Materials	
Red Plate Catering & Event	
Rising Tide Food Store	



RoundTop Ice-Cream  
Schooner's landing

Employers of 5 - 25 Employees

66 Number of businesses {21% of all establishments}

Employers of 1 - 5 Employees

217 Number of businesses {70 % of all establishments}

**Note: See Appendix for a full listing of Damariscotta businesses as of 2011.**

## 6. ISSUES WITH LOCAL ECONOMY

- (1) How can more young people be retained in Town after highschool? Through better coordination with Voc-ed, the community college and local employers in organizing more job related courses locally?
- (2) How should Damariscotta more effectively use its large retiree base to better assist the local economy? How can the local non-profits: DRA, PWA, Darling Center, RoundTop, Salt Bay Chamber and town boards engage more of the experience and skills of the retirees? Should Town promote 'think tanks' with TVA, etc. to better tackle local issues?
- (3) Per MCEDD, what cluster of existing assets does the Damariscotta - Newcastle economy have to use as the basis for increasing the fire power of the local economy? How can we cluster those assets including the historic downtown, the safe water harbor, the many arts and crafts groups and organizations in town, the wonderful anchor of the Lincoln County Theater?
- (4) How can the local wealth-producing sectors of the local economy (in contrast to the local subsistence parts) be boosted in the 2014-2024 period to bring more prosperity? In other words, the subsistence economy takes care of itself through the market; while wealth-producing activities need planning, guidance and cooperative organizing in order to develop.
- (5) Could Miles be made into a research and teaching hospital? Could a medical arts program of the Midcoast Community College be established in Town in conjunction with Miles as the OJT (on job training) venue for the students?
- (6) What regional cooperation opportunities with Newcastle should go forward? Such as a regional industrial park for entrepreneurial start-ups, incubator firms and the like.
- (7) What infrastructure improvements coordinated with economic assets enhancements need to go forward during 2014-24? Newcastle Railroad Station, sidewalks, preservation of downtown and Miles from future sea-level rise and storm surges?
- (7) What additional branding and local marketing should be done? What does the Damariscotta - Pemaquid Region want to be known for?

## E. PUBLIC FACILITIES & SERVICES

### 1. PUBLIC FACILITIES

#### **1.Town Government:**

- Damariscotta has a traditional New England form of municipal government with Town Meeting performing the legislative function and five Selectmen with executive authority over

a Town Manager and the various town departments, boards and committees. The Town Board of appeals and the state Court system exercise the judicial functions for the Town.

- Town Departments include the Town Manager, Town Clerk/Tax Collector, Town Assessor, Planning & Development, Public works, Fire, Police & EMS (Emergency Medical Services), Emergency Management Departments performing an array of executive functions.
- Town Boards and Committees include the Planning Board, the Board of Appeals, the Cemetery Committee, the Harbor Committee and the Historical Committee staffed by citizen volunteers.
- The 5-Year CIP (Capital Improvement Program) either funded fully or is being funded over time by annually supplied reserve accounts, sets forth a number of public facilities improvements between 2013 and 2018. Principal items include a major stormwater/sidewalk project in the Chapman & Church Streets area, Standpipe Road drainage and repaving, a new Bristol Road sidewalk from the Village to Miles Hospital, Municipal parking lot repaving, two new Fire engines and a new public works truck.
- Several projects, while listed on the FY 13-18 CIP, had not been funded as of 2013: 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.
- There are public facilities recommendations from the five input plans into the 2014 Comprehensive Plan. Major components of the Master Sidewalk Plan along Rt 1B and Bristol Road were completed or underway in 2014. Projects in the Harbor area from the Shore & Harbor Plan were 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 such as proposed new ‘square-around’ parks at four locations on Rt 1B.

## **2.Nongovernmental Organizations:**

A variety of non-profit and for-profit organizations provide scientific, educational, cultural and recreational services to Damariscotta residents and regional residents: (1) Land trusts, Environmental research and stewardship – DRA (Damariscotta River Association), PWA (Pemiquid Watershed Association); (2) Marine sciences research and laboratories - Darling Marine Research Center (U Maine) and the Bigelow Laboratory; (3) Economic development and support of regional businesses – TVA (Twin Villages Alliance) and Damariscotta Region Chamber of Commerce; (4) Recreational –CLC (Central Lincoln County) YMCA; Cultural, Arts & Crafts organizations – River Arts, RoundTop, Salt Bay Chamber Fest, Da Ponte String Quartet, Skidompha Library and Lincoln Theater (for profit).

## **3.Public safety**

**Police Department:** The Damariscotta Police Department consists of a Chief,      personnel qualified in a variety of skills including detective, forensic, patrolling and other public safety activities. The Department coordinates with the Fire, Central Lincoln County Ambulance Service and EMS Department for emergency management planning and execution. Police equipment include a patrol car, pick-up truck, communication facilities, armaments, protective and safety devices.

## **DAMARISCOTTA FIRE DEPARTMENT**

### **Ten Year Comprehensive FY23)Plan (FY14-15)**

#### **Executive Summary**

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This plan was established to provide an overview of the Damariscotta Fire Department and outline expected costs over the next ten years and set plans in place for maintaining firefighting readiness. The Massasoit Engine Company (The volunteer organization which serves as the Damariscotta Fire Department) has been protecting the Town of Damariscotta with pride since 1875. The firefighters and officers take great pride in their work and the Town. This plan covers several aspects of the Department including personnel, apparatus, equipment, and the station. There are several important recommendations contained in this plan which are summarized as follows:

- 1) Ensure Fire Station Capital Reserve Funds are available to replace the oil boiler, fire station roof and standby generator over the next ten years.
- 2) Investigate alternative heating methods for the fire station.
- 3) Initiate semi-annual meetings between the Town's Department Heads and emergency staff to discuss readiness for major events. Discussions should include the location for the Town's EOC, equipment that is needed, and location for evacuation centers.
- 4) Fully fund the Fire Vehicle Capital Reserve account to avoid borrowing money to purchase replacement apparatus.
- 5) Investigate using the Police Truck as a replacement vehicle when it is to be retired.
- 6) Perform a study of the water sources in Town to ensure maximum readiness of water supplies for fires in every area of the Town (should evaluate regular hydrant system growth and dry hydrant usage).
- 7) Increase equipment replacement budgets to allow for incremental replacement of self-contained breathing apparatus and air bottles.

The remainder of this plan covers the assets of the Department, replacement strategies for all equipment and apparatus and goals for the next ten years.

#### **1. Current Assets**

Assets of the Fire Department are broken down into five categories: Personnel, Buildings, Apparatus, Major Capital Equipment and Other Equipment. Personnel are defined as the Firefighters and Officers of the Massasoit Engine Company, the building consists of the station on Massasoit Drive and all of the contents, apparatus consists of the vehicles of the Department, Major Capital Equipment is defined as equipment or systems which costs more than \$1,000, and Other Equipment consists of equipment which is less than \$1,000. Other Equipment is listed within this plan but is expected to be normally replaced within the yearly municipal budget.

#### **1.1 Personnel Assets**

The personnel of the Massasoit Engine Company are considered to be paid-on-call Firefighters. This means that the service is voluntary but members are paid for their time for both calls and training. The station is not normally manned. The quantity of Firefighters varies from year to year but usually consists of a 30 man roster. The personnel of the Engine Company are the most important asset of the Department. Membership is voted on by the members of the Engine Company. The By-laws require a candidate to be a resident of the Town in order to qualify for membership and also to be of at least 18 years of age. By being residents of the Town, all members of the Department are fully aware of being good stewards of the taxpayers' dollar and also promotes more pride in our work.

The Department has an organizational structure of a Fire Chief, Deputy Chief, two Assistant Chiefs, Foreman of the Pumpers and Training Officer. All of these positions are elected by the members of the

Massasoit Engine Company except the Deputy Chief and Training Officer, who are appointed by the Fire Chief. The remaining members are Firefighters and range from 40 plus year veterans to newly recruited Firefighters.

## 1.2 Building and Fixed Assets

The building is XXX square feet. The station consists of a large conference room which is used primarily for Department meetings and training, and 8 bays in the garage area which hold the Department's apparatus. Other fixed assets for the Town are the fire hydrant system and some dry hydrants. The hydrants will be discussed further in Section 5.

The station was built in 1996 and is beginning to approach the age where repairs will be necessary. The heating system for the station is radiant floors throughout, including the truck bays. It is necessary to keep the fire trucks in a heated environment to ensure pumps and water do not freeze during the winter. The boiler system is original and is an oil burning furnace. The boiler system is expected to require replacement within the next ten (10) years. It is recommended that alternate heating means be investigated when the time comes to replace the oil burner. The location of the station may allow for geothermal heating, and the existing boiler room has space for the additional equipment. Grant opportunities may be available to support a greener heat source to offset some of the initial costs.

The station has a standby generator which is propane powered. The generator is also expected to require replacement within the next ten years. The station serves as the Town's Emergency Operations Center (EOC) and requires heat and electricity during power outages. It is also recommended that the Town Department Heads meet at least semi-annually to evaluate the needs of an EOC and ensure that either the Fire Station continues to meet these requirements or to ensure that another location is maintained to be the Town's EOC.

The roof has leaked several times during the winter months from ice dams. The roof will require replacement in the next ten years as well. These three items will carry substantial replacement costs. The fire station capital reserves should be funded to be able to account for all three of these replacements.

## 1.3 Apparatus

The Damariscotta Fire Department has been fortunate to receive the current equipment from the Town and has also been fortunate to receive a long life out of most of the current inventory. Two apparatus are at the end of their service life (29 year old Tank 1 and 36 year old Engine 3). A replacement truck was approved by the Town and is in process of being procured which will replace both apparatus. For the purposes of this plan, the new truck will be included in the listing of all of the current apparatus and is contained in the Table 1, below.

**Table 1: Current Apparatus Inventory**

Apparatus ID	Year	Age (FY14)	Make	Pump Size (GPM)	Tank Size (Gallons)	Large Hose	Other Features
Engine 1 (E-1)	2001	13	Pierce	1500	1000	1500' - 4"	5 man cab
Engine 2 (E-2)	1986	28	GMC	750	750	1000' - 2.5"	3 man cab – 4X4
New Pumper /Tanker	2014	0	International Chassis	1500	2000	1000' - 4"	2 man cab
Ladder 4 (L-4)	2003	11	E-One	2000	500	1000' - 5"	15kW Generator 100 foot aerial 6 man cab

Rescue 5 (R-5)	1989	25	E-One	N/A	N/A	N/A	15kW Generator PTO - Jaws of Life Room for 5
Chief Car	2004	10	Dodge Durango	N/A	N/A	N/A	Command and Control center

Many fire departments use general guidelines for expected service life of a piece of apparatus. This ranges from 10-15 years for front line use and 5-10 years for reserve (back-up) use. Generally, this equates to an expected service life of apparatus to be 15 to 25 years. This data is mostly derived from departments much larger than Damariscotta who run their vehicles on calls much more often than our Department. Due to this difference, it is estimated that Damariscotta may be able to achieve 30 years of serviceable life from our apparatus. This has been achieved in the past and will hopefully continue into the future.

This plan does not suggest that equipment will fail or be un-serviceable when the end of the expected service life is reached, but it is reasonable to believe that maintaining the equipment in good working order past this date will become increasingly expensive. This plan also does not suggest that all apparatus will last for the amount of time suggested, but this age can be used as an average for planning purposes. Actual equipment replacement will depend on a number of factors such as safety concerns, regulation/standard changes, maintenance costs, federal mandates and part availability/obsolescence that are not further discussed in this document.

#### 1.4 Major Capital Equipment

Major capital equipment, for the purposes of this plan, is defined as equipment which costs more than \$1,000. Spare SCBA bottles and hose have been included in this category because they will typically be bought as a larger buy (example 1000 feet or 10 sections of 4" hose bought at a time) which would push the price above the \$1,000 threshold. The list of equipment is shown in Table 2, below. SECTION 4 will discuss plans for replacing this equipment.

**Table 2: Major Capital Equipment**

Equipment Type	QTY	Cost per Unit	Est. Life (Yrs)
Rescue Boat	1	\$15,000	20
Thermal Imaging Camera	1	\$12,000	10
Power-pack for Jaws of Life	2	\$5,000	15
Self Contained Breathing Apparatus	17	\$4,800	15
Positive Pressure Fan	2	\$3,500	15
Jaws of Life Tools	5	\$3,000	15
Automatic External Defibrillator	2	\$2,200	15
Turn-out Gear	36	\$1,700	10
Portable Pumps	2	\$1,500	20
Extension Ladders	5	\$1,500	30
Jafrey Valves	4	\$1,200	30
Gas Meters	3	\$1,000	10
Spare Bottles	17	\$700	15
4" Hose	40	\$500	20
2-1/2" Hose	60	\$175	20
1-3/4" Hose	50	\$125	15

### 1.5 Other Equipment

The Fire Department has many other smaller tools and equipment which does not fall under the definition of major capital equipment. A list of this equipment is provided in Table 3, below. This equipment is replaced on a regular basis and the yearly budget includes line items for this equipment.

**Table 3: Other Equipment**

Equipment Type	Current QTY	Cost per Unit	Est. Life (years)	Expected QTY to buy by FY24	Replacement Plan
Portable Radios	20	\$800	10	16	Replace 1-2 per year
Nozzles	18	\$750	15	10	Purchase as needed
Suction Hose	9	\$600	30	2	Purchase on damage or with new apparatus
Cold Water Rescue Suits	2	\$600	15	2	Replace as needed
Mobile Radios	7	\$500	15	4	Replace as needed
Pagers	32	\$450	10	24	Purchase 2-3 per year
Roof Ladders	5	\$450	30	1	Purchase on damage or with new apparatus
Air Bags	3	\$400	10	3	Replace as needed
Chain Saw	4	\$350	15	2	Replace as needed
Halligan	8	\$300	30	2	Replace as needed
Helmet	36	\$250	10	30	See bunker gear section
Closet Ladders	3	\$250	30	1	Replace as needed
Boots	36	\$200	10	35	See bunker gear section
Ladder Belts	10	\$200	10	10	Plan to do bulk buy in FY14 or FY15
Fire Extinguishers (ABC)	14	\$180	15	8	Plan to begin purchasing replacements about one per year
Fittings and Appliances	75	\$150	30	25	Replace as needed
Flashlights	20	\$150	10	10	Replace as needed
Fire Extinguishers (Water)	5	\$150	15	5	Replace as needed
Closet Hooks	8	\$85	30	2	Replace as needed
Pike Poles	10	\$80	30	4	Replace as needed
Pick Head Axe	8	\$70	30	4	Replace as needed
Gloves	72	\$60	2	180	Yearly procurement, consumable product
Life Preservers	8	\$60	15	4	Replace as needed
Flat Head Axe	8	\$60	30	4	Replace as needed
Nomex Hood	36	\$40	10	36	Yearly procurement, consumable product
Shovels	6	\$40	30	4	Replace as needed

The total estimate for other equipment purchased in the next ten years totals approximately \$77,000. The budget for FY14 includes \$4,000 for general equipment, \$1,750 for pagers and radios and \$750 for Firefighter gear. This totals \$6,500 per year towards the purchase of the equipment listed in Table 3, above. Over the ten year period covered by this plan, there would be a \$12,000 shortfall. In order to fill this budget gap, the Fire Department will attempt to pursue grants for some of the equipment or use any additional year end funds towards this equipment. If these sources do not become available, the budget for future years will likely increase to absorb some of these costs.

## 2 Maintaining Personnel

There are several items which will be evaluated by the Engine Company as ways to improve member retention.

- 1) Responsibilities: There is currently little room for advancement within the Department. Additional Officer positions for Captains and Lieutenant positions will be evaluated. This will assist with spreading the work out to more people and will also give more advancement opportunities for the members.
- 2) Create a development plan with each member to ensure training opportunities are available to accomplish their objectives.
- 3) Keep training relevant and enjoyable.
- 4) Evaluate pay scale and propose changes based on other Departments in Lincoln County. This will ensure that the members of our Department are receiving similar benefits to other Towns in the county.
- 5) Determine if a Junior Firefighting program is feasible.

## 3 Apparatus Replacement

In January of 2013, the Fire Department compiled a document titled Damariscotta Fire Department Apparatus Replacement Plan. The purpose of this document was to bring to light the condition of the current fleet of fire apparatus and to define a plan for replacing the aging fleet. This plan will be maintained and updated going forward but has a broader scope than this ten year comprehensive plan. The Department is estimating a thirty (30) year life can be achievable and uses this number as a basis for replacing the major apparatus. The focus of this document is on the next ten years which includes FY14 thru FY23.

Table 4, on the next page, shows the notional replacement plan for the current apparatus. Those which are projected to be replaced within the ten year window covered by this plan are highlighted. A rough estimate of replacement costs is shown for each of the apparatus. There are three replacements expected within the next ten years.

**Table 4: Recommended Replacement Fiscal Year for Current Apparatus**

Apparatus ID	Year	Age (FY14)	Expected Service Life	Notional Year to Replace	Replacement Price (FY13 \$)	Notes
Engine 1	2001	13	30	2031	\$500,000	
Engine 2	1986	28	30	2016	\$250,000	Replace with mini-pumper equipped as forestry truck
New Truck	2014	0	30	2044	\$300,000	

Ladder 4	2003	11	30	2033	\$800,000	
Rescue 5	1989	25	30	2019	\$185,000	Chassis Replacement Only
Chief Car	2004	10	15	2019	\$15,000	Find comparable used vehicle, possibly re-purpose the Police Truck

The first expected replacement would be Engine 2 which is the brush truck. This vehicle is four wheel drive and smaller than the other engines to enable off-road driving. There are some other features which are unique to this apparatus which would be carried over to the replacement. A rough cost estimate for a replacement is \$250,000. This would cover a mini-pumper built on a four wheel drive chassis. This truck would be equipped to be a brush truck and used to protect the wildland-urban interface of the Town.

The second major apparatus to replace is Rescue 5. This apparatus is a heavy rescue vehicle and equipped with the Jaws of Life. This was a used apparatus that has an aluminum body. It is expected that significant costs can be saved by re-using the body and just performing some refurbishments on the body box and replacing the truck chassis. A rough cost estimate to perform this work is \$185,000. The last expected replacement is the Chief's Car. This vehicle is a large SUV and equipped to be a mobile command center and help transport personnel to off-road locations. For a replacement, a used comparable vehicle would serve the purpose. It is highly recommended to investigate the use of the Police truck when this vehicle is being retired to serve as the replacement vehicle. This has been done in the past and the Fire Department was able to get many more years of service out of a retired police vehicle. The re-purposed vehicle would also benefit the Town by continuing to serve the community.

In order to plan for future budgets and to strive towards a consistent time period between new apparatus purchases, a plan was created as detailed in the "Damariscotta Fire Department Apparatus Replacement Plan". Ideally, this time period would be every six years, assuming five pieces of major apparatus and an expected service life of 30 years.

Table 5, on the next page, utilizes this approach and lists which year each apparatus should be replaced. This assumes that the equipment will reach this age without major equipment failures. As the replacement timeframe approaches for each apparatus, the actual vehicle condition should be assessed to determine the appropriate time for replacement. Given the close age of several of the apparatus, the full six (6) year separation may not be achievable in this cycle, but this is the target timeline for future replacements.

**Table 5: Notional Replacement and Capital Reserve Funds**

Fiscal Year	Capital Reserve Investment	Capital Reserve Withdrawal	Capital Reserve Balance	Balance to Finance	Notes
2013	\$25,000		\$160,000		
2014	\$65,000	\$300,000	\$25,000	\$100,000	Tanker/pumper
2015	\$75,000		\$100,000	\$0	
2016	\$75,000		\$175,000	\$0	
2017	\$75,000	\$250,000	\$0	\$0	Brush Truck
2018	\$75,000		\$75,000	\$0	
2019	\$75,000		\$150,000	\$0	
2020	\$75,000	\$185,000	\$40,000	\$0	Rescue chassis
2021	\$75,000		\$115,000	\$0	
2022	\$75,000		\$190,000	\$0	
2023	\$75,000		\$265,000	\$0	



The additional Capital Reserve Balance for FY23 accounts for the two large purchases of apparatus in the following years, the front line attack truck and ladder (quint) apparatus. This plan does include an increase to \$75,000 per year in order to avoid borrowing money when purchasing a new apparatus. This recommended increase would take effect in FY15.

#### 4 Major Capital Equipment Replacement

The major capital equipment for the Department was itemized in Section 1.4, above. This section focuses on the replacement plan for this equipment. There is approximately \$177,000 worth of major equipment which will likely be required in the next ten year period. Most of this equipment is not currently in the budget for any fiscal year. There are a few categories for replacement of this equipment, which includes pursuing grant funds, fundraising, yearly replacements or purchasing with a new apparatus. For the yearly replacement plan, funds will be requested in yearly budgets to account for this equipment. This includes SCBA, air bottles and turn-out gear. Turn-out gear replacements were already included in the FY14 budget, however, there is no current funds for beginning SCBA replacements. Table 6, below, lists the capital equipment and recommended replacement plan. If equipment fails before a replacement is obtained, it may require emergency replacement/rental plans until funding is obtained for a replacement.

**Table 6: Major Capital Equipment Replacement Plan**

Equipment Type	# of Units to Replace by FY24	Cost to Replace	Replacement Plan
Thermal Imaging Camera	1	\$12,000	Grant Funds
Powerpack for Jaws of Life	1	\$5,000	Grant or Fundraising
Self Contained Breathing Apparatus	15	\$72,000	1 per year replacement
Positive Pressure Fan	1	\$3,500	Grant or Fundraising
Jaws of Life Tools	3	\$9,000	Grant or Fundraising
Automatic External Defibrillator	1	\$2,200	Purchase with new truck
Turn-out Gear	24	\$40,800	3 per year replacement
Portable Pumps	1	\$1,500	Fundraising
Extension Ladders	1	\$1,500	Purchase with new truck
Jafrey Valves	1	\$1,200	Purchase with new truck
Gas Meters	1	\$1,000	Year End or Fundraising
Spare Bottles	17	\$11,900	2 per year replacement
4" Hose	10	\$5,000	Purchase with new truck
2-1/2" Hose	30	\$5,250	Replace as required
1-3/4" Hose	40	\$5,000	Replace as required
Total		\$176,850	

#### 5 Hydrant Coverage

A large portion of the Town does not have hydrant coverage (approx. 65%) and these areas will require a tanker shuttle in order to fight and extinguish a fire. This drives the need for the Department to maintain a tanker in service. When this type of shuttle is required, several other towns respond with their tankers to provide the necessary water to continue firefighting operations. Given the sizeable area of the Town that requires water provided by tankers and to assist other communities, a tanker is necessary to remain in our line-up. Insurance Services Office (ISO) determines rates for businesses and owners for insurance premiums and is based on the rating of the Town. This focuses on the Fire Department, response times and water supply. For the areas of Town covered by hydrants, the Fire Department has a rating of 5 while rural areas without hydrant coverage have a rating of 9 (a lower rating results in lower insurance premiums). It may be beneficial for the Town to evaluate expanding the hydrant system in the future to

provide more access to the municipal water supply and lower insurance premiums by means of better fire protection.

Another option for remote water sources are dry hydrants. These are pipes which are installed in bodies of water which promote rapid hook-up to a water source for drafting. There are only a few of these installed in Town currently. It is highly recommended that a study be performed to place dry-hydrants to promote water supply availability.

## **6 Donations made by the Massasoit Engine Company**

As part of the 10-Year comprehensive plan, it is important to understand how the Department has been able to achieve the current level of readiness while maintaining low operating costs. This has been largely due to donations from the Massasoit Engine Company through private fund raising efforts. Over the past seventeen (17) years, the Massasoit Engine Company has donated nearly \$200,000 worth of equipment to the Damariscotta Fire Department, and therefore the Town. Many of the major pieces of capital equipment that the Department uses have been donated by the Massasoit Engine Company. A list of the equipment and station improvements made since 1996 is included in Table 7, on the next page. Some of the major equipment which is actively used for protecting the Town and performing the firefighting duties includes: Rescue Boat, Airpacks, Thermal Imaging Camera, Positive Pressure Fan and the Jaws of Life (Rescue tools). The Massasoit Engine Company will continue to strive to reduce the costs to the Town of Firefighting equipment, however the private efforts should not be relied upon to keep the current capabilities.

Table 7: Donations from Massasoit Engine Company

<b>Year</b>	<b>Description</b>	<b>Category</b>	<b>Cost</b>
1996	Smoke Trailer	Education	\$448.00
1996	Table and Chairs	Station	\$2,730.00
1996	Sign	Station	\$474.00
1997	Lights	Equipment	\$959.00
1997	Chain Saw	Equipment	\$250.00
1997	Hand Tub Renovations	Historic	\$20,200.00
1997	Flag Pole	Station	\$1,094.00
1997	Display Area	Station	\$4,029.00
1998	Jaffrey Valve	Equipment	\$780.00
1998	Scott Airpacks	Equipment	\$5,000.00
1998	Dishwasher	Station	\$526.00
1998	Survival Suit	Equipment	\$100.00
1999	Counter Door	Station	\$1,700.00
1999	Refrigerator	Station	\$614.00
1999	Scott Airpacks	Equipment	\$6,050.00
1999	Smoke Machine	Education	\$906.00
2000	Thermal Imaging Camera	Equipment	\$22,400.00
2000	Signs	Station	\$660.00
2000	Rescue Tools	Equipment	\$5,247.00
2001	Sink	Station	\$2,560.00
2001	Fan	Equipment	\$1,850.00
2001	Tools	Equipment	\$590.00
2002	Deluge Gun	Equipment	\$4,239.00

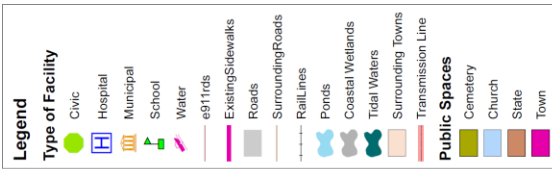
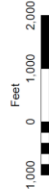
2002	Fan	Equipment	\$4,275.00
2004	Scott Instruments	Equipment	\$1,850.00
2004	Sink	Station	\$1,900.00
2005	AED Equipment	Equipment	\$903.00
2005	NFPA Books	Station	\$903.00
2006	Landscaping	Station	\$882.00
2006	Plexiglass	Station	\$210.00
2007	Fire Extinguisher Training	Education	\$5,780.00
2007	Projector	Equipment	\$646.00
2007	Smoke Trailer	Education	\$43,048.00
2007	Display Area Humidity	Station	\$1,559.00
2007	Generator	Equipment	\$950.00
2008	Rescue Boat	Equipment	\$21,999.59
2009	Fire Chiefs Car	Equipment	\$12,907.90
2011	Portable Pump	Equipment	\$475.00
2011	Pressure Fan	Equipment	\$3,980.25
2011	Portable Pump	Equipment	\$372.25
2011	Training Television	Station	\$419.99
2012	Tables	Station	\$321.60
2013	Hose Tester	Equipment	\$1,895.00
2013	Hose Roller	Equipment	\$2,112.54
2013	4-Gas Meters	Equipment	\$1,080.00
<b>Total</b>			<b>\$191,876.12</b>

## 7 Goals for the Next Ten Years

The goals for the Damariscotta Fire Department over the next ten years include:

- Maintain excellent volunteer (paid-on-call) department
- Improve firefighting experience base and capabilities through proper equipment and training
- Reduce insurance costs for the residents and business owners of Damariscotta. The Department will be investigating ways to lower insurance premiums through decreasing ISO rating/ ensuring the correct equipment/response times are achieved. Specifically, obtaining an ISO rating of 8B in the rural areas is a goal.
- Maintain appropriate number and type of apparatus and include an appropriate yearly allotment to avoid financing replacement apparatus.

**PUBLIC FACILITIES MAP** {link: [www.townofdamariscotta.com](http://www.townofdamariscotta.com) → Government → Town Planning Documents → Comprehensive Plan Maps → Map 5.1}



prepared by  
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June 4, 2013

Map 11

## Public Facilities

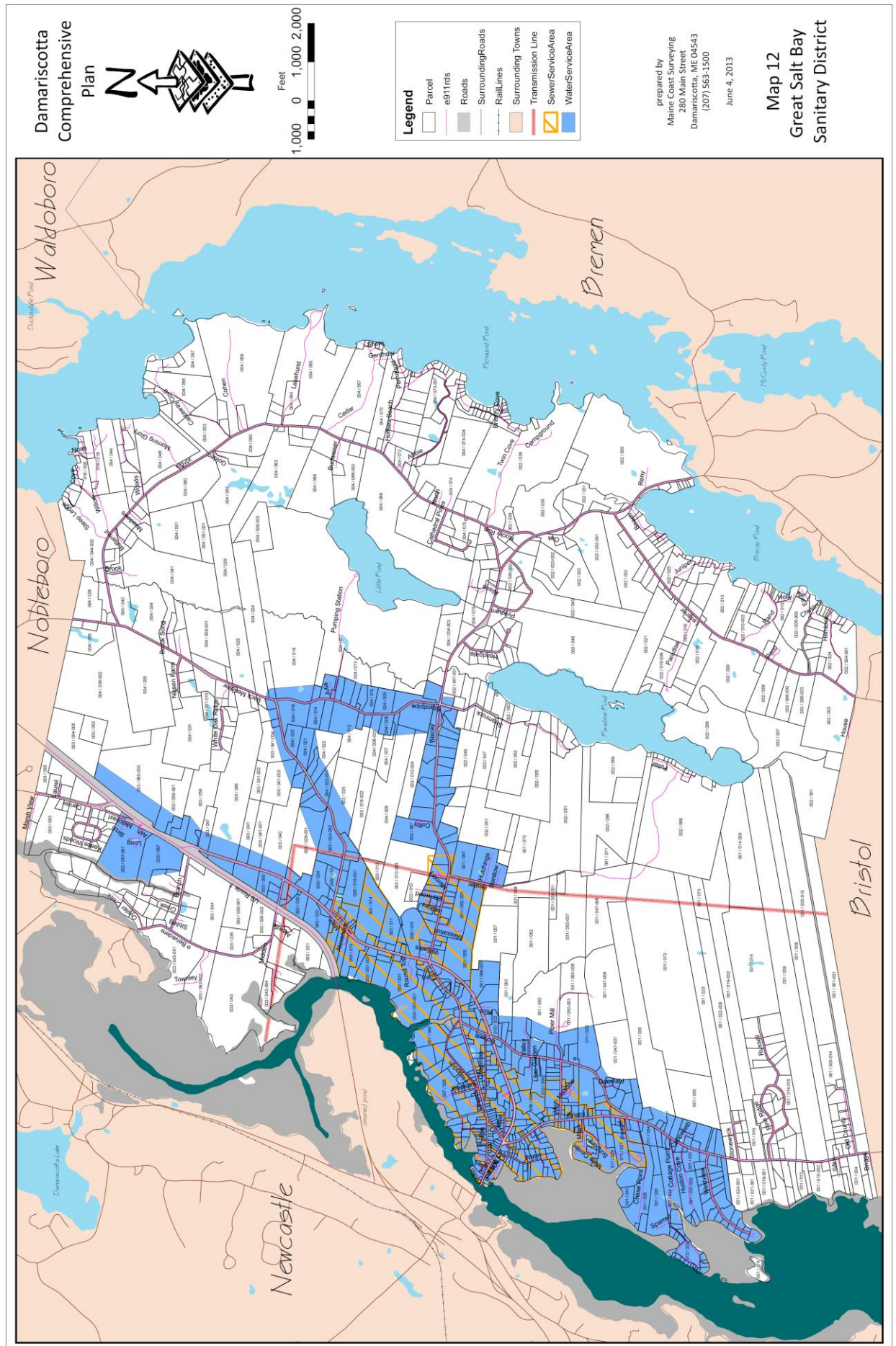
- 4. Emergency Management:** The Town has a representative on the Lincoln County Emergency Management Agency (LCEMA). The LCEMA coordinates between the county town's first responders and planners in emergency preparedness for events such as hurricane flooding and activation of emergency evacuation routes. The LCEMA maintains three countywide plans: The Emergency Operations Plan, the Hazard Mitigation Plan and the Mass Casualty Incident Plan.

## **2. INFRASTRUCTURE**

- 1. Department of Public Works – Highway Department:** An inter-local agreement between Newcastle and Damariscotta shares a Road Agent and crew of two full-time assistants and one seasonal employee mostly for summer mowing and other landscaping. The Department is responsible for local road maintenance including roadside shoulders, stormwater facilities, overseeing winter snowplowing and maintenance of Damariscotta river water quality while accommodating snow dumping from the harbor parking lot. They maintain other town public land in addition to the harbor parking lot. Trucks, backhoes, other heavy equipment, salt, sand and other materials, such as mulching compost, are kept in the Public Works facility on Biscay Road. The Public works crew plays a crucial role in set-up, maintenance and clean-up for the Town's large public events: Pumpkin Fest, Pirate Rendezvous, Oyster Festival and other public gatherings.
- 2. Solid-waste Management and Recycling:** The Nobleboro/Jefferson Transfer Station serves also Damariscotta, Bremen and Newcastle for household solid-waste collection and transfer to the PERC facility in Orrington. Construction and other bulky wastes are taken to the landfill in Norridgewock. The Lincoln County Recycling Program, headquartered in Wiscasset, maintains bins at the Nobleboro/Jefferson Transfer Station for collection of recyclables including cardboard, newspapers, mixed paper, ewaste, fluorescent light bulbs, mercury switches, rechargeable batteries, plastics, composting, glass and tin cans.
- 3. Great Salt Bay Sanitary District (GSBSD):** GSBSD "is a publically owned, quasi-municipal utility" (Damariscotta Annual Report: July, 2012 – June, 2013) that provides drinking water and fire water protection to Damariscotta Village and the Bristol Road – Rt 1B corridor along the western side of town and to Newcastle Village and Academy Hill from its Little Pond reservoir. GSBSD collects and treats wastewater from within its water service area at its Piper Mill Road plant and lagoons as well as in Damariscotta Mills in Nobleboro. In 2014 there were 713 water customers and 1400 wastewater users (Damariscotta Annual Report: July, 2012 – June, 2013). In 2014 there was large excess capacity in the Little Pond reservoir for future water supply and at the Piper Mill Road wastewater treatment plant and lagoons for future sewer hookups.

SERVICE AREAS (GSBSD) MAP {link: [www.townofdamariscotta.com](http://www.townofdamariscotta.com) → Government → Town Planning Documents → Comprehensive Plan Maps → Map 5.2}





### 3. TRANSPORTATION

Transportation in Damariscotta is dependent on trucks and automobiles, which use the state, local and private roads within the community. Understanding the extent of the transportation network, trends in its use, and how changing development patterns could impact this network is crucial when planning for the community's future.

#### **Vehicular Traffic**

Damariscotta's transportation network is dominated by vehicular traffic traveling on the community's network of public and private roads. The maintenance responsibility for these roads depends on the principal use of the roadway and falls on private individuals, the Town of Damariscotta, and the State of Maine.

Figure 1 presents Damariscotta's public and private road network. As of 2011, there were 26.36 miles of public roadways (Table 1). These roadways vary in function and character from high-speed arterials to private gravel roadways.

- There are 1.89 miles of **arterial roadway**, defined by MDOT as travel routes that carry high speed, long distance traffic usually with a US Route number designation. The arterial route in Damariscotta is Rt. 1.
- There are approximately 8.7 miles of **collector roadways**, defined by MDOT as travel routes that collect and distribute traffic from and to arterials, serving places of lower population densities and somewhat removed from main travel routes. In Damariscotta, major collectors include Routes 1B and 129 while minor collectors include School Street south of Route 1B and Biscay Road.
- There are approximately 15.77 miles of **local roads**, defined by MDOT as all roadways not classified as an arterial or collector. All local roads in Damariscotta are paved road and are maintained by the town.
- There are approximately 25.4 miles **private roads** and additional named and unnamed **common driveways**, which are maintained by private individuals and/or businesses. Please see Table 2 for an inventory of private roads.

Figure 1:DAMARISCOTTA TRANSPORTATION MAP 2012 {link: [www.townofdamariscotta.com](http://www.townofdamariscotta.com)  
 → Government →Town  
 Planning Documents →  
 Comprehensive Plan Maps →  
 Map 19



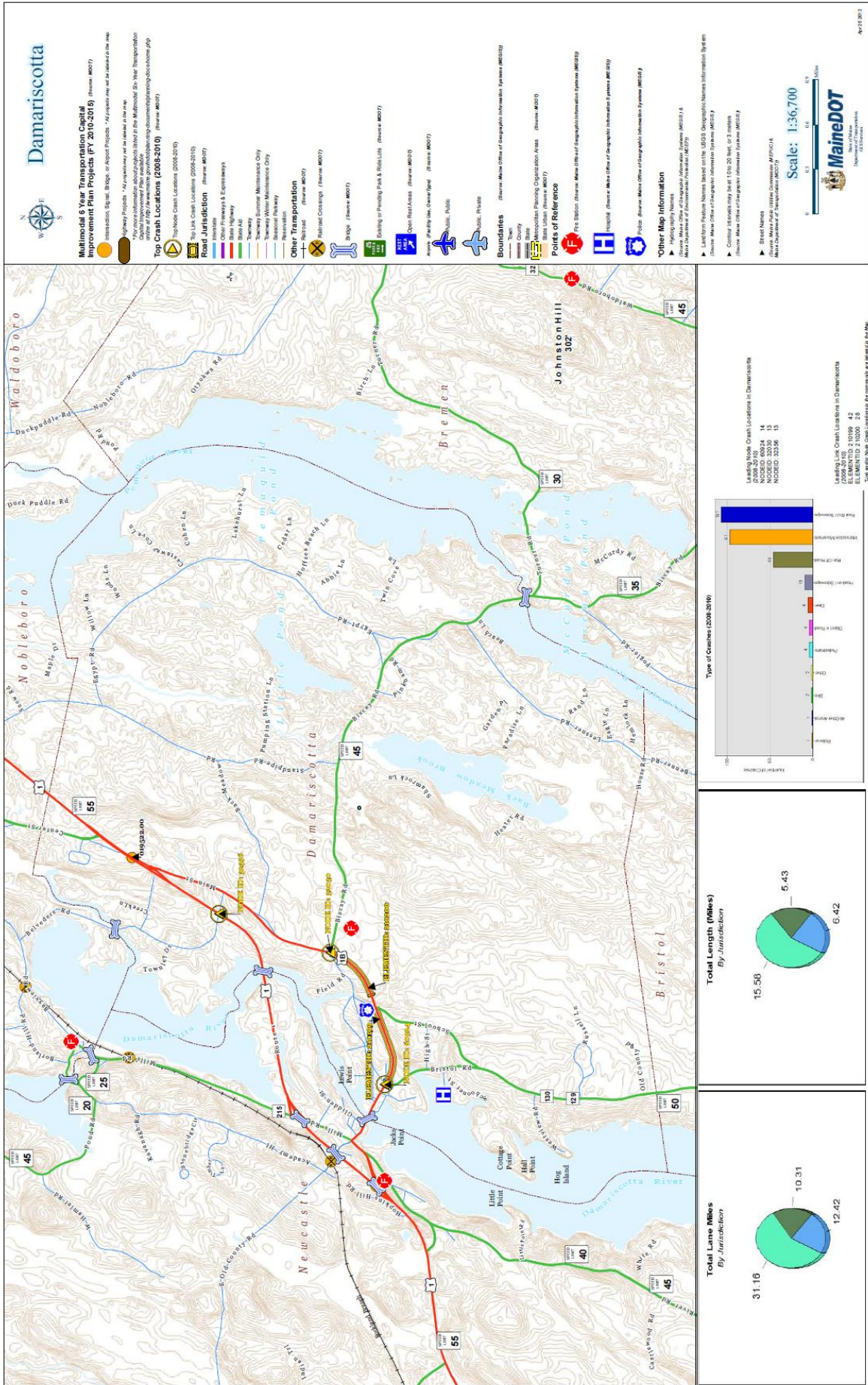




Table 1 - Damariscotta Public Roads

Name	Function	MDOT Highway Corridor Priority	Length (mi.)	Town Roads Summer Maint. (mi)	Cond.	Comments/Required Work	Roadway Character/ Scenic Views
				Winter Maint. (mi)			
Main St. (Route 1B)	Major Col.	4	2.72		P-G	Rte. 1 to Biscay - deteriorated shoulders & surface, crack, some poor base; Biscay to Bristol Rd. - checked & cracked surface, poor shoulders	In-town portion very attractive village streetscape; views up river from bridge*; view of Round Top*
US Route 1	Arterial	1	1.89		VG	Recent overlay	Views of Great Salt Bay*
Bristol Rd. (Route 129)	Major Col.	4	1.91	1.91	F	Poor shoulders, surface deterioration, sagging due to poor base, broken pavement edge	Attractive in-town and rural views along roadway*
Biscay Rd.	Minor Col.	5	3.21	3.21	P-G	Base OK, pavement deteriorated, checked; scheduled for 2012 paving	Views to Biscay Pond*
School St. (S of Main Street)	Minor Col.	5	0.86	0.86	F	Deteriorated pavement and edge	
School St. (N of Main Street)	Local	6	0.17	0.17	F	Poor surface with parallel cracking, some checking, poor shoulders	
Center St.	Minor Col.	5	0.39	0.39	G	Paved and gravel shoulders, good surface, base OK	
Lessner Rd.	Local	6	1.57	1.57	G	Some cracking in limited areas but overall OK; hor/vert curves; few areas with ledge, large trees near travelway	
Egypt Rd.	Local	6	2.92	2.92	G	Some limited cracking, checking	Attractive rural views
Church St.	Local	6	0.97	0.97	F	Parallel/perpendicular cracking, rough surface in areas, limited shoulders on westerly side	
Standpipe Rd.	Local	6	0.84	0.84	P	Narrow, poor surface, edge damage, culvert cover, poor base in areas	
Back Meadow Rd.	Local	6	2.25	2.25	G	Recent overlay, few areas with shoulders below travelway	Attractive rural views
Branch Rd.	Local	6	0.36	0.36	F	Narrow, some edge deterioration, surface adequate for existing usage	
Belvedere Rd.	Local	6	1.03	1.03	P-G	W of Route 1 - pavement generally good with some parallel cracking, ? base, slight distance limitations; E of Route 1 - deteriorated surface, shoulders, ? base	Water, rural views
Pinkham Rd. (public portion)	Local	6	0.25	0.25	G	Narrow, surface OK for usage; partially gravel?	
Chapman St.	Local	6	0.33	0.33	F-P	Culvert cover, base, pavement deteriorated in areas	
Vine St.	Local	6	0.13	0.13	F	Culvert cover, some surface deterioration, OK for usage	
Rocky Run Rd.	Local	6	0.24	0.24	G	Narrow, mostly good surface	
Elm St.	Local	6	0.24	0.24	G	Some surface deterioration	
Hodgdon St.	Local	6	0.56	0.56	P	One lane, poor surface, base, culvert cover	
Pleasant St.	Local	6	0.13	0.13	F-G	Narrow, culvert cover, surface OK for usage	
Cross St.	Local	6	0.07	0.07	G		
High St.	Local	6	0.29	0.29	P-F	Road narrows at crest, surface with parallel cracking, some perpendicular cracking	
Lewis Point Rd.	Local	6	0.09	0.09	G	Narrow, OK for current usage	
West Lewis Point Rd.	Local	6	0.04	0.04	F	One lane, no shoulders, deteriorated surface with cracking	
Water St.	Local	6	0.26	0.26	G	Limited perpendicular cracking, narrow	
Theater St.	Local	6	0.03	0.03	VG		attractive village streetscape
Hammond St.	Local	6	0.23	0.23	P	Narrow, surface OK for usage	
Westview Rd.	Local	6	0.49	0.49	F	Surface deteriorated, base OK	Water views
Midcoast Rd.	Local	6	0.25	0.25	G	Good base, some cracking but good surface overall; some deteriorated edges at Midcoast Energy and Center Street intersection	
Keene Woods Rd.	Local	6	0.47	0.47	F		
Parking Lot Ln.	Local	6	0.16	0.16	F	Narrow, culvert cover, limited areas of checking, cracking	Views down river*
Oak Rd.	Local	6	0.16	0.16	F-P	Some cracking, poor pavement at westerly end, OK for current use	
Pine Ridge Rd.	Local	6	0.72	0.72	F-G	Narrow, some areas of surface deterioration, culvert cover	
Miles St. (public portion)	Local	6	0.13	0.13	F-G	Erosion along northerly shoulder, significant deterioration of retaining wall	
Total			26.36	16.77	21.76	* from 1990 Comprehensive Plan	

**Table 2 - Damariscotta Private Roads**

Abbie Ln.	3500	Eagle Ln.	2400	Millbrook Ln.	540
Aho Ln.	240	Ebert Ln.	250	Morning Glory Ln.	1500
Alewive Ln.	600	Edward Ave.	300	Nissen Farm Ln.	1560
Alexandra Rd.	400	Ellingwood Dr.	750	Noah Ln.	600
Alison Ln.	1000	Farm Ln.	360	North Rd.	360
Angell Ln.	240	Field Rd.	1200	Old County Rd.	2200
Back 40 Farm Rd.	2000	Fir Tree Ln.	360	Our Rd.	360
Barstow Dr.	400	Fuller Run	750	Oyster Creek Ln.	1260
Beach Ln.	1400	Garden Pl.	2600	Paradise Ln.	2160
Belknap Point Rd.	400	Genthner Ln.	400	Pemaquid Ln.	840
Birch Ln.	500	Golden Ln.	360	Pinkham Rd. (private)	1000
Branch Rd.	1920	Hallowell Ln.	740	Piper Mill Rd.	2500
Breezy Cove Ln.	360	Hardy Hill Ln.	400	Pond Cir.	600
Brickyard Cove Ln.	400	Headgate Rd.	1650	Powell Ln.	770
Briggs Ln.	430	Heater Rd.	9700	Pumping Station Ln.	3180
Brook Ln.	850	Hemlock Ln.	1900	Rand Ln.	1900
Brooksong Ln.	540	Hoffses Beach Ln.	2760	Reny Rd.	550
Budweiser Ln.	800	Holly Ln.	660	Rice Ln.	300
Butternut Ln.	400	Huston Cove Ln.	1600	Rose's Meadow	240
Cappellitti Dr.	1600	Hutchins Ln.	800	Round Top Ln.	600
Castaway Cove Ln.	3100	Jackie's Tr.	650	Russell Ln.	1450
Castner Lding	400	Julia Ln	300	Schooner St.	1900
Cathedral Pines Rd.	2000	Juniper Ln.	1900	Shamrock Ln.	3600
Cedar Ln.	3000	Lakehurst Ln.	4000	Shore Ln.	360
Chase Point Ln.	2400	Laurel Ln.	420	Silky Way	520
Chestnut Ln.	200	Ledgewood Court Dr.	550	South Rd.	360
Coastal Market Dr.	550	Lilac Garden Rd.	300	Steep Ledge Rd.	1900
Cohen Ln.	2640	Long Ln.	500	Stonewyck Ln.	1150
Colby Ln.	750	Marsh View Ln.	1100	Sycamore Ln.	400
Coleman Ln.	100	Massasoit Dr.	660	Toby's Way	400
Cottage Point Rd.	4700	Meadow Ct.	900	Townley Dr.	1560
Cove Ln.	1000	Meadow Ln.	150	Trackster Ln.	1140
Cranberry Pt.	400	Memory Ln.	350	Twin Cove Ln.	4900
Creek Ln.	1000	Midden Way	1400	Valley Ln.	900
Day's Cove Ln.	450	Miles Center Way	650	Williams Plaza	230
Deerfield Ln.	400	Miles St. (private)	350	Willow Ln.	2800
<b>Total - 134,080 ft. (25.4 mi)</b>			Woods Ln.	2300	

**Damariscotta Private Roads Total - 134,080 ft. (25.4 mi)**

The Town of Damariscotta is responsible for summer maintenance of 15.77 miles of roadway, all of which are paved. As indicated in Table 1, many of these roads have deteriorated travel surfaces and, as residential growth occurs on these roads, maintenance costs will rise due to increases in traffic. Based on MDOT data presented in Table 5, overall average annual daily traffic on Damariscotta roads for which comparative statistics are available decreased 1% between 2007 and 2010. This decrease was likely a result of the recent economic recession so as economic conditions improve traffic on state and local roads will likely increase in the future.

Based on the comments provided in Table 1, it is necessary to reconstruct, rehabilitate or repave a number of local roads. By encouraging or permitting development in areas that are served by adequate roads, increased maintenance costs associated future capital outlays may be avoided or at least delayed.

### **Road Maintenance and Capital Improvements**

Damariscotta has substantial truck traffic on both Routes 1B and 129. While the ultimate destination of much of this truck traffic is the Bristol peninsula, the trucks are adversely affecting road conditions. In addition, many trucks use School Street and Belvedere Road as short cuts with the resultant severe deterioration experienced over the past decade. Unless a road is constructed to accommodate such traffic, heavy loads may damage the road's base and sub-base and cause deterioration of the paved surface. Deferred maintenance can have similar impacts.

Biscay Road has also experienced significant deterioration due to heavy truck traffic and deferred state maintenance (it is scheduled for repaving in 2012). MDOT has paved Route 1 and reconstructed the in-town portion of Route 1B in recent years but the balance of Route 1B is deteriorating due to heavy traffic and areas of inadequate base and drainage. A number of town roads, including Church Street, High Street, the local portion of School Street, Standpipe Road, Chapman Street, Hodgdon Street, Westview Road and others, have some significant vertical and horizontal curves that present safety concerns to pedestrians and/or passenger vehicle traffic and cars entering and exiting driveways.

MDOT is responsible for summer maintenance of about 10.5 miles of roads in Damariscotta but some of these roads, including Route 1B outside of the village, School Street and, to a lesser extent, Route 129, require significant improvements. In addition, the town has winter maintenance responsibility for these roads and their current condition makes it more difficult, costly and time consuming to plow and keep free of ice.

MDOT released its 2012-2015 Statewide Transportation Improvement Plan in October, 2011. The following Damariscotta projects are included in the plan and are either completed or are currently underway:

- Route 1/Route 1B Intersection Improvements
- Route 1B/Biscay Road Traffic Signalization Improvements
- Route 1B Sidewalk Extension
- Engineering for Route 129 Drainage and Pedestrian Improvements

Within the overall context of connecting Maine, transportation planning is now done regionally, based on Economic Development District boundaries. Lincoln County is in the Mid-Coast Economic Development District (MCEDD). In 2005, MCEDD prepared a Regional Transportation Assessment (RTA), which identified Corridors of Regional Economic Significance and listed potential improvements to the corridors (corridors in this context does not only mean a vehicular roadways but includes related transportation facilities such as bike-ped routes, rail corridors, ferry lines and related support facilities). Route 1 is the only Corridor of Regional Economic Significance in Damariscotta and recommendations for Route 1 projects were deferred pending the conclusion of the Gateway 1 Planning project.

MDOT will continue to rebuild existing roads, as funds are available. However, its top priority will continue to be its pavement preventive maintenance (PPM) program. The condition of a well-paved road tends to be stable for the first 5-10 years. Then, as cracks form and water gets into pavement and base, the rate of deterioration quickens. The PPM program focuses on applying lighter, less expensive pavement treatments earlier and more frequently in a pavement's life, thereby avoiding the point at which the pavement quickly deteriorates and the cost of repair accelerates.

MDOT also recently completed a Highway Corridor Prioritization process for all non-local roads within Damariscotta (local roads were not evaluated because they do not qualify for state assistance). US Route 1 is a Level 2 priority highway, Routes 1B and 129 Level 4 priority highways and Biscay Road and School Streets Level 5 highways. Customer Service Levels (CSLs) were also completed for all non-local roads utilizing the following factors:

- **Crash History.** This measure includes the two types of motor vehicle crashes most likely related to the highway- head-on and run-off-road crashes. The A-F scale compares these crash rates with the statewide average.
- **Paved Roadway Width.** This measure compares total paved width (lane plus shoulder) with minimum acceptable widths by Highway Corridor Priority (not new design standards). If a highway segment fails this minimum, the Safety Customer Service Levels for that segment is decreased one letter grade.
- **Pavement Rutting Safety.** This measure looks at wheelpath rutting, since excessive rutting holds water and contributes to hydroplaning and icing in winter. The A-F scale set points vary by Highway Corridor Priority, and are based on hydroplane tests.
- **Bridge Reliability.** This measure is pass/fail. If a highway segment contains a bridge with a Condition Rating of 3 or less (excluding non-overpass decks), the Safety Customer Service Level is decreased one letter grade. These bridges are safe, but may require increased inspection or remedial work that could affect traffic flow.
- **Pavement Condition.** This measure uses the Pavement Condition Rating (PCR), a 0-5 scale that is composed of International Roughness Index, rutting, and two basic types of cracking. The A-F scale varies by Highway Corridor Priority.
- **Roadway Strength.** This measure uses the results of the falling weight deflectometer, a device that estimates roadway strength. The A-F scale is uniform across Highway Corridor Priority, since even low-priority roads must support heavy loads in Maine's natural resource-based economy.
- **Bridge Condition.** This measure converts the 0-9 national bridge inventory (NBI) condition ratings to pass or fail; it is uniform across Highway Corridor Priority.
- **Ride Quality.** This measure uses the International Roughness Index (IRI), which is expressed in inches per mile of deviation. IRI is the nationally accepted standard for passenger comfort, and the A-F scale varies by Highway Corridor Priority.
- **Posted Road.** Each year, MaineDOT posts more than 2,000 miles of road during spring thaw to protect their longevity, but some posted roads directly affect Maine's economy. Road segments that are permanently posted get a D, those with seasonal postings get a C.
- **Posted Bridge.** This measure uses load weight restrictions to arrive at an A-F score that varies by Highway Corridor Priority.
- **Congestion Service.** This measure uses the ratio of peak traffic flows to highway capacity to arrive at an A-F score for travel delay. Peak summer months are specifically considered to capture impacts to Maine's tourism industry. This scale is uniform across Highway Corridor Priority, since tourist travel is system-wide and sitting in traffic affects customer service similarly on all roads.

See <http://www.maine.gov/mdot/about/assets/search/> for CSLs for non-local roads in Damariscotta.

Damariscotta has an attractive combination of village, rural and waterview roadscapes that highlight the community's waterfront, forested areas and coastal village life. It also has a significant amount of undivided habitat in the easterly and southerly portions of the community and care should be taken to discourage new roads and development in this area. The quality and critical nature of this undivided habitat is addressed in sections IV, V and VII of Volume II.

Roads such as Back Meadow Road, Egypt Road, the westerly section of Belvedere Road and portions of Route 129 offer winding automotive pathways through forests, fields, hilly areas, and rural residential areas. The village streets north and south of Main Street offer water views and access, historic neighborhoods and classic 19th century commercial storefronts. As these roads are rebuilt, widened or otherwise improved to accommodate modern, higher speed, large trucks and cars, some of these important visual attributes may be lost. Context-sensitive design is a technique often used to ensure that as roads are brought up to modern standards, the character of the existing roads is not diminished.

In addition to the MDOT plans, the Town of Damariscotta prepares an annual plan for road paving and related work. The town maintains a record of all past road projects and develops an annual improvement plan based, in part, on the age and condition of road surfaces, as described in Table 1. As part of the

preparation of this Comprehensive Plan, the DPW director and selectmen have prepared a multi-year capital improvement plan (CIP) for town roads. Because unforeseen events, including storm damage, weather delays, rising fuel and pavement costs, etc., can have significant impacts on planned projects, the CIP should be viewed as a living document rather than a fixed plan and is subject to review on an annual basis. The roads portion of the CIP is presented in Table 3.

**Table 3**  
**Damariscotta 5-year Transportation Capital Improvement Plan**

Fire Department FDR Driveway & Parking Lot & Paving	FY 17	\$75,000	Yet to be Funded Reserves
Route 1B Sidewalk & Drainage Improvements Project	FY 12	\$360,000	MDOT & FHA Funds & Efficiency Maine Grant
Bristol Road Sidewalk & Drainage Improvement Project	FY 13/ 14	\$1,125,000	MDOT & FHA Funds, NOAA Grant & Else Reserves(\$105K)
Chapman Street Sidewalk & Infrastructure Improvements Project	FY 13	\$605,000	CDBG Grant (\$480K), Else Fund (\$80K), GSBSD (\$40K)
Standpipe Road FDR & Paving	FY 14	\$156,000	FY 13 in house drainage (\$6K), Paving Reserve (\$140K)
West View Drive FDR & Paving	FY 15	\$94,500	FY 13 in house drainage (\$4.5K), YTBF Reserves
Miles Road Retaining Wall Replacement & Sidewalk Project	FY 13	\$90,000	Contingent on Bristol Road Bids , Sidewalk Reserves
Municipal Parking Lot Reconstruction & Infrastructure Improvements	FY 14	\$1,000,000	Included in potential TIGER Grant Funds, Else Funds
Capital Paving Repairs Numerous Locations	FY 13	\$52,000	Paving Reserves
Heater Road Paving - Biscay Road to Garage	FY 17	\$25,000	YTBF Paving Reserves
Police Cruiser	FY 16	\$25,000	YTBF Police Reserves
Hillside Cemetery Road Paving	FY 13	\$8,000	Cemetery Reserves



## Traffic Safety

The following intersections and street are classified as High Crash Locations (eight or more crashes within a 3-year period and a Critical Rate Factor of 1.0 or greater).

**Table 4**  
**High Crash Locations**

Location	Crashes in 3-Year Period	Critical Rate Factor
Church St. @ Main St.	10	1.27
Belvedere Road @ US Route 1	9	2.49
Route 1B @ US Route 1	10	3.39
Lessner Road	8	2.5

Source - MDOT

MDOT has completed traffic improvement projects at each of the intersections in recent years. A road realignment and new traffic signal were completed at the intersection of Route 129 and Main Street, just west of Church Street. The US Route 1-Belvedere Road intersection was reconfigured to include a painted island to provide a turning lane and better channelize traffic and the US Route 1-Route 1B intersection was completely redesigned. Updated crash data is not yet available for these locations so it is not yet known whether any or all are still high crash locations. It is unclear what factors are contributing to Lessner Road's classification as a high crash location.

### Traffic Volumes and Patterns of Use

MDOT counts traffic volume on a rotating schedule. Because traffic counts are taken throughout the non-winter months, they must be statistically adjusted so that they can be made comparable regionally and state-wide. In addition, peak traffic occurs at different times in different areas of the state. The Dept., therefore, applies factors to the traffic counts to produce Average Annual Daily Traffic (AADT). The most recent available counts in Damariscotta were in 2007 and 2010 as presented in Table 5.

**Table 5**  
**Damariscotta MDOT Traffic Counts**

Road	Intersection	2007 AADT	2010 AADT	Change 2007-2010
Route 1B	@ Newcastle TL 10560	10720	1.5%	
Route 1B	SE/O Water Street	10770	10280	-4.5%
Route 1B	SE/O Vine Street 9100	9570	5.2%	
Route 1B	NE/O School Street	12080	12400	2.6%
Route 1B	N/O Biscay Road	8770		
Route 1B	S/O US 1	6060	5830	-3.8%
Route 1B	SW/O Belvedere Road	7480		
US Route 1	@ Nobleboro TL 10470			
US Route 1 (NB)	N/O Route 1B	6520	6640	1.8%
US Route 1	SW/O Route 1B 8430	7960	-5.6%	
US Route 1 (SB)	N/O Route 1B 6400	6640	3.8%	
US Route 1	SW/O Belvedere Road	9370	8790	-6.2%
Egypt Road	E/O Biscay Road 770			
Egypt Road	E/O Knowlton Road 560			
Church Street	NE/O Vine Street	1110	980	-11.7%
Church Street	E/O Hodgdon Street	1600		
Church Street	W/O Route 1B	1480	1540	4.1%
Biscay Road	E/O Standpipe Road	3110		
Biscay Road	E/O Route 1B	4310	4340	0.7%
Belvedere Road	W/O US Route 1 930	840	-9.7%	
Belvedere Road	W/O Route 1B	1670		
School Street	SW/O Church Street	380		
School Street	SW/O Route 1B 4170	3800	-8.9%	
Chapman Street	SW/O School Street	310		
Hodgdon Street	NE/O Church Street	190		
Elm Street	W/O Church Street	1530	1590	3.9%
Back Meadow Road	E/O Hammond Street	460		
Cross Street	W/O Bristol Road	1600	1880	17.5%
Water Street	S/O Route 1B	1690	1830	8.3%
Bristol Road	S/O Route 1B	6640		
Bristol Road	S/O Cross Street 6120	6180	1%	
Bristol Road	N/O School Street	4930	4790	-2.8%
Bristol Road	N/O Cottage Point Road 6830			
Bristol Road	SW/O Cottage Point Road 7330			
Bristol Road	S/O Westview Road	6570		
Center Street	@ Nobleboro TL 1600	1350	-15.6%	

Source - MDOT

Traffic count data can be affected by unique local traffic conditions existing on the day of the count so one should not rely too much on individual year-by-year comparisons but some trends are evident from the data in Table 5. Combining the US Route 1 NB and SB data yields an AADT of 12,920 in 2007 and 13,280 in 2010, or a 2.8% increase over that time period while the Route 1 AADT south of Belvedere Road decreased by 6.2%. Overall traffic on Route 1 in Lincoln County, however, has decreased. From

2007 to 2010 Route 1 AADT decreased by 5.1% at Route 144 in Wiscasset, 4% at the Wiscasset-Edgecomb town line and 10% at both the Waldoboro-Nobleboro town line and at Route 32 in Waldoboro while AADT increased by 1% at Sheepscot Road in Newcastle and 5.4% at the Waldoboro-Warren town line. During this same period, traffic on the Maine Turnpike decreased by 3.6%, which is a good indicator of the overall traffic situation in Maine.

Although there is no clear pattern to the increases and decreases of AADT on Route 1B during 2007-2010, traffic volume on the road consistently exceeds 10,000 vehicles per day at the Newcastle town line and the Water Street and School Street intersections, which is an indication of the importance of Route 1B to the community. School Street serves as a de facto bypass of the downtown, allowing traffic bound for the Bristol peninsula to avoid the Route 1B-Route 129 intersection and its attendant traffic congestion. The Route 1B-School Street intersection, however, is space constrained and not suitable for high turning volumes, including trucks bound for Route 129.

Plans for traffic improvements to Route 1B from the Heart and Soul project consist of eventually extending sidewalks out from the Village along Rt 1B to GSB School and down Bristol Road to Miles complex. Four 'nodes' were identified for possible roundabouts or 'square-arounds' to traffic calm and provide pedestrian amenity and more local park-once and shop or recreate.

### **Evacuation Routes**

See the Lincoln County Emergency Management Agency Evacuation Plan for Damariscotta.

### **Environmental Impacts of Transportation Facilities**

There has been very little development of new roads in Damariscotta in the past 30-40 years. Most of the private roads serving waterfront uses have been in place for many years. The only significant transportation project that **could significantly** impact undeveloped wildlife habitat **would** be development of private transportation infrastructure for **the Piper Mill area back from** Route 1B and School Street. This area is now mostly undeveloped so new roads **would** result in some fragmentation of this habitat.

The History of Growth Maps presented in **Volume I, Chapter 7** demonstrate that most recent residential construction has occurred along the town's many public roads as well as private roads along the river and fresh water ponds with relatively little development in the interior. Therefore, much of the land in Damariscotta that has historically been undivided and undeveloped remains so today. The town does not have **mandatory** provisions **for** open space subdivisions, which can be an effective tool in preserving undivided open space when residential subdivisions are developed. A larger minimum lot size in rural areas combined with mandatory open space clustering may be a consideration in the future.

No records are maintained regarding transportation-related wildlife mortality. Given the relatively slow speeds on most town roads due to horizontal and vertical curves and roadside development, they probably contribute little to wildlife mortality. Higher speeds and larger traffic volumes on Route 1 likely result in proportionately greater wildlife mortality.

**Fish Passage Barriers:** In the early 2000's the Maine Interagency Stream Interconnectivity Work Group, consisting of representatives from several State agencies, began surveying barriers to fish passage in streams and ponds. These consist of dams and too elevated, too low and/or too narrow culverts for easy

fish movement under roads as well as around natural barriers. A partial survey Map of Damariscotta (see following map) reveals 6 barrier locations (in red) and 2 potential locations (in yellow) partially or completely blocking Atlantic salmon and/or alewife migration from the Damariscotta River to presumed fresh water spawning sites. Also these barriers prevent or reduce native trout movement. See following Fish Passage Barriers- Damariscotta Map, 2013. Further surveying may reveal additional barriers.

- (1) Site 11576: Egypt Road at Meadow Brook – Potential Barrier – two culverts
- (2) Site 11577: Egypt Road at Unnamed Stream flowing from Little Pond – Barrier - one culvert
- (3) Site 11578: Biscay Road at Back Meadow Brook – Potential barrier – one culvert
- (4) Site 11579: Biscay Road at Unnamed stream flowing into Biscay Pond – Barrier - one culvert
- (5) Site 11580: Biscay Road at Unnamed stream at Biscay Pond (beach) – Barrier – one culvert
- (6) Site 11581: Pumping Station Lane at Back Meadow Brook – Barrier – one culvert
- (7) Site 11582: Twin Cove Ln at Unnamed stream into Biscay Pond – Potential Barrier – 1 culvert
- (8) Site D1412: Dam at small ponds north of Little Pond – Barrier – dam

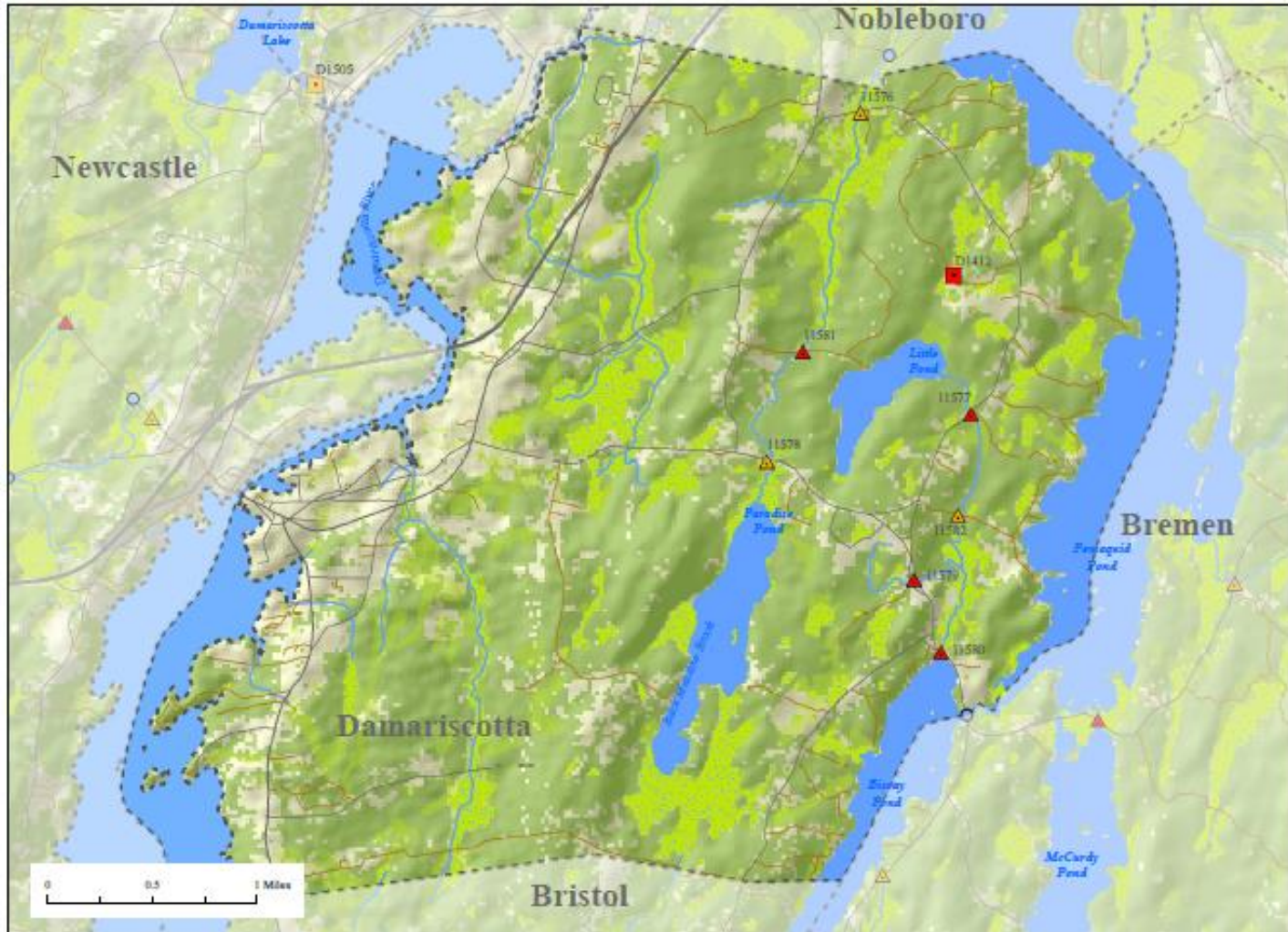
For more information go to Maine Department of Agriculture, Conservation and Forestry → Coastal Program → and follow links to Interagency Stream Connectivity Work Group.

{<http://mapserver.maine.gov/streamviewer/streamdocHome.html>}

## Fish Passage Barriers

This town was only partially surveyed. Other barriers may exist.

Damariscotta



E. Witham May 30, 2013

Damariscotta's scenic, historic and cultural resources are important to the community. The Damariscotta River Association is dedicated to preserving and protecting important local and state historic resources between Route 1B and the river and in the Belvedere Road area. While Route 1B is essentially fully developed, there are some areas east of Route 1B and along much of Belvedere Road west of US Route 1 that might warrant consideration for viewshed protection, such as enactment of differential frontage requirements that would allow reduced road frontage for new lots if roadside buffers are established and/or maintained. While all of US Route 1 is access controlled, there are attractive agricultural views along the roadway that might also warrant some level of protection.

Damariscotta specifically exempts from regulation noise generated by transportation activities but it does have regulations that address noise associated with commercial developments. There have been few transportation-related noise complaints over the years, probably due to the fact that little development is located adjacent to US Route 1.

## Access Management

MDOT has adopted an Access Management Rule that controls the development of driveways and entrances on all state and state-aid roads (Table 6). A driveway is an access that serves up to 5 dwelling units or other uses that generate less than 50 vehicle trips per day while an entrance includes anything that exceeds these driveway thresholds.

**Table 6**  
**State Maintained Roads in Damariscotta**

Road	Classification
Route 1	Arterial
Route 1B	Major Collector
Route 129	Major Collector
School street	Minor Collector
Biscay Road	Minor collector

Source - MDOT

Any person proposing a driveway or entrance on one of the state-aid roads must apply for a permit from MDOT. This requirement is in addition to any local permits. All such accesses must meet minimum standards for sight distance, minimum distance to intersections, maximum width, drainage controls, backing up onto the highway, among others.

These standards are higher for Routes 1, which is a “mobility” arterial, but because the entire length of Route 1 in Damariscotta is access controlled, new development is prohibited from having a direct access onto the highway.

Because the Access Management Rule is primarily intended to ensure safe use of and access to roadways, towns are encouraged to adopt similar standards for development on municipal roads. Minimum sight distance requirements, drainage improvements, and width standards, are just as important for the safe use of local roads as for state highways. Many of Damariscotta’s roads have horizontal and vertical curves that limit visibility of vehicles exiting driveways. Damariscotta has a Driveway and Driveway Entrance Ordinance, which mandates minimum sight distance for new accesses depending on speed limit. Neither this ordinance nor the Subdivision Ordinance addresses proximity of new driveways to existing driveways or to intersecting roads unless a project also requires review under the Site Plan Review Ordinance.

## Traffic Control Devices

The only traffic control devices employed in Damariscotta are stop signs at all intersections, flashing lights near the Great Salt Bay School and (add locations) and traffic signals at the Biscay Road and Route 129 intersections with Route 1B. MDOT has not indicated the need to install additional traffic control devices within the community.

## Bridges

Table 7 lists bridges in Damariscotta, all of which are owned and maintained by the state. No bridge improvements are planned by MDOT at this time.

**Table 7**  
**Bridges in Damariscotta, 2010**

Location	Name	Topo Feature	Owner/Maintainer	Year built	Deck Condition	Superstructure Condition	Substructure Condition
Route 1B	Damariscotta-Newcastle Bridge	Damariscotta River	State	1952	6	6	6
US Route 1	Glidden Point	Damariscotta River	State	1961	6	7	7
Biscay Road	Narrows Bridge	Pemaquid Pond	State	2008	9	9	9
Belvedere Road	Salt Bay Bridge	Oyster Creek	State	2009	New	New	New

Source: MDOT

## Land Use

The History of Growth Maps presented in Section \_ demonstrate that Damariscotta has always had a distinct and well-developed village area that it has shared with Newcastle. It also had a strong agricultural section, especially in the vicinity of the Round Top Farm and areas to the east. For the most part early residential development was distributed along Route 129, Back Meadows Road, Egypt Road, Biscay Road and Route 1B in a low density pattern with much greater densities within and adjacent to the village. This diffuse pattern of development continued with the development of lakeside seasonal dwellings on Pemaquid and Biscay Ponds and the river south of the village.

Table 8 documents that Damariscotta has an extensive private road network. Only a relatively small portion of the 25.4 miles of existing private roads is currently developed with residences because most of these roads were developed as drives to provide access to waterfront cottages. Because they meet the definition of legal frontage in Damariscotta, additional development has and will continue to occur without the benefit of improvements to travel surfaces and drainage systems or the establishment of road associations for their continued maintenance. Two factors have combined to exacerbate the situation. With the conversion of cottages to year round use, some of these roads are being used year round so issues such as erosion, runoff, surface deterioration, etc., are no longer only seasonal phenomenon. In addition, these roads were, for the most part, simply transportation corridors between public roads and development near the shore. Now, however, developers can take advantage of their legal status and site new residential construction along them on a lot-by-lot basis without the need for Planning Board review. Given the inventory of mostly undeveloped private roads in Damariscotta, this trend will contribute to future concerns regarding road maintenance and development sprawl.

Because of the relative absence of new subdivisions, there have been few new roads constructed in Damariscotta. The existing road standards do not encourage connectivity with adjacent developments or compact/efficient subdivision designs.

**Table 8**  
**Comparison of Public and Private Road Statistics in Selected Communities**

Town	Land Area*	All public Roads		Town Roads				Paved		Gravel		Private Roads
		Total Miles	Miles/Mi <sup>2</sup>	Summer maintnce	winter maintenance							Total miles
<b>Damariscotta</b>	18.1	26.36	1.46	15.77	0.87	21.75	1.20	26.36	1.46	0.0	0.0	25.4
<b>Jefferson</b>	52.7	67.21	1.28	30.7	0.58	48.45	0.92	26.59	0.5	4.19	0.08	53
<b>Whitefield</b>	46.8	66.86	1.43	39.23	0.84	58.91	1.24	28.58	0.61	10.65	0.23	n/a
<b>Newcastle</b>	29	53.72	1.85	28.77	0.99	42.16	1.45	27.38	0.94	4.56	0.16	n/a
<b>Alna</b>	20.9	30.42	1.46	14.76	0.71	30.42	1.46	9.46	0.45	5.3	0.25	2.22
<b>South Bristol</b>	13.2	26.3	1.99	15.27	1.16	26.18	1.98	15.96	1.21	0.24	0.02	28.41
<b>Nobleboro</b>	19	36.69	2.09	25.7	1.35	32.69	1.72	24.43	1.29	1.27	0.07	36.29

\* Does not include water bodies

**Table 8 – Continued:**

Town	Private Roads		Ratio Public to Private Roads
	Total Miles	Miles/mi <sup>2</sup>	
Damariscotta	25.4	1.40	1.04
Jefferson	53	1.01	.99
Whitefield	n/a	n/a	~
Newcastle	n/a	n/a	~
Alna	2.22	0.11	13.70
South Bristol	28.41	2.15	.92
Nobleboro	36.29	1.91	1.01



## **Parking Facilities**

Public parking facilities in Damariscotta include the downtown parking lots between Main Street and river and in the vicinity of Elm Street, parking lots at the elementary school, town office and fire station and numerous on-street parking spaces throughout the village. The downtown parking lots do not capacity to meet the community's parking needs, especially during the summer. The town has recently reached agreement to lease a private parking lot off Cross Street to be used by downtown employees, freeing up as many as 40 parking spaces for the general public and visitors. In addition, preliminary discussions have taken place with the Department of Transportation and Maine Eastern Railroad about potentially improving the railroad property off Depot Street in Newcastle to provide additional public parking for both communities.

In summer of 2013 the Town secured an ASK (Assistance With Specific Know-How) Grant through the LCRPC (Lincoln County Regional Planning Commission) to study a pay-per-parking scheme for the harbor parking lot as one way to possibly pay for proposed improvements to the lot including for current structural problems and a vision for a future waterfront park/parking lot outlined in the Town's Master Shore & Harbor Plan, 2010. However, the downtown merchants and townspeople's reaction to a pay-per-parking scheme was so negative that two public workshops were held in November 2013 on how best the Town could pay for the planned improvements to the harbor parking lot. The workshops concluded that private fundraising from downtown merchants, summer residents and visitors, the year-round townspeople and the regional users of the downtown was preferable. This supplemented by State, Federal and private grants and loans secured by Town staff is how the Town in 2014 and forward is seeking to pay for the harbor parking lot improvements. The major focus of the harbor parking lot improvements are to accomplish the planned waterfront amenities including landscaping and a boardwalk while having no net loss of parking spaces. This may entail adding spaces in the Water Street side of the harbor in one way or another.

The Site Plan Review Ordinance requires 4 spaces per 1,000 sf of retail and most offices, which is in-line with industry standards but the following provision allows parking to be substantially reduced:

For properties of one-half acre or less, the Planning Board may reduce the minimum parking count (from Section 11.H) standards down to zero on-site spaces for good reason. For properties over one-half acre, the minimum parking requirement may be reduced for good reason by the Planning Board (from standards in Section 11.H.5.i) to no less than 1 space per 1,000 square feet of leasable or saleable floor area. These spaces may be located either onsite, on-street (directly adjacent to the property), in shared parking scenarios or in any public parking facility, the closest outside edge of which facility is located no more than 500 feet from the entry of the proposed building.

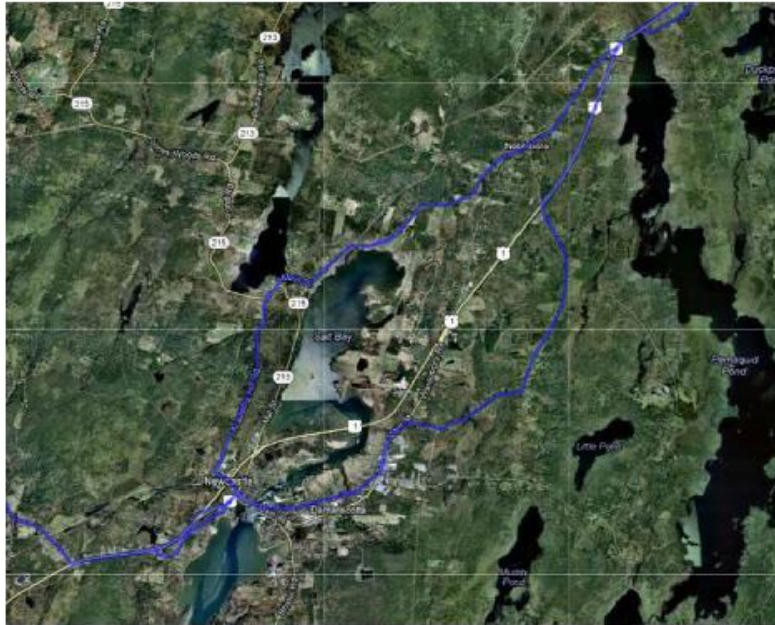
While this provision permits greater flexibility in the downtown areas that have little land available for development of new parking, it also exacerbates the overall problem of insufficient parking spaces in Damariscotta village.

## **Alternative Transportation Modes**

With the exception of road shoulders on Route 1, there are no bicycle facilities in Damariscotta. That is, bicyclists must share the roads with vehicles. The shoulders along Route 1 are wide enough to accommodate bicyclists although the speed of traffic is a concern for bicyclists.

The East Coast Greenway passes through Damariscotta, utilizing portions of Main Street, Church Street, Route 1B and Back Meadow Road.

**Figure 2: East Coast Greenway – Damariscotta Area**



Damariscotta's existing sidewalk system consists of the following facilities:

**Table 11**  
**Damariscotta's Existing Sidewalks (2008)**

Street	Segment	Sub Segment	Length (feet)	Location	Curbing	Width	Condition	Comments
Vine Street	1		644	N side		2-3'	poor	
Church Street	2		2,100	NE side	limited asphalt	2-3'	poor	water pipe and parked car hazard within sidewalk*
Chapman Street	3		110	SW side		2'	fair	
Hodgdon Street	4		457	W side	occasional asphalt	2-3'	fair	Especially problematic for handicap persons
Elm Street	5		995	N side		3' upper; 2-3' lower	upper good; lower fair	hydrant, parked car hazard within sidewalk
Theater Street	6		124	E side	asphalt	6'	good	
Day Block	7	A	235		asphalt	1-6'		difficult to walk
		B	200					difficult to walk
Main Street	8	A	1,444	N side	granite	6'	new	12 curb cuts each side, ADA ramps
		B	1,444	S side	granite	6'	new	
Water Street	9	A	200	E side	asphalt		new	
		B	445	E side		2-3'	poor	no sidewalk river side*
Cross Street	10		310	S side		2'	poor	*
Bristol Road	11	A	410	W side			1st 135' new construction	
		B	212	E side	new asphalt		new	
		C	1,250	E side		2'	poor	*
		D	0					100' gap in sidewalk*
		E	227	E side			poor	*
		F	411	W side			poor	no crosswalk*
		G	1,224	W side		narrow path		combination sidewalk/swale*
High Street	12		435	S side		2-3'		does not extend to apartments
* sidewalk flush with or below adjacent street								

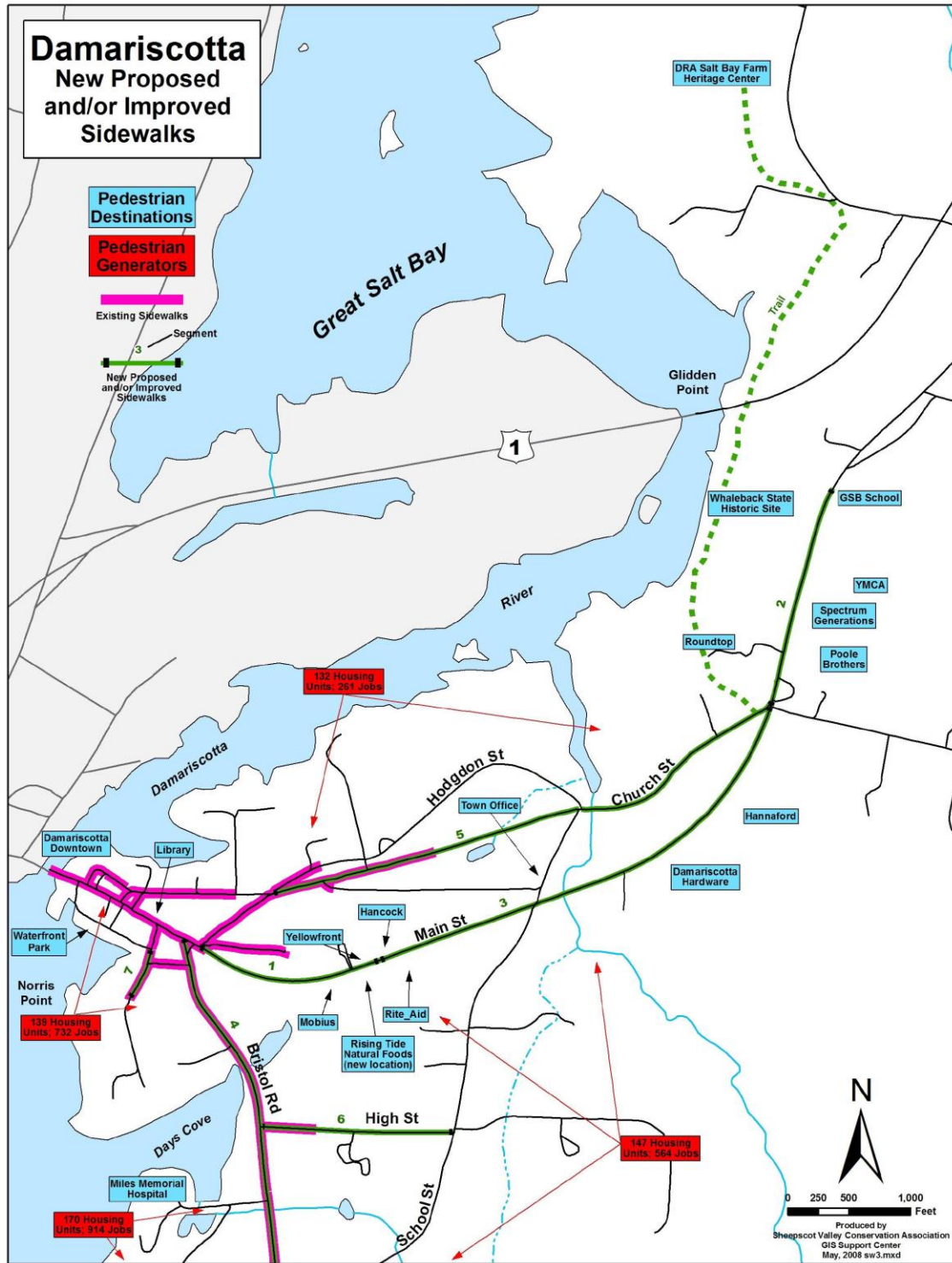
The sidewalks listed in Table 11 were as of June 2008. At that time a community-wide bicycle-pedestrian study was completed. It included an evaluation of the condition of existing facilities and prioritized recommendations for new facilities based on the results of surveys and public meetings. Since 2008 the Church Street sidewalk has been replaced, the downtown Main Street sidewalk has been extended to the Rising Tide store on Route 1B and a new sidewalk along Route 129 to the Miles Hospital access road is being engineered. The recommended improvements to Damariscotta's sidewalk system is presented in Figure 3. The complete Bicycle and Pedestrian Plan can be viewed at: [www.townofdamariscotta.com](http://www.townofdamariscotta.com) → government → Town Planning Documents → 2008 Bicycle & Pedestrian Master Plan.

The community and the Damariscotta River Association are pursuing extending the existing trail between the Round Top facility on Route 1B and the Whaleback State Historic Site to the DRA Salt Bay Heritage Center off belvedere Road in Newcastle. Its location is also shown in Figure 3.

### Public Transportation

There is no fixed route bus system that serves Damariscotta. Coastal Trans, Inc. (CTI) is a private, non-profit corporation that provides demand response services to (continued after Figure 3) . . . . .

**Figure 3**  
**New Proposed and/or Improved Sidewalks and Trails**



Damariscotta residents. CTI uses volunteer drivers whenever possible to reduce transportation costs. These drivers use their own vehicles to transport program-qualified people needing non-emergency

transportation. Concord Coach provides twice-daily service both north- and south-bound. The bus picks up and drops off customers at a location on Main Street. Because of summertime congestion, there have been discussions about moving the bus stop to the Newcastle railroad facility should this site be redeveloped for parking as previously discussed. There is no bus service to the Bristol peninsula to provide an alternative to passenger cars. The Department of Transportation had been considering a feasibility study to determine whether there is sufficient demand to establish a seasonal bus service to the Bristol peninsula but this effort was terminated with the demise of Gateway 1.

### **Airports**

There are no general aviation airports in Damariscotta. The closest airport that serves Damariscotta residents is the Wiscasset Airport, which is far enough so that activities in Damariscotta have no impact on its airspace. Other airports are the Maine State Airport in Augusta, the Knox County Regional Airport, the Portland International Jetport and Bangor International Airport. The Augusta, Bangor, Knox County and Portland airports offer scheduled air service. Various improvements are planned at these airports as part of MDOT's Six-Year Plan.

### **Railroad Facilities and Rail Services**

The Rockland Branch, which is owned by the Department of Transportation and operated by the Maine Eastern Railroad, is located off Depot Street in Newcastle. Although there is twice-daily excursion service between Rockland and Brunswick, trains do not stop in Newcastle except for special events. With the expansion of Downeaster service to Brunswick, the Department of Transportation is evaluating whether such service can be expanded further east on the Rockland Branch. Any such expansion is likely years away from implementation. Many Damariscotta commuters have jobs in the greater Brunswick and Rockland areas. The availability of regular passenger rail service in Lincoln County could make Damariscotta more attractive to live for those who now live or work outside of Lincoln County.

### **Ferry Services and Water Access**

There are no ferry services in Damariscotta. There is public access to the river in downtown Damariscotta.

### **Scenic Byways and Special Views**

There are no scenic byways in Damariscotta. Table 1 presents scenic views identified in the 1990 Comprehensive Plan. Perhaps the most attractive view of Damariscotta is from Route 1 in Newcastle. This view is to the Newcastle and Damariscotta downtowns and harbor and is protected by a scenic view provision in Newcastle's Land Use Ordinance.

### **Corridor Planning**

US Route 1B connects Damariscotta with its neighboring community of Newcastle. These communities share a downtown area, harbor, school system, road and sidewalk network and have established a joint Public Works Department and a Harbor Committee. They are both in the process of or have completed comprehensive plans

Damariscotta was party to a major corridor-planning study. Gateway 1 was a 20-town transportation-land use planning effort from Brunswick to Prospect. As stated on the Gateway1.org website, "Gateway 1 is a landmark long-term strategic land use and transportation planning project for the Midcoast Route 1 region in Maine. A collaboration amongst communities and state agencies, Gateway 1 explores new ways of combining transportation and land use decision-making. By doing so, the project will balance community growth and local values with transportation services and needs."

Along with all the other participating communities, the Town of Damariscotta signed a Memorandum of Understanding obligating the town, federal and state agencies to work together to “to collaboratively and regionally plan for land use and transportation change in order to preserve both the capacity of Route 1 as a regional arterial and economic lifeline AND the quality of life in the Midcoast.” Damariscotta was represented on the project steering committee.

Gateway 1 was designed to “provide these communities and MaineDOT with a long-term plan and a process for coordinating land use and transportation decisions so that they work with, rather than against, each other. As part of the process, Gateway 1 has collected data on each town's land use and transportation needs, as well as the community values that drive planning decisions. This long-term plan will make it possible for MaineDOT to apportion transportation funds in a way that enhances quality of life and allows economic development for each town and the region as a whole.”

In 2010, the Department of Transportation suspended further support of Gateway 1. The Department decided that corridor planning for Route 1 should be handled on a more modest scale. For example, the Department recently funded development of a master plan for that portion of Route 1 in Wiscasset between Flood Avenue and the Woolwich town line. Similar smaller scale Route 1 planning efforts are expected to be pursued elsewhere in the corridor.

As an early outgrowth of the Gateway 1 planning process, Damariscotta joined with Damariscotta, Newcastle, Nobleboro, Edgecomb and Waldoboro to develop a common set of ordinance provisions for “big box” development within each community. The provisions address locational, site planning, access and transportation aspects of large-scale development. To date, Damariscotta, Edgecomb, Nobleboro and Newcastle have enacted the provisions as part of their respective land use regulations.

### **Midcoast Economic Development District**

The Midcoast Economic Development District (MCEDD), with the collaboration of the Lincoln County Planning Office, now part of the Lincoln County Regional Planning Commission, and the Mid-Coast Council for Business Development and Planning, now the Mid-Coast Council of Governments, prepared the 2005 Regional Transportation Assessment with the assistance of MDOT. MCEDD includes all communities within Lincoln, Sagadahoc and Knox Counties and portion of Waldo and Cumberland Counties. The purposes of the Assessment included:

- o Identification and prioritization of major transportation corridors within the MCEDD region
- o Inventory of significant land uses, economic conditions and transportation facilities
- o Identification of local and regional concerns related to the corridors
- o Identification of significant constituencies such as freight carriers, transit riders and business and tourism interests

MCEDD developed a survey and distributed it to a wide variety of local officials and conducted two forums, one of which was held in Damariscotta. The purposes of the forum were to review and comment on the results of the survey, the preliminary prioritization of corridors and objectives of each corridor. The Assessment was based on the following assumptions:

- o Maine’s population will continue to grow, resulting in more people using the same roads.
- o Migration of people from cities to rural areas will continue, resulting in more frequent and longer trips to work and shop.
- o Vehicle miles of travel and traffic will continue to grow faster than the population.
- o There will be increased traffic delays and congestion.
- o Insufficient planning will continue to be a problem. Some municipalities have comprehensive plans that designate growth areas on arterials. Other communities have no long-range plans.

- o Public transportation will continue to be absent in many areas.
- o Strip commercial development along Route 1 and some other arterials will result in more curb cuts, turning vehicles, reduced speed limits and more accidents.
- o BIW and BNAS will continue, but if not, there could be more traffic resulting from any redevelopment of the properties.
- o Funds for new road construction will be limited.

The significant transportation corridors identified in the Assessment are, in order of priority:

- o Route 1 corridor
- o Route 24 corridor
- o Route 196 corridor
- o Route I-295 corridor
- o Route 27 corridor
- o Route 32 corridor

The only corridor within Damariscotta is Route 1, which is an arterial highway.

#### ISSUES WITH PUBLIC FACILITIES

- (9) The 5-Year CIP (Capital Improvement Program) either funded fully or is being funded over time by annually supplied reserve accounts, sets forth a number of public facilities improvements between 2013 and 2018. Principal items include a major stormwater/sidewalk project in the Chapman & Church Streets area, Standpipe Road drainage and repaving, a new Bristol Road sidewalk from the Village to Miles Hospital, Municipal parking lot repaving, two new Fire engines and a new public works truck.
- (10) Several projects, while listed on the FY 13-18 CIP, had not been funded as of 2013: 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.
- (11) There are public facilities recommendations from the five input plans into the 2014 Comprehensive Plan. Major components of the Master Sidewalk Plan along Rt 1B and Bristol Road were completed or underway in 2014. Projects in the Harbor area from the Shore & Harbor Plan were 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 such as proposed new ‘square-around’ parks at four locations on Rt 1B.
- (12) Prominent issues identified in the Inventory and analysis of the Town’s public facilities include need for ‘complete streets’ in the Master Pedestrian/Bicycle Plan for sidewalks out to GSB School, down to Miles Hospital and over to Lincoln Academy in Newcastle. Installation of broadband internet services in town to benefit the new home-based computer-based professional services economy needs the Town’s attention.
- (13) The town would benefit by instigating more active collaboration with the GSB Sanitary District in exploring ways for efficiently extending sewer service to proposed new land uses such as retiree housing complexes.



## F. NATURAL & MARINE RESOURCES

### NATURAL & CRITICAL NATURAL RESOURCES

The Maine Department of Fisheries and Wildlife (MDIF&W) manages the State's Beginning With Habitat: Conserving Maine's Natural Landscape for Plants, Animals and People program (BwH), which consolidates natural resources data from federal and state agencies for use by Maine municipalities among others. In May 2013 Damariscotta received its municipal BwH publication in both hardcopy and on a CD. This publication is adopted herein as part of the 2014 Damariscotta Comprehensive Plan, Volume II – Appendices on Inventory & Analysis including inventory maps (updated in 2014) for Damariscotta:

Map 1: Water Resources & Riparian Habitats

Map 2: High Value Plant & Animal Habitats

Map 3: Undeveloped Habitat Blocks & Habitat Connections

Map 7: Wetlands Characteristics

Map 8: USFWS Priority Trust Species Habitats {USFWS = US Fish & Wildlife service}

Regional Map: Building A Regional Landscape - Damariscotta

The hardcopy and CD of Damariscotta's BwH document is available at the Planning Office at Town Hall. The electronic version may be accessed at: [townofdamariscotta.com](http://townofdamariscotta.com) → Government → Town Planning Documents → Comprehensive Plan → Beginning With Habitat.

The inventories and analyses of the above maps have been absorbed into and informed the development of the Future Land Use Plan (FLUP) in Volume I of the Comprehensive Plan in helping to determine areas for conservation and growth areas for development opportunities. See Map 5.H.2: Natural Resources and Hazards in Volume I or on the Town website: [townofdamariscotta.com](http://townofdamariscotta.com) → Government → Town Planning Documents → Comprehensive Plan → UPDATED 6/4\*\*2014 DAMARISCOTTA COMPREHENSIVE PLAN (Vol. 1)\*\* → Map 5.H.2

Due to Great Salt Bay's mix of brackish tidal influenced habitats, it supports an extraordinarily rich and productive mix of species. The state has thusly designated the Damariscotta River from Fort Island in Boothbay upstream, including Great Salt Bay, as a ***Focus Area of Statewide Ecological Significance***. The environmental qualities found within the Damariscotta drainage area in Damariscotta shown on the BWH (Beginning With Habitat) Maps above are:

#### Water Resources & Riparian Habitats: (Map 1)

- Salt water marshes
- Fresh water wetlands
- Riparian Habitat
- Shellfish Growing Areas

#### High Value Plant & Animal Habitats: (Map 2)

- Mixed saltmarsh – Oyster Creek
- Two Bald Eagle sites on the Damariscotta river – species of special concern
- Inland Deer wintering areas
- Tidal Waterfowl/Wading Bird areas
- Inland (fresh water) Waterfowl/Wading Bird areas

#### Undeveloped Habitat Blocks & Habitat Connections: (Map 3) {2,402 acres = 30% of Town}

- Inland north of Biscay Road between Route One and Back Meadow Brook = 772 acres
- Inland north of Biscay Road, around Little Pond over to Egypt Road = 774 acres
- Inland between Egypt Road and Pemaquid Pond = 318 acres



- Inland south of Biscay Road between Bristol Road and Paradise Pond = 386 acres
- Inland south of Biscay Road between Paradise Pond and Biscay Pond = 252 acres

**Wetlands Characteristics/Functions:** (Map 7)

Great Salt Bay – Runoff/Floodflow alteration; Erosion control/sediment retention; Finfish & shellfish habitat; Plant & animal habitat

Damariscotta River - Finfish & shellfish habitat; Plant & animal habitat; Aquatic Bed (floating or submerged aquatic vegetation) open water

Inland Emergent vegetated wetlands – Freshwater Plant and animal habitat; Finfish habitat; Runoff/floodflow alteration

Forested/Shrub-scrub wetlands – Freshwater Plant and animal habitat; Finfish habitat; Runoff/floodflow alteration

**USFWS Priority Trust Species Habitats:** (Map 8)

Federally endangered, threatened or candidate species; Migratory birds, Sea-run fish and marine fish showing declining population trends; species of concern for which high value habitats have the potential to support the following:

**Birds:** American bittern, American black duck, American woodcock, Bald eagle, Baltimore oriole, Black-bellied plover, Black-throated blue warbler, Canada warbler, Chestnut-sided warbler, Common loon, Killdeer, Least sandpiper, Marsh wren, Northern flicker, Osprey, Pied-billed grebe, Scaup (greater and lesser), Short-billed dowitcher, Solitary sandpiper, Surf scoter, Veery, Wilson's Snipe, Wood duck, Wood thrush.

**Fisheries:** Alewife, American eel, Atlantic salmon, Atlantic sturgeon, Blueback herring, Shortnose sturgeon.

**Beginning With Habitat:** Great Salt Bay & Damariscotta River Estuary Focus area of Statewide Ecological Significance

**Characteristic Species** - marine worms; shellfish including aquaculture of oysters; soft-shell clam; eelgrass beds; diadromous fish including the large alewife migration to Damariscotta Lake through the fish ladder at Damariscotta Mills on Great Salt Bay; Bald eagle; Horseshoe crabs; small mouth and large mouth bass and trout in the freshwater ponds and tributaries of Great Salt Bay and Damariscotta River; Tidal wading Bird and waterfowl habitat.

**Conservation considerations:** (see Beginning With Habitat → Salt Bay Focus Area of Statewide Ecological Significance)

- Salt Bay would benefit from 250 foot shoreline buffer to prevent erosion and invasive species growth;
- Employ a range of methods to control invasive species;
- Agricultural runoff, shoreline development and aquaculture management to limit disruption of nutrient cycling in the Bay;
- Employ various methods to protect eelgrass; limit nitrogen loading causing algal shading- Ag & lawns;
- Protect marine worms by limiting to larger size and remove intertidal mussel dragging;
- Protect horseshoe crabs from habitat loss and shoreline development;
- Protect water quality from changes in salinity, temperature, turbidity to protect habitats;
- Protect from point and non-point pollution that can change faunal communities in tidal areas; oil spills can disrupt functioning biological systems;
- Filling, dredging, dragging and other major human disturbances can disrupt floral and faunal systems and the food web;
- Contact MDIFW (Maine Dept. of Inland Fisheries & Wildlife) for BMPs (best management practices) re: forestry and construction activities along the shoreline;
- Conserve low-lying coastal areas to accommodate projected 2 foot sea-level rise over next 50 years as coastal ecological systems migrate inland.

**Ecological Services of the Focus Area:** (from Beginning With Habitat → Salt Bay Focus Area of Statewide Ecological Significance)

- 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.

**Economic Contributions of the Focus Area:** (from Beginning With Habitat → Salt Bay Focus Area of Statewide Ecological Significance)

- Attracts tourism for wildlife observation, paddling, hunting, angling, shell midden observation.
- Supports local marine resource industries including aquaculture.
- Contributes to recreational value of the area, including nearby coastal areas, by protecting water quality, fisheries and wildlife habitat.
- Provides scenic vistas that raise property values.
- Provides valuable open space for local residents – a river walk from DRA (Damariscotta River Association) Museum under Rt. One bridge to village harbor is recommended in this plan.

**MARINE RESOURCES**

**Damariscotta River Association's Report on  
The Health of the Damariscotta River Estuary Watershed**

The Damariscotta River Watershed covers an area of 103 square miles, stretching from the headwaters of Damariscotta Lake to the Gulf of Maine. The watershed includes at least 25 upland natural community types such as maritime spruce-fir forests, salt marsh habitat, vernal pools and oak hardwood forests. Everything on the land, or in the water within the watershed, has the potential to drain into the estuary. The estuary is the region in which the fresh and salt water mix from the head-of-tide in Damariscotta Mills to Fort Island, where the impact of fresh water becomes negligible. Estuaries provide a wide variety of bird nesting grounds, migration stop-over locations, fish migration habitat, aesthetic and recreational value for residents and tourists, and much more. In addition, the combined value of fisheries and businesses associated with the Damariscotta River Estuary annually was determined to be \$13 million in 1994 (Damariscotta River Estuary Project).

The good news is the Damariscotta River Estuary is in relatively good health. The bad news is that there are several notable threats that have appeared on the horizon which require careful monitoring. Additionally, a significant amount of information on the ecological health of the estuary is unknown because no supporting data yet exists.

This report card is intended to gather a large amount of scientific data from a variety of sources into one concise document for the public. This document uses standards or management goals set by the State of Maine, or another scientific authority, against which the data has been compared.

**REPORT CARD KEY**

Grade	Reason (for pollution parameter)	Reason (for species listed)
A	Exceeds standard and no pollution evident	Exceeds carrying capacity/management goal and population stable
B	Exceeds standards but some pollution evident	Exceeds carrying capacity/management goal in successive recent years
C	Meets standards with allowable amount of	Meets carrying capacity/management goal

D	pollution evident Below standard	currently Below carrying capacity/management goal now and in recent past
F	Below standard and minimal controls in place	Far below carrying capacity/management goal and worsening

**Current Trend:** ↑ Improving / ↓ Worsening

## **DAMARISCOTTA RIVER ESTUARY WATERSHED REPORT CARD 2012**

{see Inventory for Natural & Marine Resources in Volume II for the sources for each parameter}

<u>Parameter</u>	<u>Grade</u>	<u>Current Trend</u>	<u>Data Limitations</u>
~Dissolved Oxygen	A	Unknown	1996 Data
~Bacterial Contamination	B	↑	Generalized for large area
<u>Parameter</u>	<u>Grade</u>	<u>Current trend</u>	<u>Data Limitations</u>
~Metals:			
Mercury & Lead	C	Unknown	Small sample size from mussel tissue
Nickel	D	↓	Replicate samples variable
~Pesticides (PCB, DDE and DDT)*	Unknown	Unknown	
~Nutrients (P and N)**	A	Unknown	1996 Data
~Antibiotics	Unknown	Unknown	No Data
~Endocrine Disrupters	Unknown	Unknown	
~Marine Invasive Species	F	↓	Minimal historical data
~Sea Urchin	D	↓	Carrying capacity unknown
~Lobster	A	↑	
~Clam	Unknown	Unknown	No population studies available
~Alewife	B	↑	
~Eel Grass	Unknown	Unknown	
~American Eel	Unknown	Unknown	
~Rainbow Smelt (Federally Listed Species of Concern)	Unknown	Unknown	No population studies; only presence/absence of spawning sites
~Horseshoe Crab	Unknown	Unknown	
~Bald Eagle	B	↑	State-wide management goal (no local goal exists)
~Short-nosed Sturgeon (Federally Listed Endangered Species)	Unknown	Unknown	Data Limited

**Licensed Commercial Shell Fish Harvesters - Table 1**

{ next page }

## Maine Department of Marine Resources

## DAMARISCOTTA



	2006	2007	2008	2009	2010	2011
COMM FISHING/CREW	1	0	0	0	0	0
COMM FISHING/SINGLE	4	3	2	4	7	7
COMM SHRIMP-CREW	1	0	1	0	2	1
COMM SHRIMP-SINGLE	1	1	0	1	1	2
COMMERCIAL PELAGIC AND ANADROMOUS SINGLE	0	0	0	0	0	1
COMMERCIAL SHELLFISH	7	12	18	19	10	12
ELVER-1 FYKE NET	1	1	0	0	0	0
ELVER-DIP NET	9	6	5	5	5	5
ELVER-DIP NET-1 FYKE	3	3	3	3	3	3
ENHANCED RETAIL	0	0	0	0	0	2
LOB/CRAB APPRENT UNDER 18	0	0	0	0	0	1
LOB/CRAB NON-COMM	6	7	3	3	4	6
LOBSTER CRAB CLASS II +70	0	0	1	2	3	3
LOBSTER MEAT PERMIT	2	1	1	1	0	0
LOBSTER/CRAB APPRENT	3	1	4	2	0	2
LOBSTER/CRAB CLASS I	6	8	7	7	4	3
LOBSTER/CRAB CLASS II	17	14	12	10	9	10
LOBSTER/CRAB CLASS III	1	0	0	0	0	0
LOBSTER/CRAB OVER AGE 70	1	1	1	1	1	1
LOBSTER/CRAB STUDENT	5	6	5	3	2	2
MARINE WORM DIGGING	3	3	4	5	5	4
MUSSEL - HAND	1	1	1	1	1	1
RECREATIONAL SALTWATER FISHING OPERATOR	0	0	0	0	0	2
RECREATIONAL SALTWATER FISHING SUPP	0	0	0	0	0	1
RETAIL SEAFOOD	7	7	8	7	6	5
SCALLOP, NON-COMM	6	4	2	0	0	0

# Maine Department of Marine Resources

## DAMARISCOTTA



	2006	2007	2008	2009	2010	2011
SEA URCH/SCALLOP TEND	0	0	0	1	0	0
WHOLESALE NO LOBSTERS	1	2	2	2	1	1
WHOLESALE NO LOBSTERS, SUPP	0	1	1	0	1	1
WHOLESALE W/LOBSTERS	1	0	0	0	1	1
WHOLESALE W/LOBSTERS, SUPP	1	0	0	0	1	1

### Count of Residents Holding Marine Resource Licenses

Year	2006	2007	2008	2009	2010	2011
Dealers	8	8	9	8	7	8

Year	2006	2007	2008	2009	2010	2011
Harvesters	60	59	53	51	44	49

### Count of Lobster Traps fished by Residents

Year	2006	2007	2008	2009	2010	2011
Total Trap Tags	4290	3635	3755	3515	2760	3355

### Boat Anchorage

Year	
Boat Length (ft)	
13	2
14	5
15	2
16	4
17	3
18	2
19	1
20	3
21	4
22	2
26	1

## Maine Department of Marine Resources

DAMARISCOTTA



	2006	2007	2008	2009	2010	2011
Year						
Boat Length (ft)	28	1				

### ISSUES CONCERNING NATURAL, CRITICAL & MARINE RESOURCES

- (1) The Damariscotta river is one of the premium environments for shellfish aquaculture in North America. The DRA (Damariscotta River Association) 2012 Report Card indicates a need for additional studies to determine the state and prognosis for a number of factors either producing the river's high environmental quality or indicating it. What is the state and trends for the Damariscotta River's eel grass beds, horseshoe population, level of *Dafnia* and hydrocarbons (from snow dumping at the harbor parking lot)? And how would adverse trends in these and other factors impact the river's clam flats and water quality for shellfish aquaculture?
- (2) The explosion of the invasive green crab population in the Damariscotta River estuary is of particular concern. It is reported to be consuming shellfish larvae and eel grass beds at an alarming rate. As of summer 2014 the DRA was starting a grant program on testing methods for checking green crab population if not eradicating them completely.
- (3) There are three remaining private OBDs (overboard wastewater discharge) systems in Houston Cove that, while reportedly not responsible presently for adding pollution to the river, should be removed and replaced if and when on-shore technology became feasible for the affected properties.
- (4) Concern over the water quality of stormwater is an issue. Curiosity over LID (low impact development) approaches to stormwater management prompts some interest in looking more into such approaches as rain gardens, so called, and other pre-filtering of stormwater to remove more solids and pollutants before it enters streams or the river.

### STORM SURGE & SEA-LEVEL RISE

From the LCRPC (Lincoln County Regional Planning Commission) study of coastal flood hazard with the Maine State Geological Service:

#### **"Project Description**

In 2013 the Lincoln County Regional Planning Commission (LCRPC) and the Maine Geological Survey (MGS) completed a MCP-funded Coastal Hazards-Sea Level Rise study of 450 miles of tidal shoreline in Lincoln County. The results of the study were presented to the Boards of Selectmen of 13 coastal communities, including Damariscotta, and the Board of Assessors of Monhegan Plantation. The study found that under *existing* conditions in downtown Damariscotta without any increase in sea level, two downtown buildings are potentially impacted during the highest annual tide (HAT) and nine downtown buildings, the municipal parking lot and two streets would potentially be impacted during the 1% ("100-year") storm of record. Based on knowledge of those

present during the February 1978 storm of record, the study's prediction of impacts closely follows the actual events experienced in 1978. Furthermore, an additional 20 buildings, five streets and the parking lot are impacted at HAT under sea level rise scenarios of 0.3 to 1.8 meters while 8 more buildings and 6 streets would be impacted during the storm of record under these sea level rise scenarios. While damage to these buildings will vary from scenario to scenario and only a few will likely be destroyed, their cumulative assessed value of \$7.85 million is reason enough for the town to be very interested in exploring potential adaptive techniques to protect this historic downtown neighborhood

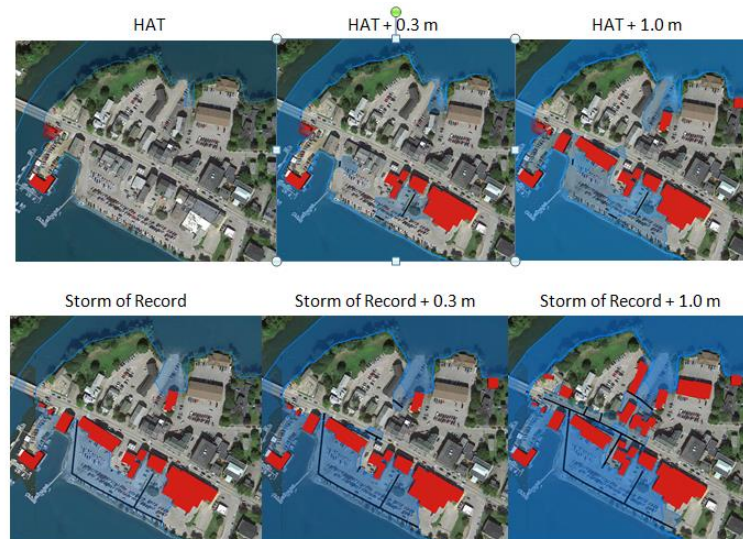
### **Downtown**

"Downtown Damariscotta is a classic 19<sup>th</sup> century coastal Maine village which has maintained its historic character into the 21<sup>st</sup> century. While there has been only limited new construction in the downtown, many of the historic buildings have been renovated and are in very good overall condition. As shown in the following 1878 map, many of the buildings on the south side of Main Street were directly on the river. The municipal parking lot was developed in the 1960's on fill generated during construction of the Route 1 bypass and it now provides some physical separation between the buildings and the river. This means, however, that while today these buildings appear to be far from the river's edge, they are almost as susceptible to high water conditions as they were 150 years ago.



As noted above, the Coastal Hazards-Sea Level Rise study found that many buildings, streets and the municipal parking lot are at risk today during storms as well as from predicted increases in sea level on top of high tides. The following graphics from the study show the predicted inundation areas and highlight affected buildings (red) and streets (black) for HAT and the 1% storm of record under current conditions and with 0.3 and 1.0 meters of sea level rise.





### Stakeholders

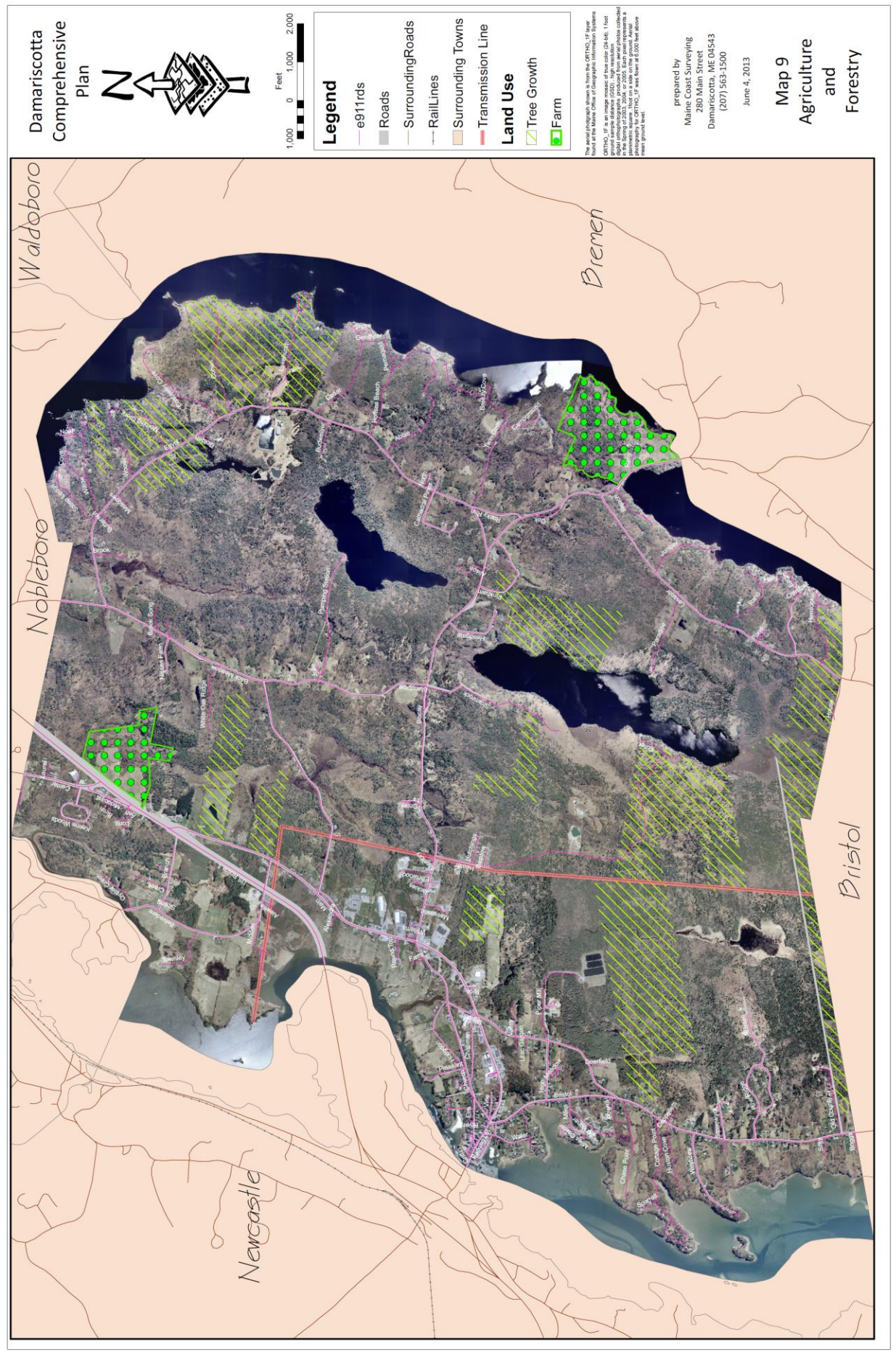
Stakeholders include the owners and occupants of 29 buildings and commercial condominium units potentially affected by rising sea levels, and the Town of Damariscotta, which owns the principal parking lot in the downtown as well as 8 streets predicted to be inundated during various scenarios. Project partners include the Town of Damariscotta, Lincoln County and the Regional Planning Commission. LCRPC. These entities have worked together on a number of projects with the most recent being the Coastal Hazards-Sea Level Rise Study. Because Main Street and the downtown also serve as the principal access to the neighboring towns of Bristol and South Bristol and because Damariscotta is a regional service center with a hospital, library, theater and major commercial district, residents throughout the Bristol Peninsula and the mid-coast may also be considered interested parties.”

### ISSUES WITH SEA-LEVEL ROSE & STORM SURGE

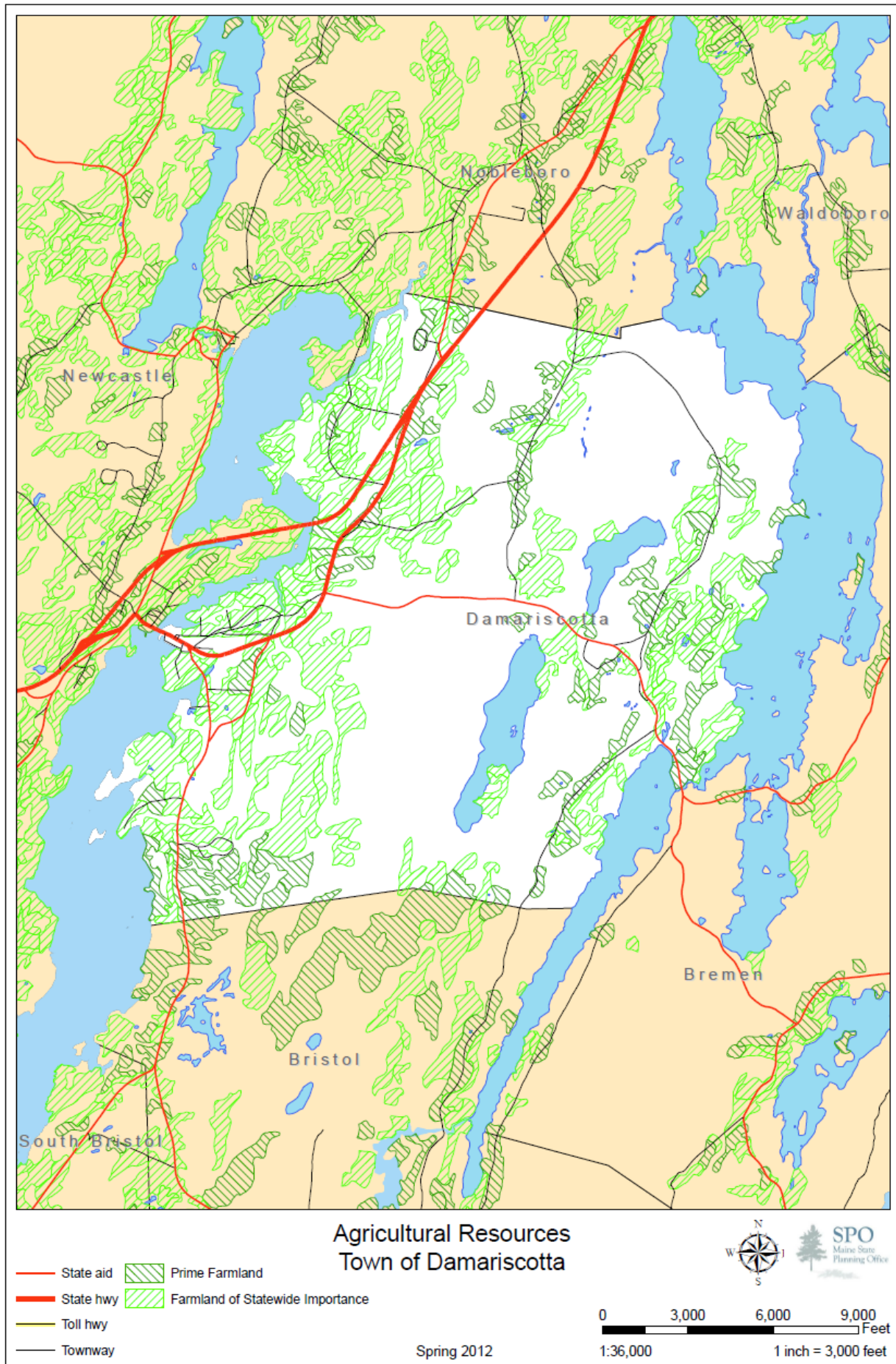
- (1) The 2013 LCRPC/MGS Coastal Hazards – Sea Level Rise Study energized the Town to begin seeking how to respond to the perceived future threats to its central asset, the historic downtown, one of the most vulnerable urban places identified by the study along the Lincoln County and Maine coast. So in Spring 2014 the Town secured with LCRPC an Adaptation Options To Protect Downtown Damariscotta, Maine Against Floods, Storm Surges And Sea Level Rise Grant, funded by the Maine Coastal Program. In June, 2014 an engineering consultant was chosen to be funded by the grant to study options both the Town and individual building owners can take to adapt and/or mitigate future flooding caused by future sea-level rise and storm surges.
- (2) The Sea-Level, Storm Surge Study integrates closely with the larger waterfront park/parking lot project. It has come to be realized by the townspeople that improvements to the harbor parking lot would be in vain without addressing future flooding on the abutting historic buildings. Part of the waterfront improvement project be measures to adapt and mitigate future flooding of the lot and the village.

### **G. AGRICULTURAL & FORESTRY RESOURCES**

Agriculture -In 2014 Map 9 following, shows only the 150 acre Reny apple farm fronting Biscay Road and Pemiquid Pond was actively farmed property in Town. Thirty-three acres were in apple trees;







117 acres were in the near the intersection of Route One and Rt. 1B the 75 acre Maine Farmland Trust property (former Phillips Farm), for sale in 2014, is deed-protected for only agricultural use. In 2014 the total amount of land protected in the Open Space (Farmland) Tax Program was about 50 acres and in the Tree Growth Tax Program was 1,079 acres. Together the acres enrolled in current use taxation programs constituted about 13% of total the land in Town. But local small-scale ‘truck’ farms supplied two local farmer’s markets: on at DRA (Damariscotta River Association) headquarters on Belvedere Road; the other at the Rising Tide grocery store on Rt 1B.

The Agricultural Resources Map, preceding, shows the distribution of suitable agricultural soils in the flatter land along the river to the west and near the ponds on the east sides of town. Not coincidentally, the historic roads from the 19<sup>th</sup> Century are located in the midst of these more suitable soils serving the early farms in town.

### Forestry - Commercial

The recent trend in harvesting wood in Town has varied from 17 acres to 185 with an annual average of about 105 acres per year. During this period 182 acres changes land use, presumably for development or about 2.3% of the land surface of the Town, a small .1% of the land per year on average. Due to the lingering effect of the Great Recession, it is probable that this trend will continue through to 2024.

**Table 1: Type of Harvested Wood by Year – 1991 to 2010**

YEAR	Selection harvest, acres	Shelterwood harvest, acres	Clearcut harvest, acres	Total Harvest, acres	Change of land use, acres	Number of active Notifications
1991	215	20	0	235	0	7
1992	17	0	0	17	0	3
1993	57	0	0	57	0	5
1994	55	2	0	57	10	8
1995	165	20	0	185	0	8
1996	206	0	0	206	0	8
1997	119	7	6	132	0	3
1998	83	10	0	93	0	4
1999	59	0	0	59	1	6
2000	92	34	0	126	1	7
2001	61	0	0	61	0	5
2002	33	0	0	33	1	4
2003	25	40	0	65	5	6
2004	70	30	0	100	35	7
2005	77	40	0	117	28	7
2006	87	0	0	87	3	7
2007	70	20	0	90	0	11
2008	136	0	0	136	0	5
2009	118	0	0	118	8	5
2010	117	0	0	117	0	6
Data compiled from Confidential Year End Landowner Reports to Maine Forest Service. Dept. of Conservation - Forest Service						

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### Urban Forestry

In 2014 Damariscotta did not have a formal urban street tree program, nevertheless the Public Works Department maintains some street trees and trees on town land including the oak trees along the shoreline esplanade at the Harbor parking lot.

The Maine Forest Service (MFS) encourages towns to consider street and shade trees in reference to community character and beautification. Strong municipal street tree programs and street trees support a number of state goals for comprehensive planning. Street trees are part of the public infrastructure supported by comprehensive planning. Numerous studies have demonstrated the value of street trees beyond shade and beauty. Street trees play an important role in air filtration, stormwater interception, and increasing both property values and business. All of these values support the state's goals of encouraging orderly growth and development, making efficient use of public services, planning for, financing and developing an efficient system of public facilities, and promoting an economic climate that increases overall economic well-being. Communities with town forests can also benefit economically from active management of their forest resources. MFS administers several programs that have and can continue to benefit both the town and its residents. **Project Canopy**, MFS's community forestry assistance program, is available to all Maine towns and cities. Project Canopy can assist financially with street tree planting and maintenance and continued forest management planning of town-owned parcels. MFS encourages planners to recognize street trees and shade trees as part of the infrastructure, particularly in village and historical districts. Tree planting and maintenance is a viable way to improve downtown appearance, reduce pollution, and mitigate storm water runoff. Project Canopy provides cost share assistance for management planning on parcels such as these. Cost share grants are available on a limited, competitive basis. Grant applications typically are available annually. For more information, go to: <[www.projectcanopy.me](http://www.projectcanopy.me)>

**Use of inventory information:** MFS's Forest Policy and Management Unit supports sustainable forest management by providing technical assistance, information and educational services to the public, forest landowners, forest products processors and marketers, municipalities, and others. MFS has ten District Foresters who provide technical assistance, conduct educational workshops, field demonstrations, media presentations, and can provide one-on-one contact with individual landowners.

## H. HISTORIC & ARCHEOLOGICAL RESOURCES

{Inventory Data for Municipal Growth Management Plans - Maine Historic Preservation Commission (MHPC)}

### 1. Historic Buildings/Structures/Objects: Kirk Mohny, MHPC

#### Damariscotta

Table 1: Inventory of Properties on the National Register of Historic Places as of March, 2012 :

Chapman-Hall House, Main Street  
 Matthew Cottril House, Main Street  
 Main Street Historic District (See Map)  
 Huston House, Bristol Road  
 Damariscotta Baptist Church, King's Square

Stephen Coffin House, Main Street  
Main Street Historic District (Boundary Expansion) (See Map)

The above-named properties are currently listed in the National Register of Historic Places.

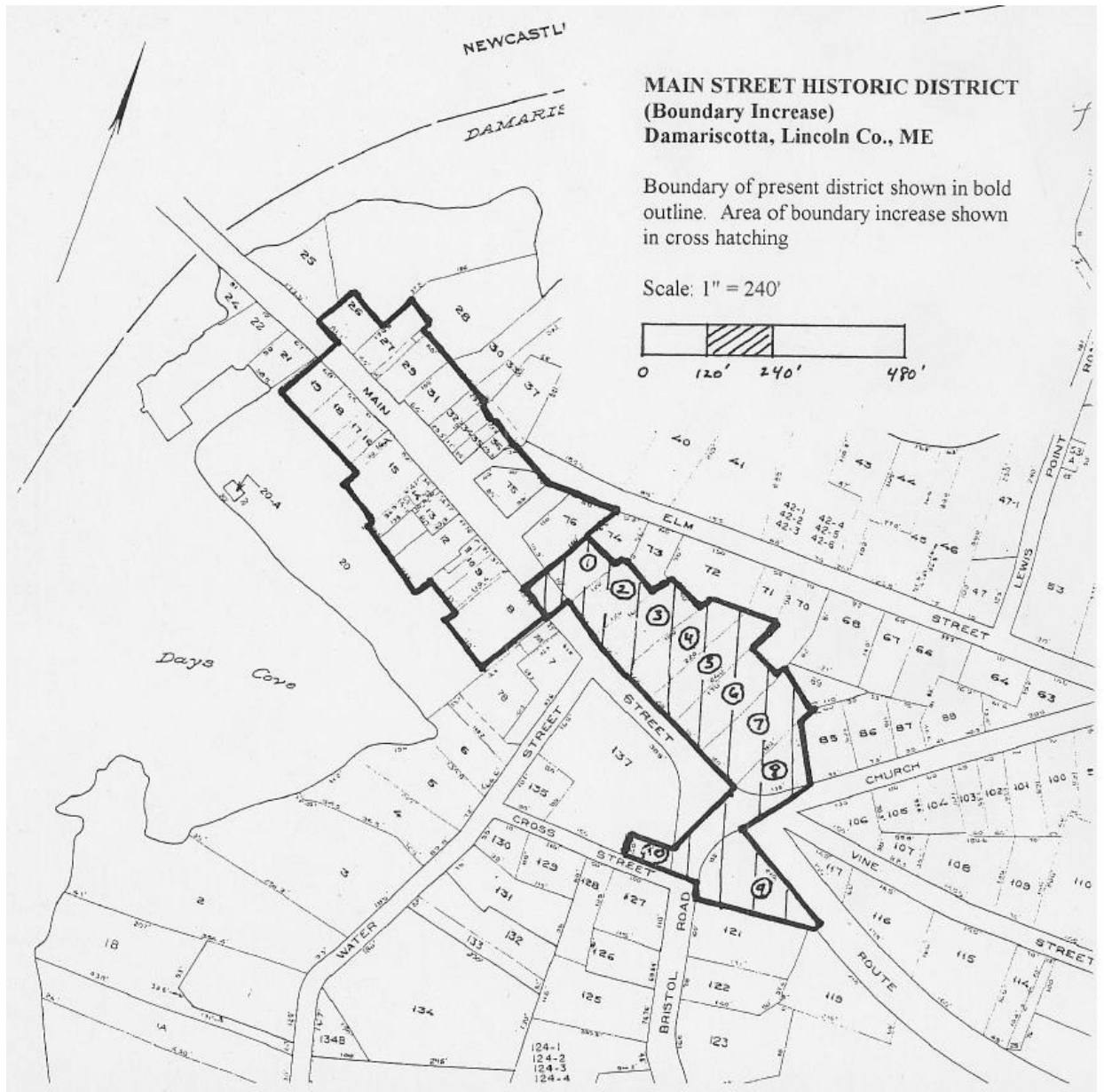
Based on preliminary survey data, the following properties may be eligible for listing in the National Register of Historic Places:

642 Main Street  
671 Main Street  
Pumping Station, Pumping Station Lane

\_\_\_\_\_

Needs for further survey, inventory, and analysis:

A comprehensive survey of Damariscotta's above-ground historic resources needs to be undertaken in order to identify other properties that may be eligible for nomination to the National Register.



## 2. Historic Archaeological Sites: Leith Smith, MHPC

{Inventory Data for Municipal Growth Management Plans - Maine Historic Preservation Commission (MHPC)}

### Damariscotta

Inventory data as of March, 2012 :

To date, 13 historic archaeological sites are documented for the town:

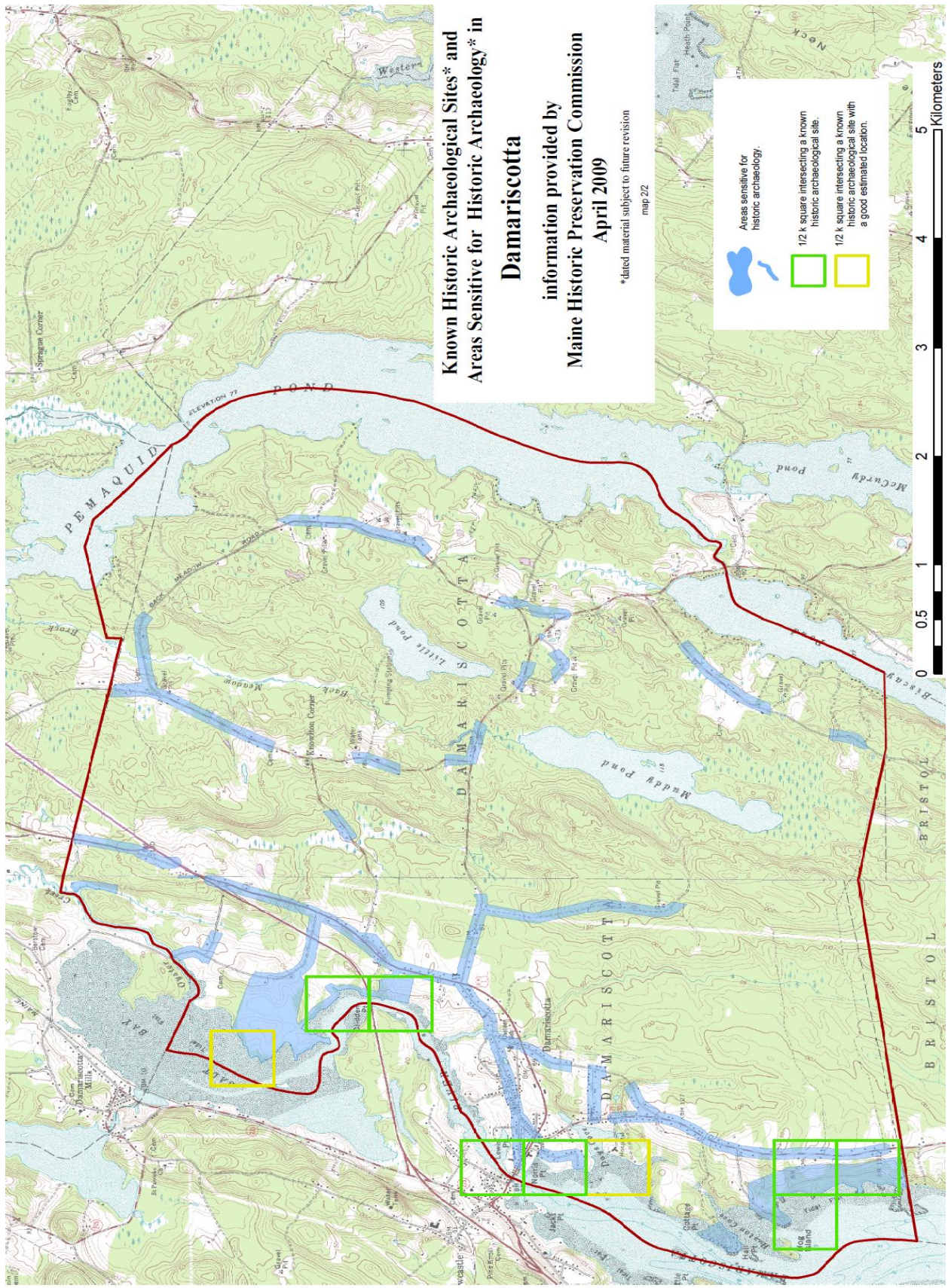
Table 2: Historic Archaeological Sites – Damariscotta, 2012

SiteName	Sitenum	SiteType	Periods of Significance
Brown's Farmstead	ME 115-001	farmstead	1620 - 1675
Vaughan's Fort	ME 115-002	military, fort	c.1745
Jedediah Preble House and Mill	ME 115-003	domestic and mill	By 1742
Erie	ME 115-004	wreck, schooner	November 14, 1890
Florida	ME 115-005	wreck, vessel	1838
James G. Huston Brickyard	ME 115-006	brickyard	
Huston Brickyard	ME 115-007	brickyard	
West View Acres Brickyard	ME 115-008	brickyard	19th century
Lois M. Candage	ME 115-009	wreck, schooner	
Norris/Metcalf Shipyard	ME 115-010	shipyard	
Pier	ME 115-011	wharf	
Holmes Shell and Fertilizer Co	ME 115-012	industrial, shell processing	1886-1891
Georgianna	ME 115-013	wreck, gas screw	25-Aug-19

Needs for further survey, inventory, and analysis:

No professional surveys for historic archaeological sites have been conducted to date in Damariscotta. Future archaeological survey should focus on the identification of potentially significant resources associated with the town's maritime, agricultural, residential, and industrial heritage, particularly those associated with the earliest Euro-American settlement of the town in the 17<sup>th</sup> and 18<sup>th</sup> centuries.





**3. Prehistoric Archaeological Sites:** Arthur Spiess, MHPC

{Inventory Data for Municipal Growth Management Plans - Maine Historic Preservation Commission (MHPC)}

**Damariscotta**

Inventory data as of **April 4, 2012**:

Twelve sites known. Two are on the shore of Pemaquid Pond, one on shore south of downtown, rest on shore of Salt Bay and islands in Salt Bay. National Register Historic District includes many sites around Salt Bay.

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Needs for further survey, inventory, and analysis:

Shorelines of Muddy, Little, Biscay, and Pemaquid Ponds considered archaeologically sensitive until archaeological survey completed, need archaeological survey.

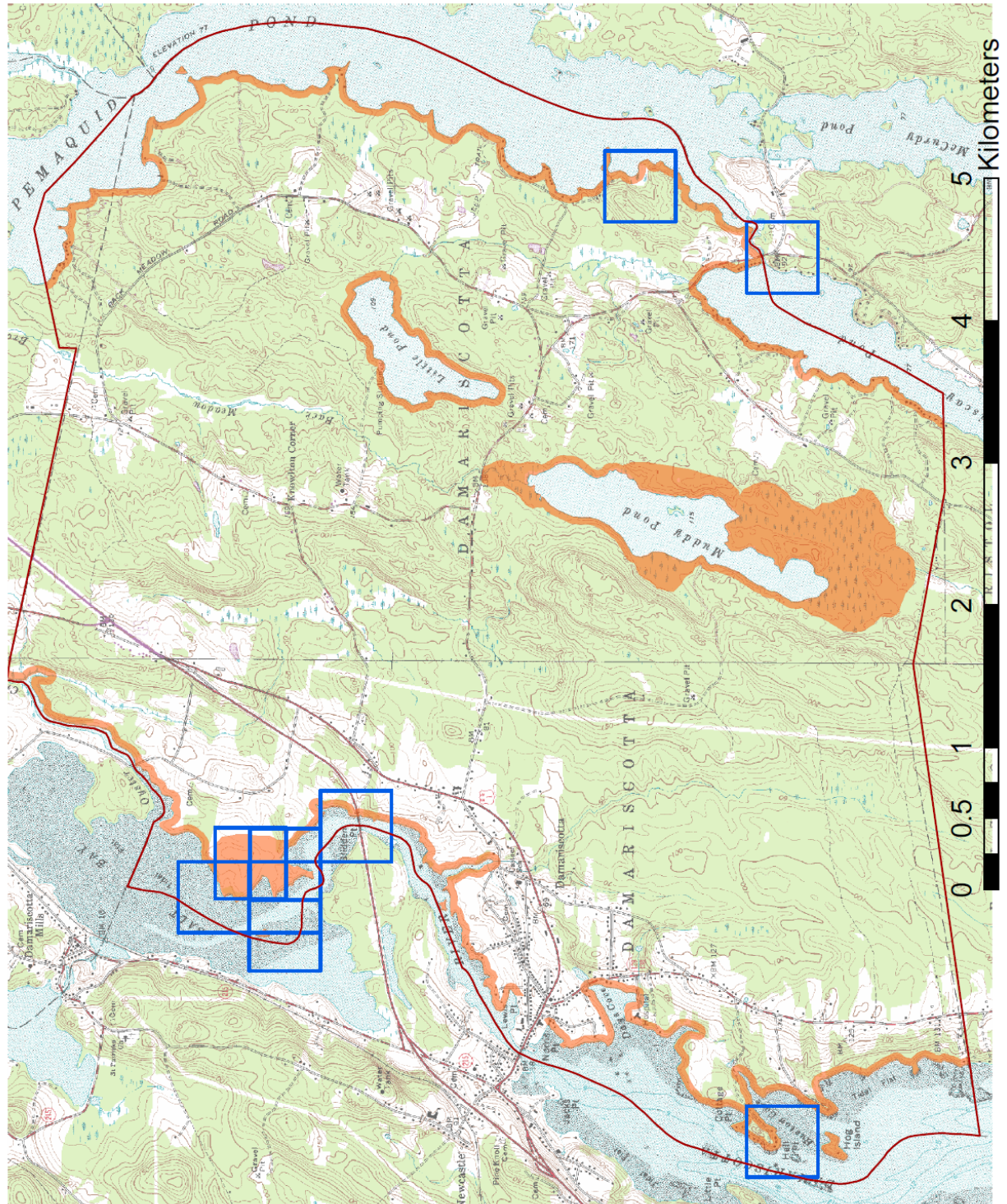
Oyster Creek shoreline needs archaeological survey. Damariscotta River shoreline south of Route 1, and between Rt 1 and Rt 1A needs survey.



# Known Prehistoric Archaeological Sites\* and Areas Sensitive for Prehistoric Archaeology\* in Damariscotta

information provided by  
Maine Historic Preservation  
Commission  
March 2010

\*dated material subject to future revision  
map 1/1



- Areas sensitive for prehistoric archaeology
- 1/2 k square intersecting a known prehistoric archaeological site.
- 1/2 k square intersecting a known historic archaeological site.
- 1/2 k square intersecting a known historic archaeological site with a good estimated location.

## **Archaeological Sites**

### **Guidelines For Growth Management Planning (April 2004)**

#### **Types of Resources**

Two types of archaeological sites need consideration during Growth Management Planning: prehistoric archaeological sites (Native American, before European arrival) and historic archaeological sites (mostly European-American, after written historic records about 1600 A.D.). Prehistoric sites include camp or village locations, rock quarries and work shops, and petroglyphs or rock carvings. Historic archaeological sites may include cellar holes from houses, foundations for farm buildings, mills, wharves and boat yards, as well as shipwrecks.

The Maine Historic Preservation Commission (MHPC) is the central repository in the state for archaeological information. Our survey files include computer files, map sets, paper data forms, field notes, detailed unpublished reports, photographic archives, and published works. Archaeological files are exempt from "right-to-know" legislation, and are accessible only with permission to protect sensitive archaeological sites and landowners' privacy. Summaries of sensitive archaeological information are made available for Growth Management planning.

#### **What MHPC Provides**

During the Growth Management planning process, the Commission will provide each community with a list of known historic and prehistoric archaeological sites in the municipality (if any), and summary information about site location and significance. The Commission will also provide a map of archaeologically sensitive areas for prehistoric sites, and an indication whether historic sites are known from documentary sources only or have been located by survey work.

Historic archaeological sites can be predicted most often by a review of historic records, maps and deeds. Settlement often focused on transportation corridors, first rivers, then roads as they were built. Archaeological sites from the first wave of European settlement in any town are likely to be significant (National Register eligible).

Prehistoric archaeological site sensitivity maps are based on the current understanding of Native American settlement patterns (known site locations and professionally surveyed areas) within the portion of the state where the municipality is located. Most commonly, prehistoric archaeological sites are located within 50 m of canoe-navigable water, on relatively well-drained, level landforms. Some of the most ancient sites (>10,000 years old) are located on sandy soils within 200 m of small (not canoe-navigable) streams. Where professional archaeological survey is not complete, archaeological sensitivity maps are based on water shoreline, surficial geology, and landform.

#### **Standard of Historic Significance**

The standard of what makes an archaeological site worthy of preservation should normally be eligibility for, or listing in, the National Register of Historic Places. Because the National Register program accommodates sites of national, state and local significance, it can include local values. Because of physical damage to a site and/or recent site age, some sites are not significant.

#### **Goal of Growth Management**

The municipality should establish a mechanism for review of all construction or other ground disturbing activity within prehistoric archaeologically sensitive and historic archaeologically sensitive areas, or including known archaeological sites. This mechanism might include contacting MHPC for an opinion, and/or review of the construction area by an MHPC-approved archaeologist.

Maine's subdivisions statute (30-A MRSA 4401-4407) recommends review of impact on "historic sites" (Section 4404(8)), which includes both National Register listed and eligible buildings and archaeological sites. Maine's Shoreland Zoning statute (38 MRSA 435-449) includes, as one of its purposes, "protect archaeological and historic resources" (Section 435). Growth management planning should consider archaeological site protection for both of these statutes.

Subdivision or other construction review ordinances might contain language indicating applicability and subdivision plan requirements similar to the following:

“Archaeological sites within or adjacent to the proposed subdivision which are either listed in or eligible to be listed in the National Register of Historic Places, or within or adjacent to an area designated as archaeologically sensitive or potentially containing such sites, as determined by the municipality or the Maine Historic Preservation Commission. An appropriate archaeological survey shall be conducted.”

“If one or more National Register eligible or listed archaeological sites will suffer adverse impact, appropriate mitigation measures shall be proposed in the subdivision plan, and submitted for comment to the Maine Historic Preservation Commission at least 20 days prior to action being scheduled by the Planning Board.”

### **Contacts at MHPC**

Prehistoric archaeology: Dr. Arthur Spiess, 287-2132 arthur.spiess@maine.gov

Historic archaeology: Leon Cranmer, 287-2132 leon.cranmer@maine.gov

## **I. RECREATION & OPEN SPACE**

Public recreation, cultural and artistic facilities in the village include Skidompha Library, the harbor parking lot shoreline grassy promenade and benches including the State boat launch ramp, the town dock and watercraft mooring field in the harbor. Private recreational facilities include Lincoln Theatre. Outside the village, public and non-profit facilities are concentrated at GSB School and Central Lincoln County (CLC) YMCA including ball fields, gymnasiums, meeting rooms for yoga, arts and crafts and the like and a future planned swimming pool. Non-profit recreation/artistic venues include the American Legion Hall next to the YMCA with indoor spaces for pool, card games and the like. On Route One near the Nobleboro line, the River Arts Gallery is the premier example of a venue for exhibiting graphic arts pieces as well as providing arts lessons and holding gallery showings of local artists.

**Table 1: Open Spaces, Damariscotta, 2014**

### Town Open Spaces

- Great Salt Bay Community School
- Old Town Dump (Intersection of Biscay and Standpipe Roads)
- Biscay Beach – Biscay Pond
- Fire Station - Town Garage
- Town Hall

### State Open Space

- Me. IF&WL land – At Route One Bridge and Great Salt Bay
- State Shell Midden Park

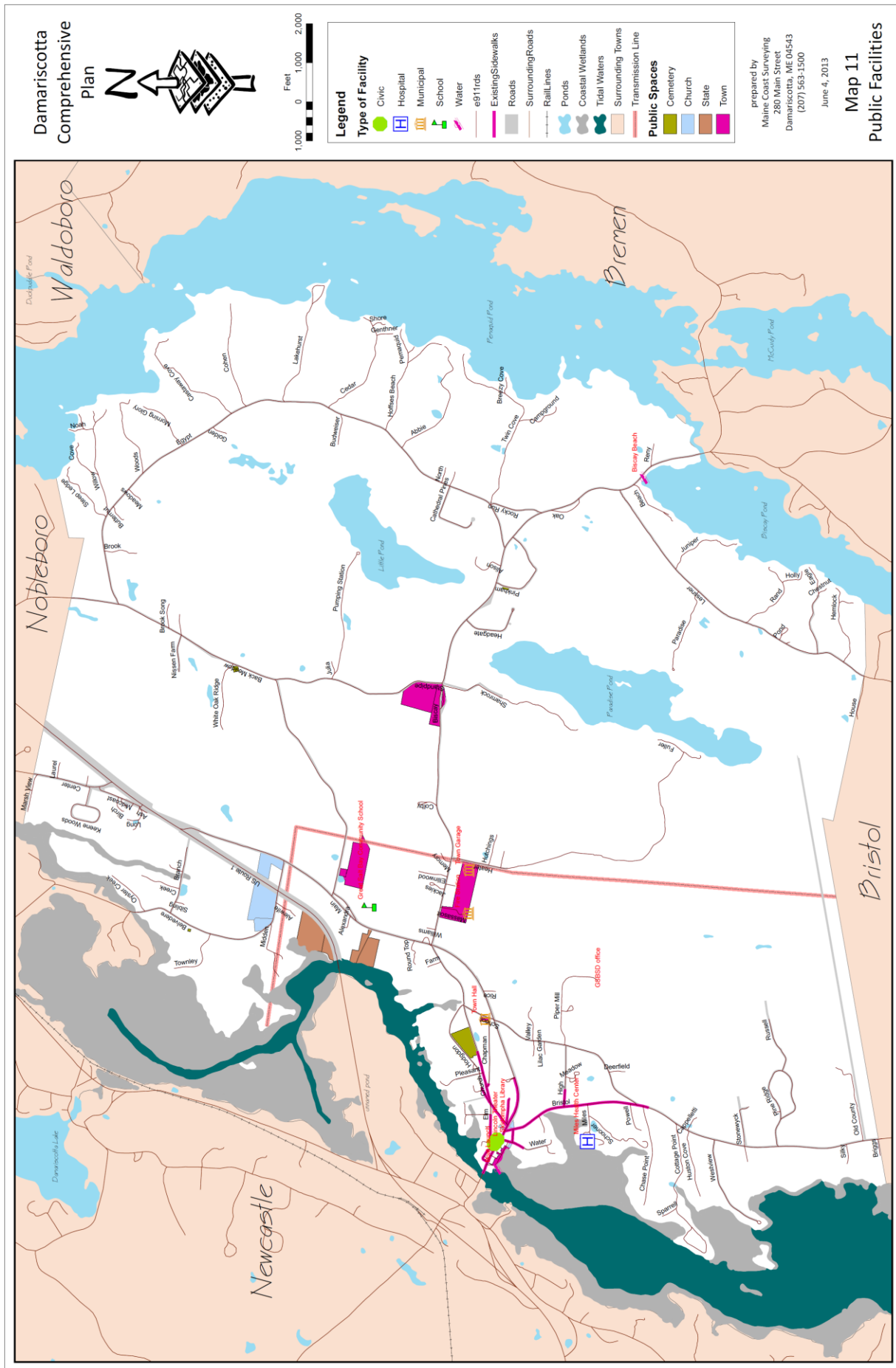
### Public Utility Open Space

- Great Salt Bay Sanitary District (GSBSD) water supply protection land around Little Pond
- GSBSD land around Office and Treatment Lagoons

### Non-Profit Open Space

- Damariscotta River Association (DRA) land at DRA Farm on Great Salt Bay
- DRA land at RoundTop Farm Cultural/Artistic/Recreational/Scientific/Educational Site
- DRA passive open space on Damariscotta River and Paradise Pond.
- PWA (Pemaquid Watershed association) passive open space on Pemaquid Pond





## J. FISCAL CAPACITY

Fiscal capacity is the ability of Damariscotta to pay for the services, facilities, programs and projects the townspeople desire as documented in this Comprehensive Plan for 2014 – 2024. These include both the recommended changes to the operation of the town, such as, for example, budgeting for maintenance of new landscaping at a renovated waterfront park, but also capital projects such as the installation, for example, of a new boardwalk in a newly renovated waterfront park.

### ASSESSED VALUATION, COMMITMENT AND TAX RATE

The capacity to pay for town government and community improvements is based upon the overall value of the townspeople's real and personal property. This is measured by the assessed valuation of Damariscotta's property as a whole. For example, for a higher assessed valuation for the Town, there would be a lower tax rate needed to be able to generate the same amount of taxes. But assessed valuation, itself, is a compromise among assessable private property (which is taxable) and town-owned or other public or charitable property such as parks, schools or non-profit charitable property such as DRA (Damariscotta River Association) property, which is not taxable. So the higher the assessed valuation of taxable property, the greater ability a community might consider itself to have to help plan for and support non-taxable public and non-profit properties, such as parkland.

Table 1

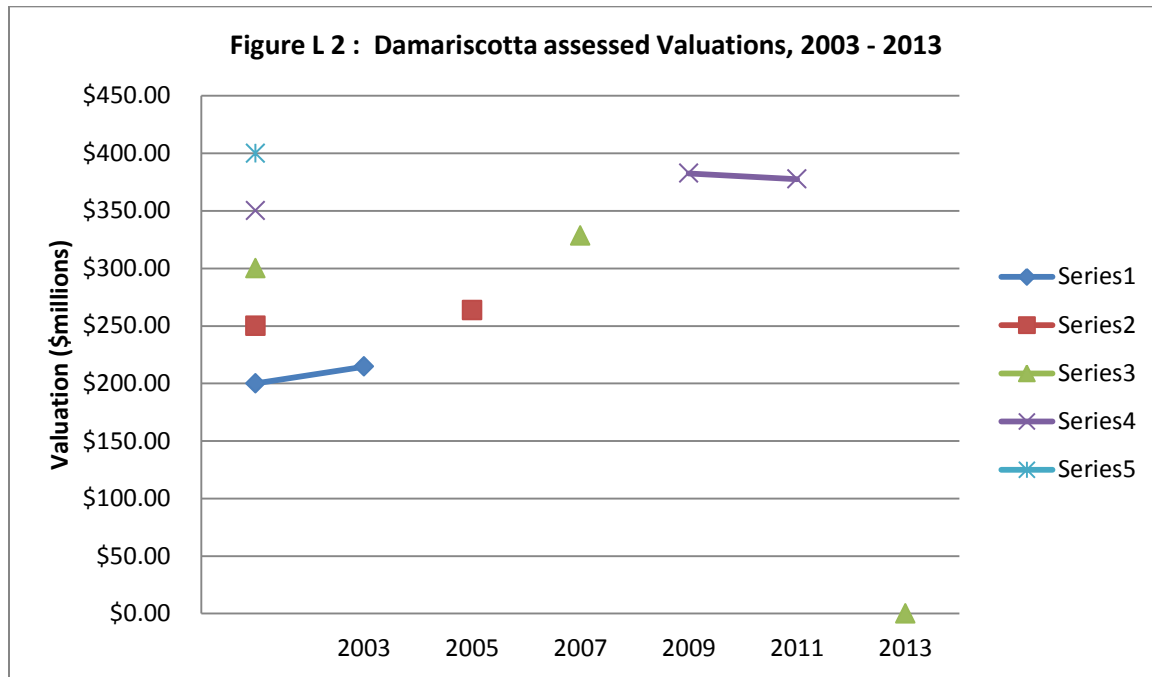
#### STATE VALUATION OF DAMARISCOTTA TAXABLE PROPERTY: 2003 - 2013

Year	State Valuation	CPI*	In 2013 Dollars (by CPI)
2003	\$214,650,000	1.27	\$272,605,500
2005	\$263,750,000	1.19	\$313,862,500
2007	\$328,500,000	1.12	\$367,920,000
2009	\$382,550,000	1.09	\$416,979,500
2011	\$377,600,000	1.04	\$392,704,000
2013	\$339,500,000	1.00	\$339,500,000

*Source: State Valuations, Maine Revenue service, Property Tax Division*

*\*CPI = Consumer Price Index, All Urban, US Bureau of Labor Statistics; CPI adjusted dollars correct for 2013*

Damariscotta and other municipalities each do assessment of their own property during different years. Over time, inflation and changes in the market value of property tend to render the assessment less than the values of property in the current year. For instance, a town which did an assessment 10 years ago may be judged to have an assessment only 80% of what its assessment would be if done in the current year. So the State does an 'equalized evaluation' of every municipality every year as if every municipality was at 100% evaluation. This State Valuation, therefore, enables comparisons between towns on the common basis of (estimated) 100% valuation.



{ Chart when done properly can substitute for Table L-1 above. Two lines are needed. One for raw valuation per year; the other for CPI corrected valuation per each year. { Series 1 = State Valuation 2003 – 2013; Series 2 = State valuation corrected by CPI: 2003 – 2013 } }

Over the decade from 2003 to 2013, Damariscotta's total assessed valuation, as measured by the State's equalized valuation procedure, increased by 58% or about an average of about 6% per year. But in reality, reflecting the effects of the Great Recession of 2008 – 2010, the Town's valuation increased up to 2009 (78% higher than in 2003) but then has been decreasing from 2009 to 2013. This appears to be the delayed hangover of the Great Recession having depressed the value of houses primarily, which had not yet started locally to significantly recover as of 2014.

Table -3: Per Capita Assessment Based On State 2013 Assessment: Damariscotta Service area  
Based on State Equalized Valuation: 2003 and 2013  
2003 Assessments Adjusted to 2013 Dollars by CPI\*

Year	2003 Assessment Per Capita (in 2013 \$)	2013 Assessment Per Capita	Rank % Change: 2003-2013
South Bristol	\$398,658	\$767,263	(1) + 93%
Nobleboro	\$124,665	\$184,795	(2) + 49%
Newcastle	\$112,151	\$164,983	(3) + 47 %
Bristol	\$283,911	\$394,473	(4) + 39%
Jefferson	\$101,695	\$138,440	(5) + 36%
Bremen	\$206,436	\$261,847	(6) + 27%
Damariscotta	\$130,184	\$155,520	(7) + 20%

Source: State Valuations, Maine Revenue service, Property Tax Division – 2003 and 2013 reports

\*CPI = Consumer Price Index, All Urban, US Bureau of Labor Statistics; CPI adjusted dollars correct for 2013

The overall assessed value (adjusted for inflation) of the seven town Damariscotta Service area increased by about 52% on a per capita basis between 2003 and 2013, or an average of about 5% per year. It may



be speculated, however, that during the housing bubble from 2003 to 2008 the value of residential real estate, in particular, rose more quickly than the decade-long average but then slowed down, perhaps even decreasing a little during the Great Recession after 2009 to 2013. During the decade 2003 – 2013, while the overall population for the service area remained about the same, South Bristol is estimated to have lost about 4% of its population while Damariscotta is estimated to have gained about 4%. This may partially account for the increased per capita assessment in South Bristol – increasing value of South Bristol’s desirable seasonal coastal properties spread among fewer people. This may also be attributable to the combination of a preponderance of high value coastal seasonal properties not losing their value as much or at all compared to the towns with a preponderance of inland year-round properties owned by year-round working households. Damariscotta, being the center of the service area, gaining a few people between 2003 and 2013 (estimated to be about 89 more persons) has proportionally more year-round properties likely increasing in value more slowly than in South Bristol, but more people over which to spread the value in 2013 compared to 2003.

Table 4: Total Valuation of Damariscotta Minus Exemptions - 2012

<b><u>TAXABLE PRIVATE PROPERTY</u></b>	<b><u>VALUE</u></b>	<b><u>PERCENT of TOTAL</u></b>
Land	\$144,309,200	43%
Buildings	\$182,803,200	55%
Production Machinery & Equipment	\$3,941,800	1%
Business Equipment	\$2,493,700	<1%
All other Personal Property	\$1,500,700	<1%
<b>Current Use Taxation</b>		
Tree Growth Exemption	\$264,454 (22 lots; 1079 ac)	<1%
Farmland	\$10,782 (3 lots; 55 ac)	<.1%
Open Space (OS) & Working Waterfront (1 lot)	\$107,750 (3 lots; 38 ac.)	<1%
<b>Total Real &amp; Personal Property</b>	<b>\$335,431,580</b>	<b>100% of Taxable</b>
<b><u>EXEMPTIONS TO TAXABLE PROPERTY</u></b>	<b><u>VALUE</u></b>	<b><u>PERCENT of TOTAL</u></b>
Veteran’s property	\$690,000 (115 exemptions)	1%
US (none), State (Shell Middens), Town Property	\$13,737,500 (90% town prop)	23%
Charitable Associations (YMCA +)	\$7,141,900	12%
Literary & Scientific (Skidompha Library; DRA)	\$3,936,600	7%
Churches and Parsonages	\$2,495,800	4%
Property Leased by Hospital (Miles Hosp. properties)	\$30,181,000	51%
Fraternal Organs., Blind & Public Water Supply)	\$547,700	2%
<b>Total All Exemptions</b>	<b>\$58,730,500</b>	<b>100% of Exemptions</b>

*Source: State Valuations, Maine Revenue service, Property Tax Division*

In 2012 the total state equalized value of Damariscotta was \$394, 162,080. Taxable private property, including current use taxed property, (\$335,431,580) accounted for 85% of the total. Exempt property (\$58,730,500) accounted for 15%. Miles Hospital properties alone accounted for over half of all exempt property. Typical of service center towns, Damariscotta tends to have more tax exempt properties than the surrounding towns it serves. Also, the concentration of retail businesses, professional services (medical and otherwise) and regional charitable literary and scientific associations (YMCA, DRA) draws more housing demand for worker housing for retail and service employees into town. On the other hand, the retail businesses, professional services and charitable, literary and scientific enterprises provide expanded employment and revenue into Damariscotta. So

there is a trade-off between having more tax exempt properties in Town therefore increasing somewhat the tax rate versus the benefits for employment and revenues from the expanded regional clientele who visit Damariscotta for all manner of shopping, professional services and cultural, literary and recreational purposes.

Table 5: Local Commitment, or the Amount of Taxes from Real Property: Damariscotta: 2003 – 2013

<b>Year</b>	<b>Assessed Valuation (\$million)</b>	<b>Tax Rate* per \$1,000 valuation</b>	<b>Property Tax Commitment</b>	<b>In 2013 Dollars</b>
2003	\$168,986,100	\$19.30	\$3,261,432	\$4,142,019
2005	\$177,181,650	\$19.10	\$3,348,235	\$3,984,400
2007	\$322,446,600 **	\$12.20	\$3,933,849	\$4,405,910
2009	\$333,050,294	\$12.90	\$4,296,349	\$4,683,020
2011	\$334,128,700	\$14.00	\$4,677,802	\$4,464,914
2013	\$335,049,300	\$14.37	\$4,878,615	\$4,878,615

*Source: State Valuations, Maine Revenue service, Property Tax Division*

*\*CPI = Consumer Price Index, All Urban, US Bureau of Labor Statistics; CPI adjusted dollars correct for 2013*

*\*\*Revaluation accounts for the large increase in assessed value between 2005 and 2007*

Between 2005 and 2007 the Town's property was revalued yielding an overall increase in property assessment of about 80%. This allowed the tax rate (dollars of tax per \$1,000 of property valuation) to drop by \$6.90 per \$1,000 valuation from \$19.10 (in 2005) to \$12.20 (in 2009) or by about 35%. So, for a tax rate of \$12.20 in 2007 that raised about \$3.9 million, it was about the same commitment (property tax revenue) as the tax rate of \$19.10 yielded in 2005.

Corrected for inflation, the annual revenue from property taxes over the decade from 2003 to 2013 remained about consistent as measured in 2013 dollars, ranging between \$4.1 million to \$4.8 million. But because there was not a large increase in new development between 2003 and 2013, which would have increased the overall property assessment, there was, instead, the revaluation of the existing property that reflected only the increased price that buyers were willing to pay for that existing property. So, even though the tax rate went down between 2003 and 2013, property owner's annual tax bills remained about the same. If there had been more new development adding to the overall assessed value by that way, only then would the individual tax payers annual tax bill have noticeably gone down.

Table 6: Full value Tax Rate Comparison: Damariscotta Service Area, 2012

<b>Municipality</b>	<b>State Full Value Equalized Tax Rate (\$ per \$1,000 of property value)</b>	<b>Ranking</b>
Newcastle	\$14.90	1
Damariscotta	\$14.37	2
Jefferson	\$12.20	3
Bremen	\$11.30	4
Nobleboro	\$9.80	5
Bristol	\$7.60	6
South Bristol	\$3.00	7

*Source: State Valuations, Maine Revenue service, Property Tax Division*

Based upon the State's equalized evaluation of municipalities, New castle's and Damariscotta's 2012 tax rates are shown to be the highest in the service area. Without a detailed study, it can only be speculated as to the reason for these higher rates. But it is likely due to a combination of the higher density of commercial properties in the Twin Villages downtown, the larger mileage of local roads to provide access to these commercial properties, the relatively more workfare housing for local employees, the amount of land taken off the tax rolls at Miles Hospital complex, the DRA, State land, the cost for police and fire protection services and additional infrastructure (sidewalks storm drainage systems, parking lots) that

combine to increase the cost of operating Newcastle and Damariscotta compared to the more rural towns. Certainly the relatively greater percentage of seasonal coastal properties that do not contribute school children, provides tax revenue to operate these more rural towns at relatively lower tax rates. But while the tax rate in Damariscotta may be higher than the surrounding rural service area towns, the benefits from having shopping, services such as doctors and other professionals, cultural and entertainment amenities such as Skidompha Library and the Lincoln County Theater conveniently at hand at less cost to drive reduces access costs for Damariscotta residents. Therefore, transportation costs accrue throughout the year to get to the shopping, professional cultural and recreational for service center dwellers over those for the surrounding rural town dwellers. So looking at property taxes alone are not the only costs associated with service center residency versus more rural residency.

## OPERATING REVENUE

The largest source of revenue to the Town in 2013 was property taxes, including both real estate and personal property, providing about three-quarters of all revenue. Intergovernmental Transfers in 2013 included significant carry-over MaineDOT grant funds for improvements projects to Rt 1B and Rt1B sidewalk projects. There was a sizable amount of reserve funds in the Reserve Accounts category including carry-over funds for such things as a new fire truck and police cruiser. A small portion of the Reserve Account was from new inputs into these accounts in 2013. About three-quarters of the Miscellaneous category was from undesignated, designated and supplemental taxes collected which reside in a non-designated reserve that could be used in an emergency. The remaining roughly 2% of the 2013 revenues were from a variety of licenses and fees. The \$43,266 of state Aid to Education was passed through by the Town to the School District, AOS 93.

Table 7: Municipal Revenues By Major Categories: Damariscotta Budget Year 2013

SOURCE	AMOUNT	PERCENT OF TOTAL
Property Taxes	\$4,816,334	74%
Excise Taxes: auto + boat	\$354,500	6%
Intergovernmental Transfers <sup>(1)</sup>	\$473,039	7%
State Aid to Education	\$43,266	<1%
Licenses, Other Fees & Permits	\$50,439	<1%
Charges for services, Cable, etc.	\$57,418	<1%
Fines and Interest	\$36,050	<1%
Miscellaneous + GA Reimburse, etc <sup>(2)</sup>	\$174,984	3%
Reserve Accts: Carry-over + transfer in	\$527,031	8%
<b>Total</b>	<b>\$6,494,361</b>	<b>100%</b>

Source: *Damariscotta Annual Report, 2013*

(1) Includes carry-over MDOT funds for Rt 1B and Rt 1B sidewalks

(2) GA = General Assistance reimbursement

**OPERATING EXPENDITURES**Table 8: Cost of Operating Damariscotta Government: 2003, 2005, 2007, 2009, 2011, 2013

YEAR	TOTAL COST OF GOVERNMENT	PER CAPITA COST	In 2013 Dollars	
			Total Cost of Government	Per Capita Cost
2003	\$4,068,893	\$1,943	\$5,167,494	\$2,468
2005	\$4,295,793	\$2,017	\$5,111,994	\$2,400
2007	\$4,929,493	\$2,277	\$5,521,032	\$2,550
2009	\$5,589,184	\$2,541	\$6,092,211	\$2,815
2011	\$5,658,942	\$2,564	\$5,885,300	\$2,667
2013	\$7,185,219	\$3,290	\$7,185,219	\$3,290

Source: Damariscotta Assessor; Damariscotta Annual reports

The cost of operating Damariscotta government appears to have increased by 69% during the decade between 2003 and 2013. However, by adjusting for inflation by the CPI (Consumer Price Index), a more realistic view for the cost of government in constant 2013 dollars shows a more modest 33% increase. The increase in the per capita cost of government by \$623 between 2011 (\$2,667/capita) to \$3,290 in 2013 ((\$3,290/capita) shows a 23% jump in the cost of town government per capita. Part of this increase may be explained by the expenditure of grant funds from the CDBG (Community Development Block Grant) and MaineDOT grant awards for the Hodgdon/Church/Chapman Streets drainage project and the Rt 1B improvements projects. Since 2007 the Town has been awarded a series of grants for the Master Sidewalk/Bicycle Plan, 2008; the Shore & Harbor Plans, 2010,2012; the Heart & Soul Plan + follow-up planning, 2010, 2011 all bringing free revenue into town that is subsequently recorded as expenditures when used to pay consultants and contractors.

Table 9: Municipal Expenditure by Major Categories: 2013 Damariscotta Total Budget

CATEGORY	AMOUNT	PERCENT OF TOTAL
General Government (includes Rec & Culture)	\$1,559,377	22%
Social services (GA,*, provider agencies)	\$86,006	1%
Public Safety (Fire & Police Departments)	\$567,459	8%
Education	\$3,180,226	53%
Miscellaneous (Grants**, Contributions)	\$219,423	3%
Health & Sanitation	\$112,000	2%
Public Works (roads, harbor Lot)	\$566,357	8%
County Tax	\$383,651	5%
Unclassified (Taxes and Fees)	\$23,157	<1%
Capital outlay (capitol reserve accounts)	\$360,843	5%
Debt Service ("Liabilities")	\$120,920	2%
<b>Total</b>	<b>\$7,179,219***</b>	<b>100%</b>

Source: Damariscotta Annual Report, 2013; \* GA = General Assistance; \*\*MDOT Grants for Rt 1B And CDBG for Chapman St.; \*\*\* figure is close to \$7,179,219 total by the Town Clerk.

In 2013 it took \$7,185,219 to operate the Town. Characteristically for municipalities in Maine, the largest single expense \$3,180,226 (53%) was for education. The Lincoln County tax appears fairly modest at 5% of total expenses. Reflecting the service center function of Damariscotta, the cost for public works and public safety were fairly high, each accounting for about 8% of the budget. This accounts for the added cost of snowplowing and maintaining the harbor parking lot, roads and sidewalks of the Village commercial area and the policing of the commercial properties as well as residential ones. Due to the MaineDOT and CDBG grants received in years preceding 2013, the Town shows expenditure of those grants to be about 3% of the total expenses for 2013. The robust funding of the capital reserve funds account for big ticket items such as a new fire truck and police cruiser resulted in about 5% of total expenses for 2013.

Table 10: Uses of Damariscotta Tax Revenues: 2003, 2007, 2013

YEAR	SCHOOLS	TOWN GOVERNMENT	COUNTY TAX
2004	58%	36%	6%
2009	54%	39%	7%
2013	53%	42%	5%

Source: Damariscotta Town Clerk; Damariscotta Annual reports

It appears that the distribution of the Town's expenses between the schools, the County and town government has remained fairly steady over the period 2004-2013. It might be inferred that the percentage of the Town's total expenses going toward education may reflect a slightly dropping number of students. Also the effect of the international students contribution to Lincoln academy may be slightly reducing the per capita costs for Damariscotta students.

Table 11: Comparison of Damariscotta Expenditures: 2003 and 2013

EXPENDITURES	2006 (In 2012 \$)	2008 (In 2012 \$)	2010 (In 2012 \$)	2012
General Govt.	\$572,630	\$571,956	\$1,009,325	\$472,032
Public Safety	\$33,623	\$838,484	\$881,283	\$909,583
Health & Sanitation	\$128,632	\$133,870	\$134,043	\$114,470
Public Works	\$182,318	\$187,717	\$294,560	\$331,777
Social Services	\$65,360	\$37,845	\$21,941	\$52,321
County Tax	\$298,680	\$398,361	\$405,439	\$402,668
Education	\$2,656,592	\$3,063,594	\$3,017,160	\$3,054,871
Unclassified*	\$221,665	\$109,765	\$220,254	\$259,871
Capital Outlay	\$138,998	\$102,976	~	\$155,383
Depreciation	\$8,695	~	\$1,251	\$1,191
Interest on Long-Term Debt	\$51,470	\$51,236	\$40,132	\$15,332
<b>Total</b>	<b>\$4,358,662</b>	<b>\$5,485,802</b>	<b>\$5,738,464</b>	<b>\$5,657,669</b>

Source: Damariscotta Assessor; Damariscotta Annual reports

\*Unclassified Expenses = assumed to be expenditure of grant funds from CDBG; abatement on taxes; ME Bureau of MV fees; IF&W fees for RVs and H&F; ME Sales Tax.

Between 2006 and 2012, Damariscotta's overall expenses (as measured in constant 2012 dollars in Table L-11) appear to have risen by about 30% or on average of about 5% per year. Perhaps reflecting the Great Recession, total town expenses were actually slightly lower in 2012 than in 2010, likely due to a

modest tightening of the budget in response to the loss in value, and tax revenue, of some of the private real estate property in town. Total cost for Education appears to risen between 2006 and 2012 by about 15 % or about 2.5% per year on average. The county tax to Lincoln County appears to have risen during the same period by about 35%. But in both 2006 and in 2012, the County Tax only represented a modest seven percent of total Town expenses. While during the same period, general town governmental expenses for administration and the like decreased by 18%. While general governmental expense accounted for about thirteen percent of the Town's budget, it represented only eight percent in 2012. The amount being spent by the Town on education increased between 2006 and 2012, it shrunk as a percentage of total town expenses from sixty-one percent of town expenses in 2006 to fifty-four percent in 2012. This may reflect the fact that the number of additional students likely decreased over this period while other town expenses increased much faster. Public safety expenses increased by 27 fold between 2006 and 2012 due to increased Fire Department and Police personnel, new equipment and union agreements on salaries. Public Works costs increased by 82% , likely reflecting newer contracts for snow plowing as well as the costs for maintaining town roads and property. The 'Unclassified' expenses category likely reflects the expenditure of the series of grants awarded the Town during this period including the \$50,000 Shore & Harbor Grants, the Heart & Soul + Form Based Codes Grants of about \$200,000 and the CDBG Grant for the Church Street stormwater project plus various MaineDOT Grants for studying and constructing improvements to Bristol Road and Rt 1B from Rt 129 to Yellowfront. Table L-11 shows that the interest on long-term debt carried by the Town for paying back its outstanding Bond decreased between 2006 and 2012 decreased from \$51,470 to \$15,332 or by 70%.

## DEBT SERVICE

During 2013 the Town expended \$120,920 on debt service, the paying back of principal and interest for an outstanding long-term loan.

Table 12: **Damariscotta Long-Term Debt: 2014 - 2016**

The following is a summary of debt outstanding as of March 20, 2013:

The Town's major debt is for renovation of the interior of the new Town Hall (2003) plus a new fire ladder truck (200?). In 2011, the Town received a general obligation refunding bond of \$646,000 from Camden National Bank that consolidated the Town Hall renovation expenses and fire truck cost. The Town has a very favorable rate of 2.570% annual interest on the outstanding bond balance. As of March 20, 2013 the Town has a remaining balance of \$440,045 on the bond.

Table 13: **Damariscotta Annual Debt Service Cost As of June 30, 2013**

YEAR	PRINCIPAL*	INTEREST*	TOTAL DEBT* SERVICE
2013	\$109,141	\$6,879	\$116,019
2014	\$107,515	\$8,504	\$116,019
2015	\$110,278	\$5,741	\$116,019
2016	\$113,112	\$2,907	\$116,019
<b>Total</b>	<b>\$440,054</b>	<b>\$24,031</b>	<b>\$464,076</b>

Source: *Damariscotta Town Clerk*

\*Dollar amount are rounded to the nearest dollar

Damariscotta's ratio of total debt to full value assessed value for 2013 was 1.3%. The State recommends that municipalities not borrow not more than 15% of their assessed valuation. For Damariscotta in 2014 this would be an amount of \$5,092,500 – far in excess of the relatively small amount of town debt of

\$440,054 in 2014. So the enormous excess capacity to borrow will enable the Town to continue to be able to acquire loans at the most favorable rates if and when Town Meeting may choose to do so during the decade of 2014 to 2024.

The ratio of the Town's debt in 2014 to the Town's annual operating budget was about 5%. The state's rule-of-thumb is that municipalities are on sound footing as long as their debt to operating budget is 10% or less. So while not having a bond worthiness rating from a bond rating agency, it may still be concluded that Damariscotta is in a good situation for receiving very favorable interest rates on loans it may seek.

## **K. WATERFRONT**

The term 'waterfront' refers locally to the Damariscotta River shoreline at the Village from the Newcastle-Damariscotta bridge to Water Street. It encompasses the town Dock, State boat launch ramp and the harbor parking lot.

Through the 1950's many of the village buildings on the south side of Main Street that abutted the harbor were on aging pilings to elevate them above high tides. In the early 1960's when State Route One By-Pass was being constructed, MaineDOT donated excess rubble from the roadway construction to fill the abutting shallows approximately 180 feet out into the River in back of the buildings for a parking lot. This material may or may not have been combined with other fill material of unknown origin and perhaps quality. Since then, a grassy promenade with tree plantings and benches has been installed on the shoreline and sub-surface catch basins and stormwater pipes below the paved parking lot surface. GSB Sanitary District has connected old lateral wastewater pipes from the abutting buildings into a lateral collector pipe and installed a pump station and force main.

By 2008 it was evident that the harbor parking lot was inevitably aging and deteriorating to the extent that an overall renovation was needed that would include examining and possibly partially replacing some polluting fill material, updating the stormwater catch basins and outflow pipes (with backflow preventing 'duckbill' valves), replacing the likely leaky sanitary wastewater laterals from the buildings, also GSBSD collector and force main pipes and re-grading the parking lot surface into perhaps a 'bathtub' or some other configuration to temporarily hold floodwater in a central lower area to help prevent the volume and duration of flooding into the abutting buildings' basements. The floods of record in 1978 and 1987 had done just that and with concern about sea-level rise and storm surges, renovation of the waterfront and flooding adaptation/mitigation were recognized as inter-related issues that could best be addressed simultaneously.

In 2008 the Town received a State Planning Office Grant to address these inter-related issues in a comprehensive waterfront master plan to:

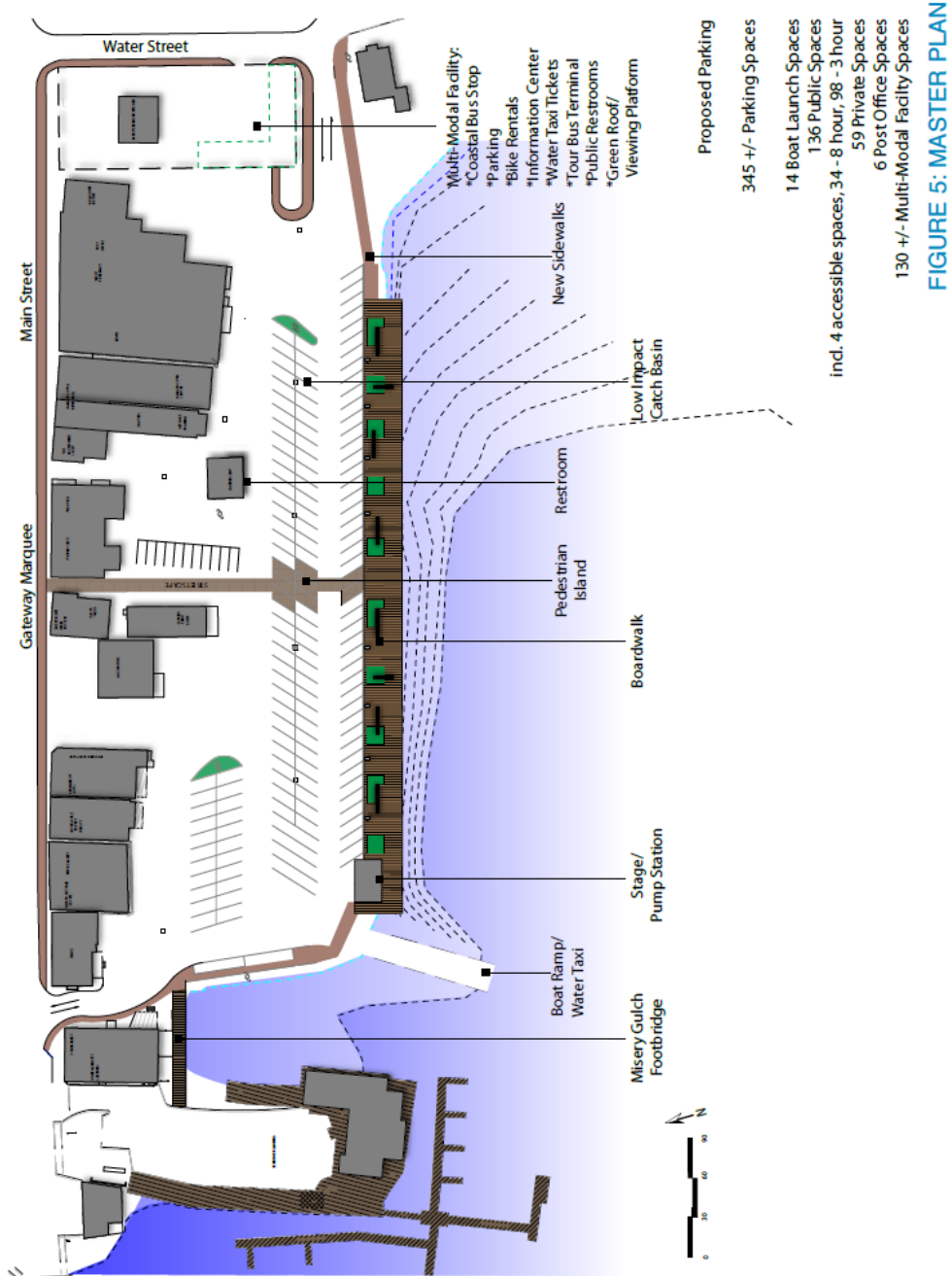
1. Study parking lot to maximize width of shoreklineopen space while minimizing loss of parking spaces
2. Study redesign and re-installation of sub-surface stormwater, sanitary, electrical and data utilities and facilities.
3. Study pedestrian and bicycle connection to the waterfront from the proposed DRA riverwalk and townwide sidewalk and bicycle ways.
4. Design harbor as a waterfront park with asppropriate hardscaping, landscaping and perhaps boardwalk.
5. Study improved boat launch facilities.

6. Design new way-finding graphics for a new waterfront park.

MRLD Landscape Architecture + Urbanism was hired to conduct the study and produce the Shore & Harbor Master Plan {see link: <[www.townofdamariscotta.com](http://www.townofdamariscotta.com)> → Government → Town Planning Documents → Shore & Harbor Master Plan 2010}.

In 2013 the Selectmen appointed the Waterfront Project Committee to review and update the 2010 Shore & Harbor Master Plan and produce a work schedule and fundraising plan – with appropriate brochure and display poster graphics – to secure both public and private funding to implement the plan. In 2014, the Committee was studying a possible combined public restrooms/town office for the Harbor Master, a public parking facility along with the other elements studied in the 2010 Master Plan. Also in 2014 the Town received a State Coastal Program Grant to study and present flood adaptation/mitigation options for the harborside historic brick buildings and the parking lot. What are the costs for the various combinations of individual building flood adaption measures togrther with the general flood management provisions for the area-wide parking lot? This study is intended to assist the Town in fulfilling, to the extent possible, FEMA (Federal Emergency Management Agency) criteria of the Community Rating System (CRS) to lower the FEMA flood insurance rates these building owners would need to pay in the future.





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Town of Damariscotta Shore and Harbor Master Plan

## **APPENDIX D SUMMARY OF PUBLIC INVOLVEMENT**

### **COMPREHENSIVE PLAN STEERING COMMITTEE**

1. May, 2012 – Comprehensive Planning steering Committee (CPSC) appointed by the Selectmen – 13 members representing the Selectmen, Planning Board, downtown businesses, environmentalists and citizens. CPSC staffed by Town Planner and George Parker, former Planning Board Chair.
2. June 11, 2014 - Annual Town Meeting adopted the 2014 Damariscotta Comprehensive Plan – two years after the planning process started.
3. Comprehensive Plan Committee Meetings: 63 (13 in 2012; 33 in 2013; 17 in 2014)
4. Mark Eyerman of Planning Decisions, Inc. provided consultant guidance to the Committee on the Goals & Strategies and Future Land Use Plan (FLUP) portions of the Plan.
5. Rod Craib of Maine Coast Surveying provided consultant services in map making for the Plan.

### **PUBLIC HEARINGS**

1. October 2, 2013 – Review of results of Public Questionnaire survey
  - Inventory & analysis of Demographics, Education, Housing, Natural/Marine Resources, Agriculture & Forestry
2. March 5, 2014 – Review of Goals & Strategies
  - Future Land Use Plan (FLUP)
3. April 16, 2014 – Implementation Actions
  - Capital Improvement Plan (CIP)
  - Regional coordination
4. May 21, 2014 – Review of the entire Draft Plan
  - Review of the CIP process
5. May 27, 2014 – Review of deletion of analysis issue (Chapter 8, Volume I) calling for more cooperation between the Town and the GSBSD (Great Salt Bay Sanitary District) in mutual planning to support growth areas. Already resolved otherwise during the planning Process.

### **HANDOUTS AT THE PUBLIC HEARINGS**

Summaries of results and processes of the comprehensive planning process

#### **A. FIRST PUBLIC MEETING - October 2, 2013**

### **EMERGENT THEMES**

- (1) Structure the Damariscotta economy, the future land use pattern and the 2014 Comprehensive Plan on the principal of ‘Better Not Bigger’ such that the 2014 Comprehensive Plan seeks to:

- (2) Determine the Town's existing assets, understand how they inter-relate or could better relate in order to maximize their beneficial effects upon the economy and community.
- (3) Such assets are the historic downtown, the harbor and associated parking area, the harbor mooring field, the tidal River and its shoreline, Great Salt Bay, the DRA Headquarters, RoundTop, Shell Middens, PWA, Miles Hospital and associated housing and professional services, the local/regional arts community, aquaculturists and other fishermen, the talents of residents generally who love this town.
- (4) Retirees have expressed a desire to age-in-place (e.g. live-in-place) in the community by being able to downsize from their larger single-family houses to smaller garden apartments, other condos or within one or two apartments carved out of their own single-family houses or someone else's house.
- (5) Support more service economy young families by providing more housing choice and affordability to support the local economy for nurses, teachers, retail sales personnel, office workers and the like.
- (6) Use the DRA report card on water quality issues of the River and Bay to support all State, Darling Center and Bigelow Labs initiatives to monitor water quality parameters to support the local aquaculturists, other fishermen and recreational boating.
- (7) Emphasize the role of the Town's Public Works Department in supporting the tourist economy of the Town by maintaining the quality of the Town's public spaces and converting the former dump into town recreational facilities.
- (8) Actively cooperate with the local arts community in promoting the Town's assets as arts venues. These assets include: RoundTop complex, Salt Bay Chamber concerts and local galleries.
- (9) Cooperate in installing state-of-the-art rapid broadband wired and wireless telecommunication facilities to support home occupation professional and other businesses for residents of the town.
- (10) Emphasize walking and bicycling sidewalks and other facilities to support the safety and convenience of school-age, retiree and recreational mobility which eventually would tie together important destinations in the community: GSB School, Miles Complex, Newcastle Railroad Station, the downtown village, East Coast Greenway and the like.

## **B. SECOND PUBLIC MEETING - March 5, 2014**

### **GOALS & STRATEGIES PLANNING PROCESS**

#### **I. Integration of Results of Five Steps:**

- (1) Public Opinion Survey: (Feb – Mar, 2013): Major Findings:
  - More town support for aging-in-place by providing more down-sized housing opportunities.
  - Preservation of the historic village and the Town's rural character.
  - A sense of desiring a better town not a bigger one. Concentrate on preserving and enhancing what we already have.
- (2) Inventory & Analysis: (2013): Volume I of the Plan:
  - Collection and analysis of data from the 2010 US Census, state and local agencies.
  - Resultant set of issues and questions facing the Town from identified community trends.
- (3) Existing 2000 Damariscotta Comprehensive Plan: (Jun – Aug, 2013)
  - Review all the goals and policies as to their relevance to 2014-2024 decade.

- Delete, retain, update, change 2000 goals and policies as starting point for 2014 Plan.
- (4) Vision Statement for 2014 Comprehensive Plan: (Sept – Nov, 2013)
  - Description of Town as ‘Better not Bigger’ in the future.
- (5) Community Planning Meetings on the Harbor Waterfront: (Nov 2013)
  - Sparked by pay-for-parking study at Harbor Parking Lot (Summer, 2013).
  - Fund harbor waterfront by fundraising not pay-for-parking.
  - Start from Shore & Harbor Plan (2010) for comprehensive harbor waterfront plan.
  - Start Waterfront Project Committee to implement harbor waterfront projects & funding.

**I. Arrange 2014 Goals & Strategies into Eleven categories:**

- A. Population & Demographics
- B. Education
- C. Housing
- D. Regional & Local Economy
- E. Public Facilities
  - Town Government & Other Public services
  - Non-governmental Public facilities – Skidompha Library, DRA, etc.
  - Infrastructure – Public Utilities – GSBSD, CMP, Telecommunications facilities, etc.
  - Transportation – services and facilities
- F. Natural & Marine Resources
  - Natural & Critical Resources
  - Marine Resources
  - Storm Surge & Sea-Level Rise
- G. Agricultural & Forestry Resources
- H. Historical, Cultural & Archeological Resources
- I. Recreation & Open Space
- J. Fiscal Capacity
- K. Waterfront

**II. Major Emergent Themes for 2014-2024 Comprehensive Plan**

- Aging-In-Place.
- Downsized housing opportunities for Retirees.
- Preservation of historic village.
- Floodproofing of historic village buildings.
- Holding down possible large rise in federal flood insurance premiums for village buildings.
- Provision of rapid broadband internet services to support businesses and home occupations.
- New harbor waterfront park with net increase in parking spaces.

**III. Major Goals and Strategies in 2014 Comprehensive Plan**

- ❖ Encourage more diversity of housing choice to enhance the ability for retirees to age in place within the community (i.e. garden apartments, townhouses, cluster planned unit developments,, condos, apartments and assisted living choices).
- ❖ Encourage more affordable housing choice by allowing denser housing development in appropriate areas to allow more young people to remain or move into town. (See Chapter 6, Land Use Policy, Limited Growth Areas.)
- ❖ Maintain village Main Street as the central shopping location in town.

- ❖ Strive to provide the latest high speed broadband and universal wireless telecommunication access to support the home-based economy, retail businesses, offices and store fronts.
- ❖ Use the availability of public water and sewer service as a tool in managing the development pattern of the Town. Direct most new commercial development to designated Growth Areas.
- ❖ As public or private funding sources become available, implement the 2008 Master Pedestrian/Bicycle Plan on extending sidewalks (with attendant stormwater, curbing and esplanade/street tree facilities) northward out Church Street and Rt. 1B to the GSB School and southward along Bristol Road (RT 129) to Miles Hospital. Include sloped curbing where appropriate.
- ❖ Work with the Maine Floodplain Management Agency, the property owners in the Village and potential public and private grantors and donors to review ways to flood-harden the historic buildings in the village to withstand future higher elevation flooding and remain habitable.
- ❖ Cooperate with the DRA in pursuing design, engineering and funding for its Riverwalk from DRA at Great Salt Bay to the Harborside Park.
- ❖ After brown-fields assessment and any resulting required mitigation measures at the former town dump, pursue funding to create and maintain the public outdoor recreational facilities.
- ❖ Increase downtown parking while developing the harbor parking lot into a park/parking area that serves as the central hub of a town and regional bicycle/pedestrian network.
- ❖ Use the Shore & Harbor Master Plan from 2010 & 2012 as the starting point for planning and coordinating various projects to protect the historic qualities of the village while enhancing the harbor parking lot into a multi-purpose park/parking area. Also 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
- ❖ Create a town Harbor Waterfront Projects Committee to work with the town and Board of Selectmen to oversee the planning and implementation of the waterfront improvements. Cooperate with non-town agencies in fundraising for these improvements. Produce a phased action plan to coordinate the sequencing of projects, harbor waterfront branding and public information, fundraising and project implementation oversight of the improvements.
- ❖ As public or private funding sources become available, implement the Harbor Waterfront Projects Committee's Plan concerning harbor waterfront park enhancement projects including pedestrian access via Taco Alley, other pedestrian/bicycle access and amenities including a shoreline boardwalk, pedestrian-scale lights, hardscaping including vegetated parking islands, pavers, and landscaping.
- ❖ Cooperate with the landowners on Main Street in the vicinity of the Mediterranean Kitchen in securing the land to propose a two story multi-purpose parking garage. This proposed structure will serve both Main Street and the harborside parking area to include indoor passenger waiting space, inter-state bus turn-out, local taxi/van facilities, a restaurant or rooftop café.

**C. THIRD PUBLIC MEETING - April 16, 2014**

**IMPLEMENTATION ACTIONS**

**MAJOR CONCERNS FOR TOWN ACTIONS: 2014 - 2024**

1. Renovation of the harbor waterfront
2. Aging-in-place for retirees and others
3. Become better not bigger – while creating more tax base
4. Maintain water quality for recreation and aquaculture

**MAJOR AREAS OF IMPLEMENTATION ACTIONS**

**RENOVATION OF HARBOR WATERFRONT**

1. Waterfront Project Committee created in 2014 to implement the Shore & Harbor Plan as updated; to work with the Town, TVA and the Chamber in advertising the project; develop funding plan to solicit private donations for the project; pursue grants for the project; and work with DEP and ACE to secure permits for the project:
2. Oversee the Infrastructure Phase 1 of the project - renovating the subsurface of the harbor parking lot in cooperation with the GSBSD:
  - Excavate and refill as necessary the sub-surface fill of the parking lot.
  - Re-grade the lot into a ‘bathtub’ configuration to retain flood water (to protect abutting buildings).
  - Replace stormwater pipes with backflow prevention duckbill valves
  - GSBSD replace potable and sanitary mains and laterals to abutting buildings.
  - Install new electrical and data waterproof conduits with surface stubs for future pedestrian-scale bollards or outdoor lighting; new restrooms/visitor center.
  - Repave the renovated lot and re-stripe.
3. Oversee the Waterfront Park Phase 2 of the project - renovating the surface of the harbor parking lot.
  - Hardscape the surface of the renovated parking lot with pedestrian pavers and vegetated parking islands.
  - Landscape vegetated islands; install pedestrian-scale lighting and street trees.
  - Install new boardwalk on shoreline and pedestrian bridge over Misery Gulch.
  - Study, perhaps install floodwall, with closeable openings, next to abutting buildings.
4. Study possibility for eventual implementation of Waterfront Park Facilities Amenities Phase 3 of the project.
  - Study, design, and possibly fundraise for a public restroom/visitor center at Waterfront Park.
  - Study, design, and possibly fundraise for a two tier parking garage adjacent to the Waterfront Park.

**STAYING-IN-PLACE FOR RETIREES AND OTHERS**

1. Review the Land Use Ordinance for possible changes to allow for more compact style housing options such as garden apartments for retirees wishing to age-in-place within the community.

2. Review the Village Residential and Village Extension neighborhoods identified in the FLUP (Future Land Use Plan) for areas within which retiree more compact housing could be located.
3. Study the Land Use Ordinance and the FLUP Village Residential and Village Extension as to neighborhoods for allowing more aging-in-place by allowing in-law apartments in single-family houses.

#### **BECOME BETTER NOT BIGGER – WHILE CREATING MORE TAX BASE**

1. Implement 2014 grant on an engineering study on alternative ways to floodproof historic brick buildings abutting harbor parking lot to enable maintaining their full mixed-use of all floors for economic benefit and town tax base benefits.
2. Explore with historic downtown building owners the designation of Main Street as an historic district and write a local historic district ordinance for townspeople's consideration and vote in order to avail the building owners State and Federal tax credits for maintaining and enhancing their historic buildings.
3. Extend sidewalks out from the village center along Bristol Road to Miles and along Rt. 1B to the GSB School for pedestrian and bicycle safety and aesthetic enhancement of Rt. 1B businesses.
4. Cooperate with Newcastle in joint ventures concerning renovation and use of the Railroad Station for tourism benefits, joint summertime downtown parking arrangements and joint economic ventures such as an entrepreneur incubator start-up park.
5. Work with others in assisting in bringing high speed broad band internet services to Town.

#### **MAINTAIN WATER QUALITY FOR RECREATION AND AQUACULTURE**

1. Study and new methods for wetland protection and by working to adopt local LID (low impact development) measures.
2. Cooperate with state and federal agencies, the DRA and other non-profit agencies in testing and implementing ways to reduce the green crab population to support local shellfishery and aquaculture.
3. Seek Brownfields grants to study former town dump at Biscay\Standpipe Roads as to renovation into a town recreational open space.

#### **D. THIRD PUBLIC MEETING - April 16, 2014**

#### **REGIONAL COORDINATION**

##### **Existing Regional Assets**

##### **1. Public Education**

AOS 93, GSB Elementary School and Lincoln Academy. Post-secondary education at Midcoast Community College at Brunswick Landing; elder Continuing College in Thomaston, Adult Education through AOS 93.

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

Public water and sewer supply within a service area along the River and GSB (west) side of Town and across the bridge to Newcastle – downtown, Lincoln Home and Academy Hill neighborhoods.

**3. Nonprofit Organizations**

(1) Land trusts, Environmental research and stewardship - DRA, PWA; (2) Marine sciences research and laboratories - Darling Marine Research Center (U Maine) and the Bigelow Laboratory; (3) Economic development and support of regional businesses – TVA and Damariscotta Region Chamber of Commerce; (4) Recreational -CLC YMCA; Cultural, Arts & Crafts organizations – River Arts, RoundTop, Salt Bay Chamber Fest, Da Ponte String Quartet, Skidompha Library and Lincoln Theater (for profit).

**4. Transportation Planning**

Joint Newcastle-Damariscotta planning and coordination on seasonal railroad train service and local van service to/from the Newcastle Railroad Station. Regional transportation planning: Gateway One Plan; Midcoast Route One Corridor Management Plan; Master Pedestrian & Bicycle Plan.

**5. Service Center Town**

Economic development planning and grant qualification for Damariscotta by the State as the service center for Nobleboro, Bremen, S. Bristol, Bristol, Newcastle and Jefferson.

**6. Regional Planning Organizations**

(1) LCRPC (Lincoln County Regional Planning Commission) – source for State GIS, FEMA and other mapping; source for state and federal grant opportunities and regional studies and plans affecting the Town.

(2) MCEDD (Midcoast Economic Development District) –source for federally funded grants and economic development projects.

**ISSUES OF REGIONAL CONCERN**

**1. Economic Development**

How can the Town grow ‘better not bigger’ by capitalizing on its chief assets: historic downtown plus harbor waterfront, Miles complex and the Hannaford node? Need and desire by both Damariscotta and Newcastle to engage in more mutual planning for transportation facilities and services, harbor waterfront amenities and economic development to complement private sector TVA and Chamber activities.

**2. Cultural Facilities**

To balance the quality of life and the local economic benefits of the cultural, arts & crafts non-profit organizations in Town, the 2014 Comprehensive Plan through the FLUP (Future Land Use Plan) recommends ways that for-profit businesses may be encouraged into town without making the town bigger while providing more tax base to support the important non property tax paying non-profits in town. The FLUP also identifies areas that could accommodate higher density down-sized living arrangements for more aging-in-place opportunities for retirees to stay in town.

**3. Tourism and the Scenic Quality of the Pemaquid Peninsula**

Newcastle, Damariscotta, TVA and the Chamber have made a good start in 2014 in cooperating on the joint seasonal train, Railroad Station renovation as a multi-modal visitor center and local seasonal van service around the region. Cooperation on the joint Damariscotta/Newcastle harbor waterfront renovation project and recommended further joint economic development projects are called for. Further development of regional tourism promotion of all the Pemaquid Peninsula towns plus Boothbay is being discussed for the future.



#### 4. **Environmental Quality**

The Damariscotta River watershed towns through the PWA and DRA will continue to enhance their cooperation on mutual water quality, habitat and environmental quality maintenance. The recent DRA grant for a test green crab control project provides an opportunity for the Town to become even more involved for the benefit of the regional tourist trade, recreational boating, river aquaculture and shellfishery.

#### 5. **Transportation Issues**

(1) Continuing implementation of the Master Pedestrian/Bicycle Plan (2010) through MaineDot and other grants and funds will extend the sidewalks and bicycle pathways out toward surrounding towns – to GSB School, Miles complex, Academy Hill- Newcastle and the East Coast Greenway and to Bremen - that will eventually foster opportunities to link with regional bicycle pathways on Pemaquid Peninsula. For example –an East Coast Greenway loop around the Pemaquid Peninsula might be discussed as a regional project. Town support of the DRA’s riverwalk from the DRA Belvedere Road Farm house under the Route One Bridge to Shell Midden Park and RoundTop and on to the harbor waterfront park is a lynchpin in the planned future regional walking and biking regional system.

(2) Regional safety projects from the Midcoast Route One Corridor Management Plan, such as at the Belvedere Rd/Rte. One intersection, will be implemented as Maine Dot and other regional funds may become available.

### E. **FOURTH PUBLIC HEARING**

#### **CAPITAL IMPROVEMENT PLANNING PROCESS**

1. Introduction: The CIP (Capital Improvement Plan) is not a budget or ordinance. It lists Projects townspeople asserted for the 2014-24 period. The CIP enables and assists the Town to go after funding sources, grants and donations. The CIP is committed to operating within existing parameters of the Town’s taxation rates. In any case, a town vote is required before raising any funding just like for the town budget. So the CIP is a list of projects that the townspeople have indicated that the Town can choose to work on over the next ten years, 2014 – 2024.
2. Seven Major Areas of Concern for Capital Projects (out of 11 in all): Identified by Townspeople by the Public Survey and the two public meetings in November, 2013 on the harbor parking lot: (1) Harbor-waterfront; (2) Infrastructure; (3) Economy; (4) Transportation; (5) Natural & Marine Resources; (6) Storm surge & Sea-level Rise; (7) Recreation & Open space.
3. Five Methods Of Paying For Projects:
 

	<u>Examples</u>
(1) Operating Budget – salaries for town staff:	~ Staffing of new Waterfront; Economic Development and Historic District Committees; ~ Writing of historic district ordinance; grant writing.
(2) Normal Capital Reserves:	~ Fire & Police Departments’ normal outdoor equipment: fire engine, police cruiser, etc. ~ Saving Accounts for matching funds for grants. ~ On occasion, a loan may be justified, but only after town discussion and Town Meeting vote.
(3) Grants:	~ EPA for floodproofing & Brownfields studies; ~ MaineDOT for Rt 1B and Bristol Rd sidewalks;

- ~ CDBG Church/Chapman Streets stormwater facilities;
  - ~ Harbor waterfront subsurface & surface projects
- (4) Private Donations:
- ~ Private businesses, non-profits or individuals give funds for town projects. E.g. Else Trust for sidewalks on Rt 1B and Bristol Road.
  - ~ Possibly private solicitation for private donations for waterfront project (not yet established): Amenities - boardwalk, hardscaping, landscaping, restrooms/visitor center, parking facilities, etc..
- (5) Private landowners:
- ~ Main Street building owners pay for floodproofing their own buildings based on Town's floodproofing study.
4. Mixing Funding Sources: For example, the Town's Coastal Grant (July '14) funds study of floodproofing options for Main Street buildings. Private building owners then pay for their own floodproofing project. But the new Historic District proposed in the 2014 Comp Plan makes it easier for building owners to secure federal and state tax credits for their floodproofing projects thus saving some money. The floodproofing study and implemented projects together enables the Town to seek a lower flood insurance premium through FEMA's CRS (Community Rating System) for the Main Street buildings. Thus, the Main Street building owners over time recoup their floodproofing expenses through lower annual flood insurance premiums.
5. PRIMARY SOURCE OF FUNDING FOR 2014 COMP PLAN CAPITAL PROJECTS:
- (1) Operating Budget –volunteer citizens & Town Staff salaries:
- ~ Waterfront Project Committee
  - ~ Ten year funding plan for Waterfront Project (possibly add consultant)
  - ~ Secure DEP and ACE approvals for Harbor-Waterfront project: boardwalk, etc.
  - ~ Collaborate with region and county in securing high-speed broadband IT services
  - ~ Expand utilities (3pghase power, sewer) to attract/support new businesses.
  - ~ Economic Development Committee – preserve Main St; enhance Rt 1B corridor.
  - ~ Collaborate with Newcastle on RR Station; regional transportation; local van service.
  - ~ Land Use Comm. to implement FLUP (Future Land Use Plan); write zoning amendments for elderly housing; mixed-use of Main St. buildings; voluntary conservation of wild land.
  - ~ Research State/Fed programs and local ordinance amendments to support aging-in-place, e.g. mother-in-law apartments, higher density condos, etc.
  - ~ Appoint ad hoc group to study town cooperation on pre-K, job training and lifelong learning.
  - ~ Land Use Committee study LID (Low Impact Development) and recommend changes to Town Land Use Ordinances.
  - ~ Adopt updated State and Federal regulations on water quality maintenance.
  - ~ Cooperate with DEP in removing three remaining OBDs (overboard wastewater discharges).
  - ~ Cooperate with state and Federal agencies in water quality studies; programs to eliminate hydrocarbon pollution of the River from snow dumping and the elimination of green crabs.
  - ~ Work with State Floodplain Office, Lincoln county EMA and Main Street building owners in implementing floodproofing and/or flood mitigation measures.
  - ~ Consolidate all town advances in flood management into a CRS (Community Rating System) document for submittal to FEMA to lower flood insurance premiums in town.
  - ~ Land Use Committee amend Town Floodplain Ordinance to meet higher future flooding, especially downtown.

- ~ Land Use Committee research information to possibly amend local land use ordinances to provide more support for CSA (community supported agriculture), farmer's markets, farm stands and local farming practices.
  - ~ Remain current with the BMPs (best management practices) for pesticide/herbicide control and provide ordinance amendments for Selectmen and townspeople consideration.
  - ~ assessor make available on annual property tax bills current information on State 'Tree Growth', 'Open Space' and any other land conservation options for landowners.
  - ~ Cooperate fully with MHPC (Me. Historic Preservation Commission) in any archeological or historic studies in town. Consider amending Town Land Use Ordinances in conjunction with any new MHPC guidelines.
- (2) Capital Reserves budget:
- ~ Annual Town Capital budgeting for Town Hall, Police, Fire and Public Works materials, machinery and vehicles, etc..
  - ~ New capital reserve accounts to save for matching possible grants for 2014 Comp Plan projects, e.g. for sidewalk extensions.
- (3) Grants:
- ~ Brownfield Assessment studies: Harbor parking lot; former Town dump
  - ~ Options for Main St. Buildings floodproofing engineering Study (secured 2014)
  - ~ Subsurface improvements to Harbor parking lot: stormwater, sanitary facilities, etc.
  - ~ Implement Midcoast Rt 1 Management Plan safety measures (MaineDOT grants).
  - ~ Pursue MaineDOT grants for bicycle facilities and 'complete street' projects.
  - ~ Seek grants for any hazardous materials mitigation at former town dump.
  - ~ Seek grants, e.g. LWCF (Land & Water conservation Fund) to implement recreational facilities at the former Town Dump.
- (4) Private Donations:
- ~ Possibly (yet to be organized) Phase 2 and 3 of Harbor-Waterfront Project: surface amenities: Parking islands, pedestrian pavers, boardwalk, Taco Alley pedestrian access, landscaping, bollard lighting, possibly floodwall at abutting buildings, footbridge, public restrooms/visitor center etc.
- (5) Private Landowner:
- ~ Implementation of chosen options for floodproofing and/or flood mitigation measures from the 2014 Coastal Communities Grant study of floodproofing alternatives.
- (6) Mixed sources:
- ~ Parking structure near Main/Water streets & Harbor parking lot (grants, private donations).
  - ~ With GSBSD, water & sewer main extension program (Town Staff, grants, payback loans).
  - ~ With DRA seek grants and private donations to implement 'River Walk' from DRA Farm on Great Salt Bay to downtown Harbor Waterfront Park.

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### **State Growth Management Goals (30-A M.R.S.A. §4312 subsection 3)**

**3. State Goals.** The Legislature hereby establishes a set of state goals to provide overall direction and consistency to the planning and regulatory actions of all state and municipal agencies affecting natural resource management, land use and development. The Legislature declares that, in order to promote and protect the health, safety and welfare of the citizens of the State, it is in the best interests of the State to achieve the following goals:

- A.** To encourage orderly growth and development in appropriate areas of each community, while protecting the State's rural character, making efficient use of public services and preventing development sprawl;
- B.** To plan for, finance and develop an efficient system of public facilities and services to accommodate anticipated growth and economic development;
- C.** To promote an economic climate which increases job opportunities and overall economic well-being;
- D.** To encourage and promote affordable, decent housing opportunities for all Maine citizens;
- E.** To protect the quality and manage the quantity of the State's water resources, including lakes, aquifers, great ponds, estuaries, rivers and coastal areas;
- F.** To protect the State's other critical natural resources, including without limitation, wetlands, wildlife and fisheries habitat, sand dunes, shorelands, scenic vistas and unique natural areas;
- G.** To protect the State's marine resources industry, ports and harbors from incompatible development and to promote access to the shore for commercial fishermen and the public;
- H.** To safeguard the State's agricultural and forest resources from development which threatens those resources;
- I.** To preserve the State's historic and archeological resources; and
- J.** To promote and protect the availability of outdoor recreation opportunities for all Maine citizens, including access to surface waters.



**State Coastal Management Policies**  
**(38 M.R.S.A. §1801)**

1. To promote the maintenance, development, and revitalization of the State's ports and harbors for fishing, transportation and recreation;
2. To manage the marine environment and its related resources to preserve and improve the ecological integrity and diversity of marine communities and habitats, to expand our understanding of the productivity of the Gulf of Maine and coastal waters and to enhance the economic value of the State's renewable marine resources;
3. To support shoreline management that gives preference to water-dependent uses over other uses, that promotes public access to the shoreline and that considers the cumulative effects of development on coastal resources;
4. To discourage growth and new development in coastal areas where, because of coastal storms, flooding, landslides or sea-level rise, it is hazardous to human health and safety;
5. To encourage and support cooperative state and municipal management of coastal resources;
6. To protect and manage critical habitat and natural areas of state and national significance and maintain the scenic beauty and character of the coast even in areas where development occurs;
7. To expand the opportunities for outdoor recreation and to encourage appropriate coastal tourist activities and development;
8. To restore and maintain the quality of our fresh, marine and estuarine waters to allow for the broadest possible diversity of public and private uses; and
9. To restore and maintain coastal air quality to protect the health of citizens and visitors and to protect enjoyment of the natural beauty and maritime characteristics of the Maine coast.



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