

The Damariscotta Planning Advisory Committee (DPAC) began listening to area residents in early 2008. The values heard in these “neighbor to neighbor” talks and four townwide “community conversations” have been captured in this 2030 Vision statement. This document incorporates changes based on the multi-day planning charrette that was held in October 2009. This draft statement, which requires additional discussion and refinement, represents what was heard at the charrette.

Damariscotta 2030: Our Common Vision From Values to Vision to Action

In 2030, Damariscotta is a vibrant, small Maine community that holds tradition and progress as equal partners.

Damariscotta is the hub of Lincoln County with a strong, compact, and attractive Downtown that provides everyday goods and services necessary to support a self sufficient, year round community. Businesses are open in the evening to better serve the local population and not just tourists. In several places, businesses have been “spruced up” to improve design and address parking and circulation issues.

The Downtown serves as an access point to the River for clambers, fishermen, and the aquaculture industry. The Town’s Economic Development Committee has helped bring new, water dependent uses to the waterfront which, both north and south of Main Street, has been improved with public gathering places to enhance the sense of community and provide public access to some of the Town’s most attractive scenic views.

Pop-up, or temporary, stores are often found during



PHOTO BY KEITH CARVER

the Town’s numerous festivals and observations of the distinct seasons of the year. Public restrooms are available to meet the needs of tourists and shoppers. Well-coordinated volunteers are involved in improving and celebrating the life of the Town.

The business areas are made up of two strong cooperative areas, the historic Downtown and the more modern, surrounding area that has transformed into a walkable, people-friendly area with an expanded network of tree-lined streets and on street parking. Brick sidewalks support a blend of new businesses, housing, and mixed uses all developed in a form that reflects the existing development pattern in Downtown with three to four story buildings located close to the street.

Merchants and the Town have created a parking management plan and strategy to address parking and congestion issues, including a parking structure that expands parking options and a shuttle bus that connects the Downtown to other parts of Town and nearby communities. Combined with satellite parking areas at the schools and other locations during festivals and the summer season for visitors, shoppers, and employees, congestion in Downtown is manageable.

The Town has worked with businesses and surrounding towns to manage the timing and location of local deliveries and redirect trucks that are merely passing through Town to other communities further down the Pemaquid Peninsula.

Maps and signage help visitors and shoppers find businesses, parking, walking and biking trails, and key natural and other attractions in the community. There are improvements to the intersections near the Baptist Church, the Visitor’s Center, Church Street, and School Street that improve traffic flow and provide community gathering places and focal points.

Route 1B is made up of nodes of compact, walkable development, with a pattern of sidewalks that links to Downtown and each other. The walks are shaded with street trees. Granite curbs and brick sidewalks are in obvious pedestrian areas. In other areas, concrete or permeable asphalt is used to provide a more trail-like appearance.

New commercial and mixed use structures are three and four stories high and are located close to the street. Occasionally courtyards or outdoor spaces are in front of buildings that are set further back from the street. Most parking is located to the side and rear of buildings.

Large parking lots have been broken up with new roadways that provide on street parking opportunities and are lined with smaller buildings, some of which have a residential appearance, to create a diverse and continuous street front within nodes of development.

The nodes of development are separated by open, undeveloped areas to break up continuous building

fronts along this long stretch of road and to provide places for people to gather and for pedestrians to rest.

Community groups have helped create community gardens, outdoor classrooms, greenhouses, and a compost center that supports environmental and agricultural education between the Great Salt Bay School and the YMCA. These facilities, in addition to sidewalks and trails, have improved linkages between the school, YMCA, and community.

Route 1B itself is narrower, with sidewalks, esplanades, landscaping, and crosswalks at key locations. Sometimes Route 1B is narrowed with a center turning lane, a landscaped median, and/or on street parking to calm traffic. A public commons is located at the entrance to the mixed use Piper Commons neighborhood.

Most buildings in Piper Commons are located close to the street and are oriented with their narrow ends parallel to the narrow, interconnected public streets in the neighborhood. There is a mix of housing types from small cottages, apartments, and mixed residential and commercial uses to attached and detached single family homes. Many are affordable to local, working families and offer intergenerational living opportunities.

In residential areas, sidewalks, made up of permeable pavers, are sometimes only provided on one side of the street to provide a more trail-like appearance. In mixed use, commercial, and industrial areas, there are granite curbs and concrete and brick sidewalks.

Buildings and roads are sited to preserve important natural areas like wetlands, Castner Creek, and Paradise Pond. Trails within the neighborhood have been preserved, are used as focal points, and are available for use by the community. The intensity of uses and density of structures decreases from Route 1B to the interior of the parcel to protect Paradise Pond and preserve a more rural character. There are several access roads into the

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neighborhood from Route 1B, Biscay Road, and Heater Road to help manage traffic congestion, mobility, and integrate the area into the community. Green industries have been developed in part of the neighborhood, offering local employment and living opportunities for residents.

Adjacent to the Downtown and the new business area of Route 1B, the surrounding areas are open, green, and natural allowing for easy access to hunting, fishing, and other recreational uses. On and off-road trails and bike paths link different areas of the community. There is a bicycle boulevard on Elm and Church Streets. There are numerous community playgrounds, playing fields, and gardens close to residential neighborhoods.

Our people are friendly, caring about each other, and healthy and active citizens of all ages. We are involved in government and decision making in Town and have a healthy, open relationship with Town leaders, the school department, and surrounding communities. The community shows a vigorous support of the arts and cultural opportunities and prides itself on the proximity of culture to nature. Volunteer efforts are well coordinated and robust. Damariscotta has maintained a sense of place, a pride in its community, and a continuing desire to plan for the future.

Damariscotta residents and those in neighboring towns are involved in local government. The youth are actively involved on committees and boards and inform local leaders of their interests. People know what is happening in Town and are not afraid to give their two cents about local issues. People and businesses trust the government because they and their neighbors are involved in decisions by attending frequent local meetings and holding community conversations outside of the municipal building. Town leaders listen and act.

Multiple community events attract visitors, but also bind people to Town and bring a sense of celebration throughout the year. Excellent schools, with active



Photo by Orton Foundation

parental involvement, keep people linked to each other and provide a communication network.

Residents are most proud of how accessible goods and services are locally as well as the ease of mobility from their homes to places such as businesses, schools, and rural areas. Products and every day services are available locally and are affordable. Residents can still get their car repaired in Town and shop Downtown for everyday household products.

The community has worked to build strong safe connections so people can easily travel around Town on foot or bicycle. Residents value safety Downtown and around Town and appreciate the wide in-town sidewalks and visible crosswalks. Students from Lincoln Academy and Great Salt Bay Schools easily walk Downtown and to home and other locations for recreation, entertainment, and employment. Families safely bring their children Downtown and easily connect to green spaces, parks, and the waterfront for healthy, safe, and fun family activity. There are multiple places for teens and young adults to hang out during the day and at night and places for parents with children to gather, play, and socialize.

Damariscotta residents place a high value on healthy living. They are offered state of the art health care at Miles Memorial Hospital (Lincoln County Healthcare) and residents take responsibility for their own health by being active citizens of all ages. Damariscotta is safe. Damariscotta has a strong Downtown that has locally owned businesses and mixed uses that allow for housing above the shops and businesses. Local businesses provide everyday goods for the community and for year round residents such as car repair, plumbers, electricians, groceries, shoe stores, and other goods that are produced locally. Sprawl and strip development has been limited. The busy Downtown continues to have places to visit daily such as the post office and library. Workplaces and living places are in close proximity. The surrounding neighborhoods are within walking distance to Downtown and have small neighborhood stores. Parking is within walking distance for employees and customers.

Residents of all ages have an abundance of good, well paying jobs to choose from in the trades, technology, home occupations, and water based industries among others. Young adults have many opportunities to live and work locally. Employees for Downtown businesses can afford to live in a variety of affordable housing Downtown and elsewhere in the community. People who grew up here can stay here, work here, raise families, and retire here because jobs are available to support them and the lifestyle they chose and they can afford to live here. The Town is welcoming to start up businesses and entrepreneurs trying to make a go of it. Clean industries and the water based industries are thriving.

Government has worked hard at staying efficient to keep taxes as low as possible while providing the services people demand.

In Damariscotta everyone has access to open space, green areas, hunting and fishing, water activities, trails, and recreation areas. The natural areas are connected

to Downtown and neighborhoods. Scenic views and vistas have been protected and wildlife is seen frequently in the River and in surrounding open areas. There are many strong organizations for the arts and culture and these are available to all, regardless of income. Damariscotta is known as the community “where culture and nature meet”. Artists and entrepreneurs are attracted to this community and there is broad community support for a wide range of creative cultural and artistic endeavors for all ages.

Damariscotta is a Town with a strong sense of who we are. We are a safe community, a place where we can live and work locally, and where there are multiple year round opportunities to come together as a community. Traditional ways are maintained while innovations are embraced when they make good sense. We have an increasing awareness of where we have been, what our history is, and will work hard to maintain our history as we grow and change. We still leave our doors unlocked as we did in 2010.



photo by Jane Lafleur



Damariscotta Planning Advisory Committee
2010 Work Plan

Developed from Public Input received during the 2008-2009
Heart and Soul Planning Process

Approved by the Damariscotta Select Board

January 20, 2010

Damariscotta Planning Advisory Committee
2010 Work Plan

The Damariscotta Planning Advisory Committee (DPAC) was appointed by the Damariscotta Select Board 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. Its work includes establishing and maintaining an on-going long range planning process and incorporating public dialogue in on-going planning efforts.

From early 2007 when DPAC was appointed to the completion of the charrette planning process in November 2009, DPAC members collected comments of hundreds of residents from Damariscotta and neighboring communities, business owners and, in some instances, visitors.¹ Those suggestions have been compiled, sorted by subject area and serve as the basis for this Work Plan.

Each suggested strategy was evaluated by DPAC members and the participating public at several DPAC meetings in November and December 2009. DPAC limited the issues for the Work Plan to those that could begin and, in some cases, be completed without a change in codes or ordinances.

During its regular meetings, DPAC determined the *Impact* of completing each strategy (high/medium/low) and the *Feasibility* (high/medium/low) or likelihood of its completion. Once the strategies were sorted by impact and feasibility, DPAC grouped them into like categories and added the criteria of *Who*, *Resources Available*, *When*, and *Next Steps*.

The strategies identified in this Work Plan are divided into four broad categories:

1. Infrastructure/Transportation
2. Business Attraction and Retention: Working and Living Locally
3. Maintaining Community: Places to Meet, Volunteers, Safety
4. Communication, Public Relations and Education

It is important to note that none of the strategies stand alone. Each must be integrated into one or more others, so each subcommittee chair (or action leader) will work in close coordination with his or her counterpart on other subcommittees. Further, the work of each subcommittee will be reported to DPAC as a whole, which will discuss and approve the recommendations prior to their submission to the Select Board.

¹ These comments were collected by the Damariscotta Planning Advisory Committee at DPAC hosted Community Conversations and pot luck dinners, Neighbor to Neighbor interviews, candy corn voting at two Pumpkin Festivals, on-line and on paper surveys, written comments, e-mails and letters, the four-day Planning charrette, and dozens of DPAC meetings during 2008 and 2009.

Damariscotta Planning Advisory Committee
2010 Work Plan

The Work Plan is a living document and, as such, DPAC fully expects that it will be amended from time to time as needed. It is also anticipated that many of these strategies will become part of the updated Damariscotta Comprehensive Plan, as appropriate.

COMMUNITY ACTION WORK PLAN

For each strategy in the Impact/Feasibility analysis below, there are suggested Action Leaders (who), Resources (resources), Time Frames (when), and Next Steps for the Town’s consideration.

The role of DPAC will be different for the different strategies, sometimes serving as the *convener*, sometimes as its *facilitator*, sometimes the active *responsible entity*, and other times simply as the *catalyst* for action to be taken by another organization. The role of the subcommittee and DPAC will be determined in consultation with the Select Board and Town Manager.

TRACKING PROGRESS

Each strategy's subcommittee will be required to report progress to DPAC, either at regular DPAC meetings or through periodic e-mail updates. DPAC will provide routine progress reports to the Select Board, together with recommendations for action, as appropriate. Updates and recommendations will be made available to the public via www.damariscottame.com, the *Lincoln County News*, and the Town's Annual Report.

COMMUNITY ACTION ITEMS IMPACT/FEASIBILITY ANALYSIS					
		LOW	MEDIUM	HIGH	
IMPACT	HIGH	(All between LOW/MID Feasibility) Satellite Parking Route1B School Street Intersection Waterfront Plans	Business Attraction Incentives Attracting Businesses to Town Infrastructure Neighborhood Meetings Employee Parking	Public Restrooms Infill and Zero Setback education (smart growth) Report to Selectboard (on priorities and recommendation) Wayfinding/Signage Senior/Youth Connections Develop transparent criteria for selecting priorities Transportation Define and Learn Ordinance	
	MEDIUM	Community Meeting Space Alternative Boat Launch	(Between MID/HIGH Feasibility) Piper ² Village Neighborhood: monitoring process and liaisons with neighbors	Coordinate Cultural Organizations Coordinate Community Volunteers	
	LOW	NONE	NONE	NONE	
		LOW	MEDIUM	HIGH	
FEASIBILITY					
As constructed by all attendees at DPAC Meeting November 3, 2009.					
<div><div></div><div>² Piper Village is also sometimes referred to as Piper Commons or Damariscotta Commons.</div></div>					
Damariscotta Planning Advisory Committee 2010 Work Plan					

1. Infrastructure/Transportation

A. Public Restrooms Downtown

- Sub-committee: George Parker (chair), Barnaby Porter, Mary Trescott, Greg Zinser.
- Resources: Town Manager, Damariscotta Regional Business Alliance, Damariscotta Region Chamber of Commerce, key businesses, Mitch Rasor, (MLRD LLC Shore and Harbor study).
- Next Steps: Meet with Town Manager, evaluate land options, evaluate building options, evaluate costs, and research funding options.
- When: Begin December 2009; temporary restroom by Memorial Day 2010; permanent facilities to follow.

B. Transportation: Multi-modal

- Sub-committee: Mal Gormley, Jack Spinner, Mary Kate Reny, others.
- Resources: Town Manager, Stacy Benjamin (Gateway One Coordinator), School District, Survey from Healthy Lincoln County, Gateway One Report, Damariscotta Regional Business Alliance, Downtown Plan, Gateway One Coalition, Shore and Harbor study, Spectrum Generations, Coastal Transportation, others.
- Next Steps: Consider recommending the formation of a “Damariscotta Transportation Action Task Force” to the Select Board. If approved, seek members and conduct first meeting.
- When: Begin January 2010, ongoing.

C. Route 1B-School Street Intersection

- Who/Action Leader: To be determined.
- Resources: Charrette report, Gateway One Report, other reports.
- Next Steps: Integrate any action with overall town plan. Town Planner to coordinate plan documents.
- When: Wait for charrette report, Piper Village proposals, and any relevant plans currently underway.

Damariscotta Planning Advisory Committee
2010 Work Plan

D. Waterfront Plans

- Who/Action Leader: To be determined.
- Resources: Shore and Harbor Report, charrette report, relevant ordinances.
- Next Steps: Solicit interested volunteers as member of the subcommittee.
- When: Begin upon approval of Shore and Harbor report and charrette report.

E. Satellite Parking

- Sub-committee: Mal Gormley, George Parker, others.
- Resources: Town Manager, Gateway One, grants, charrette report, Downtown Study
- Next Steps: Form sub-committee, meet to examine options for satellite lots, research funding options.
- When: Begin January 2010; complete June 2010.

F. Infrastructure Needs (including Green Infrastructure and Natural Systems)

- Who/Action Leader: Damariscotta Select Board, Steven Hufnagel, others.
- Resources: Town Manager, Comprehensive Plan Committee, Planning Board, charrette report with financing options, Shore and Harbor report, grants, Comprehensive Plan data, Great Salt Bay Sanitation District, Tidewater Telecom, Central Maine Power Company, others.
- Next Steps: Develop priority listing of projects, hold workshop on funding options, Matt Eddy, Rural Development funds, Economic Development Administration (EDA) funds, capital improvement plan/capital investment plan, and consider recommending establishing local conservation commission to the Select Board.
- When: Begin January 2010, ongoing.

Damariscotta Planning Advisory Committee
2010 Work Plan

G. Seasonal Employee Parking

Sub-committee: Mary Kate Reny (chair), George Parker, others.

Resources: Town Manager, Damariscotta Region Chamber, Damariscotta Region Business Alliance, charrette report, Police Chief.

Next Steps: Solicit volunteers for the subcommittee and convene meeting.

When: Begin January 2010, implement Summer 2010.

H. Alternative/Additional Boat Launch Site

Who/Action Leader: To be determined.

Resources: Shore and Harbor report, charrette report.

Next Steps: No action proposed at this time.

When: Consider in waterfront plans.

2. Business Attraction and Retention: Working and Living Locally

A. Signage/Branding for Damariscotta and Downtown

Sub-committee: Robin Mayer, Mal Gormley, others.

Resources: Town Manager, Damariscotta Planning Board, charrette report, Damariscotta Region Chamber of Commerce, Downtown Region Busine Alliance, Mitchell Rasor LLC (Shore and Harbor Report).

Next Steps: Form sub-committee, meet with Town Manager and Planning Board, define scope, solicit broad input, research possible locations, signage options, and recommend potential locations and designs to the Select Board.

When: Begin January 2010. Preliminary recommendations to Select Board for way-finding by Memorial Day 2010; in place by Memorial Day 2011. Broader recommendations for longer term.

Damariscotta Planning Advisory Committee
2010 Work Plan

B. Develop Business Philosophy for Town/Business Attraction Plan and Incentives

Who/Action Leader: Mary Kate Reny, Buzz, Pinkham, Jean Moon, others.

Resources: Town Manager, Damariscotta Region Chamber of Commerce, Downtown Region Business Alliance, Tourism, Bob Gibbs report on retail, Rudy Graf, Maine State Planning Office, Lincoln County Economic Development Office, CEDC, Coastal Enterprises Inc., Midcoast Green Collaborative, Orton Family Foundation.

Next Steps: Meet with Town Manager and Select Board to discuss the relationship between economic development, the tax base, and Town sustainability (in relation to Town design, management and maintenance); report on Bob Gibbs Study; Orton Foundation recommendations; conduct joint meeting of all groups; consider recommending the development of a local Economic Development Committee to the Select Board.

When: Begin January 2010, ongoing

3. Maintaining community: Places to Meet, Volunteers, Safety

A. DPAC/Community connections to Seniors and Youth

Who/Action Leader: Jane Lafleur (Heart & Soul Coordinator), Marianne Pinkham, others.

Resources: Friends of Midcoast Maine youth grant, Lincoln Academy, Interest Groups, Youth Promise, Youth on Board, Spectrum Generations, Miles Hospital, Library, Chip Teel, Thomas O'Malley, Karen Kleinkoff, others.

Next Steps: Conduct meeting of interested organizations, develop Lincoln Academy connections with staff and students, solicit DPAC for its needs for input, and research funding options.

When: Begin December 2009, ongoing.

B. Community Meeting Space

Sub-committee: Buzz Pinkham, Marianne Pinkham, others.

Resources: Damariscotta Region Chamber of Commerce, Downtown Regional Business Association.

Next Steps: Conduct inventory of available community meeting spaces, square footage, fees, availability, restrictions.

Damariscotta Planning Advisory Committee
2010 Work Plan

When: Begin January 2010, ongoing.

4. **Communication, Public Relations and Education**

A. Develop Transparent Criteria (for choosing projects, taking action on an item)

Who/Action Leader: Damariscotta Planning Advisory Committee and Select Board.

Resources: Minutes from meetings, charrette report, survey results.

Next Steps: Prepare and submit the Work Plan to the Select Board, publicize Work Plan in press and in E-Newsletter. Solicit public feedback regularly and offer regular updates to the public.

When: Begin December 2009, ongoing.

B. Report to Select Board on Work Plan

Who/Action Leader: Jane Lafleur, Robin Mayer, Laurie Green, Dave Wilbur.

Resources: DPAC minutes, charrette report, charrette summaries, public comments.

Next Steps: Prepare and submit the Work Plan to the Select Board for review and approval.

When: Mid-December, 2009.

C. Neighborhood Meetings

Who/Action Leader: DPAC as convener, turn over to local neighborhood leaders.

Resources: Town Manager, Damariscotta Select Board, Damariscotta Planning Board, local leaders, sign-up sheets from workshops.

Next Steps: Identify local neighborhood leaders/spokespeople, convene a meeting of the volunteers who will host and conduct the meetings.

When: Complete four neighborhood meetings by March 2010.

Damariscotta Planning Advisory Committee
2010 Work Plan

D. Smart Growth Education

Who/Action Leader: Friends of Midcoast Maine with additional technical assistance.

Resources: Friends of Midcoast Maine, Evan Richert, Beth DellaValle, Judy Colby George (Community Viz), Smart Growth movie, Richard Berman and other developers.

Next Steps: Jane Lafleur to organize events/training/public meetings.

When: Begin March 2010, ongoing.

E. Define and Learn Present Ordinances/Compare to New Code Proposals

Who/Action Leader: DPAC as facilitator/convener

Resources: Town codes, Town Planner, Community VIZ, Gateway One Plan, Piper Common people, other developers and property owners, Evan Richert.

Next Steps: Digest charrette report and educate public on report and vision (amending/refining as necessary), evaluate any proposed changes, define the costs and benefits of the changes, consider possibility of Piper Village/Common as a demonstration area for first zone changes.

When: Ongoing.

F. Piper Village and Other Developments (monitoring process/neighborhood liaison)

Who/Action Leader: DPAC, Planning Board, neighborhood committees.

Resources: To be determined.

Next Steps: DPAC serves as liaison, on-going, open forum on issues from public.

When: Ongoing.

Damariscotta Planning Advisory Committee
2010 Work Plan

PROPOSED TIMELINE														
	ACTION ITEM	12/ 2009	1/ 2010	2/2010	3/ 2010	4/ 2010	5/ 2010	6/ 2010	7/ 2010	8/ 2010	9/2010	10/ 2010	11/ 2010	12/ 2010
Infrastructure / Transportation	Public Restrooms downtown													
	Multi-Modal Transportation													
	Route 1B/School Street Intersection	No action at this time												
	Waterfront Plans													
	Satellite Parking													
	Infrastructure needs including green infrastructure and natural systems													
	Employee Parking (seasonal)													
	Alternative/additional boat launch site	No action at this time												
Business attraction and retention	Wayfinding, Signage and Branding													
	Develop business philosophy / business attraction plan / incentives													
Maintaining Community	Connections to Seniors and Youth													
	Community Meeting Space													

Damariscotta Planning Advisory Committee
2010 Work Plan

PROPOSED TIMELINE														
	ACTION ITEM	12/ 2009	1/ 2010	2/2010	3/ 2010	4/ 2010	5/ 2010	6/ 2010	7/ 2010	8/ 2010	9/2010	10/ 2010	11/ 2010	12/ 2010
Infrastructure / Transportation	Public Restrooms downtown													
	Multi-Modal Transportation													
	Route 1B/School Street Intersection	No action at this time												
	Waterfront Plans													
	Satellite Parking													
	Infrastructure needs including green infrastructure and natural systems													
	Employee Parking (seasonal)													
	Alternative/additional boat launch site	No action at this time												
Business attraction and retention	Wayfinding, Signage and Branding													
	Develop business philosophy / business attraction plan / incentives													
Maintaining Community	Connections to Seniors and Youth													
	Community Meeting Space													

Damariscotta Planning Advisory Committee
2010 Work Plan

	ACTION ITEM	12/ 2009	1/ 2010	2/2010	3/ 2010	4/ 2010	5/ 2010	6/ 2010	7/ 2010	8/ 2010	9/2010	10/ 2010	11/ 2010	12/ 2010
Communication, Public Relations and Education	Develop and use Transparent Criteria													
	Report to Select Board on Work Plan													
	Neighborhood Meetings													
	Smart Growth Education													
	Define and Learn Present Ordinances/compare to new proposals													
	Liaison with Piper Village and other developments													
For more information, contact any DPAC member or e-mail at dpac@damariscottame.com														

DPAC MEMBERS	AFFILIATION	TOWN of RESIDENCE/ TOWN OF EMPLOYMENT	DAY TIME PHONE NUMBER	E-MAIL ADDRESS	MAILING ADDRESS	Term Expires
Buck, Nick	Newcastle	Newcastle/ Newcastle	563-5914	nickbuck@midcoast.com	52 Bunker Hill Rd. Newcastle	9/1/2012
Capen, John	Damariscotta	Damariscotta/ out of town		jcapen@groton.org		9/1/2012
Hufnagel, Steven	Damariscotta River Association	Damariscotta/ Damariscotta	563-1393	steven@dract.org	PO Box 136 Damariscotta	9/1/2010
Gormley, Mal	DPAC	Damariscotta/ Damariscotta	563-1119	mal@gormley.net	17 Westview Rd. Damariscotta	9/1/2010
Green, Laurie	DPAC	Damariscotta/ Damariscotta	563-2283	laurie@greencolburn.com	37 Rocky Run Rd. Damariscotta	9/1/2010
Moon, Jean	Damariscotta	Damariscotta/ out of town	563-5948	jmoon@tidewater.net	73 Bristol Rd, Damariscotta	9/1/2012
Mayer, Robin	DPAC, DPAC CHAIR	Damariscotta/ Damariscotta	563-6299	robinmayer1@aol.com	53 Church Street Damariscotta	9/1/2011
Parker, George	DPAC, DPAC Vice Chair	Damariscotta/ Damariscotta	563-8754	gspa@lincoln.midcoast.com	P.O. Box 1327 Damariscotta	9/1/2010
Pinkham, Buzz	DPAC, Pinkham Plantation	Damariscotta/ Damariscotta	563-5009	pinkhams@roadrunner.com	PO Box 1088 Damariscotta	9/1/2011
Pinkham, Marianne	DPAC member, Spectrum Generations,	Nobleboro/ Damariscotta	563-1363	mpinkham@spectrumgenerations.org	Spectrum Generations 521 Main Street, Box 8 Damariscotta	9/1/2010
Pooley, Alan	DPAC, Newcastle Planning Board	Newcastle	563-6557	pooley@tidewater.net	40 River Road Newcastle	9/1/2010
Reny, Mary Kate	DPAC, Renys dept stores, Downtown Business Assn.	Bremen/ Newcastle	563-3177	mkreny@renys.com	731 Route One Newcastle	9/1/2010
Spinner, Jack	DPAC, Gateway 1	Damariscotta	563-2545	spinners@tidewater.net	PO Box 549 Damariscotta,	9/1/2012
Damariscotta Planning Advisory Committee 2010 Work Plan January 20, 2010						13

DPAC MEMBERS	AFFILIATION	TOWN of RESIDENCE/ TOWN OF EMPLOYMENT	DAY TIME PHONE NUMBER	E-MAIL ADDRESS	MAILING ADDRESS	Term Expires
Wilbur, Dave	DPAC, Board of Selectmen	Damariscotta	557-0864 cell	dwilbur65233@adelphia.net	63 Keene Woods Road Damariscotta,	9/1/2012
Total number of members	14 total members, 14 active members	Damariscotta residents = 10				
TOWN OFFICIALS AND STAFF						
Dater, Tony	Damariscotta Town Planner		563-5168	planner@damariscottame.com		
Lafleur, Jane	Friends of Midcoast Maine, Heart and Soul Project Coordinator		236-1077 or	jblafleur@friendsmidcoast.org	FMM 5 Free Street Camden, Maine 04843	
McLean, Dick	Board of Selectmen			duartman@lycos.com		
Zinser, Greg	Town Manager		563-5168	townmanager@damariscottame.com	Town of Damariscotta	
PAST MEMBERS						
Atwater, David	Business owner	Damariscotta/ Damariscotta				
Martin, Garrett		Bremen/ Augusta				
Nelson, Rob.	Developer	Newcastle/ Newcastle				
Winston, Amy	Lincoln County Economic Development Office	Boothbay/ Wiscasset				
Cole, Stephen	Coastal Enterprises	Damariscotta/ Wiscasset				
Peters, Steve	Miles Hospital	Edgecomb/ Damariscotta				
Leeman, Cerina	Chamber of Commerce	Bristol/ Damariscotta				
Damariscotta Planning Advisory Committee 2010 Work Plan January 20, 2010						14

DAMARISCOTTA HEART & SOUL PLANNING CHARRETTE
MEASURING THE ALTERNATIVES WITH COMMUNITYVIZ®

CommunityViz (CViz)® is a GIS-based tool that helps people visualize, analyze, and communicate about the future of their communities. It uses interactive maps, charts, 3D visuals, and other tools to analyze and illustrate the planning choices. The CViz team was made up of Judy Colby-George from Spatial Alternatives in Yarmouth, Maine and Doug Walker from Placeways, LLC in Boulder, Colorado.

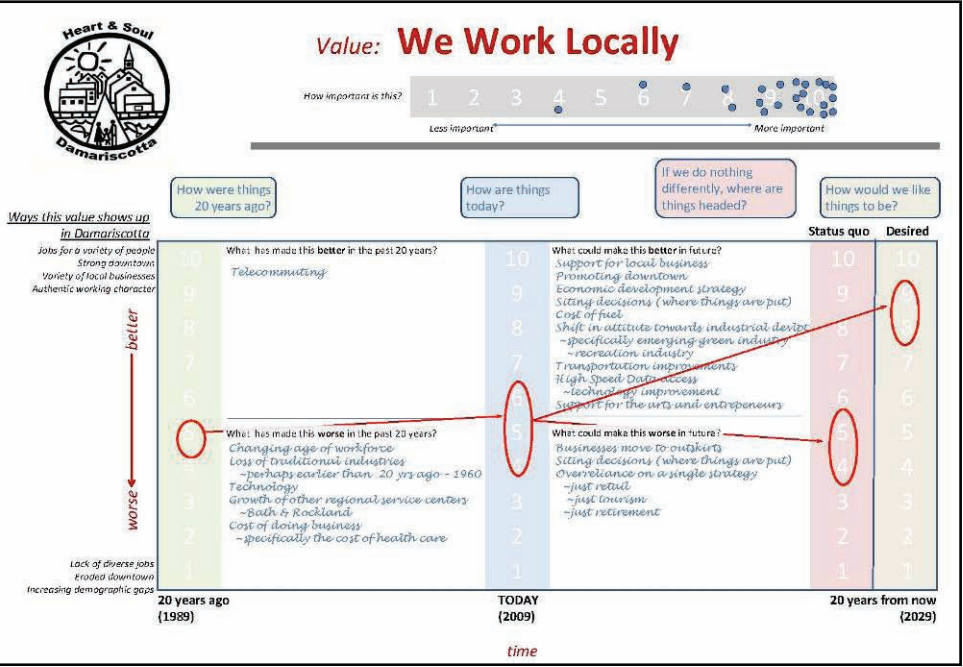
The role of the CViz team throughout the project has been to support the Heart & Soul process and add value to the Charrette. CViz is an excellent tool for analyzing impacts and visualizing future scenarios. The addition of CViz to the Charrette process was intended to add the ability to quantify the impacts of various design options and determine if they better meet the Town's values as identified in the Heart & Soul process.

Developing Indicators from Values

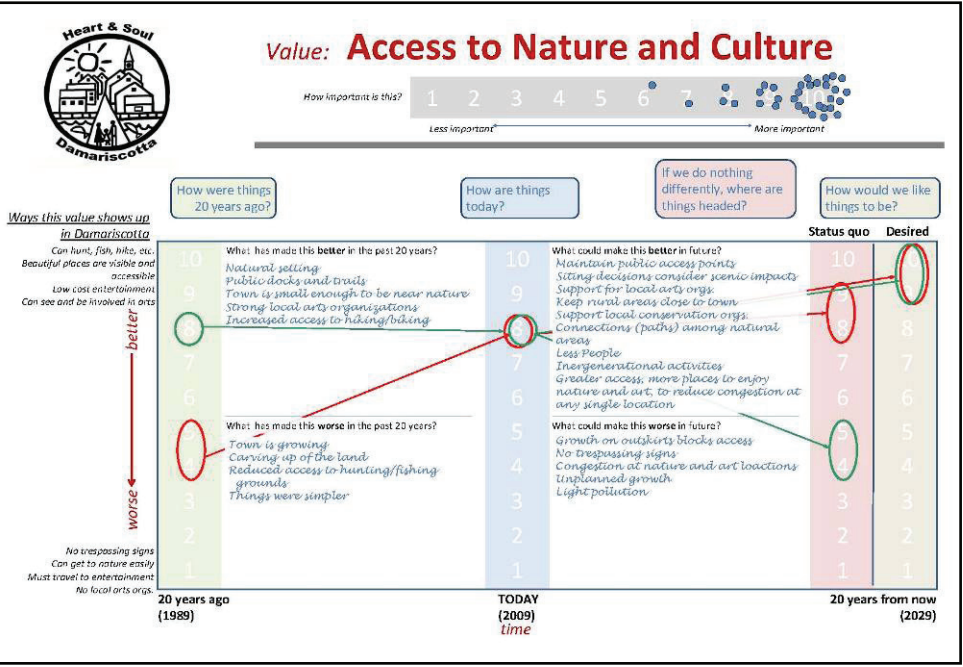
Through the Heart & Soul process, DPAC has listened to the community and derived from that a set of values that define Damariscotta. Those values are:

- We Live Locally
- We Work Locally
- Where Culture and Nature Meet
- The Town is Accessible
- We Have a Sense of Community

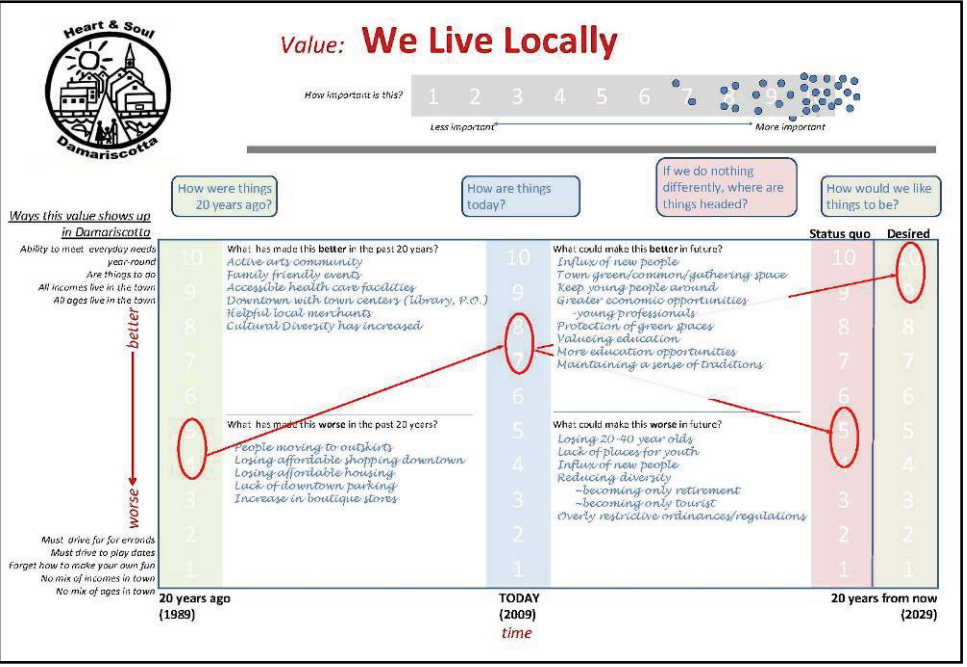
In the September 2009 Pre-Charrette Community Meeting, residents were asked to help define the characteristics that make up those values. This was done through a process called Value Mapping, in which each group was asked to think about the values and on a 1-10 scale rank their importance 20 years ago, today, and 20 year in the future. For the future, they were asked to think about where that value would fall if nothing changed and where they would like it to be in 20 years. The trends were reviewed and the citizens created a list of factors that influenced the trends. The following images represent that work by the citizens.



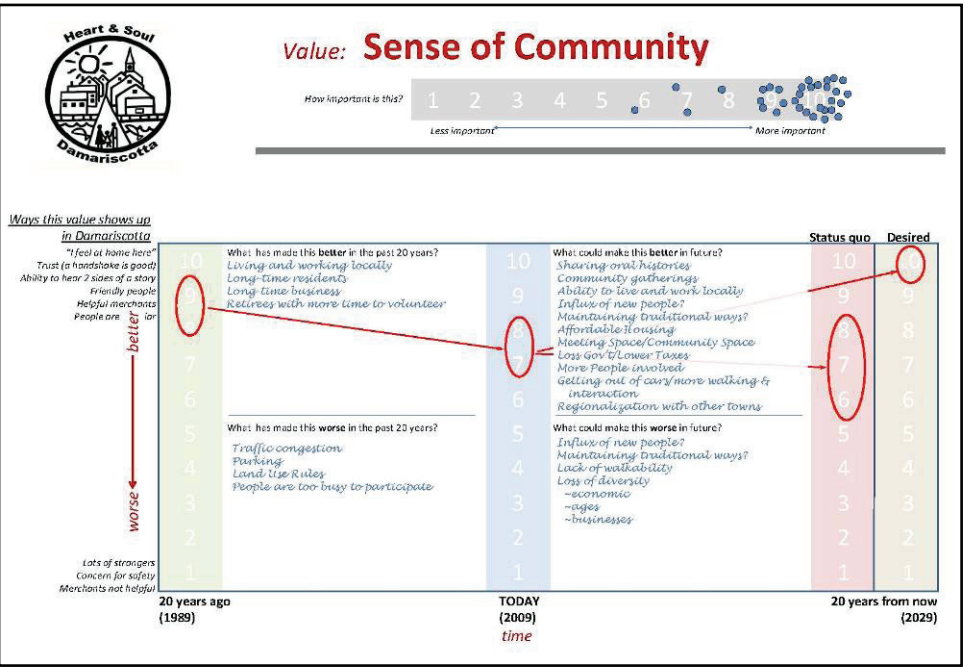
This Value Mapping poster shows the group's identification that this value was about in the middle and had not changed dramatically in the past 20 years. They did not expect it to change dramatically without doing some things differently. The most important things identified by the group were to really plan for and encourage economic development which benefits the community.



The citizen group working on this poster decided that access to nature and culture were significantly different. The red line represents their feeling that access to culture has improved dramatically over the last 20 years and that would maintain or slightly improve without intervention. The green line represents the group's feeling that access to nature was about the same over the last 20 years, but that it would be drastically reduced if things were to continue in the patterns that have been established. The most important things that could be done to improve both aspects would be to maintain public access and gathering places and create more connections among them.



This Value Mapping poster shows the group's identification that this has increased significantly in the past 20 years, but that it would likely reverse if things continue on as they are currently. The biggest driver of things becoming worse in the futures is losing 20 to 40 year old residents.



This poster shows the group's identification that the sense of community has decreased slightly over the past 20 years and would be expected to continue that decrease if nothing changes. Societal changes, making it difficult for people to participate in community events, seem to be an important driver of this change. An influx of new people was viewed as both a bonus in adding diversity and a loss in that too many new people make it difficult to know your neighbors. Also, all the other values contribute to this value; when they are better, the sense of community is increased.

DAMARISCOTTA HEART & SOUL PLANNING CHARRETTE
MEASURING THE ALTERNATIVES WITH COMMUNITYVIZ®

Heart & Soul Value Indicators

The CViz team combined the value mapping information with DPAC’s draft vision statement, more detailed value mapping derived by Friends of Midcoast Maine (FMM) and DPAC from the stories that had been gathered, and the Heart & Soul survey results to determine the core elements and key drivers. Core elements describe the way people experience a particular value in their community. Key drivers represent a measurable method which would describe these core elements. For each of the five values a list of possible key drivers was created. Many key drivers were developed through this process.

The final step in developing the Value indicators for use in the CViz model was to determine which of the key drivers could be modeled given the data and time available to us. The Heart & Soul process is attempting to quantify the impacts of various futures visualized during design process of the Charrette. In order to use a particular indicator, it was necessary that the current condition and an approximation of the future condition be determined. While some of the key drivers listed in the chart could have been measured for what exists, it would be difficult to determine the future impact from the design process because of the generality of the drawings, some factors are not really measurable, and other reasons.

Finally, the chosen key drivers were combined and averaged to create a composite value indicator for each of the values listed. Each of the key drivers that make up the value indicator can also be ranked for importance to the community or individual who is looking at the model.

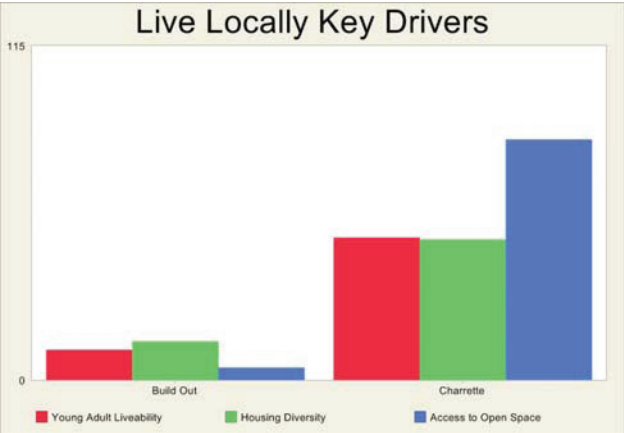
Value Overall Value of Community	Core Elements How do we experience this in our community?	Key Drivers How do we measure this?
Work Locally	Jobs for a variety of people	# of local jobs # of local jobs in traditional industries Job mix Amount of commercial land Infrastructure provided Jobs housing ratio Local payroll
	Strong Downtown	Tourism visits % Park area Business staying near center or near key access points Land use rules Tenure of businesses Parking ratio
	Local business variety	Commercial mix Local ownership Zoning - geographic Zoning - allowed uses New business starts
	Infrastructure	Cost of fuel Increased transportation / traffic flow High speed access
Live Locally	Meet everyday needs	% local owners of business retail mix Parking/square feet retail Trips / day
	There are things to do	Compactness of development Open space / person # of community activities Open space requirements for development
	Diversity of population	Housing diversity Growth rate Minimum lot sizes Young adult livability Income distribution Age distribution
Access to Town	Visual Impression	Density Building height Floor Area Ratios Location of Parking
	Movement	Walkability Access to Sidewalks, Trails, Bike Paths Sidewalk Ratio Recreation areas

Value Overall Value of Community	Core Elements How do we experience this in our community?	Key Drivers How do we measure this?
Where Culture and Nature Meet	Access to Nature	Forest fragmentation Preserved land Open space requirements on new development Scenic views protected Open space near population Trails - length Trails - near population Trails - connecting nodes Public access to water Posted acres Rural acres Development considers natural features
	Access to Culture	# of venues # of arts organizations Public space / person Walkable venues
Sense of Community	Sense of identity	Tenure of business Tenure of people Housing diversity Youth population
	Sense of familiarity	# community programs Access to sidewalks, trails, bike paths Sidewalk ratio Recreation areas
Community is Involved	School is a center of activity Town	# of children # of volunteers Excellence
		# of volunteers Attendance at Town Meeting Public participation in meetings Community services Use
	Nongovernmental organizations (NGOs)	# of NGOs # of members # of volunteers \$ raised
	News	Local news services

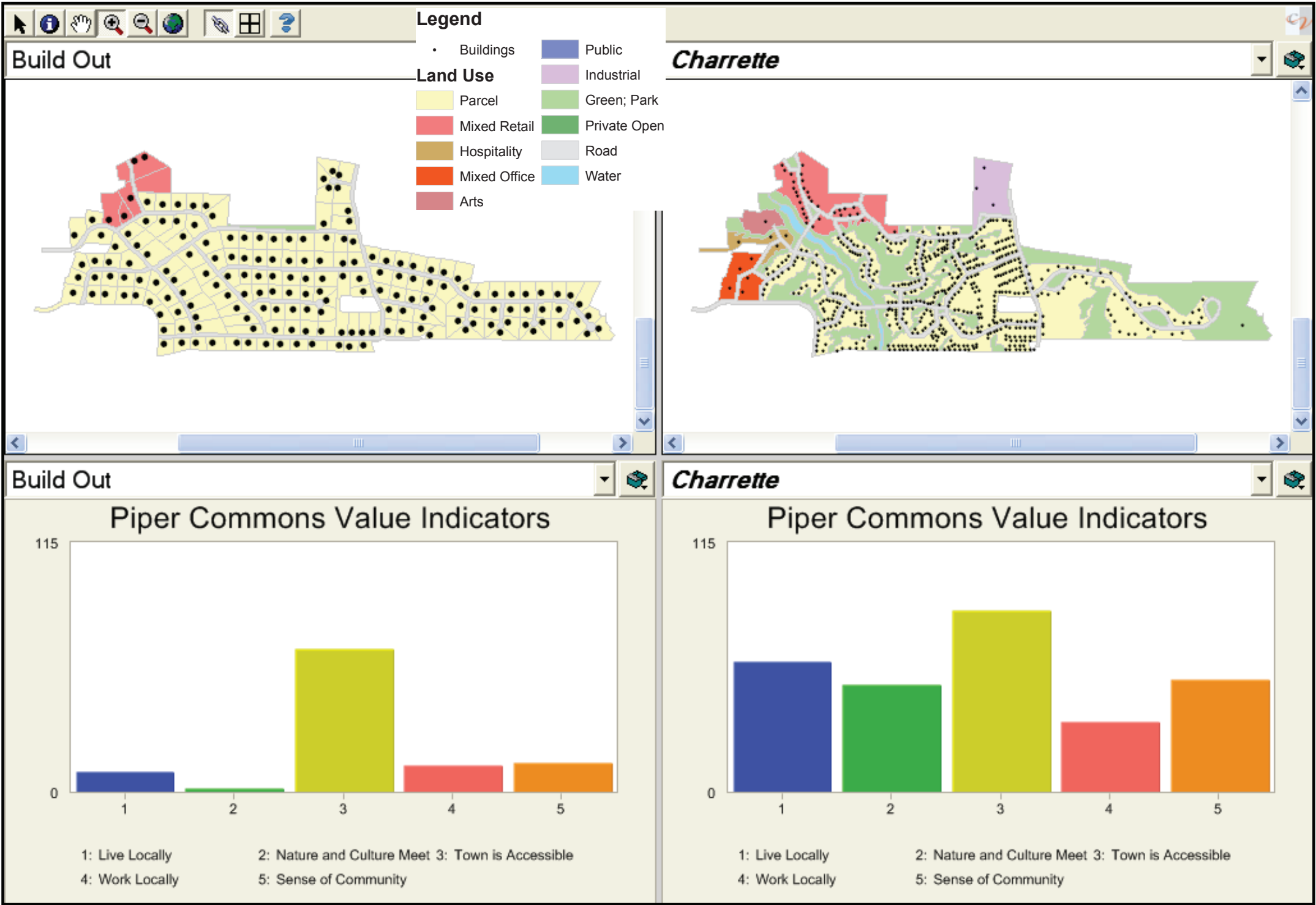
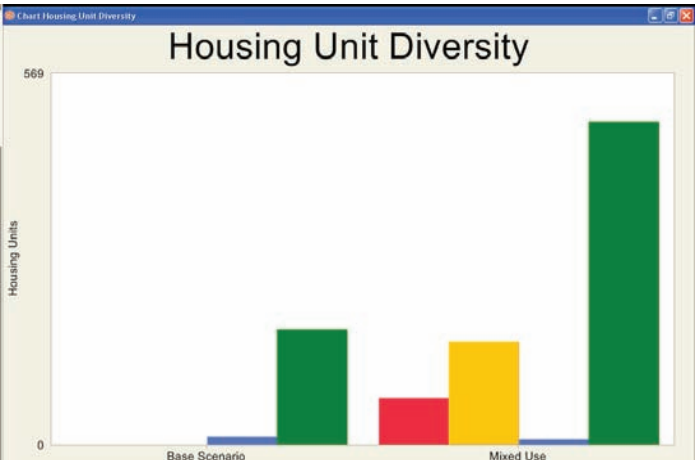
Key Drivers in **Bold** are used to develop the overall Value Indicators for the models.

Piper Commons Model

The Piper Commons model was created in order to compare the current form of development with the form created during the Charrette. This model takes each of the values identified by the Town and, using the key drivers developed, measures which type of development more closely achieves those values. This model uses the points to identify buildings and measure the impacts of those buildings.



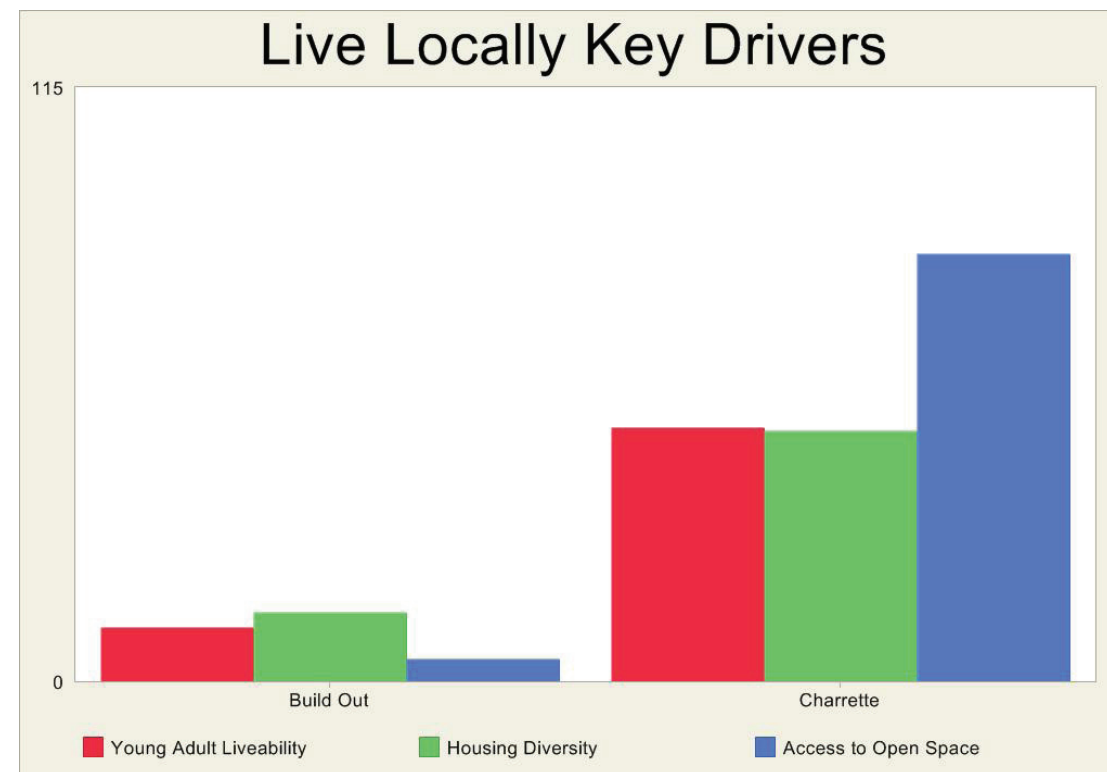
Each value is made up of multiple key drivers which were identified by participants in the Heart & Soul process. Each of the key drivers is made up of a variety of calculations designed to understand the relationships between various core values and the spatial data. For instance, housing diversity measures the distribution of housing units among various types of housing.



Piper Commons Value Indicators and Key Drivers

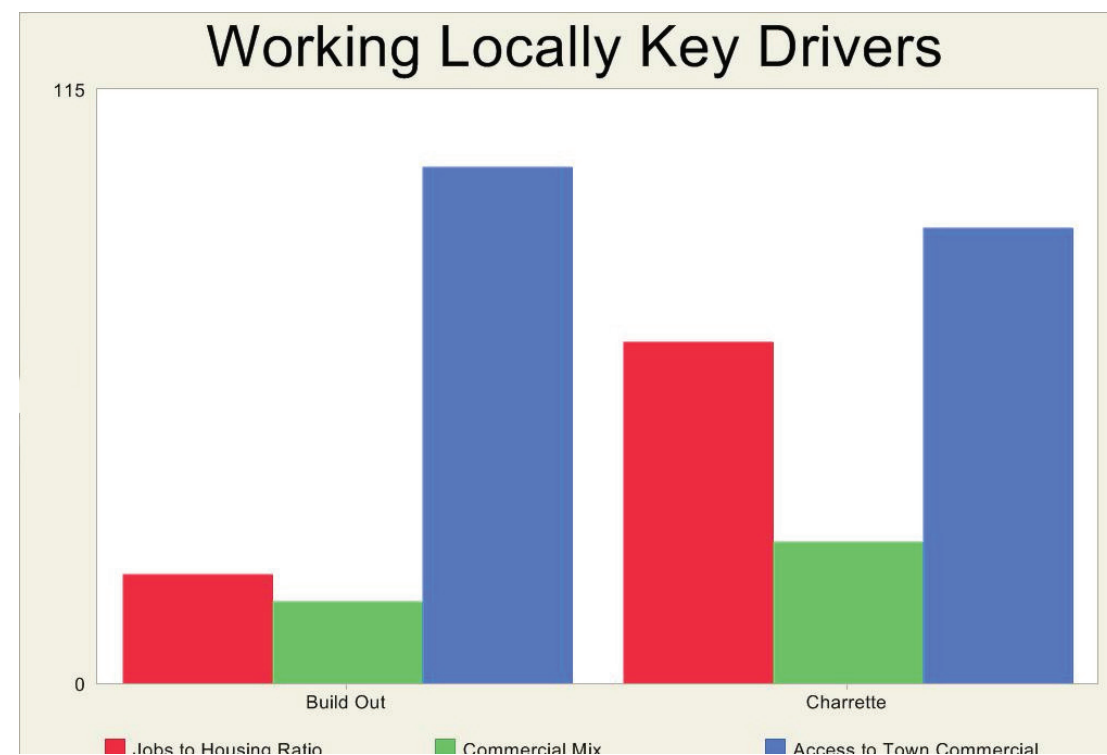
Live Locally

- *Young Adult Livability*
Measures % of housing that is not large lot single family and the jobs/housing ratio as key factors to young adults living in Town.
- *Housing Diversity*
Measures the distribution of homes in four categories (large lot single family, small lot single family, multifamily, and mixed use). The highest value would be an even distribution of housing in these categories.
- *Access to Open Space*
% housing units within ¼ mile of open space (public or private).



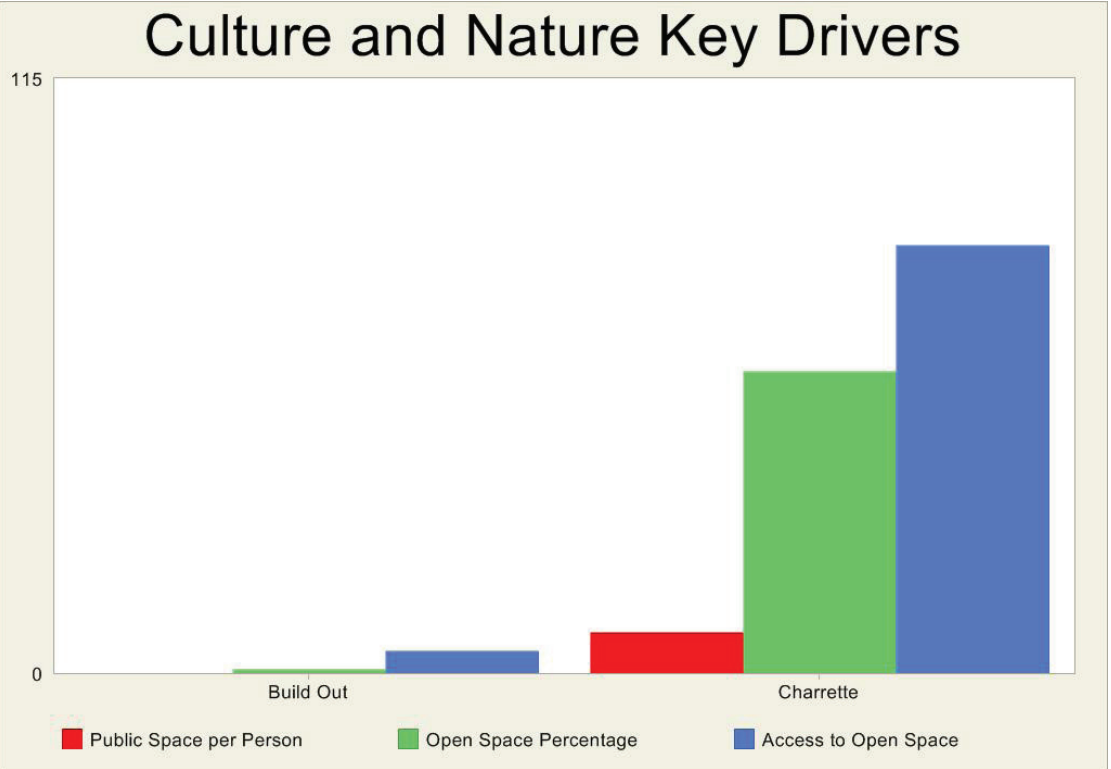
Work Locally

- *Jobs/Housing Ratio*
of new jobs created/# of new housing units.
- *Commercial Mix*
Measures the distribution of commercial entities (among retail, office, hospitality, and light industrial).
- *Access to Town Commercial*
% of businesses within ¼ mile of key access point to Town.



Culture and Nature Meet

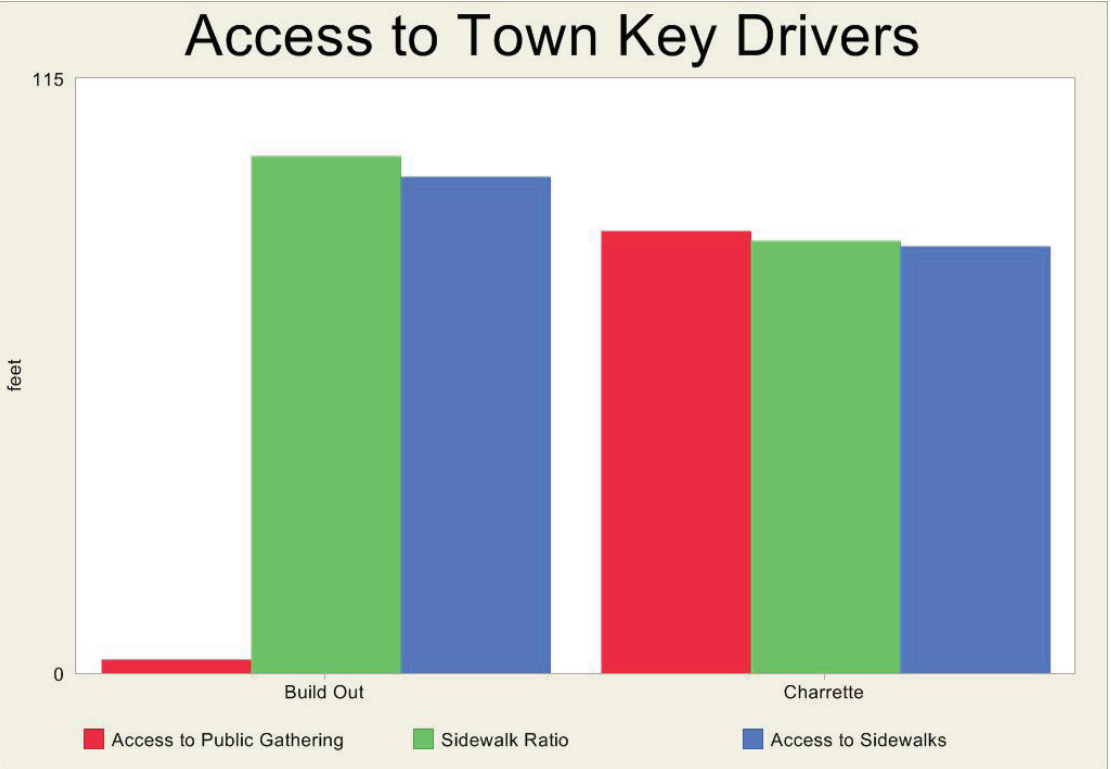
- *Public Space per Person*
Square feet / person of gathering spaces which include buildings intended for public gatherings as well as outdoor spaces such as public greens and parks.
- *Open Space Percentage*
% total land area in public open space
- *Access to Open Space*
% housing units within ¼ mile of public open space



Town is Accessible

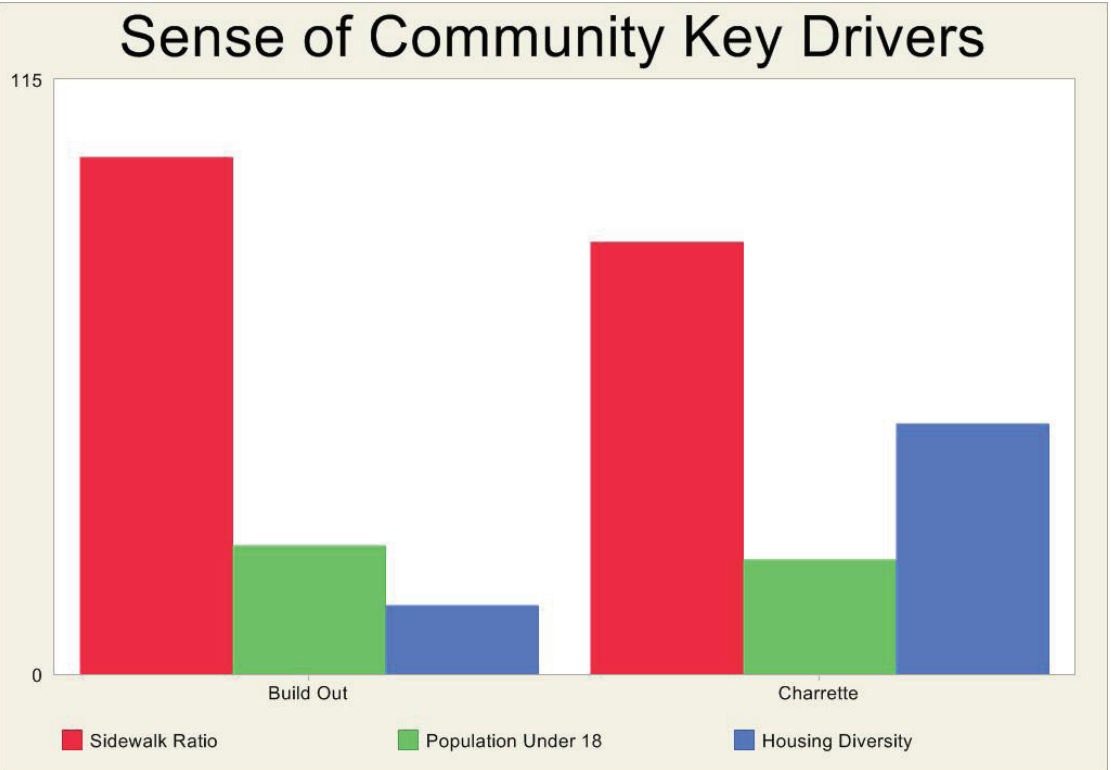
- *Access to Public Gathering*
% housing units within ¼ mile of public gathering space
- *Sidewalk Ratio*
% roads with sidewalks
- *Access to Sidewalks*
% housing units within ¼ mile of sidewalks

Note: In the two designs all the roads in the Build Out model had sidewalks while a number of roads in the Charrette model were considered to be so lightly traveled that they did not need sidewalks. Also, these key drivers do not account for trails which may be developed and used like sidewalks.)



Sense of Community

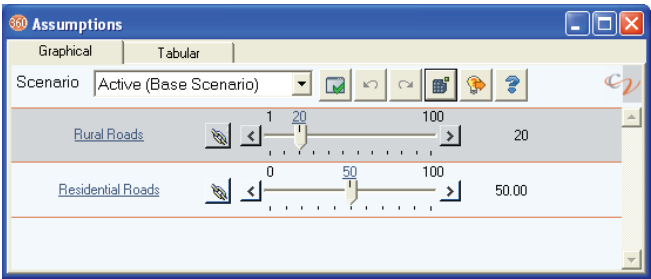
- *Sidewalk Ratio*
% roads with sidewalks.
- *Population under 18*
% of children in total population.
- *Housing Diversity*
Measures the distribution of homes in four categories (large lot single family, small lot single family, multifamily, and mixed use). The highest value would be an even distribution of housing in these categories.



Study Area Model

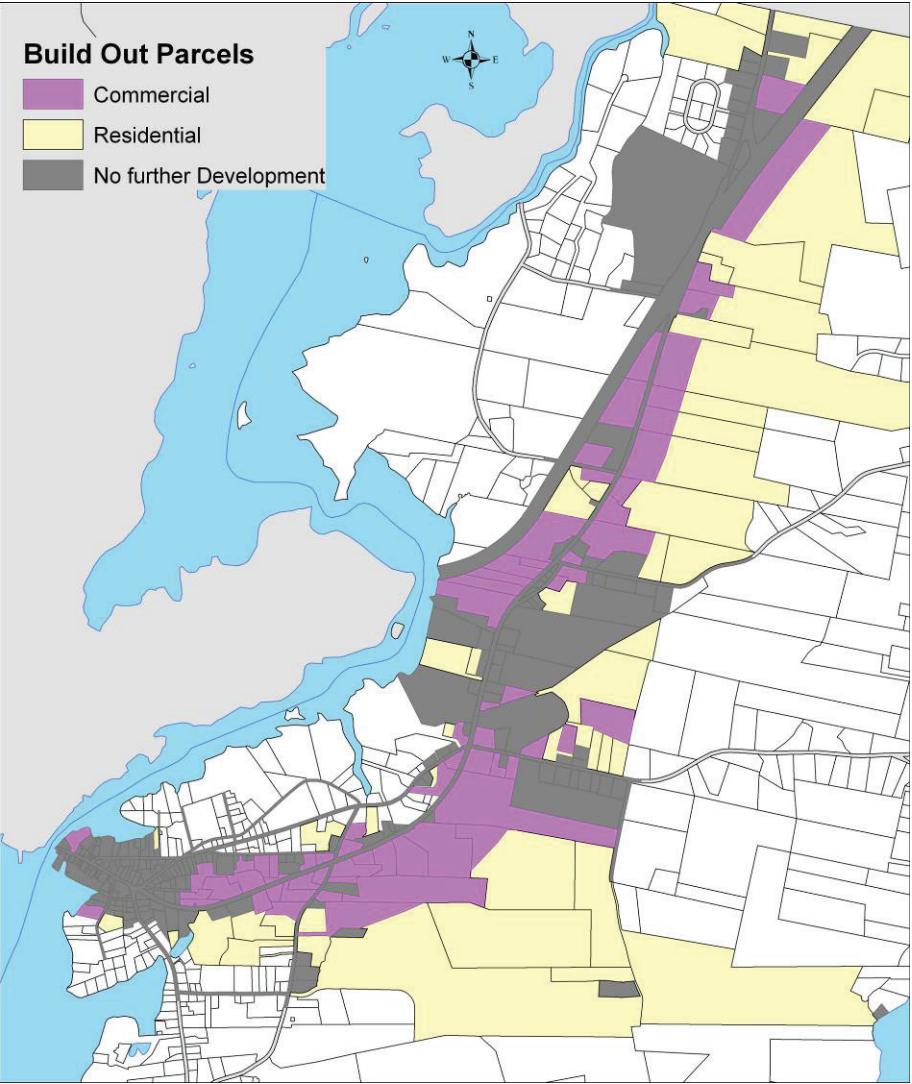
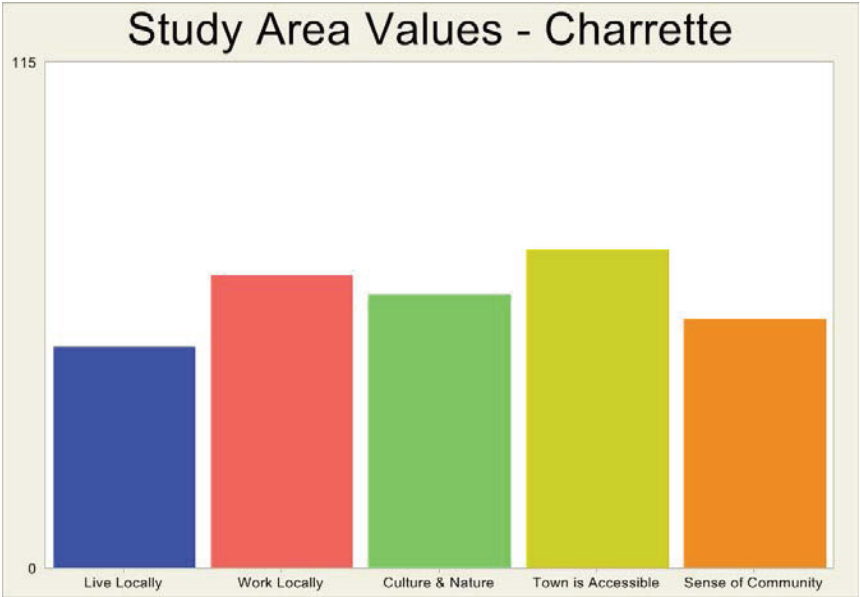
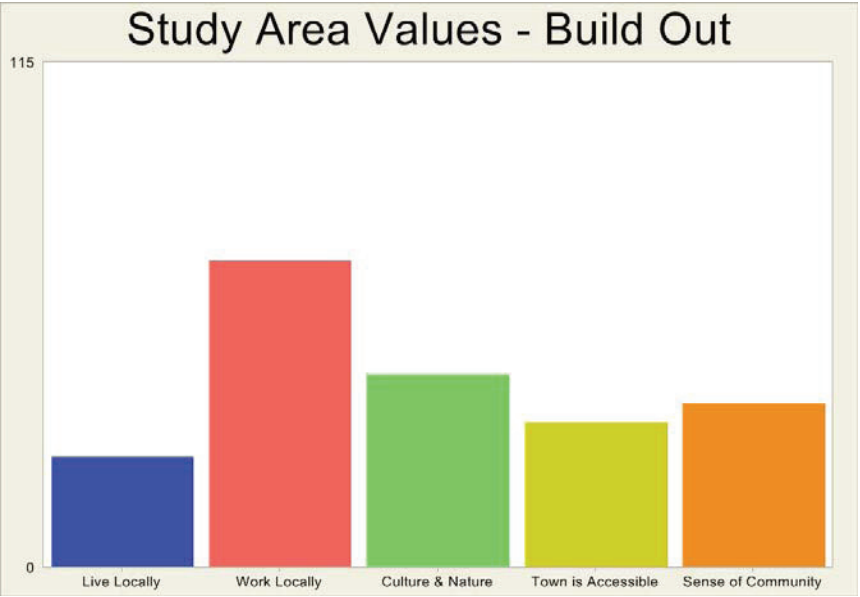
Similar to the Piper Commons model, the study area model was designed to measure how closely different development patterns achieve the values identified by the community. Since we don't have a fully designed model for the study area, more assumptions are made about possible futures. One of the benefits of the CViz tool is that those assumptions can be opened up to the public and modified, both to show various opinions and to understand how the assumptions affect the model.

An example of an assumption used in this model is the linear feet of new roads created on large lots. This figure is used to approximate the feet of new road predicted under a set of conditions in the model. The assumption can be modified by changing the slider bar seen below:

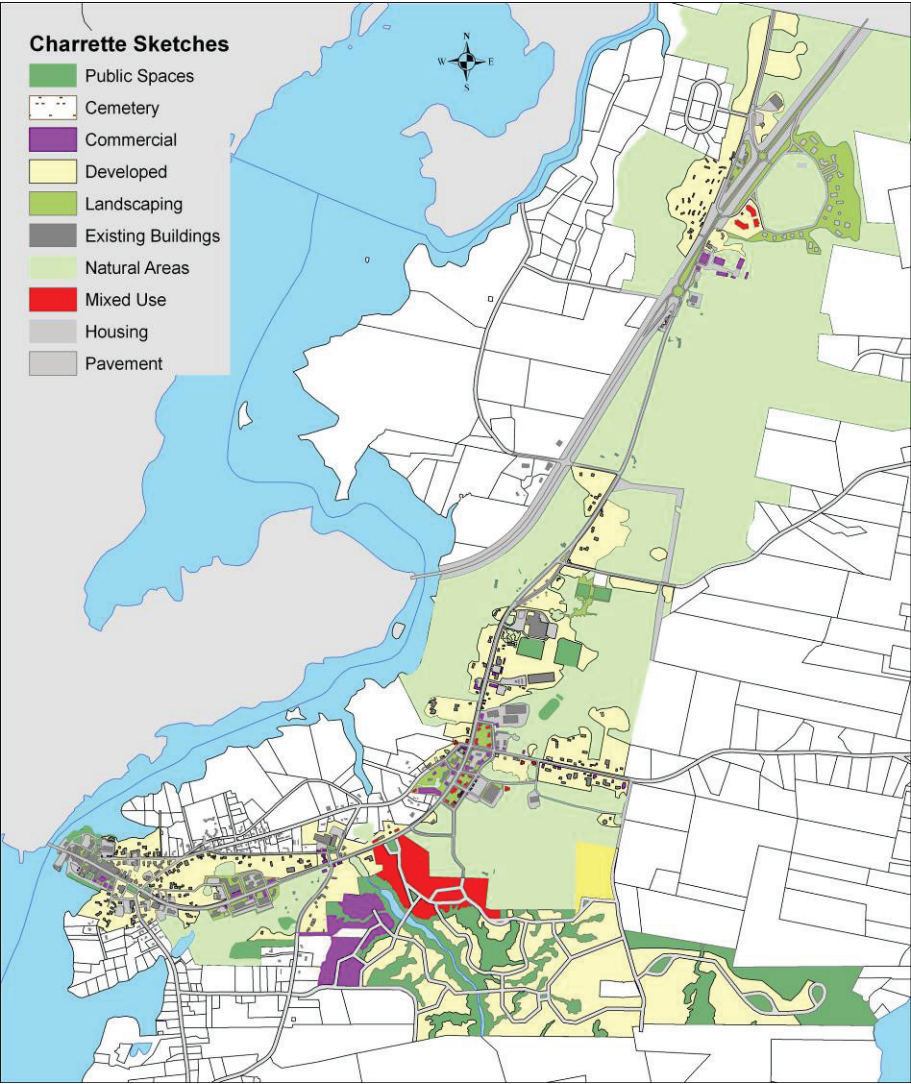


The study area measures the key drivers for build out under current conditions and compares those to the Charrette sketches for the study area and Piper Commons.

The model is intended to provide a relative view of the overall values comparing the two scenarios. In other words, because both models reflect various levels of detail and information, the overall values indicators should only be used to give a sense of whether one option better meets the communities values or not.



Map displaying existing parcels with their build out potential.



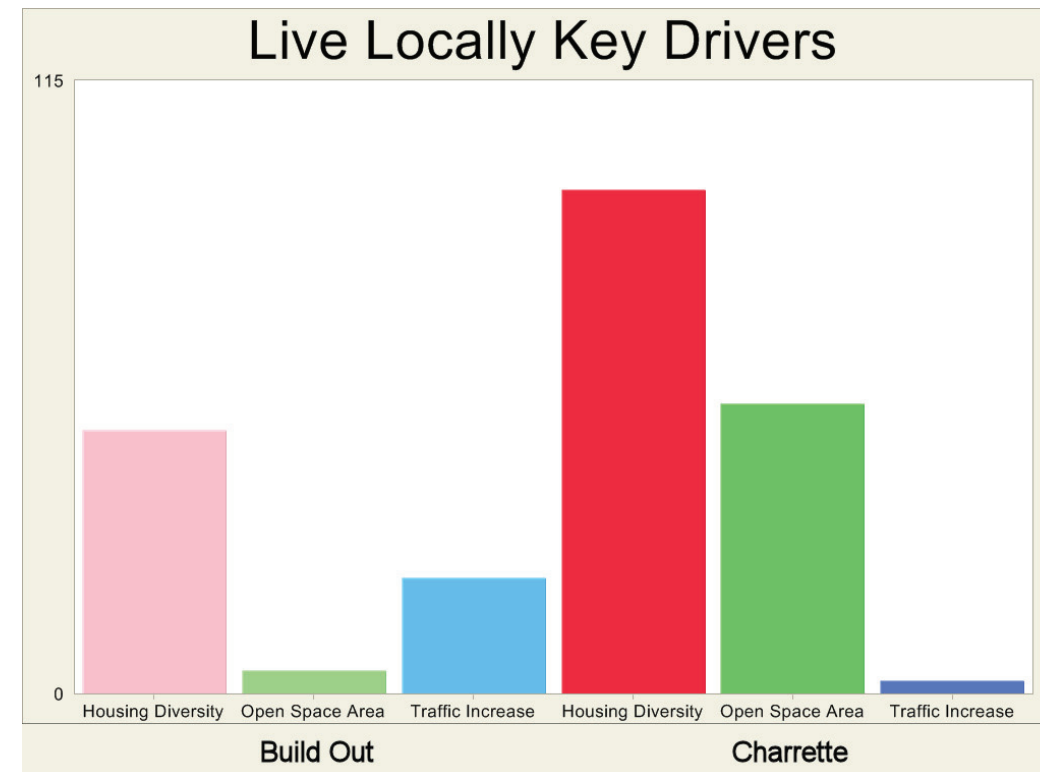
Map displaying Charrette sketches for the study area and Piper Commons.

Study Area Value Indicators and Key drivers

The key drivers developed for the study area are described below:

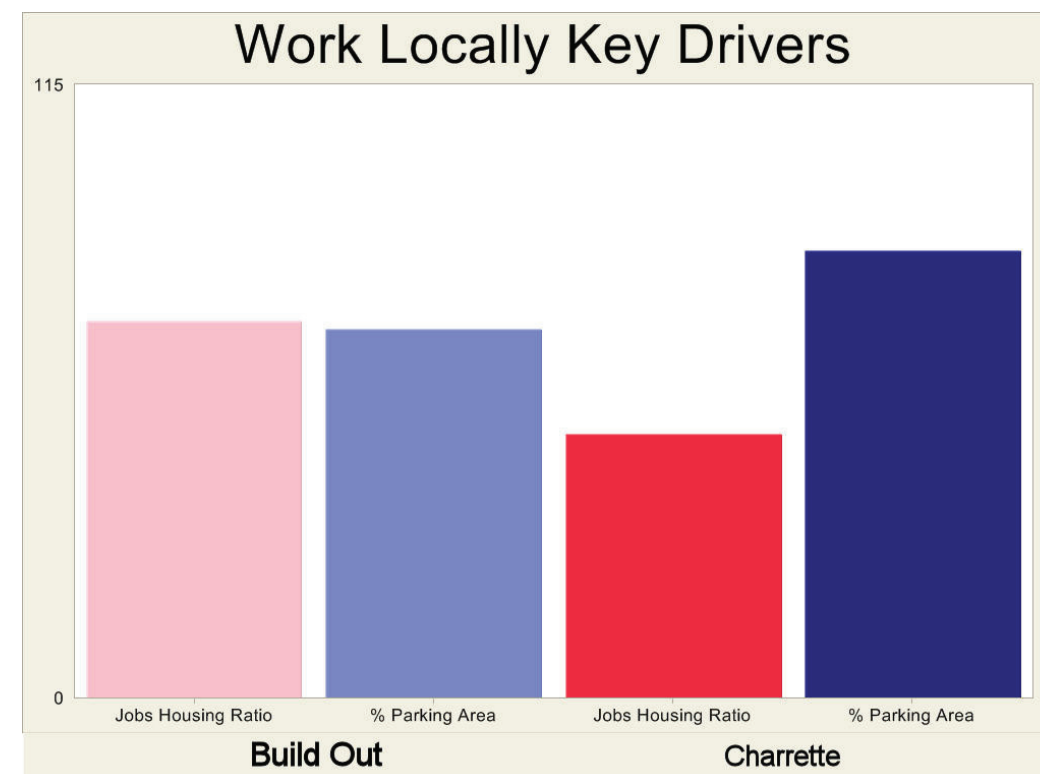
Live Locally

- *Housing Diversity*
Measures the distribution of homes in four categories (large lot single family, small lot single family, multifamily, and mixed use). The highest value would be an even distribution of housing in these categories.
- *Open Space Area*
Measures the total amount of open space as a percentage of land area.
- *Traffic Increase*
Measures new trips / day created by the model. Note: this indicator works in reverse, the more traffic created the less it meets the community values.



Work Locally

- *Jobs/Housing Ratio*
of new jobs created / # of new housing units.
- *% Increase Parking Area Required*
Measures the physical space required by estimating the number of new parking spaces and multiplying this by the average area / parking space.



DAMARISCOTTA CHARRETTE
TABLE NOTES – 10/22 EVENING MEETING

Downtown

Table 1
Town Christmas tree
Sidewalks to Yellowfront
Parking, restrooms, empty storefronts
Can parking be redesigned?
Employee parking – safe, until midnight
Better lighting
Underground utilities
Hide wires behind buildings
Seasonal parking issue – winter employees part to show more activity
Area for people to sit – rest area
Define edge of walkway
Signs for pedestrian crossing
Clearly sign parking
Fill or pilings for Misery Gulch
Boardwalk – pretty safe, quiet
Do not lose parking spaces
Water taxi to Boothbay
129/130 intersection
Increase housing opportunities Downtown
Cottage gardens

Table 2
Parking – satellite parking July/August – by shuttle or walking would be best – businesses use satellite for employees – trolley shuttle
Sidewalks – use better than shuttle
Route 129/Main Street – left turn and light made it worse – need space to go straight to Downtown
Vintage style lighting – if underground utilities]
Public restrooms – like in Camden – could be tourist building or building by bridge
Maintain local character – service oriented (no t-shirts) – bike Downtown walkable
Provide something positive for youth – Lincoln to Downtown – place on way

Park at Griffen property – move dumpsters, benches
Building by bridge – make tourist center with welcome sign
Bike racks Downtown

Table 3
Fewer trucks Downtown – make them go around – Belvedere Road
Trucks add pollution
Direct access to waterfront for working people and boaters – better signage – on both sides of Main Street, better connections to natural environment, i.e., ADA
Add more parking lot in River – fill – dredge
Expand commercial along Route 1
Hannafor – Downtown limit to commercial
Yellowfront area, flooding issue
Go up in back parking lot – not taking full advantage of beauty
Cooperation with Newcastle to address parking
Expand back parking lot – park strip

Table 5
Yellow bollard by fish market – pedestrian safety – not to protect building from trucks
Pedestrian safety in parking lots
Maybe make entrance one way
Not decrease safety
Nantucket case study – dying downtown – learn from others mistakes
What businesses make up a year round community?
Don’t let seasonal business overrun local yearly services
Start with a “core philosophy” for what will keep Damariscotta a real town
What is the big picture!
Limit amount of commercial along Route 1
How do you keep rents down in Downtown
Parking – underground?
Trail from bridge to river – access where dumpsters are now
Curb and sidewallk by fish market to get to water
Lights have shades to prevent light pollution – see the stars

Move parking off the waterfront
Pedestrian friendly
Parking in front of businesses
Change the education (park once then walk)
Narrow streets
Wide sidewalks
Push state for additional launch site
Conflict with aquaculture industry – takes lots of parking, has trucks
Lots of noise – trucks, motorcycles, sign for no air brakes by trucks
Parking – more than one level – parking technologies – garage, deck – automated systems can cost less than a garage

Table 6
Parking area along water Downtown (back parking lot) floods so grass/parks may not work
Improve parking situation Downtown
Have a shuttle service during high tourism

Table 7
River boardwalk
Oyster heaps
Biking on Main
Street trees
More parking
Trees in parking lot
Signage to find parking
Augustine’s becomes condos
One ways
Avoid making Town too cute
Authentic and beautiful
Sidewalk to Hospital
129/130 – widened a few feet? Redesign intersection
Bus shelter at Mediterranean Kitchen
Commercial areas – compact, not sprawl-like
Band shelter/gazebo at parking lots behind Main Street (temporary/seasonal)
Structured parking and dumpsters at Post Office hidden in wood or lattice structure – on Water Street behind Mediterranean Kitchen

Interpret river near Augustine’s – panorama of river – help local businesses
Improve laundromat building – more seaside/nautical
Back decks cooking at river

Table 8
Add sidewalks northeast of Downtown
Lower speed limits
Parking lot treatments for identification
Emphasize waterfront
Remote parking with shuttles to Downtown
Signage ordinance
Improve wayfinding through Downtown
Downtown maps
Limit automobility of neighborhoods
Park space Downtown
Re-purpose buildings for infill

Table 9
Sidewalk out past YMCA to school
Underground utilities
Reduce speed limit going out of Town by Biscay Road and further
Should sidewalk follow Main Road or back roads which are more pedestrian friendly
Bike/pedestrian on Church Street to Route 1
Parking garage off Cross Street? Revenue generating?
Fund-raiser for non-profits too? Or possibly near Yellowfront for another small center or 2 level in back parking lot/maybe with a green or park on second level
Sidewalk on Church Street/Main Street corner
Bad traffic – difficult to cross
Safer crosswalks necessary
Hate traffic light – needs to go to flashing or turn it off at night
Seasonal traffic on Route 1 and local traffic shuttle bus would that help?
Edge areas near water with dumpsters – it’s sad – can we clean it up? Place to sit or path added
Affordable housing needed – much of current housing may be selling to out-of-town – well designed, possibly mixed use

Table 10
Parking – not enough
Water Street field – parking?
Buck Street landing area – common green, get rid of restaurant
Fiber optic
Off-site parking with shuttle
Keep boater parking friendly
Shuttle – more classy than a bus – room for shopping bags
More public transportation – to Portland, etc.
Inns – affordable
Convention center
Central clearing house
Shadows on side roads
Biscay Road – bike path to Downtown
Find ways to cut down traffic
Technology center
Expensive – dislike (visiting) “spend a night not a fortune”
New intersection – not that bad – light helps
Sidewalks to Yellowfront and Rising Tide
Need new sidewalk system
Sidewalks to Lincoln Academy and Great Salt Bay School
Bike paths
Sustainable yards – gardens, wildlife
Ambulance and fire truck friendly
Use Town logo to point out historic sites
Trail like Boston’s “Freedom Trail”
Welcome sign
Trees and green Downtown
Bike and walk to hospital
Common area

Table 11
Car vs pedestrian – choreograph lights – 3 lights timed for breaks for pedestrian crossing
Back way to Yellowfront, would like to see Chapman cut needs to easement
Vine Street needs to connect to Yellowfront
Lights Downtown at crosswalks – synchronized

Bristol and Church and Main – roundabout with bandstand may resolve speeding traffic and congestion
Keep it historical – lights and slow it down
Not necessarily, lights have made it more unsafe – maybe no lights
Signage – stop for pedestrians
Safe crossing at Yellowfront across Route 1B
Curb cut reduction and traffic flow organization with Yellowfront and Rising Tide
Park behind Dr.Griffin’s property to the River and Damariscotta Bank & Trust
Sidewalk and bike to Yellowfront from Downtown
Church and Elm – confusing and unbehaved and fast
Back parking lot could be beautiful
Walking bridge to Harts conservations
Bikewalk and bikeway to Hospital
First National Bank and Baptist Church
Outdoor café near Mediterranean Kitchen
School and Route 1

Table 12
More town squares
Bench by bank is nice
Porta-potty right in sight line
Town sign? Not – too big
Parking Downtown taken by people who live there – new affordable housing shouldn’t congest
35 years ago – more trees, good parking, visual impairment
Trucks come whenever they come (set schedule unworkable)
All ideas on this page – no way
Elm and Church Street – no problem, Elm one way would create parking?
Redone parking on Main Street cut parking, made spaces smaller
Waterfront back parking lot – tried extending once
Replace dying trees in back parking lot – oak can survive
Need more doggie bags
Only one place left for parking – northeast of bridge - may not work out, park instead?

Remote parking – one site nixed for wetlands
Plummer property for sale – museum? Parking?
Back parking lot – explore second level? Views. Structural.

Table 13
Remove utility poles
Downtown sidewalks don’t work correctly
Get parking off the street
Parking close enough to be convenient
Parking mostly summer problem only
Parking stickers to direct parking for various users
Town green and benches and artwork
Parking not accessible and unsafe
Close back parking lot on Saturday’s for Farmers Market
New traffic pattern - bridge to back parking lot one way – Elm Street one way in other direction
Trees in Downtown
Parking garage

Table 14
Extend parking lot? Also increase space by dentist – Dr. Griffen – good for green space
Parking problem – summer, maybe merchant’s parking lot somewhere
Colby-Gale building possibly redesigned for more effective use
Bigger, i.e., expanded park on shore – but do not do away with parking
Colby-Gale = parking garage – two level in J Gallagher’s lot
Covered boardwalk with expanded shore park
Extended boardwalk across Misery Gulch
No place for kids to hang-out, teen center?

Table 15
Clear back parking lot – make it a green
Satellite parking with buses out by the Rising Tide – shuttle bus
Redesign parking in the Downtown
Merchant parking?

Lose customers – small children - don’t know there is parking behind
No signage in lot behind Lincoln Theater
Lousy buildings behind old Damariscotta Bank & Trust
Multi-level parking lot – 3 story parking garage in Freeport – don’t see it
Open up back parking lot, turn that to open space
Elevation of Main Street – at sea level – global warming – under water anyway
Bury utilities!
Green space behind bring in busses to shops – enhances businesses
Boardwalk over edge of high tide area – long surrounds bay area
Empty parking lots at Great Salt Bay/Lincoln – shuttle from there
Tubing with the Tides –reversing falls and Johnny Orr and Bridge

Route 1B

Table 1
Classy signage at Route 1 and bridge
Meaning of Damariscotta “river of little fishes” – oysters
Sidewalks to Great Salt Bay School
Walking or bike path around Great Salt Bay
No strip malls
Safe links between school, YMCA and Biscay Road
Light industry – New England Architecture (like Masters Machine)
Green industries (“off the grid” technology)
Careful of cookie cutter houses (Bayside)
Take Big Dave’s and turn it into depot for shuttles?
Bike parking? Access link? (demolish building)

Table 2
Light at School Street? (dangerous intersection)
Semi-left hand turn lanes don’t work (in front of Puffin Stop/McDonalds). Redo textured surface...not wide enough roadway

Make the character along Route 1B appropriate
Would like to see buildings along the roadway (parking in rear)
Bike lane (with some separation) for kids to ride to school
How to change from free-standing buildings to more density...less car travel

Table 3
If sidewalks have to be on one side only, put them on side with more activity
Strip of land in front of Hannaford should be sidewalk
Multi-modal bump-outs for transit
Slow down traffic coming down hill by animal house
No speed bumps – we have 14 policemen
Make intersections more intense, to make cars slow down – near Rising Tide, etc.
Focus energy — not endless along Route 1B
Allow corner stores, etc. in some areas ok
Commercial and industrial could be larger than retail area
Parking lot outside downtown, but easy walk with sidewalk
Community farm on Round Top property. Community garden.
Community is defined by all kinds of water
Need better views to preserved lands in Newcastle
Need retail to not be one continuous strip, every 500 feet
Shooting club, could be visual break
Upper Route 1 should look rural even if retail is allowed there
Hilton Farm, critical property
Add parks along Route 1B and connect them to residential areas
Sidewalks to hospital
Don't want spotty commercial
New connection to peninsula – Heater Road

Table 5
Main Street one way and Back Street one way
Roundabout @Bristol and Main Street and in

Newcastle, Main and School Street, Main and Biscay Road – McDonalds confines it
Sidewalks from Downtown to School on Main, also alternative along Church Street
Infill along Route 1 – as extension of Downtown
Expand Downtown – allow development like Downtown not one building per acre
No strip malls or suburban type development
Walking trail connecting Glidden to Downtown
Trail down Bristol Road
Bikers go down to the point – can be dangerous
North entrance to Town not as attractive – farms are nice, Subway/McDonalds not as nice
Main and Biscay intersection – north-northwest corner has nice view, can be developed but preserve view
Signage
Shoulder on road – can make people go faster
Curb cuts/access relooked at with sidewalks
Shared access at curb cuts
Gathering space

Table 6
Use trees and landscaping to hide older buildings with parking lots, not liner buildings
Minimize curb cuts along Route 1B
Route 1 is not the best place for sidewalks – they are more appropriate on Church Street and the back streets – and Church Street especially
Any new commercial should have better architecture and should address the street – parking in back
Pay attention to lighting to control light at night – protect night sky
Route 1 Bypass – strengthen no build zone – add another buffer zone
Preserve Chapman Farm property and at north end of Route 1B – keep for open activities like the Rummage Sale, etc.

Table 7
Bypass for Route 1
Sidewalks
Bike path

Landscaping and large setbacks
Larsen Lunchbox – small charming stores
Tree plantings
Liner buildings on parking lots (Oyster Shacks)
“Oyster Center”
Welcome to Newcastle/Damariscotta – one sign, not two
Bryant Farm, Chapman’s Farm – save
Small family business, not big corporate box
Keep Veggie Place, Browns
Protect field (where Walmart wanted)
Northern introduction to Town
Cross at Rising Tide to Yellowfront safely
Picnic tables at Whaleback Midden

Table 8
How to handle growing traffic issues in corridor and Town?
Safety is paramount through whole corridor

Table 9
Would like to see some area designated farmland/ community garden – love to see it near school or visible/accessible
Would like a wooded park with paths
Sprawl is unappealing
Zone for cluster housing with farmland and woodland mixed in – natural green space
Love to see night sky – very concerned about light pollution – use lights that point down – add something to ordinance regarding lighting (Bar Harbor passed an ordinance)
Sign ordinances to avoid lighted signs
25% of Lincoln County is over 65 – aging population
Need places to interact generationally in town to benefit whole community – co-housing, senior housing mixed in; can mix it in Downtown also; also not isolating older people or affordable housing
Link school to Piper Village area
Issue – Route 1B is ugly/unappealing and you have to get in your car to drive in everything – need to widen or somehow make more appealing

Need link from YMCA and school to Downtown for pedestrians/bikes/golf carts
Orient Yellowfront/Rising Tide areas back to neighborhood to get more people walking
Traffic – alternate path to get traffic out of Downtown to get traffic out that doesn't want to be there/those just trying to get to other places
Add green area in front of Hannaford to Yellowfront to edge the areas and close it in
Street improvements, mixed uses on Route 1B, not more strip development
Some light industrial or green industrial
School/enterprise integration, possibly at Round Top
Horrible impression of Lumberyard and Rummage Sale – put it out back, add trees
Add nicer gateway to Town

Table 10
Clusters of development vs spreading out
Gas backwards
Building consistency (visually)
Form based code
Downtown feel
Parking in back
Park once idea
No strip malls
Buildings on road
Walking and biking friendly
Redevelopment
Prevent strip malls
Shuttle from Downtown
Welcome sign
Gateway/entrance
Inn or conference center
Hiking trail
Recreational area
Area for town activities
More connectivity

Table 11
School Street and Route 1B rotary
Works well – how soon

Can horse and buggy be driven safely on Route 1B?
It would be nice to be able to walk, but otherwise pleasant to drive
Traffic could be resolved with rotary
Not too many lights
Feels like countryside – not a strip yet
Needs more connected protected open space
Well landscaped – landscape business
Affordable housing
Address needs of seniors in the design
What doesn’t work
Area by the YMCA looks junky – impacts to middens from Y
Need a shuttle from Route 1A and Downtown and Newcastle – a loop – to: twin village loop – serve seniors and teens
Like to see the area remain rural
Thoughtful development – walking community
Preserve rural character
Too much traffic
Safe walking all the way to the school – bike trail – walk plan
Walking
Height too high buildings ruined the view, young-uns kids clothing
Worry about unintended consequences – of existing codes on neighborhood character
Concerned about historic preservation
Keep open space and river access
Keep it the way it is but add walking and access – at Route 1B
Route 1B and Belvedere – something to slow traffic on Route 1B
Better entrance from north
Reduce volume and noise of traffic
Reroute large trucks – back Meadow Road
Skating area
Skating behind the Yellowfront – resurrect
A playground closer to Downtown (Dr. Griffins) a beach...
Round Top choice, works undeveloped potential
Damariscotta River Association community gardens

working farm school at Round Top
Community gardens Downtown behind shared back yards

Table 12
Fix sidewalks all the way to school and Yellowfront
Not on private land – purchase some land
There is a useful little path – put a boardwalk so not disturb wetlands
Idea for a place for a park – south of Route 1B, behind Rite Aid and carwash; rustic, paths through trees; swings, picnic tables; owner might be willing to sell; also where dumpsters were shown
Need sidewalk on Chapman Street to Mobius
Or another pedestrian/bike walk adjacent to Yellowfront and end of Vine Street
Don’t want “fancy town” – for sidewalks, don’t care if buildings all look alike
Need small island (not circle) at Baptist Church intersection
Farm – pen for animals, public spring, long history (long range idea)
Visual insults – high risk lighting, utilities, sign, benches and flags and flower pots should be ½ size
Roundabouts at School Street and Biscay Road
Hotel/motel up near Route 1
Buildings near street – no, snow, doesn’t slow traffic
Difference of opinion on cars in front or behind buildings
Idea – 24 X 7 health care clinic

Table 13
Sidewalk to school
Sidewalk connectivity
Bike routes
Roundabout – traffic problems
Large trucks – slow, cover 2 lanes at Pooles
Roundabout – island is accessible
Bike paths separate from Route 1B
Change ordinance to reduce setbacks, greater density – allows smaller lot
Encourage business to increase taxes to support change

Reduce visibility of parking
Roundabouts at School Street, Biscay Road
Sidewalk – both sides School Street to Biscay Road – both sides from Biscay Road to Downtown along Route 1B especially if commercial development; one side from Downtown to hospital; down Biscay Road to Piper Village access
Encourage specific commercial uses in ordinances to make use of sidewalks
Maximum setback provisions along Route 1B

Table 14
Like clusters of activities, i.e., Yellowfront and Belvedere – like better access like roundabouts
Grateful Route 1B – less than Wiscasset, slow traffic down, getting through
Alternative routes to Route 1B to get people through Town
To show traffic = good, make nice to be in, e.g., boulevard – street trees, sidewalks, etc.
Minimize curb cuts
Service roads – connections at rear of developments
Encourage alternative transportation
Embrace cross-streets – not farmland any more
Maintain established village character
Not a 4-mile strip development
We do need development somewhere – but no strip development – appropriate characteristics to area
Development should not focus solely on Downtown, but encourage where development is wanted to go
Provide proper infrastructure for where development to go
Not mixed use, separate areas for separate uses
Rockland good model and Freeport
Job creation and growth zones
Opportunities for college grads
Keep Newcastle in mind

Table 15
Left out – plan for improving nutrition
Residential behind Yellowfront – no path/connection from Chapman

Connect Vine Street to Yellowfront Chapman
Wetland? Boardwalk
Walmart – big boxes on Route 1 suck life out of Piper Village and Downtown
Stores on Route 1B moved from Downtown out
Push to move library out of Town – lucky to keep it there
Similar space-cap laws in Nobleboro, etc.
Sidewalks on at least one side of road – 2 sides out by Hannaford – lets people walk on both sides – encourage this
Walking access to schools – at least as far as school
Cross walk across Route 1B in vicinity of Whaleback Middens
Particularly dangerous – cut between rocks – Rite Aid to Animal House – walk on either side, lousy footing
No connection to Mobius
Gazebo/commons/event space similar to A & C Tents in Boothbay – music, fair, etc. – park space - out by Damariscotta Bank & Trust – could be Round Top
Draw people to spot back of beauty of location
Gateway to peninsula – signage, parking
Convenient to Route 1 but beautiful
Big concepts – gateway, public gathering spot
Walking paths
Strip along Hannafords to Damariscotta Bank & Trust
Other options than strip development
Bike/walkway that links one end to the other
All the way to Belvedere and Damariscotta River Association
Connection Damariscotta River Association to Midden, town
Tourism
Bike path from Academy Hill to Pemaquid – 17 mile bike ride but too dangerous - take train up to Maine with bikes and ride to Permaquid – benefit for entire region
Strip development beyond Great Salt Bay School

Piper Village Area

Table 1
Hotel – condo hotel – hostel – large price range
Mixed use – housing
Fit in with Town
Can’t be like new lobster shack in Wiscasset – don’t pretend to be Maine
Link to Biscay Road/Great Salt Bay/YMCA by bike and pedestrian

Table 2
Mixed use with green buildings
Two types of residential – affordable for young people, widows and widowers
Tax base – a lot of nonprofit tax exempt
Mix houses and shops levels
Small hotel with banquet room, conferences
Room for light industry (no smokestacks), green industry, “Green Energy Business Park”
Incubator space (shared)
Teen center not appropriate – too far from Lincoln
Bike trail through Piper Village ... “connector” to Town, Business Route 1

Table 3
Castner Brook is last remaining wilderness in Damariscotta
Muddy Pond should be protected – migratory issues
Minimal commercial in Piper Village except highly specialized uses very different from Downtown
More consolidated housing to preserve open space
Developers should pay their fair share – schools, police, etc.
New road connection form Heater Road to Piper Mill Road

Table 5
Not what goes in Downtown
What if it were all a park?
Wait till you know your “core philosophy” – then plan open space with density

Over Bayport

Table 6
A lot of rural land preserved
Concerns about rifle range – possibly rural area surrounding it for more buffer
Accessible hiking trails
Wildlife consideration/corridors
Concerns about traffic impact on School Street
No commercial on School Street
No urban sprawl in new development
Keep development rural – minimum paved roads, there are 3 paved roads in Town and that’s enough
Concern about water runoff due to proliferation of asphalt
Leave signs off roads – keep this secret treasure secret
Utilities underground
Protect wetland
Use sustainable designs to deal with water runoff and keep area more natural
Residents want some say in how it’s developed (form based codes)

Table 7
Industrial area (yes and no) along Heater Road
Wildlife corridors protected/bicycle path to Town – together?
Heater Road connection to Town
Buffer rifle range from residences
Clustered development/allow natural space to be preserved
Protect water flows/streams
Pods, clusters, centers surrounded by green spaces (like Lewis Point)
Mix of types (apartments and sales)
Medical facility
Art facilities? Cultural centers, community centers
Do not lose what is Downtown – complementary uses not competing
Community gardens, community supported agriculture
Playgrounds, sandboxes
Public access to lake

Studies may still be needed: archaeological sites
What effect on wildlife? On water? (Muddy Pond, Damariscotta River)
Study wildlife corridors – on and off of site, especially within easement

Table 8
Sustainable walkable development, but really protecting Muddy Pond
Connect western part of property to Downtown/ Yellowfront
Upgrade School Street for bypass truck route?
Conservation of much of the land, hiking/Town Forest
Community center 200-300 or more people/large gatherings
Bike trails/pedestrian access
Is growth wanted? What is the impetus?

Table 9
Inviting neighborhoods
Not cookie cutter
School Street needs to be redone
Not so much commercial that it competes with Downtown
Multi-income neighborhood with links to Downtown (and multi-age)
Add a park/green space/public gardens
Hotel/conference center
Satellite higher education (Bates, Bowdoin, Colby)
Group houses for neighborhood feel
See neighbors
Clusters/green areas
Busses run regularly to get people Downtown reliably
Business? TJ Maxx only – just kidding

Table 10
Space environmentally friendly
Green area
Houses closer together
“Village within a Town”
Mid-low income families
Focus on downtown

Small livable spaces
Higher value homes at one end to — lower value
Living units – apartments
Open space
Tennis courts
Service buildings – cobbler, etc.
Jobs – higher paying light industrial
Affordable housing
Mixed housing
Large open common
Accessible
Don’t take away from existing stores and restaurants
Eco-village
Commercial areas – close to road
Mixed use open space
Ballfields
Playgrounds
Access to Yellowfront
Outdoor community area for festivals
Day care center
Young family living
Industrial
Keep it the way it is
Convenience store
Don’t compete with Downtown
Bike paths/walking friendly
Underground utilities
Family friendly
All weather transportation ex. Trolley, shuttle
Kid oriented and quiet areas for “old folks”
Community garden
Solar power
Wind power – go green
Research education
Ask students what they want for their future

Table 11
Arts center – model of the complex – conceptual model – retail, classrooms, performance
Steam – wildlife corridor – important to Damariscotta
River watershed – Castner Creek
Sewer fees, increased sewer fees, impact on oyster

culture increased discharged could impact the industry
Will it affect taxes, water quality – schools capacity, sewage capacity – growth capacity
Route 66 snowmobile trail – maintain recreational connections
Residence
No more growth – growth will change rural character of Damariscotta
Keep in mind the children, but we are most elder town in Maine
We don’t want to be NJ – not replicate other places
Undeveloped property is tempting to build on, once it is built, it is gone, cannot be brought back
If the arts center doesn’t fly – Town is stuck with it
Gateway 1 comprehensive plan, required made the step towards smart growth
Regional outlet
Piper will have an impact on the region
Opportunities – preserve open space, save as much as possible; arts center to complement Downtown – modest, large center is iffy
Cluster housing and open space – walkable
No development – show development
75% preserved as open space

Table 12
Affordable housing and more: retirement, single, duplex
Industry, light industry like “Science Source” in Waldoboro or Tool Place
No need for art center
Attract young people – jobs (small business, industry), housing, families
Schools losing students
But Pumpkin Festival had a lot
Affordable housing, but not trailer park
Transportation for older people or retirees: shuttle?
Cluster housing: we like the idea, 3 acre too big?
Country townhouses: consider? Market, younger buyers, woods, no need to mow
Meadows
Need mix: town, individual, range of prices
Too much mowing: “how vain is that?”

No high rises
What about a wind farm?
Need to attract young people, jobs, mix of ages
Community Supported Agriculture (CSA) in Piper Village? Sunflowers, Edgecomb already does some
Or community garden space in cluster development
Access to Downtown: High Street is steep! Winter. Maybe change School Street?
Design for winter: smaller houses, LEED standards

Table 13
Connections between Downtown to Piper Village – direct road access
Commercial along central road with parking to rear
Low impact commercial
Uses that do not exist in Downtown
Should build low impact green development – a modern village
Mixed ages
Eco friendly
Town common included along brook
Zero lot line homes
Need family friendly neighborhood to get more kids in Town
Need walking access to Town
Protect pond from development
Cluster housing with large common areas
Multi-uses with eco-concentration
Multiple access points – not a dead end

Table 14
Need housing for seniors – first floor living and fireplace and two bedrooms upstairs
Do not want a second town, but convenience store OK
Self-contained, walkable community, total recycling
Green community – walk to Rising Tide, high density with village character
Address traffic on Route 1B, traffic already saturated
Manage development with the traffic
Bring young people to Town – vocational school
Various light industrial manufacturing for wind, solar and high tech stuff

Recreational trails with places to go – trail network, arts center, magnet for people to come here
Preserve taxable land
What type of business is acceptable?
School – vocational
Change retail size cap – keep size cap
Do not create 2 Downtown
Make development compatible like Freeport McDonalds
Retail development – local or national – have ordinances to fit Damariscotta
Architecture does not have to be of 1800s, do not be bound by 19th century architecture
How to monitor character? Have ordinances to regulate quality of development but does not restrict the developer
Does not necessarily be developed; public could acquire Piper Village and make it into a park
But, taxable property needs to be maintained, but preserve most sensitive areas, but allow development in less sensitive areas
Break up Piper Village into various areas, preserve recreational space so residents can use
Cluster development to preserve open space

Table 15
Rifle range?
Respect existing snowmobile and cross country trails
Route 66 snowmobile club
Businesses complement Downtown?
Cluster housing
Smaller housing, above businesses
Older people who want a smaller place
Mixed ages – mix of housing types
A lot of green space
Respect green space – this means more money
Beautiful woods out by Assembly of God Church – very pretty, unexplored
Enhance nature’s goodies – promote, protect and make accessible

General Ideas/Thoughts

Table 3
How will we pay for making changes?
Developers will make infrastructure improvements on their property
Plan will get voted on by Damariscotta voters
Public transportation, along Route 1B – shuttle
Planning that doesn’t lead to changes – example, no underground power lines in Downtown
Town needs money to implement plan
Dream needs to be grounded in reality
Presentation – too tourist oriented – should not be planning for out-of-towners

Table 13
Civic center
Infill- increase density
Tope ideas – parking problem, eco-village needed
Cross generational use should be the goal

** PLEASE NOTE, THERE WAS NO TABLE 4

DAMARISCOTTA HEART & SOUL PLANNING CHARRETTE

COMPLETE RECORD OF NOTES FROM FOCUS MEETINGS

DAMARISCOTTA CHARRETTE

FOCUS MEETING # 1 – ACCESS TO NATURE

AND CULTURE

10/23/2009

(approximately 29 people)

Nature

Damariscotta River Association – protecting? access? Interested in developing responsibly, primarily protected by Shoreland Zoning, Association’s purpose is conservation/easement — public access is important part of mission

Back Parking Lot – often maintained/cleaned up by business community

More flexibility if own land outright

Pemaquid Watershed Association – efforts limited by ability to manage, establish priorities (as does Damariscotta River Association, Sheepscott Valley, etc.)

Need some preservation of taxable land base – small town /small land base, no reason to remain tax exempt (hardship/put some non-profits over the edge), sale of property with some limitations on future use

Some information about costs to community of developing open space

Conflict with public values – adjustment of dependence on property tax — tax reform

Politically difficult to tax non-profits — impact on churches

Back Parking Lot – needs attention

Role in shaping Piper Village development – opportunity for linear park

Downtown – parallel planning process for Shore/Harbor – can natural strip be expanded? (rain garden?), linkages? wayfinding? special paving?

Observation – land trust preserve signs: inviting or discouraging access — doesn’t say “Welcome Here” — need for inviting signage; parking is always an issue – tucked away, maybe make them more obvious; should be map of how to get into Town/identify key natural locations/maybe signs on roads/kiosks; good trail book is available; nature and culture map linked by bike/

pedestrian paths — even out to Great Salk Bay/Piper Village — central parking, maybe with access to bike rentals

Entrances to Town – “Welcome” – mixed reviews last night — seek balance — locals can find things, could be more of a tourist issue

Parking lot on other side (dumpster park) – needs attention, also near Back Street Landing (closed) as a commons area – band shell? more active?

How willing will landowners be to provide easements for trails? Snow mobile community seems to be able to get them (some formal/informal)

What about the lakes – beautiful, public access? — conflict with owners; not all have public access; one is a public water supply/other is vulnerable to degradation (check state data base); non-motorized boat access – kayaks?

Damariscotta Watershed – pretty well protected by Water District

Balance important between access/use and degradation

Bridge/Back Parking Lot – in fall, close lot and have Farmers Market/craft fair with satellite parking/shuttle; alternative suggestion – close Main Street to do this; takes care of some issues/creates others — for retail in US – need cars going by slowly and need parking

Management/not permanent change — experiment

Arts and Culture

Vibrant, everyday, room for a lot of collaboration/shared space (a lot of competition)

Is talk of culture inclusive enough? Do in-school education – could be used/integrated into schools better

Need serious thought – huge rift between locals and the away people/strong alienation — try to eliminate/ameliorate that divisiveness

Demographics have changed a lot – rather not get into this divide — instead go into schools/draw in kids

Enhance the traditional arts

Propose one art center (facility – keep separate users/

groups) – allow any arts to participate — question why want to do that? — cut down on divisiveness; Brunswick area – a lot of collaboration (Maine Arts Foundation – wanting to fund those collaborative)

Piper Village area – community performance/exhibition space — need modern facility — phase in

Don’t want to see this □ happen – that would cause Downtown to die — what happens to money needed to renovate Lincoln Theater — advises caution

“Arts” as business – economic development — also expect growth — bigger pie

One of richest areas on East Coast for arts — artists need to make more effort to showcase their arts

What about community? Outdoor music — community use of space, not just about arts, places: Round Top, Back Parking Lot (needs to be improved)

Not sure about one center – have number of spaces throughout town

Senior citizen – feels threatened, afraid to loose home — these things are great, but will cost money — Damariscotta has highest taxes in area — so many non-profits

- Impact on tax base
- We struggle in the winter
- Why go to another spot (Piper Village) until completely use the existing spots

Strong reaction to build-out map — should plan for future growth (20+ years)

Imagining how we would like it to be – know what we want to help make decisions as conditions change

Open space is one thing we all can use – not cost money that would be required if developed

Round Top Barn seen as community resource – contra dances in summer; want to increase use

Close gap between natives and those from away; find carvers/sculptors to carve pumpkins for Main Street; Pumpkin Fest brings a lot of folks into community — helps merchants

Isn’t music performance space through winter –more of a problem, need small performance space, way to make it thrive – use churches – recently St. Andrews

Downtown (frequent merchants afterwards)

- Need one “more psychological” space – feed off each other
- Theater is not good space for music (acoustics)

Lot behind Renys – set up temporary bandstand – great views, not close in/obstruct views; at gardens – play in closed space but able to look out at views

Don’t want – beautiful Downtown ignored — issue is parking structure in Downtown — keep focus on Downtown; Downtown is also constrained by geography/space

Need somebody/some office to coordinate these things — get along, but duplicate

Only one native-born here – why is that? This happens all the time (should be more here — why? what need to do to get them here?) – this tension may be more of mythology than reality; sometimes natives don’t recognize what they have, folks from away “chose” this place; some do want to know/feel excluded

Another group not represented – youth – ice skating rink for kids in winter and playgrounds

DAMARISCOTTA HEART & SOUL PLANNING CHARRETTE

COMPLETE RECORD OF NOTES FROM FOCUS MEETINGS

DAMARISCOTTA CHARRETTE
FOCUS MEETING # 2 – ACCESS TO TOWN
10/23/2009

(approximately 29 people)

More sidewalks – no sidewalk to school Route 1 B, Bristol Road to hospital
Rule that sidewalks have to follow roads? Example of roundabouts — can use paths
Question of rights-of-way – low income housing to the co-op — established used path, has not been restricted in past (adverse possession)
Back parking lot
Crosswalks – had four, one removed; working for pedestrians but not for cars – almost too close together — creating a problem like in Wiscasset
Bump outs – can’t park, causes road rage, ties up traffic — only purpose is to host sandwich boards; when pedestrians step out, drivers can see them
Crosswalks – intersection with Water Street/parking lot/Cross Street – no crosswalks, one of busiest intersections in Town
Spot in front of Fish Market – difficult spot, cannot see — eliminate parking space — was suggested to make one-way
About 14 parking spaces removed in Downtown where bump outs are – not happy — didn’t beautify streets, why need them – problem with snow plowing
Intersection with light (Church) – problem vs improved back ups; enough traffic for left-turn lane onto Route 129 S – no right of way width; should be light with an arrow (let south-bound turns go first), designed for a one-way street
No sidewalks from Bath Savings around corner into Town
Newcastle Square – discussion about change – lost/unavailable funds
Gateway 1 – 20 towns – preliminary findings, Damariscotta has signed on (memorandum of understanding) for next 18 months
Oyster growers parking in Back Parking Lot all day – no

place to park – also need place for in-town workers – shuttle?
Alternative launch sites for businesses to launch
Town dock – limited depth, parking spaces, places to pick people up — better utilization of waterfront; use Colby-Gale: tight
Public docks – find another site (talk with Mitch Raser)
Main Street – gravel trucks in summer, get stuck, exhaust pipes spew fumes, etc. — alternative route to get around Downtown
Need new road from Route 1B at north down to Bristol – wetlands?
Upgrade School Street in Gateway 1 report/study
Spots for deliveries – then make deliveries from there

- Designated place – hard to “schedule” deliveries – requested a “call” – won’t/can’t figure out how to get to back of stores
- Congestion creates issues for emergency access

Truck routes around Town – post no through trucks, except for deliveries, come in from northern access point from Route 1 — approach contractors to encourage use of alternative routes
Damariscotta has most parking on the Back Parking Lot – waste, parking garage then better use of Back Parking Lot for green space/access to water; 14 dedicated spaces, enforcement problem, parking tight – range of opinions on ability to lose any spaces
Hospital owns (Huston Dodge) property – may have deep water access
Credit card to lease bikes (Zip Cards)/alternative “free” systems
Public pier – (Mitch) – initial discussions with Department of Environmental Protection have not been encouraging, finger pier on one-side of launch, issues with outfall on other side — three concept plans; outside study area – marshes; signage, different ways of circulating – safe circulation/passage to waterfront area
Any options accommodate special functions – (Mitch) – yes, seating/screening issues — alternatives to look at; more events will draw more people/cars
Lighting at night?
Public restrooms, (Mitch) – do Main Street first

(temporary substation at plaza), then do waterfront – who take care of (town/others)
Back Parking Lot – festivals – buy hamburger, no place to sit down — benches; could expand over riprap, but not for parking; run dock off the gulch — or span the gulch — central location as a focus; still trying to locate outfall – possible excavation/finger pier and float — water dependent use — aid with permitting
Need better designed roads – Yellowfront/Rite Aid out to Great Salt Bay School – mishmash system at least out to Hannafords
Issues with Bristol Road – traffic control, speed limit not observed, no sidewalks, no crosswalks, trucks airbrake down hill near hospital, anxious regarding increased congestion with future growth of area – Miles Road intersection is High Accident Location; proposals for one-way systems – anxious that that might be eventuality; low cost options – signage (state road) — control — perhaps should become Town road — look to self for maintenance (fund own repairs)/control
Great businesses along Route 1B – feel out of it/don’t feel connected to Downtown – could address with better connections to Downtown (out to Hardware Store) — sidewalks, infill, build some “liner buildings” alongside roads
Piper Village – need sidewalk connections, interconnections to back side of businesses; has lots of trails (not publicized – easements may be dependent on not publishing) – hook them up – available to public, involvement of snow mobile clubs – could they be used for walking trails
Crosswalk – new Rising Tide to Yellowfront (just got funding for sidewalks)
Speed limit signs are important, land use/way developed influences travel speeds — spatially enclose roadways (sidewalks, trees...)
Roundabouts good for traffic flow– reduce conflict points and speed, not so good for pedestrians – look at Biscay/Church/Main
Use of shuttle bus service – in service center areas (Jefferson, Newcastle, Bristol) to transport shoppers to Damariscotta — feasible if guide enough development

into area – light rail service? bus-rail connection (former Maine Department of Transportation Commissioner’s proposal)
Sidewalk to Yellowfront area – a lot of parking – use as satellite – sidewalks to walk to Downtown
Elm Street? No parking either side – other proposals; sidewalk full length – will narrow road – probably won’t be able to park, at least on both sides; speed bumps?
Church Street – cut through to avoid intersection / light/congestion in town
Parking both sides forces driver to slow down
Place for employees to park during summer

DAMARISCOTTA HEART & SOUL PLANNING CHARRETTE

COMPLETE RECORD OF NOTES FROM FOCUS MEETINGS

DAMARISCOTTA CHARRETTE

FOCUS MEETING # 3 – WORKING LOCALLY

10/23/2009

(approximately 25 people)

Hospitality, service industry
What about industry? Manufacturing in hubs/Piper Village area
Electronics coming back into Downtown at site of former beauty salon
Brain-drain: increase income level to stem loss/ draw folks back — very service oriented, what do to market Town to draw people and their assets here — want more people, reduce average age of Town; demographic trends – aging, retirees; maybe not more people, but more jobs
Concern about loss of tax base to non-profits — allow/ encourage some development, consistent with their mission, to increase tax base
Want new population growth –
• 20% >10 years – ?
• stay as is (0-5%) – generally, not population growth
• > 10% – ?
If want more jobs, will need more affordable housing — in Virginia – gives discounts on bank loans for service providers, so can afford to live where work — must address that
Want better jobs
No incentives from the state – why a lot have left the state
Piper Village – sustainable village – new image for Town — green community
Perhaps response about view toward future growth – affected by “Walmart fiasco” — view Downtown as vibrant
Bob Gibbs – our research sees Downtown as fairly viable
Seasonal business impact
Don’t want national restaurant chains – independently owned/operated

Not change tourist (boom) part of economy, like quieter times in winter; this year – saw a lot of new people never saw before; festivals bring people in and come back – not change
This Town does not close down in winter – has year round businesses/life
Summer folks – are seasonal residents (3-4 generations, generational carry-over; come back for holidays)
% sales to year-round residents?
Most who work with us (restaurantor) – don’t necessarily have the means to shop in Town – if can’t shop at Renys – they’re not going to Beans – going to Walmart; also they work all day - when get out, Downtown closed; one merchant measured sales for one added hour – equal to summer day — consistency, advertisement; lose locals in summertime — takes almost three years for people to know you are open
77% all shopping occurred at night (nationally) — if do it, 30-60% increase in sales
Two distinctly different economic periods – summer/ rest of year — need to reach out beyond Damariscotta
Want to increase commerce
Sales trends (5 years)

Help –
• Parking management system (Damariscotta: 2 cars/1000 sq. ft.; shopping centers: 5 cars/1000; best downtowns: 2.75 cars/1000); most significant issue is employee parking seasonally (now park anywhere can find spot)
• Route finding – better signage
• Visually annoying/aesthetic improvements – oversized signs, benches; orange lights at night
Parking – solicit Town residents for additional parking; proposal a few years ago, willing to invest, town turned down; field behind Federal Savings surface lot; enforcement – signs horrible, curbs painted yellow, bump outs took spaces, ticketed first time people (rather than progressive system of fines)
Route 1B – Big Dave’s – node for center of transportation
Like idea of satellite – smaller villages spread-out or

concentrated in Downtown — Downtown if could keep character, incorporate those areas developed on Route 1B as part of Downtown by filling-in/linking — those merchants don’t feel part of Downtown
Rising Tide is in-between space (not part of Downtown, would like to be part of Downtown) — not opposed to have areas connected, but need some break-up rather than continuous — maybe two nodes with some common/open spaces in between — maybe grow together but with some common/open spaces
Connector is sidewalks
Commercial – business that looks residential – but is commercial
Need places to rest – visually and literally
Need sidewalks linking schools/recreation center to Downtown
Signage – once people are here (wayfinding); local codes: limited regulation — some advocating moderation, some like as it is; do you want to keep some iconic signs (Rexall)
Ordinances controlling chains coming into Town: some want that – can do but complicated because already have some, some by % of total
Bob Gibbs – level one market study
• primary commerce center for Lincoln County
• \$1 billion/year trade area - \$1.2 billion within five years; \$22 million leaving the community that could be captured; can capture \$21 million more that are capturing now — could support 70,000 sq. ft. more, Downtown now is about 150,000 sq. ft. (4-6 new restaurants – 22, 000 sq. ft., on average sales of \$274/ sq. ft./year including some chains; 6-10 clothing sales – 8,500 sq. ft.) – generate enough in sales to afford market rate space/labor
• Strong market
• Rents are about 10% sales on average
• Two tier community – well heeled residents without income, number of working families (50% families earn < 50,000 per year — not a lot of income left for purchases) — about \$22 million spent elsewhere (published income data does not reflect non-declared income)

Business people here want to capture that sales potential themselves (20 sq. ft. of retail per person; 2000 X 20 = X plus tourism)
Any business types/names you’d like brought in – electronics (coming) — hotel of some size (lack beds), commerce park (VK Inc. – Brunswick), bakery, expand Renys, sporting goods, performing arts center
Value in buying locally – perceived barrier (perception of reality – cost more)

DAMARISCOTTA HEART & SOUL PLANNING CHARRETTE

COMPLETE RECORD OF NOTES FROM FOCUS MEETINGS

DAMARISCOTTA CHARRETTE

MEETING WITH TOWN STAFF AND BOARDS

10/23/2009 and 10/24/2009

(approximately 17 people)

Police, Fire
Signal at Route 1B/Bristol – ok, but problems with left hand turn on Bristol; working fine but people don’t like it; fair amount back up if problem in Downtown, confusing off Church Street – no signal to control that intersection; a lot of people taking chances – take right on red so can take left on Church Street — close calls; working better than thought, some people running red – doubled length of time on yellow light — helped to get Trailways bus out of road – up on sidewalks
Pulling out of School Street looking north at NAPA – coming out in two locations – almost as bad as Church Street — offset, can get trapped by someone turning left, no space for queue
Trying to do more enforcement (got new laser)
20 mph stop and go traffic – good for pedestrians (more comfortable)
Route 1 B – realistic to expect people to drive 35 mph? optical width of road reduced (setbacks, sidewalks, trees)
Same thing on Bristol Road
Conditions of roads – School Street and Biscay Road – terrible, but doesn’t seem to slow them down
Recent complaints – bicyclists (individuals/tour groups) – riding down middle of road – stretches are so bad/ have to _____
School Street – sharp corner, when bumpy/winter – back end bounces
Another area of concern – traffic impacts – staying later in year, growth – Church Street near McDonalds intersection identified in plans to improve pedestrians/ bikes/cars — no
Piper Village – main access point, how fit into system – signals not generally well received in Town, more police/fire calls, increased loading on School Street – how play into this?
Downtown – amount of traffic/lack of parking – go

round/round – shuttle?
High Street/Piper Mill Road – bad intersection, turn a bit further down – site distances/speed
Maine Department of Transportation will be resistant to slowing down traffic on Route 1, Route 1B
When Main Street project added bump-outs – narrowed road, make sure it’s wide enough – maneuverability of large emergency vehicles/others get out of way; but agreed that bump outs – helped protect pedestrians – have had fewer (none) pedestrian accidents
If Piper Village happens – budget concerns, hydrants, look for turning radius, traffic flow, false alarms, road widths, accessible to all sides of buildings, heights (ladder truck – 100 feet straight up/4 stories; also issues of size of buildings – fire loads), tree-growth, line of sight, number of police calls (larger businesses more issue; types of households – makeup)
Street widths – encourage interconnected, widths –narrower, but part of network — Chief tends to request 24 feet, but 4 feet can be gravel
Rick Chellman – in urban settings, sometimes suggest set-up areas for emergency trucks (get to/from more than one direction)
Alternate routing – lights/signage to redirect folks —summer/during festivals/trucks supplying

- Maybe need ordinance for times for service trucks
- Designate loading zones

About 400 trucks per day: 12-14% are semis

Water Sewer
Have water and sewer capacity (using a bit less than 50% - 175,000 gallons per day – 180,000 during hot weather), will provide water (updated 10 years ago)/ sewer lines for mapping; treated wastewater back to water (lagoon system)/secondary treatment
Little Pond – good source – even in big drought 10 years ago – only dropped about 1 inch – spring fed, considered providing water to Waldoboro – maybe at ½ capacity, spring fed, own 90% of watershed, upgrading pump station for water

Biggest single water user is hospital; Hannaford/ Yellowfront uses a lot; most is residential, Maine tends not to use as much as the standard of 100 gallons per person per day

Land Use
Land use ordinance – 5 districts
Shoreland zoning
Flood plain
Site plan – aesthetics, physical site planning issues
Are you getting what you want out of your zoning? NO
Both regulations (standards) and the process (developers and regulators know what to expect)
Current regulations are based on use, rather than form – is a different approach needed/ready
Size cap set everything in motion – the number was pulled out of the air – still some confusion over what it covers (retail, storage); Greg – many say it needs to be revisited – how they came up with it
Greg – main concern is impact on Town Hall, who would have capacity/how to do review
Form-based code – depends on delegated discretion, necessary to have hybrid ordinance unless applies to all areas of town
Administrative safety valve — set specific small range (don’t exceed requirement by 3% or 5%)
Interpretations – could go to Planning Board
Can do PUDs with standards for unknown development – detailed enough — floating zone
Site Plan Ordinance
Bob Sitkowski – think government has responsibility to send signal about what it wants; observation about current ordinances – discouraging to developers to make application – hurdles/standards hard to achieve — practical effect of discouraging growth; makes the bad difficult but also makes the good difficult; example – discretionary public hearing; standards of architectural review — vague language (example, Sect 11 – harmoniously to the terrain – not measurable; building appearance – reflect traditional New England form — intent is ok, but need to describe it), developer needs to be able to be informed; also appropriate

to set up system of discretion - idea of discretion vs administration – who comfortable with doing what
Any time tried to be specific – ran into problem with observation that “can’t tell me what to do with my property”
Will apply to a narrow area of town – Downtown, Route 1B, Piper Village — substantive standards; culture of how process application – procedures
Existing ordinance has a lot of discretion— new one likely to move to less discretion – creating upfront what want/reduced flexibility in administration
Waiver – provided in cases where may not be practical — list areas where waivers can be done
“in these areas...”
Option of staff committee/planner’s office — probably want to go more toward this side rather than other
Probably adjust land use ordinance (districts), subdivision (street standards), traffic/parking (location/ conflicts), landscaping requirements (mostly site plan)
Incentives – speed, overlay district for Route 1B and Downtown (optional at discretion of developer – alternative is conventional zoning); carrots – mixed use, density, fast track permitting
Could be a floating zone that becomes a rezone – set up framework for landing the zone so can phase the plan as want — standards for street network, reserve areas to address later on; if have plan (satisfied/detailed) then rezone/mapped; more traditional floating zone – land it by coming forth with plan; then how flexible as go forth – Farmers Branch, TX uses framework plans; stream crossing required Department of Environmental Protection approval that may require an amendment to the regulating plan
If no regulating plan – approve first part, not release rest until planned out (common vocabulary); minor changes (say 5%) delegated

DAMARISCOTTA HEART & SOUL PLANNING CHARRETTE

COMPLETE RECORD OF NOTES FROM FOCUS MEETINGS

DAMARISCOTTA CHARRETTE

FOCUS MEETING # 4 – UNDERSTANDING

ALTERNATIVES – MEASURE & SEE

OUTCOMES

10/24/2009

Team members from Spatial Alternatives and Placeways, LLC made a 10 minute presentation introducing the CommunityViz tool and explaining its purpose. They then invited people to use the tool on their own to see how the model responds to community values. Multiple computers were set up for participants to use, some exercises were made available to illustrate the tool, team members were available to help build greater understanding of the potential use of indicators of community values to evaluate alternative designs. Participants also had the opportunity to play with the tool on their own.

DAMARISCOTTA CHARRETTE

FOCUS MEETING # 5 – LIVING LOCALLY

10/24/2009

(approximately 24 people)

Average or lower income families have tough time living in Town
How address needs of elderly, who don't want to or can't afford to do upkeep and young families who can't afford homes
How many affordable housing units available
Reviewed housing statistics (Damariscotta is becoming less and less affordable for an average family, according to the Maine State Housing Authority figures for 2006, median home price was \$285,000; median income needed to afford this priced home was \$91,646; median household income was \$40, 915; an affordably priced home would cost \$127,247)
Working families (service industry, teachers...) can't afford
80-100 affordable units (estimated) in Town — probably a bit higher
Doesn't include those who want/need to rent
Voice of this population: single — single mom — would prefer affordable options, rather than subsidy
Solutions – way for young person to have a stake in community, Piper Village property may offer an opportunity; Habitat for Humanity (about \$120-130,000 with a lot of free labor, reduced costs); maybe create Damariscotta's version of Habitat — maybe buy land/build infrastructure — maybe rent the units
Affordable housing – definition – no more than 30% of income for rent or mortgage/taxes/insurance
Subsidized – government pick up what folks can't afford
Problem solving outside of housing crisis – to expand to other issues like creating jobs

- Need to create high paying jobs, been living off retirement income from those who moved here from away; subsidies don't work in the long term;
- Opportunity with development of tidal power – attract clean industry that requires skilled workers —

education system should support education of skilled workers
Median income doesn't allow people to buy properties closer to town — young/low income people move further out
People need to build equity/use sweat equity to build home
Camden has lot size that allows development close to town – not bought by low income
Response – need to think about shared equity (not just handout) — group might help subsidize, but another model is to allow families to get some equity to buy at market rate, continuum of options; Long Island (Casco Bay) – town land leased to young families/individuals , land most unaffordable piece; doing it on Islesboro too
Lot sizes (like Camden) – outlying towns in housing pressure have adopted 1-2 acre lot size/frontage — sprawl — cost of land, cost of gas to get to work — towns need to cut back on lot sizes (issues of infrastructure) — whether town allows people to live closer together (easier to get to town), ¾ acre lot sizes, septic systems/common area
Newcastle – last year, 6 units/acre — concern expressed at Thursday meeting didn't like it, but big buildings in Damariscotta are liked
Bob Faunce's historical growth maps – we stretch out along the roads (land most valuable), keep back land for timber — needs to change; big issue for Midcoast — outgrowing Route 1 — need to manage our growth in cores so can use mass transit — need to reach threshold for it to work; Edgecomb co-housing project tanked; instead of building on frontage — build road into property, cluster, and save open space — opportunity
Can have denser housing but may not be affordable
Cheaper if move further out, but added costs to get to work (more dependable vehicle, car costs...)
Piper Village – river is environmental concern plus potential to beautify, most significant land available/ read for development — area close to town/clustered: opportunity for affordable; not supportive of long roads down to Muddy Pond (sensitive environmentally), like proposal of developing green industry – can't cover

costs for three kids with taxes — need jobs/industry; not sure if shuttle is realistic
Boils down to matter of money – all these options require a subsidy, some more palatable than others
Another problem is tax structure for town as a service center for region — drives away young people — sales tax to alleviate this problem (1/2 ¢ to 1¢)
Roads will end up being town maintained – number of people required to service them
Creek at end of Piper Village that leads to Damariscotta River – impact on water quality — suggested 75% open space
Idea of arts center there – not needed, have five arts groups (had one here – Round Top – didn't make it) — reasons why didn't fly at this site – glad to discuss – deed restrictions; five groups and others but not good theater or music venue
Easy to develop property, can't get open space back
Folks living longer – do not have ability to get to things – shopping, exercise, no 24-hour clinic

DAMARISCOTTA HEART & SOUL PLANNING CHARRETTE

COMPLETE RECORD OF NOTES FROM FOCUS MEETINGS

DAMARISCOTTA CHARRETTE
FOCUS MEETING # 6 – MAINTAINING
COMMUNITY
10/25/2009

(approximately 32 people)

Library, custodian for library endowment
Coffee shop
Bookstore
Dog walker, street walker with dog
Planning efforts/Planning Board/Damariscotta
Planning Advisory Committee
Lincoln Theater, community theater
Damariscotta River Association, trails, stewardship
Merchants Group/Chamber Board member
Knowing members of the community
Gulf of Maine
River Arts, artist
Open space
DaPonte String Quartet
Health care
Thriving Downtown
Biking trails, bike paths
Native
Pumpkin Fest, Discovery Channel
Funding elements for non-profits
Town Planner
Great sense of community – alive and well — charrette
advance it
Old Round Top Center
Rummage sale
Parking czar
Coordinate volunteers – bookshop
Singer
Welcomed neighbors whose residence was on fire
— civic response — community donated goods and
services — generosity of community
Co-host of “Wha’s Up?” – public access channel
Community groups
Walk Downtown – know people – library and post
office Downtown – always something to go to/be

involved in
Landscape design
How involve myself in community?
Charrette team – strengthen community opportunities
Parks/community gardens – tie Town together
Orton Family Foundation
How keep ruralness – protect land and water
Farmers Market
Post office
Knowing everyone
Festivals – Oyster and out – people come out/see
Co-founded Farms to Schools – all about relationships;
with growth, potential lesson sense of community –
with technology, people are not talking to each other
Intergenerational – Miles of Friends – elders
Important to maintain sense of community – feel like
I’m losing it – here to reach out – we have a special
place
Need to include people who live here as locals, lessen
distinction with natives – teach our children that this is
their community
Six months here/six months in Massachusetts – next
year full-time
Neighbor is very close/social
Pemaquid Water Association (PWA) – protect Muddy
Pond
Bump into people Downtown – big town event like
Alewives – connect
Quilting group – important to have activities been
involved in
As grow, people become less involved, purchase help to
do things formerly done by volunteers
Spectrum Generations, Coastal Community Center
– partnership, linking, coordination, Miles of Friends,
facilitation, theater – cameo presentation
YMCA
Connect generations
Strong service community – Rotary, Lions, Masonic
Lodge, Eastern Star
Loss of involvement, what do? How get generations
coming up engaged/involved?
Kids born here need to have housing/job opportunities,

jobs for our children
Am from away, children born here – they do not feel
like they are from away
Lincoln County Community Theater – involve
community as much as possible – kids movies once/
month, arts movies, opera — involved; need volunteers
for other roles than as actors – do free things, Santa
Claus, inauguration, Pumpkin Fest, 80% of income
from fannies in seats, few grants (don’t seem to have an
in), have mortgage, 1875 building, solicit as much input
as can – little input
Changed jobs three times, churches couple of time,
never thought of moving away
Strong ecumenical community
Piper Village – spend a great deal of time listening,
what will present soon will be in-line with what comes
out of the charrette – whole process (one year) is a
golden opportunity — happens rarely in planning,
expertise assembled for five days is extraordinary —
what community has contributed/can expect is unique/
doesn’t happen often, willingness of larger community
will contribute to entire Town
Renovation of Lincoln Community Theater (LRC)
Safety – one of reasons like living here – don’t have to
lock car — maintain that
Venues needed for music? Needs differ from dance/
theater; satellite music school – children get lessons,
practice rooms, as well as performance; need to
coordinate with region
Buildings have history – under par – keep those going
Do we have enough of base for 16 venues?
If build music facility – keep it simple
Amazing how much is going on – a lot in summer,
little coordination among groups – schedules, capital
campaigns
Same about volunteers – fill out application/
background checks (social services) — great if had
volunteer coordination
Same about who we approach for donations
Safety – sign at Great Salt Bay – “Have a safe summer”
irked son – “Have a great summer and be safe”
Model – talked with Portland Stage/others about what

needed — not finished
If have Lincoln Theater – why not use it?
Midcoast Orchestra – teaches strings program (money
sought each year) — with band program — our foreign
language program; Seacoast Orchestra (youth orchestra)
– same night as budget meetings — coordination
problems
Concerned about new buildings – be responsible for
buildings already here and use them
Youth Orchestra space not adequate
Linkages in community – developing neighborhoods
along string (Route 1B) — connect Great Salt Bay —
YMCA — Piper Village to Round Top — Elm Street
— safe — loop — trail system between school and
YMCA
Bike trails/paths used for both recreation/errands
Strengthening connectivity within neighborhoods –
where strategically begin?
Needs for today and for next 20 years
Facilities for aging population who remain in homes and
centers and how merge them – integrate generations
within buildings
Outdoor commons
Would like inclusive community center – youth, elderly,
drop-ins with lots of meeting rooms, open all time;
where – where parking is available
Challenge that artists are elitist – model: open to all
sorts of things going on, places to hand out, green area
I don’t join things, don’t know how to include yourself –
how get started
What’s happened to teen center (that died twice) –
could this be general adult center
Lesson learn – stop fighting for teen center (they don’t
want) – ask them what they want
Love how we make due with what we have, is there
population size that is a tipping point — people less
likely to ___, not population, but certain size for certain
things (contact Maine Communities Foundation, Maine
Humanities Council)
Location of community centers matters? Lewiston
Downtown experience – public investments made, still
died, things/uses that bring you into town no longer

there – used to be vibrant, now now — hate to see that happen, shops Downtown are less necessary and more fun — fear slippery slope (shops, post office, drug store – not grocery)

Example of Rising Tide food coop moving into car sales — less asphalt — reuse resources — beautify

Locate buildings to preserve/get connectivity (sidewalks)

Nodes for different purposes

Buy Big Dave – create rest area

Improve waterfront (Back Parking Lot)

Think out of our personal boxes – include everyone in decision

Keep what’s viable now, coordinate

Intuitive sense that Town not large enough to support all the arts — changed mind, way you structure it matters (different use summer/winter) — can be successful

Traffic flows/changes – impressed with idea of back transportation network, not on roads, Land Trust has a lot of experience putting together complicated deals — good opportunity; skeptical about bikes on roadway – can envision physical changes to make safer for bikers

How get/sustain volunteers in implementing the plan

- Use natural boundaries of each group —involve them in those areas where they have expertise
- Small group to organize/coordinate efforts, at least one good contact with various groups (maybe DPAC?)
- Before that — education/outreach (hospital), a lot of apathy
- Heart & Soul — try to involve everyone — door-to-door —not everyone will be involved, but keep trying face-to-face
- Use organizations’ email lists to inform groups
- Small meetings (10-15) in various areas – get someone involved to host
- Present at organizations’ monthly meetings
- LCTV (core group and free filming)
- Email notices to DPAC master list — which committee would you like to be on in the future
- Group that links with Lincoln Academy
- Communication and organization problem (like

the arts group) — inventory of available talents and skills — email: where can you lend your talents and number of hours

- Central volunteer clearinghouse (identify number of hours needed for specific tasks)
- Bring in local foods (and whole foods) – hospital provided community supported agriculture (CSA) for all employees — some subsidy — payroll deduction — Framers Market, farmers not from Town, community gardens, school gardens — think about how kids can draw parents in

Amount of growth – could generate additional volunteers as could retaining youth

Is there a single calendar? Master calendar — DPAC

Newspaper articles are effective

- Column with logos (same day/same place)
- Put out there what “wish lists” mean: what needs to happen — diligent
- Continuous communication to maintain the trust and momentum
- Important to keep communication going otherwise this will just become another planning study on the shelf somewhere

DAMARISCOTTA HEART & SOUL PLANNING CHARRETTE

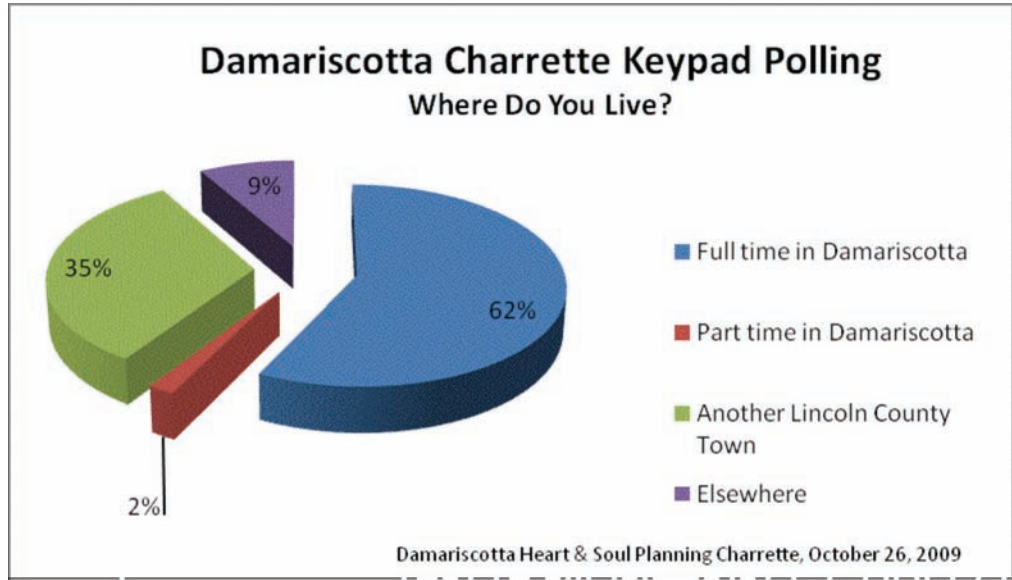
FINAL PRESENTATION KEYPAD POLLING OCTOBER 26, 2009

On the evening of Monday, October 26th, the last official night of the Damariscotta Heart & Soul Planning Charrette, Bill Dennis presented the work generated throughout the week. The draft Illustrative Plan was presented as a series of detailed plans, illustrations, supporting graphics, and recommended policy and funding options.

Following the presentation, participants were asked to use keypads, an interactive and fun tool, to record their initial impressions of the Illustrative Plan in a series of paired questions. Overall and then for each geographic area, participants were asked whether the Illustrative Plan reflects what they heard the community say over the course of the charrette and then whether the Plan reflects their personal values about the Town and hopes for its future.

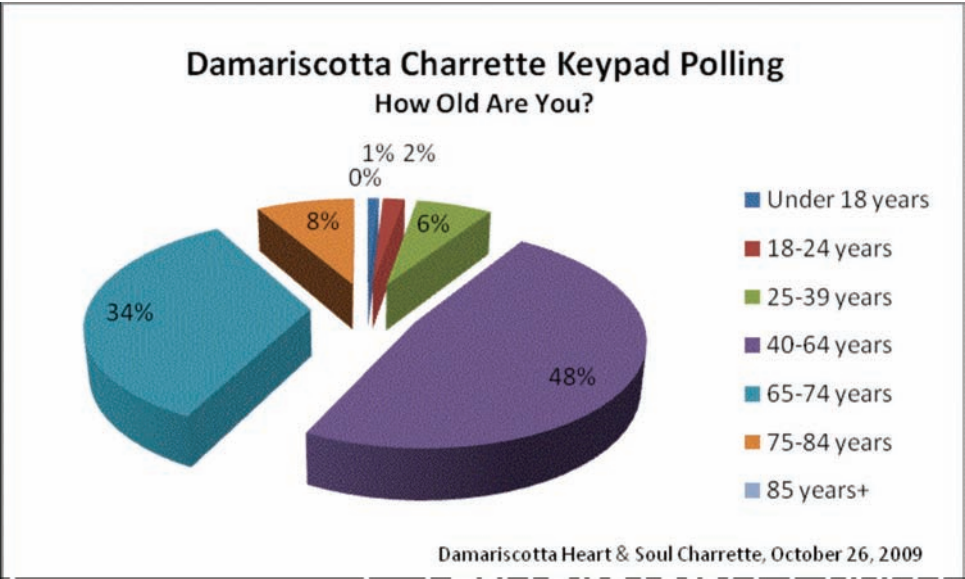
Approximately 60% of the respondents live in Damariscotta full time, 2% live in Damariscotta part time. About a third of the respondents (35%) live in another Lincoln County Town, and 9% live elsewhere.

Damariscotta Charrette Keypad Polling Where Do You Live?	
Full time in Damariscotta	62%
Part time in Damariscotta	2%
Another Lincoln County Town	35%
Elsewhere	9%
Total	108
Source: Damariscotta Heart & Soul Charrette, October 26, 2009	



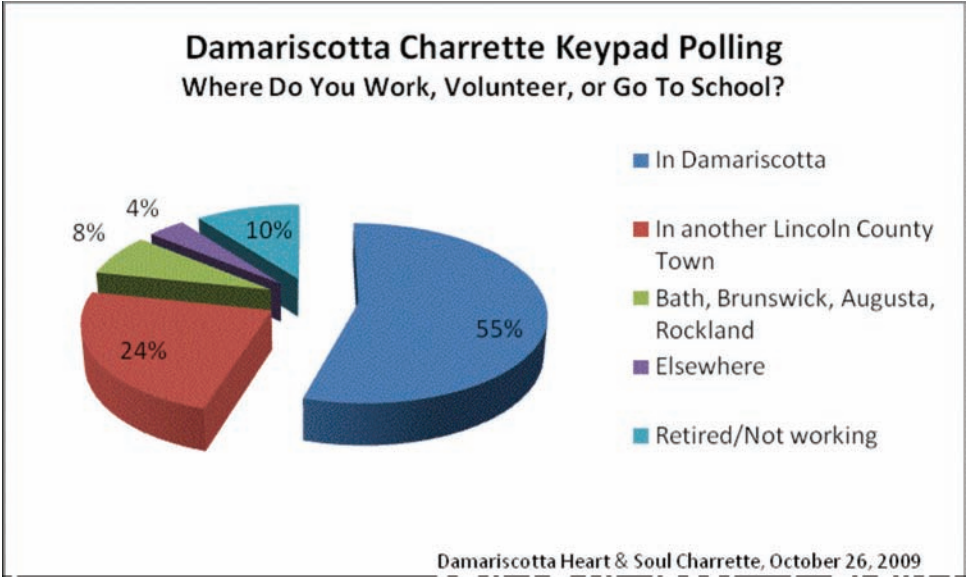
The vast majority of respondents (82%) were between 40 and 74 years old; nearly half (48%) were between 40 and 64 years old.

Damariscotta Charrette Keypad Polling How Old Are You?	
Under 18 years	1%
18-24 years	2%
25-39 years	6%
40-64 years	48%
65-74 years	34%
75-84 years	8%
85 years+	0%
Source: Damariscotta Heart & Soul Charrette, October 26, 2009	



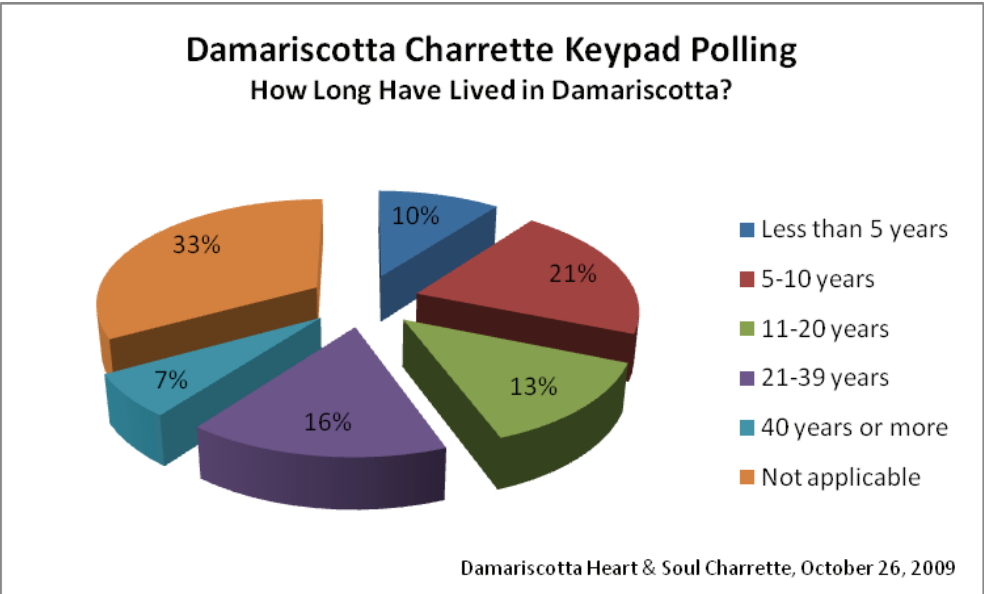
More than half (55%) of the respondents work, volunteer, or go to school in Damariscotta. Nearly a quarter (24%) work, volunteer, or go to school in another Lincoln County Town. Ten percent (10%) are retired.

Damariscotta Charrette Keypad Polling Where Do You Work, Volunteer, or Go To School?	
In Damariscotta	55%
In another Lincoln County Town	24%
Bath, Brunswick, Augusta, Rockland	8%
Elsewhere	4%
Retired/Not working	10%
Source: Damariscotta Heart & Soul Charrette, October 26, 2009	



The largest group of respondents (29%) has lived in Damariscotta between 11 and 39 years, followed by 21% who have lived in Town between 5 and 10 years. Only 7% have lived in Town for 40 or more years.

Damariscotta Charrette Keypad Polling How Long Have You Lived in Damariscotta?	
Less than 5 years	10%
5-10 years	21%
11-20 years	13%
21-39 years	16%
40 years or more	7%
Not applicable	33%
Source: Damariscotta Heart & Soul Charrette, October 26, 2009	



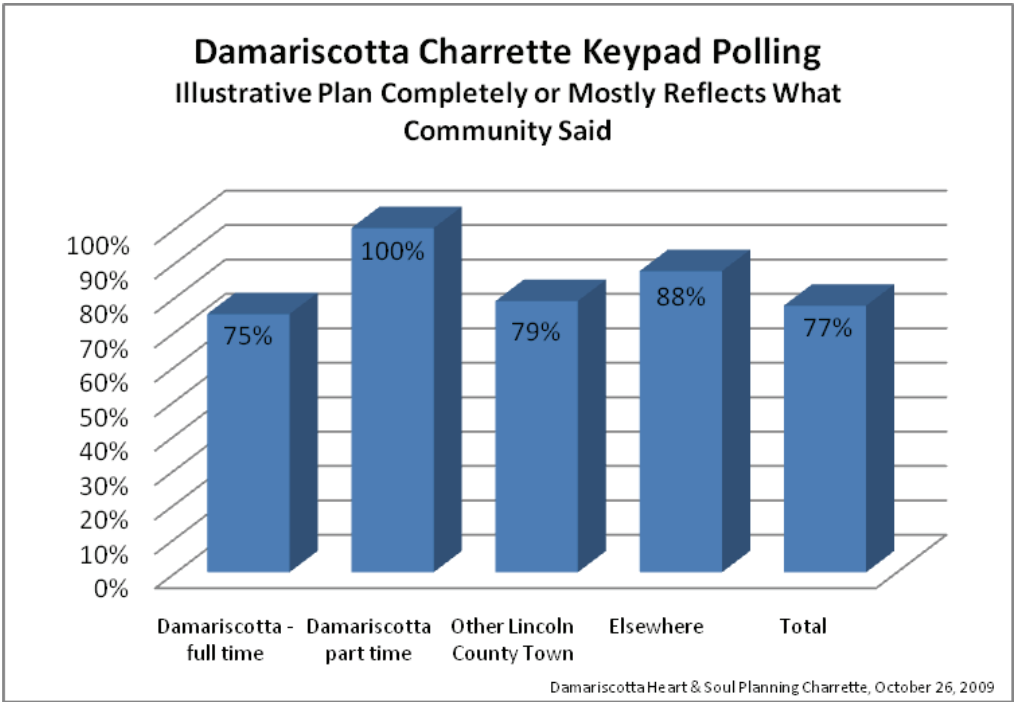
DAMARISCOTTA HEART & SOUL PLANNING CHARRETTE

FINAL PRESENTATION KEYPAD POLLING OCTOBER 26, 2009

Regardless of where respondents live, the vast majority indicated that the Illustrative Plan completely or mostly reflects what they heard the community, as a whole, values about Damariscotta and hopes for in its future, including 75% of the full time Damariscotta residents who participated in the poll.

Damariscotta Charrette Keypad Polling						
How well does the Illustrative Plan reflect what you have heard the community, as a whole, values about Damariscotta and hopes for in its future?						
	Completely	Mostly	A little	Not at all	Not sure	Total
Damariscotta - full time	35	10	1	12	2	60
Damariscotta part time	1					1
Other Lincoln County Town	22	4	1	5	1	33
Elsewhere	7			1		8
Total	65	14	2	18	3	102

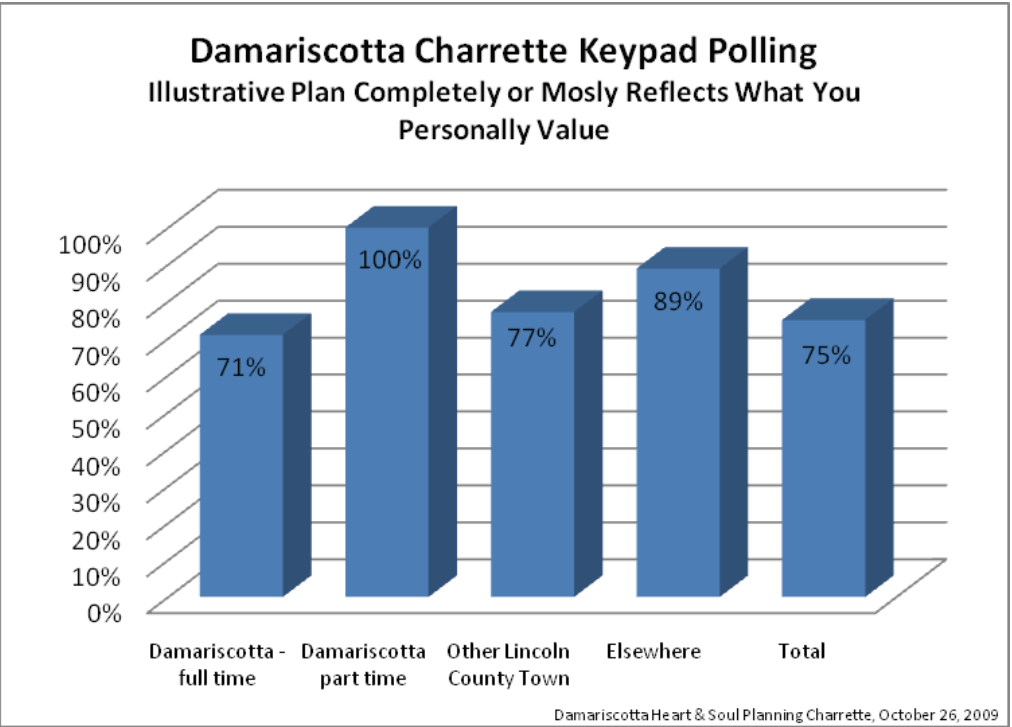
Source: Damariscotta Heart & Soul Charrette, October 26, 2009



Regardless of where respondents live, the vast majority indicated that the Illustrative Plan completely or mostly reflects what they personally value about Damariscotta and hopes for in its future, including 71% of the full time Damariscotta residents who participated in the poll.

Damariscotta Charrette Keypad Polling						
How well does the Illustrative Plan reflect what you personally value about Damariscotta and hopes for in its future?						
	Completely	Mostly	A little	Not at all	Not sure	Total
Damariscotta - full time	7	37	14	2	1	61
Damariscotta part time		2				2
Other Lincoln County Town	4	23	3	1	3	34
Elsewhere	2	6	1			9
Total	13	68	18	3	4	106

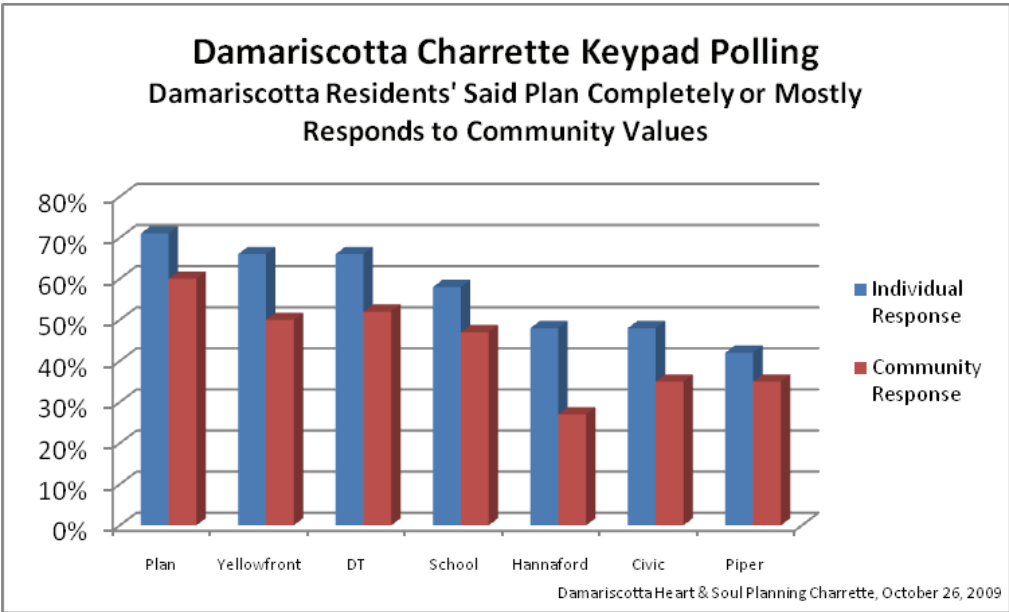
Source: Damariscotta Heart & Soul Charrette, October 26, 2009



In general, the majority of full time Damariscotta residents who responded to the poll said that the overall Illustrative Plan reflected their personal values (71%) and community values (60%). Respondents also said that the plans for Yellowfront / Rising Tide and Downtown reflected both their personal and community values (50-66%). Ratings for the School, Hannaford, Civic, and Piper Commons area plans were lower than for the overall Plan, Yellowfront / Rising Tide, and Downtown, but ranged from 42-58% for personal values and 27-47% for community values. In all cases, those who responded to the poll ranked the plans higher personally than they did community values.

Damariscotta Charrette Keypad Polling Damariscotta Residents Completely or Mostly Reflect Values		
	Reflects Personal Values	Reflects What Community Said It Values
Illustrative Plan	71%	60%
Yellowfront	66%	50%
Downtown	66%	52%
School	58%	47%
Hannaford	48%	27%
Civic	48%	35%
Piper Commons	42%	35%

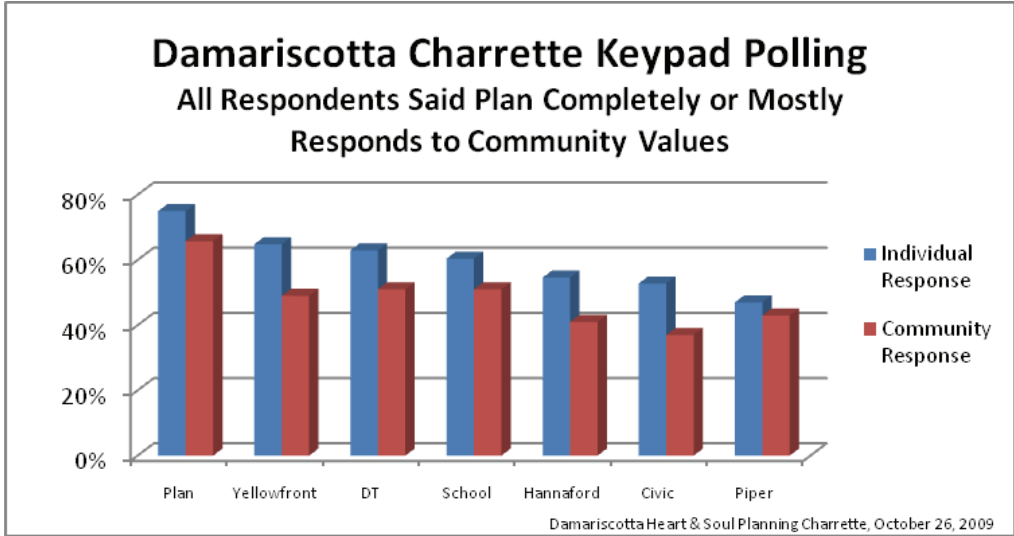
Source: Damariscotta Heart & Soul Charrette, October 26, 2009



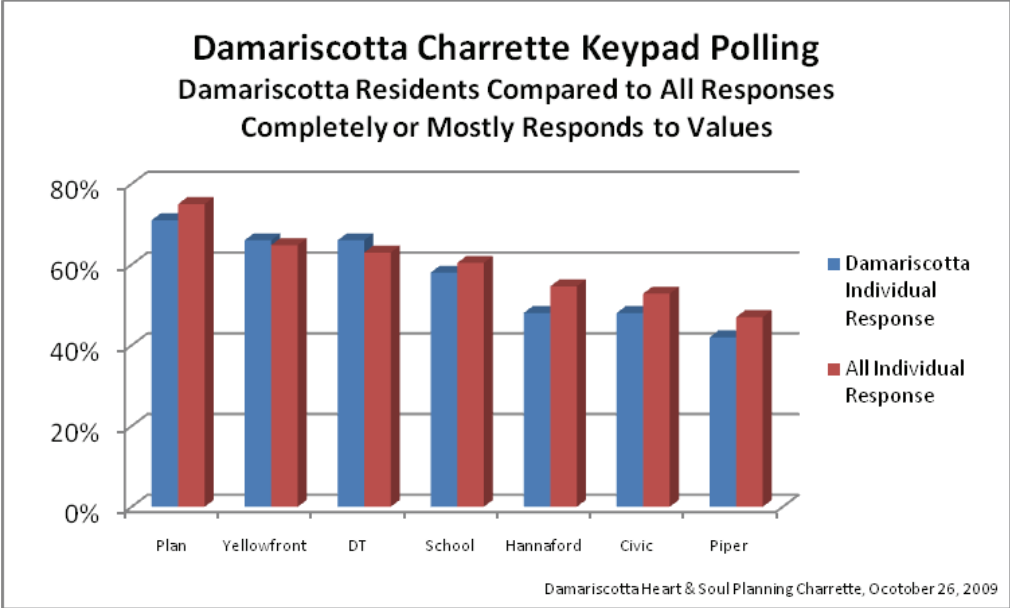
In general, the majority of all those who responded to the poll said that the overall Illustrative Plan reflected their personal values (75%) and community values (66%). Respondents also said that the plans for Downtown and the School area reflected both their personal and community values (51-63%). Ratings for the Yellowfront / Rising Tide, Hannaford, Civic, and Piper Commons area plans were lower than for the overall Plan, Downtown, and School area, but ranged from 47-65% for personal values and 37-49% for community values. In all cases, those who responded to the poll ranked the plans higher personally than they did community values.

Damariscotta Charrette Keypad Polling All Respondents Completely or Mostly Reflect Values		
	Reflects Personal Values	Reflects What Community Said It Values
Illustrative Plan	75%	66%
Yellowfront	65%	49%
Downtown	63%	51%
School	60%	51%
Hannaford	55%	41%
Civic	53%	37%
Piper Commons	47%	43%

Source: Damariscotta Heart & Soul Charrette, October 26, 2009



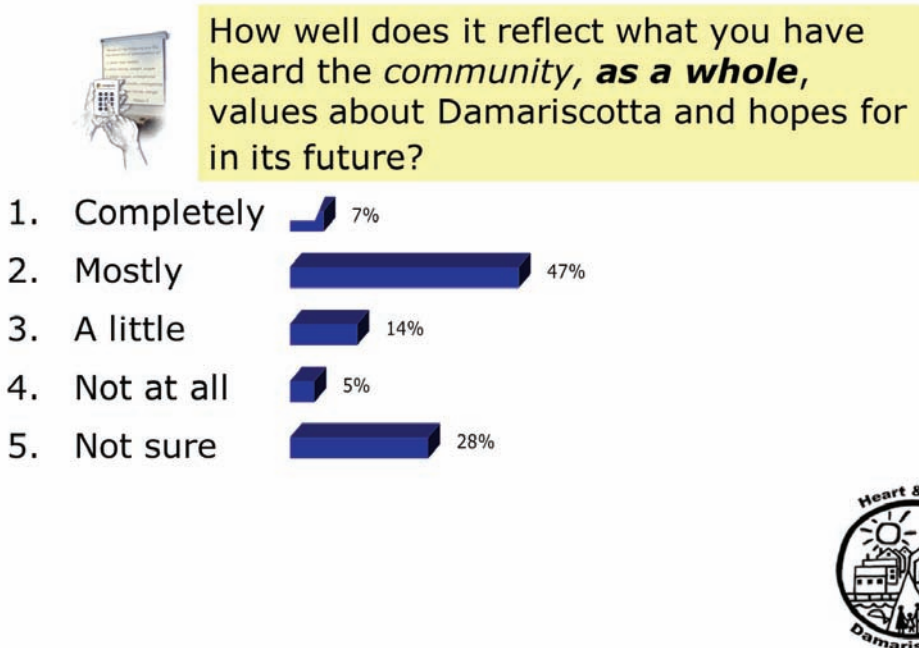
Except for Yellowfront / Rising Tide and Downtown, full time Damariscotta residents who responded to the poll were somewhat less likely to indicate that the plans reflected their values than the respondents as a whole.



Damariscotta Charrette Keypad Polling						
How well do the plans for the School area reflect what you have heard the community, as a whole, values about Damariscotta and hopes for in its future?						
	Completely	Mostly	A little	Not at all	Not sure	Total
Damariscotta - full time	13	22	14	5	5	59
Damariscotta part time	2					2
Other Lincoln County Town	3	18	4	2	6	33
Elsewhere		6	1		1	8
Total	18	46	19	7	12	102

Source: Damariscotta Heart & Soul Charrette, October 26, 2009

School Area

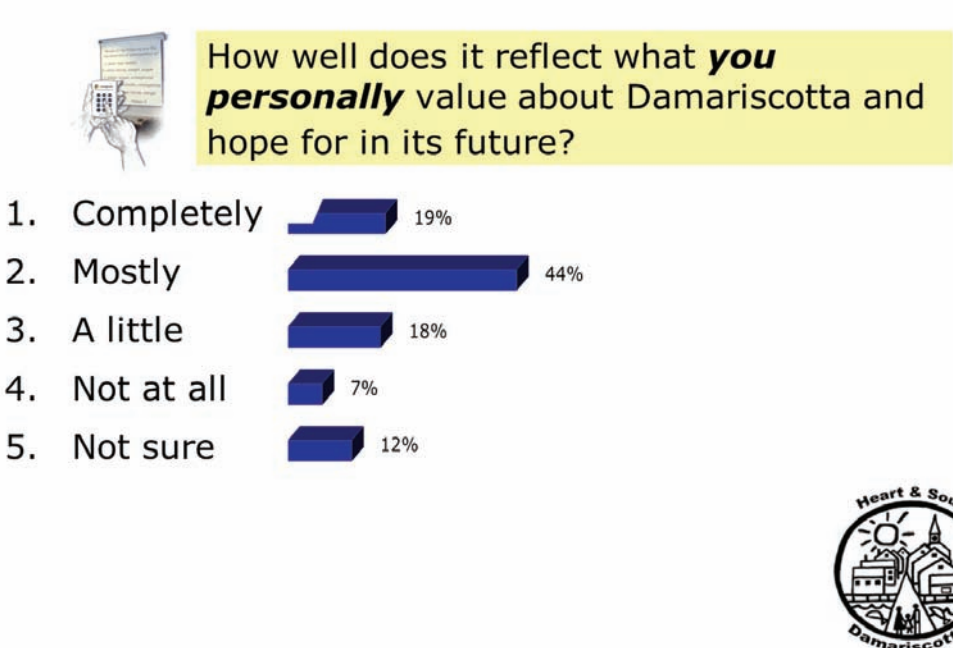


Source: The Orton Family Foundation, October 26, 2009.

Damariscotta Charrette Keypad Polling						
How well do the plans for the School area reflect what you personally value about Damariscotta and hopes for in its future?						
	Completely	Mostly	A little	Not at all	Not sure	Total
Damariscotta - full time	1	16	14	10	18	59
Damariscotta part time	2					2
Other Lincoln County Town	3	17		2	11	33
Elsewhere	2	3	1		3	9
Total	8	36	15	12	32	103

Source: Damariscotta Heart & Soul Charrette, October 26, 2009

School Area

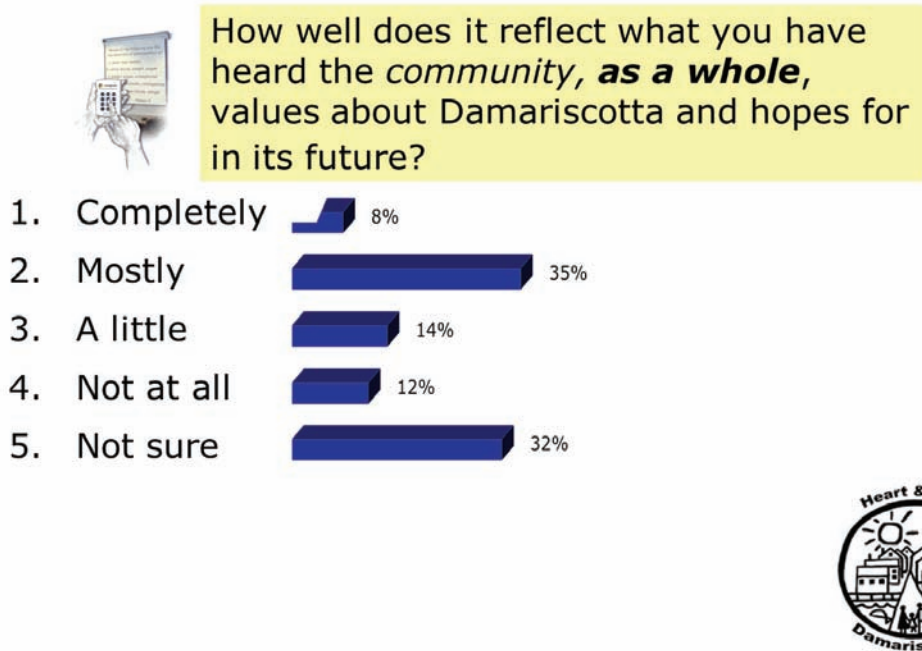


Source: The Orton Family Foundation, October 26, 2009.

Damariscotta Charrette Keypad Polling						
How well do the plans for the Hannaford area reflect what you have heard the community, as a whole, values about Damariscotta and hopes for in its future?						
	Completely	Mostly	A little	Not at all	Not sure	Total
Damariscotta - full time	1	16	14	10	18	59
Damariscotta part time	2					2
Other Lincoln County Town	3	17		2	11	33
Elsewhere	2	3	1		3	9
Total	8	36	15	12	32	103

Source: Damariscotta Heart & Soul Charrette, October 26, 2009

Hannaford Area

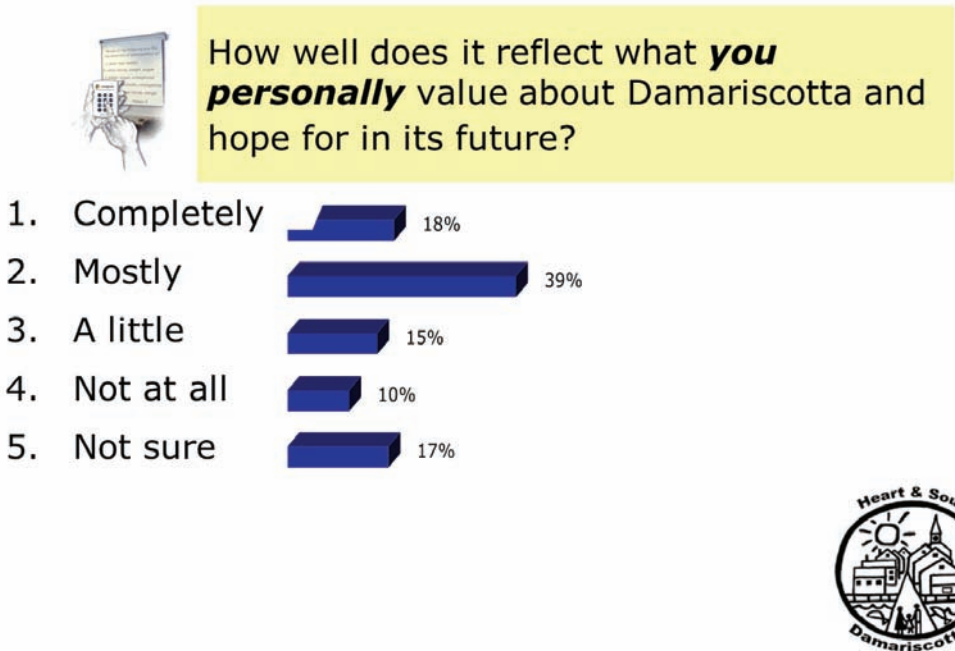


Source: The Orton Family Foundation, October 26, 2009.

Damariscotta Charrette Keypad Polling						
How well do the plans for the Hannaford area reflect what you personally value about Damariscotta and hopes for in its future?						
	Completely	Mostly	A little	Not at all	Not sure	Total
Damariscotta - full time	9	21	12	8	10	60
Damariscotta part time	2					2
Other Lincoln County Town	4	18	3	3	6	34
Elsewhere	3	2	1		2	8
Total	18	41	16	11	18	104

Source: Damariscotta Heart & Soul Charrette, October 26, 2009

Hannaford Area

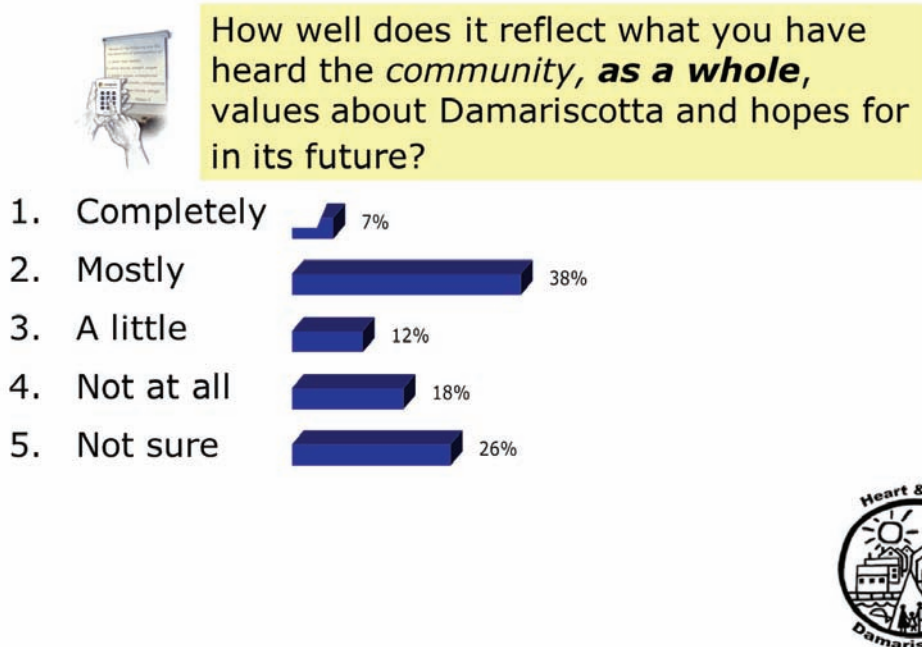


Source: The Orton Family Foundation, October 26, 2009.

Damariscotta Charrette Keypad Polling						
How well do the plans for the Piper Commons area reflect what you have heard the community, as a whole, values about Damariscotta and hopes for in its future?						
	Completely	Mostly	A little	Not at all	Not sure	Total
Damariscotta - full time	2	20	10	15	14	61
Damariscotta part time		1	1			2
Other Lincoln County Town	3	14	1	4	10	32
Elsewhere	2	4		2	1	9
Total	7	39	12	19	26	103

Source: Damariscotta Heart & Soul Charrette, October 26, 2009

Piper Commons

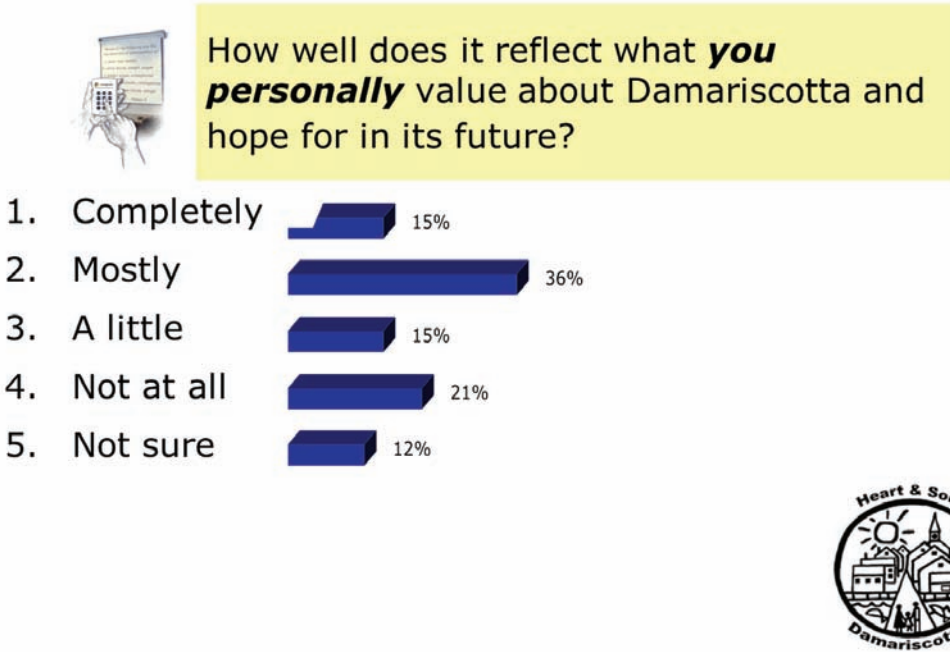


Source: The Orton Family Foundation, October 26, 2009.

Damariscotta Charrette Keypad Polling						
How well do the plans for the Piper Commons area reflect what you personally value about Damariscotta and hopes for in its future?						
	Completely	Mostly	A little	Not at all	Not sure	Total
Damariscotta - full time	9	17	11	15	7	59
Damariscotta part time		1			1	2
Other Lincoln County Town	4	16	3	5	2	30
Elsewhere	2	2	1		2	7
Total	15	36	15	20	12	98

Source: Damariscotta Heart & Soul Charrette, October 26, 2009

Piper Commons



Source: The Orton Family Foundation, October 26, 2009.

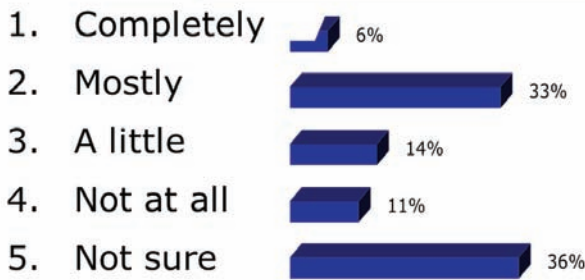
Damariscotta Charrette Keypad Polling						
How well do the plans for the Civic area reflect what you have heard the community, as a whole, values about Damariscotta and hopes for in its future?						
	Completely	Mostly	A little	Not at all	Not sure	Total
Damariscotta - full time	5	17	10	8	21	60
Damariscotta part time		2				2
Other Lincoln County Town	1	12	3	2	13	31
Elsewhere		3	1	1	2	7
Total	6	34	14	11	36	101

Source: Damariscotta Heart & Soul Charrette, October 26, 2009

Civic Area



How well does it reflect what you have heard the *community, as a whole*, values about Damariscotta and hopes for in its future?



Source: The Orton Family Foundation, October 26, 2009.

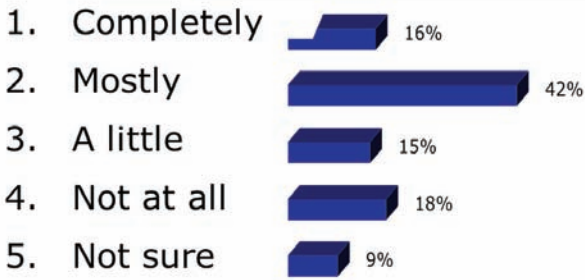
Damariscotta Charrette Keypad Polling						
How well do the plans for the Civic area reflect what you personally value about Damariscotta and hopes for in its future?						
	Completely	Mostly	A little	Not at all	Not sure	Total
Damariscotta - full time	11	19	9	14	6	59
Damariscotta part time		2				2
Other Lincoln County Town	3	17	6	3	2	31
Elsewhere	2	3		1	1	7
Total	16	41	15	18	9	99

Source: Damariscotta Heart & Soul Charrette, October 26, 2009

Civic Area



How well does it reflect what *you personally* value about Damariscotta and hope for in its future?



Source: The Orton Family Foundation, October 26, 2009.

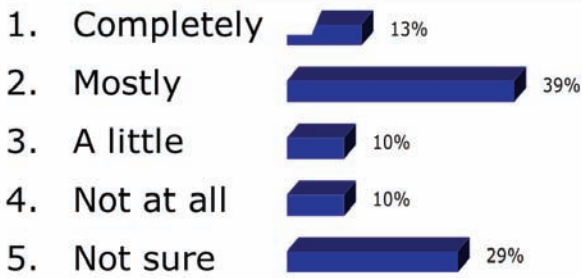
Damariscotta Charrette Keypad Polling						
How well do the plans for the Yellowfront area reflect what you have heard the community, as a whole, values about Damariscotta and hopes for in its future?						
	Completely	Mostly	A little	Not at all	Not sure	Total
Damariscotta - full time	6	25	6	6	17	60
Damariscotta part time		2				2
Other Lincoln County Town	6	11	2	4	10	33
Elsewhere	1	2	2		2	7
Total	13	40	10	10	29	102

Source: Damariscotta Heart & Soul Charrette, October 26, 2009

Yellowfront Area



How well does it reflect what you have heard the *community, as a whole*, values about Damariscotta and hopes for in its future?



Source: The Orton Family Foundation, October 26, 2009.

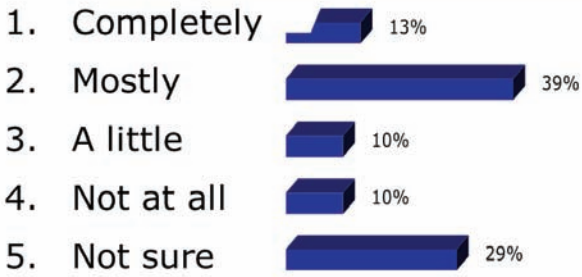
Damariscotta Charrette Keypad Polling						
How well do the plans for the Yellowfront area reflect what you have heard the community, as a whole, values about Damariscotta and hopes for in its future?						
	Completely	Mostly	A little	Not at all	Not sure	Total
Damariscotta - full time	6	25	6	6	17	60
Damariscotta part time		2				2
Other Lincoln County Town	6	11	2	4	10	33
Elsewhere	1	2	2		2	7
Total	13	40	10	10	29	102

Source: Damariscotta Heart & Soul Charrette, October 26, 2009

Yellowfront Area



How well does it reflect what you have heard the *community, as a whole*, values about Damariscotta and hopes for in its future?

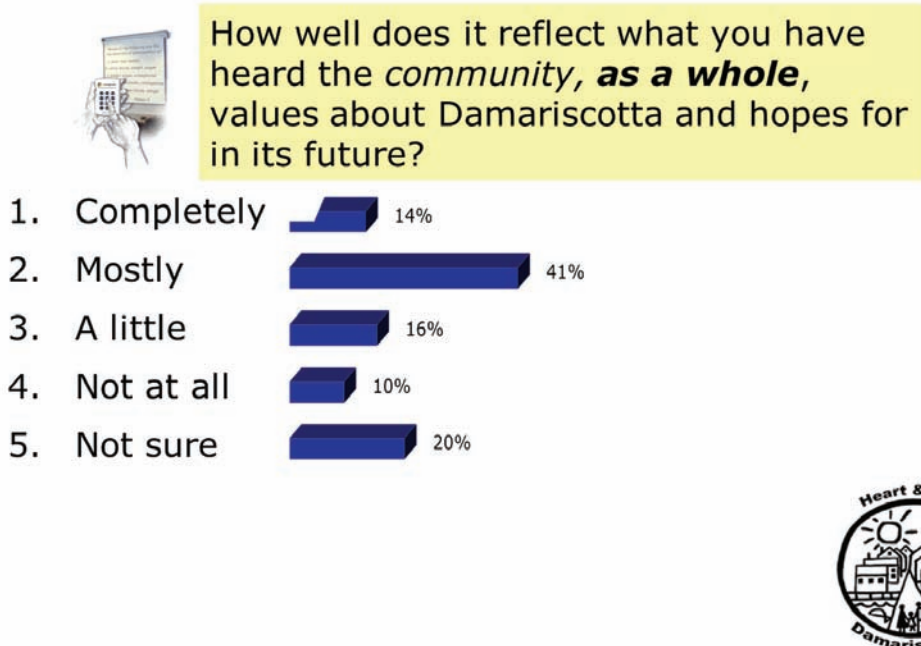


Source: The Orton Family Foundation, October 26, 2009.

Damariscotta Charrette Keypad Polling						
How well do the plans for Downtown reflect what you have heard the community, as a whole, values about Damariscotta and hopes for in its future?						
	Completely	Mostly	A little	Not at all	Not sure	Total
Damariscotta - full time	8	24	10	6	11	59
Damariscotta part time	1	1				2
Other Lincoln County Town	4	14	4	3	8	33
Elsewhere		3	2	1	2	8
Total	13	42	16	10	21	102

Source: Damariscotta Heart & Soul Charrette, October 26, 2009

Downtown

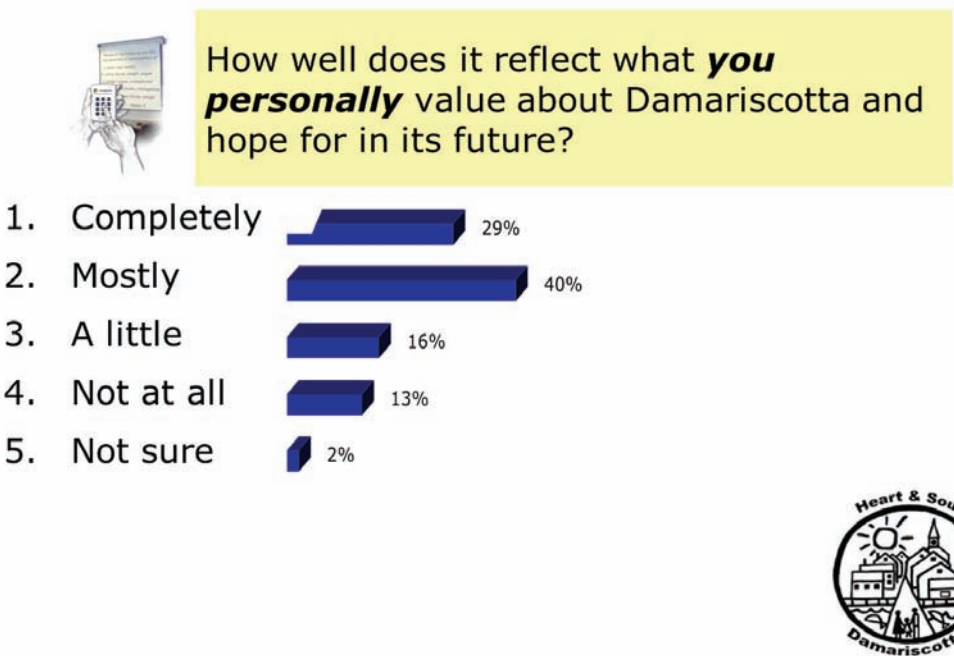


Source: The Orton Family Foundation, October 26, 2009.

Damariscotta Charrette Keypad Polling						
How well do the plans for Downtown area reflect what you personally value about Damariscotta and hopes for in its future?						
	Completely	Mostly	A little	Not at all	Not sure	Total
Damariscotta - full time	17	24	9	8	2	60
Damariscotta part time	1				1	2
Other Lincoln County Town	9	11	6	4		30
Elsewhere	1	5	1	1		8
Total	28	40	16	13	2	99

Source: Damariscotta Heart & Soul Charrette, October 26, 2009

Downtown



Source: The Orton Family Foundation, October 26, 2009.

HEART & SOUL COMMUNITY PLANNING CHARRETTE • OCTOBER 22-26, 2009

Be a Part of History... Help Plan Damariscotta's Future



Choose Damariscotta's Future – and Yours

A few individuals behind closed doors plan most communities' futures, but in Damariscotta we have the opportunity to collectively envision our town's future. We invite all residents to join in a collaborative, multi-day "charrette," or planning session, October 22-26 to help guide future growth and development in Damariscotta. Residents, business owners, youth, elected and municipal officials, and anyone else with an interest in our town will work directly with a professional Design Team—a group of designers, architects, retail consultants, traffic engineers, landscape architects, illustrators and land use professionals—to help shape Damariscotta's future.

The Damariscotta Planning Advisory Committee (DPAC) has overseen a yearlong Heart & Soul Community Planning process to engage citizens, help them describe what they care most about, and develop a common vision for our town. More than 400 townspeople have told us what they love about Damariscotta and what they'd like to change. Using that information, the Design Team is building alternative planning options that take into account impacts on social, cultural, economic, environmental, infrastructure, and other aspects of the town. Together, the citizens and the Design Team will evaluate those options and draft possible solutions to local design problems that will enhance the values and vision of all who live, work and play in Damariscotta.

cont. on page 3



From Values to a Vision for Damariscotta

The Damariscotta Planning Advisory Committee is working to ensure that what people value is protected and enhanced for future generations. Damariscotta is a special place to live, work, play and do business. One way or another we all seem to know this, but over the last year of listening to residents we have heard six major themes about life in Damariscotta:

1. We can live locally, meeting our daily needs by supporting our helpful merchants.
2. We can work locally and can grow locally owned businesses.
3. We have a strong sense of community where people trust one another and feel safe.
4. We are an involved community that participates in schools, organizations, churches and community events and festivals.
5. We appreciate the close proximity of culture and nature. Right out our back doors we might see a seal or a moose, but we also have fine restaurants, art galleries, theater, book-stores and library, all within walking distance.
6. We have easy access to goods and services, to local government and to information.

Do you agree that these are the things that make Damariscotta special? What else do you want to see in our town's future? Stop in to help us refine a new vision for Damariscotta!

Damariscotta Heart & Soul Community Planning • www.damariscottame.com • page 1

Don't miss your chance to make a difference in your town and its future! Drop in any time the lights are on.

CHARRETTE SCHEDULE

October 22-26, 2009
at the Barn at Round Top Farm
Business Route 1, Damariscotta

Thursday, October 22
6:30 pm

Opening presentation and hands-on community design workshop

Friday, October 23

10:30 am

Focus Meeting #1: Working Locally – Jobs, Downtown, Businesses

1:00 pm

Focus Meeting #2: Access to Town – Links between Uses, Needs, and People

2:30 pm

Focus Meeting #3: Access to Nature and Culture – Views, Recreation, Arts

4:30 pm

Pin-Up and Review

Saturday, October 24, 2009

9:00 am

Focus Meeting #4: Understanding Alternatives – Measuring and Seeing Outcomes

10:30 am

Focus Meeting #5: Living Locally – Population and Housing Needs

4:30 pm

Pin-Up & Review

Sunday, October 25

10:30 am

Focus Meeting #6: Maintaining Community – Places to Meet, Volunteers, Safety

4:30 pm

Pin-Up and Review

Monday, October 26

4:30 pm

Pin-Up and Review

6:30 pm

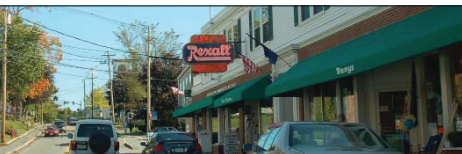
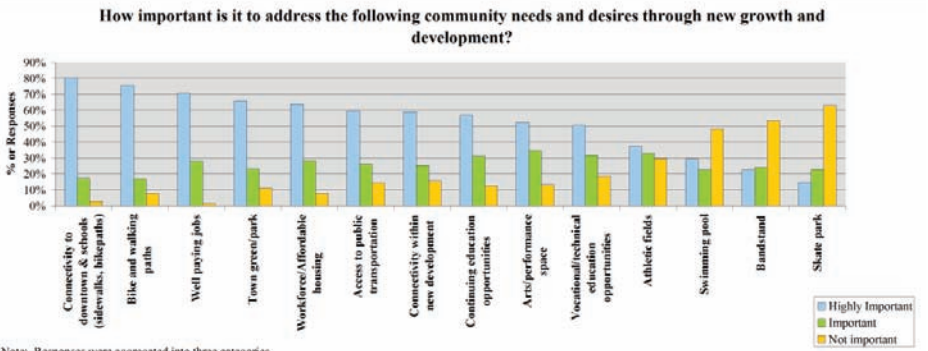
Closing Presentation

The public is welcome at all events! Times of scheduled sessions may change; visit www.damariscottame.com for updates.

HEART & SOUL COMMUNITY PLANNING CHARRETTE • OCTOBER 22-26, 2009

Community Survey Results

In May 2009, the Damariscotta Planning Advisory Committee (DPAC) created a survey to gather more feedback from citizens on what they love and what they want to change about Damariscotta. The survey followed up on prior input DPAC received from the community during the Shore and Harbor and Piper Village Community Forums. DPAC developed a series of multiple choice questions based on the values and issues that the community raised through earlier DPAC activities. The survey was available from June 8 to September 1, 2009 on paper, online and in the Lincoln County News. DPAC received nearly 200 survey responses, some of which is highlighted here. For the complete results, visit www.damariscottame.com or stop by the Heart & Soul Office at the Chamber of Commerce, 2 Courtyard St. in Damariscotta.



The Damariscotta Planning Advisory Committee

DPAC is a committee of the Town of Damariscotta, appointed by the Selectboard to lead a community driven visioning process to make the Damariscotta region a better place to live, work and play, do business and visit. Its work includes establishing and maintaining a long range planning process and incorporating public dialogue into planning efforts. DPAC includes individuals from our town and region that have an interest in ensuring that the future of the town reflects the broadest consensus.

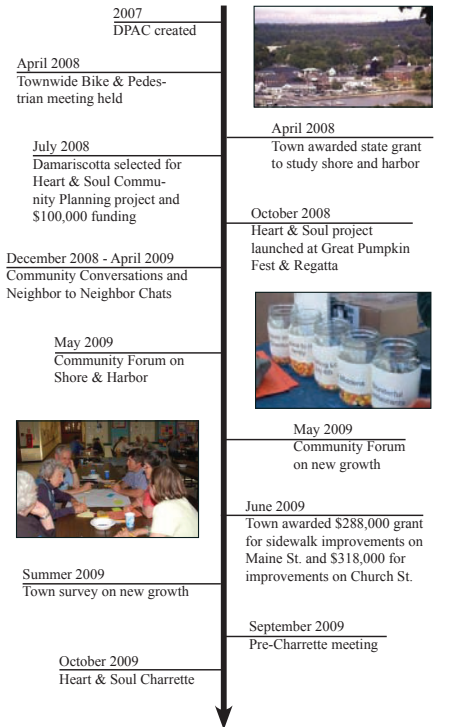


DPAC includes Steven Hufnagel (Chair), Robin Mayer (Vice Chair), Laurie Green (Scribe) and members David Atwater, Mal Gormley, Garrett Martin, Rob Nelson, George Parker, Steve Peters, Buzz Pinkham, Marianne Pinkham, Alan Pooley, Mary Kate Reny, Jack Spinner, Dave Wilbur, and Amy Winston. Pictured are DPAC members, representatives from the Orion Family Foundation and Friends of Midcoast Maine.

MEET DPAC

From Planning to Progress: Two Years of Accomplishments

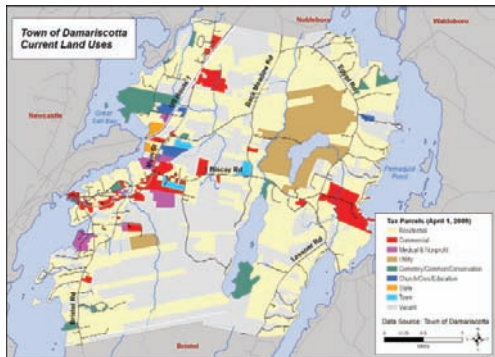
Planning takes a lot of time, but the Damariscotta Planning Advisory Committee (DPAC) has already made a lot of progress in the two years since its founding. Here are some important milestones:



Damariscotta Heart & Soul Community Planning • www.damariscottame.com • page 2

HEART & SOUL COMMUNITY PLANNING CHARRETTE • OCTOBER 22-26, 2009

Visualizing Damariscotta in 2030

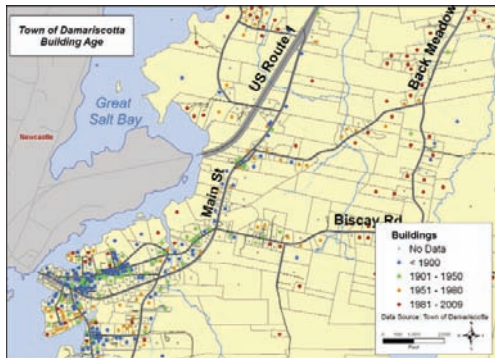


Choose Damariscotta's Future - And Yours

cont. from page 1

Participants will be asked to raise issues and express their desires for future development over several days. Then the Design Team will work to illustrate those ideas and the public will comment again, telling the designers whether they have accurately captured the desired vision. This pattern will repeat itself through various scheduled sessions around specific topics. On the final night, October 26, a public presentation of the proposed designs will be made.

The Design Team will develop specific design components on the spot (street and parking design, landscape, development capacity, and zoning code) to address those issues and desires. Town Staff and volunteers will be on hand to help facilitate the process and ensure that citizens' feedback is instantly incorporated into the design scenarios.



These maps show how Damariscotta has grown and where we live and work today. What will these maps look like in twenty years? Come to the charrette and let us know what you'd like to see for our future.

Tools for Community Planning

The charrette will make use of a number of tools to help citizens visualize and understand Damariscotta's future. Among them is CommunityViz®, a tool that helps people visualize, analyze and communicate about the future of their communities. Based in geographic information system (GIS) software, CommunityViz uses interactive maps, charts, 3-D models, and other tools to analyze and illustrate planning choices.

In the charrette, CommunityViz will be used to present different ways the town could grow in the future and the trade-offs among those possibilities. For instance, how might different development scenarios affect local costs and tax revenues? What are the impacts of new growth on treasured natural places and environmental resources? CommunityViz will help to illustrate these kinds of tradeoffs for alternatives in future development.

MEET THE TEAM

Bill Dennis Town Design

The Charrette Team of Bill Dennis Town Design includes a talented group of planners, designers, landscapers, traffic engineers, mapping professional and retail specialists.

Heart & Soul Project Coordination

Friends of Midcoast Maine Executive Director Jane Lafleur is the Project Coordinator for Damariscotta Heart & Soul Community Planning. The Heart & Soul Community Planning project is a partnership between the Orton Family Foundation, The Town of Damariscotta, and Friends of Midcoast Maine.



Damariscotta Heart & Soul Community Planning • www.damariscottame.com • page 3

HEART & SOUL COMMUNITY PLANNING CHARRETTE • OCTOBER 22-26, 2009



Keeping Damariscotta a Vibrant, Livable Community

Communities across the country struggle with many of the same challenges as Damariscotta: how to improve access to education and healthcare, make housing and local living affordable, create jobs and retain local character. The good news is that solutions are already out there, many of which can apply to Damariscotta.

Adapted from Dan Burden, Executive Director of Walkable Communities, a nonprofit consulting firm. Visit www.walkable.org.

Livable communities are destinations: vibrant, walkable towns that are talked about, celebrated and loved for their uniqueness and ability to nurture the natural environment and human spirit. All towns can take action to become more attractive and livable for citizens and visitors alike.

The most successful communities have clear visions for the future, but they also use a number of tangible design features, policies, and actions to build on community values:

- 1. Compact, lively town center.** Merchants take pride in their shops' appearances. A variety of stores offer local products and services. There is unique and distinct personality or character to the place.
- 2. Many linkages to neighborhoods (including walkways, trails and roadways).** People have choices of many routes from their homes to the center; the most direct are walking routes. Well-maintained sidewalks and bike lanes are on most streets.
- 3. Low-speed streets.** Most motorists on narrow neighborhood and town center streets and near public areas yield to pedestrians. On-street parking slows traffic and protects pedestrians.
- 4. Neighborhood schools and parks.** Many children are able to walk or bicycle to school and nearby parks. Many residents live within a half-mile of parks or other attractive public spaces.
- 5. Public places for all.** Services and facilities are provided for children, teens, the disabled and senior citizens. Public restrooms, drinking fountains and sitting places are plentiful.
- 6. Convenient, safe and easy street crossings.** Downtowns and neighborhood centers have frequent, convenient, well-designed and lit street crossings.
- 7. Good landscaping practices.** The community has many parks and "green" streets with trees and landscaping. Trails, bridges and promenades provide access to the natural areas in town.
- 8. Coordinated land use and transportation.** People support their small, local stores. People seek ways to include affordable homes in most neighborhoods. The built environment is of human scale and reduces the need for automobile trips.
- 9. Celebrated public space and public life.** Whether it is a plaza, park, street or waterfront, well-loved public spaces are convenient, secure and comfortable. There are many places to sit.
- 10. People walking.** There are no rules against loitering. Lingering in public places is encouraged and celebrated. Children rarely need to ask parents for transportation.

Give Us Your Two Cents!



There are many ways to get involved in shaping the future of our community. Here are some of them:

- Come to a DPAC meeting on the first and third Tuesdays of the month.
- Stop in during the 4 day charrette at the Barn at Round Top Farm when you can, especially the evenings of October 22 and October 26.
- Talk to a member of DPAC about your concerns or issues.
- Talk to the Damariscotta Select Board members.
- Send an e-mail to Jane Lafleur, the Heart and Soul Coordinator, at dpac@damariscottame.com.
- Add a story about life in Damariscotta to www.communityalmanac.org.
- Send DPAC a note by mail at: 2 Courtyard Street, Box 13, Damariscotta, Maine.
- Offer to serve on the Comprehensive Planning Committee or one of Damariscotta's other committees.
- Get your kids and teens involved in community events and activities.
- Start a project or volunteer as we start taking action to make Damariscotta a more vibrant, livable community!

Printing courtesy of: **The Lincoln County News**

Skidompha Library

Damariscotta Region Business Alliance



Damariscotta Heart & Soul Community Planning • www.damariscottame.com • page 4

GIBBS
PLANNING
GROUP

Damariscotta, Maine
RETAIL MARKET STUDY
October 20, 2009 Revised April 6, 2010

This Study finds that there is unmet demand for neighborhood retail development to meet today's existing consumer expenditure in the Damariscotta/Newcastle, Maine Study Area. There is also demand for retail development to meet the projected consumer expenditure driven by the population growth through 2014.

Gibbs Planning Group, Inc. (GPG) predicts that the existing unmet demand, and that which is projected from household growth through 2014, will be enough to support a new neighborhood retail center. The result of this unmet demand is that many local residents travel far outside of the Damariscotta area for much of their primary retail goods and services needs.¹ On the other hand, the historical Town provides a quant setting for well-healed residents and tourists to enjoy fine dining, and unique specialty shops for browsing and entertainment.

GPG concludes that statistically, 76,900 square feet (sf) of new (additional) retail and restaurant development is likely to be supportable (producing enough sales to pay living wages and cover market rate business expenses) today in the Damariscotta/Newcastle area as noted below:

- 22,700 sf Full Service and Limited Service Restaurants
- 19,600 sf Health Care & Personal Services
- 18,500 sf Apparel and Apparel Accessories
- 10,200 sf Home Furnishings and Furniture Retail
- 3,700 sf Miscellaneous Retail (Office Supply, Florist and Card/Gift Stores)
- 1,800 sf General Merchandise Retail (General Store, Junior/Discount Department Store)
- 300 sf Hardware & Lawn Care Retail

This Study also finds that statistically, 91,600 square feet of new retail and restaurant development is likely to be supportable in 2014. Please find below a summary of the statistically supportable retail at the site:

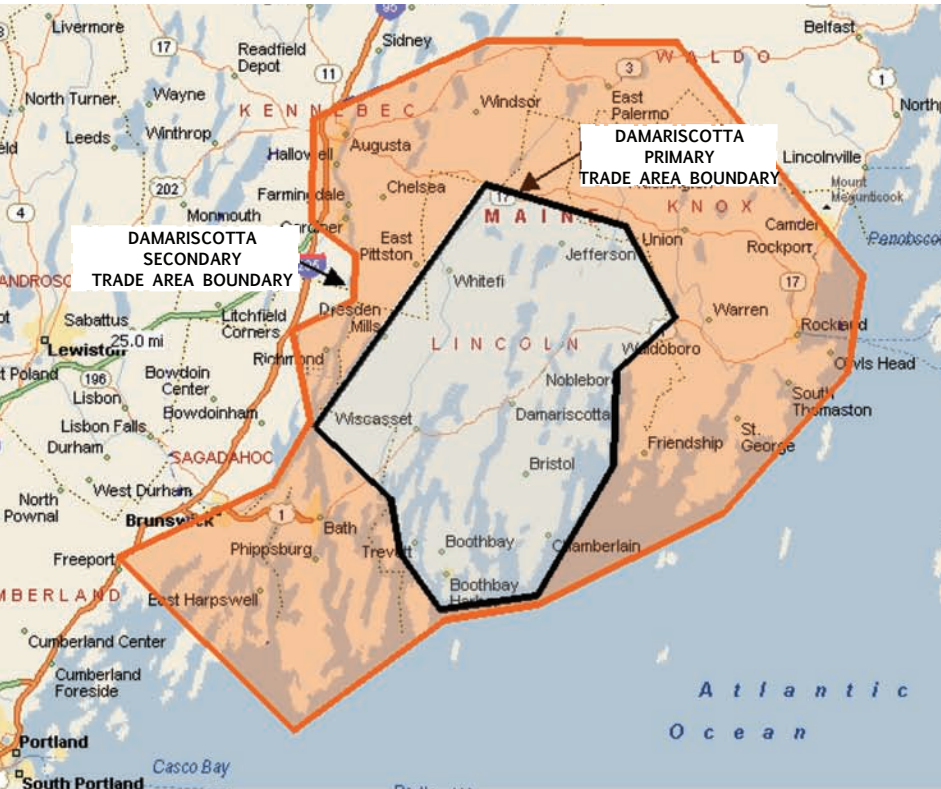
- 26,900 sf Full Service and Limited Service Restaurants
- 22,300 sf Health Care & Personal Services
- 21,600 sf Apparel and Apparel Accessories
- 11,900 sf Home Furnishings and Furniture Retail
- 5,100 sf Miscellaneous Retail (Office Supply, Florist and Card/Gift Stores)
- 1,900 sf General Merchandise Retail (General Store, Junior/Discount Department Store)
- 1,800 sf Hardware & Lawn Care Retail

¹ Based on GPG's conversations with individuals and Town officials who participated in focus groups during the October 2009 charrette as well as individuals GPG talked with during random meetings restaurants, coffee shops, and on the street during the charrette and observations about the current mix of businesses in the community.

330 E. Maple Street No. 310 Birmingham, Michigan 48009
URBAN RETAIL CONSULTING + TOWN PLANNING + MARKET RESEARCH
Tel. 248.642.4800 Fax. 248.642.5758 www.gibbsplanning.com

The Damariscotta/Newcastle, Maine Study Area is made up of two trade areas. The Primary Trade Area has a significant competitive advantage because of access, design, lack of competition, traffic and travel patterns, and close proximity to the consumer base. This competitive advantage equates to a domination of the capture of consumer expenditure by the retailers in the Downtown area. The Secondary Trade Area is an extension of the Primary Trade Area. Consumer expenditure attracted to Downtown Damariscotta/Newcastle from the Secondary Trade Area is not dependent on convenience or accessibility, but is drawn to Damariscotta/Newcastle because of tenant mix, design, consumer preference for particular retailers, uniqueness of products, and a favorable shopping experience for the consumer.

Damariscotta / Newcastle Estimated Trade Area Map



These projections are based on the following assumptions:

- No other major retail centers are planned or proposed at this time and, as such, no other retail is assumed in our sales forecasts.
- No other major retail will be developed within five miles of the subject site.
- The region's economy will stabilize at normal or above normal ranges of employment, inflation, retail demand, and growth.
- Expansion of the existing retail center will be planned, designed, built, and managed as a walkable town center, to the best practices of The American

Planning Association, the Congress for the New Urbanism, the International Council of Shopping Centers, and the Urban Land Institute.

- Parking for the area is assumed adequate for the proposed uses, with easy access to the retailers in the development. An overall parking ratio of 4.0 cars per 1,000 square feet gross, or higher, will be maintained throughout the expansion of the existing center.
- Visibility of the retail is also assumed to be very good, with signage as required to assure good visibility of the retailers.

Methodology

GPG conducted the following process to complete this Level 1 retail market study:

1. Prior to participating in the October 22-24, 2009 planning charrette, GPG estimated a preliminary primary and secondary trade area for the subject site. GPG purchased and reviewed demographic and consumer economic data from ESRI, a private geographic data company for the study area and the estimated trade areas.² ESRI's data is based in-part on updated U.S. Census research. ESRI estimates consumer spending by various demographic lifestyle groups and existing retail sales within the given study area. The primary trade area includes most of Lincoln County, reaching 15-20 miles from Damariscotta. The primary trade area includes Boothbay, Bristol, Wiscasset, and Jefferson.
2. During the October charrette, GPG spoke with local business owners, citizens, community groups, and property owners, some of whom participated in focus sessions as well as others in their establishments during the charrette. GPG also observed pedestrian patterns, retailer and restaurant service standards, and parking patterns. *Note: Interviewees' statements have not been independently verified by GPG.*
3. GPG also conducted a preliminary field evaluation of most major existing shopping centers and retail concentrations in and around the greater Damariscotta/Newcastle area, including Downtown Brunswick and Cook's Corner.
4. GPG visited the Damariscotta/Newcastle area during the daytime, as well as the evening, to gain a qualitative understanding of the retail gravitational patterns and traffic patterns throughout the study area. GPG also examined geographical and topographical considerations, traffic access/flow in the area, relative retail strengths and weaknesses of the local competition, concentrations of daytime employment, and the retail gravitation in the market, using our experience defining trade areas for similar markets. These observations supplemented GPG's research before and after the charrette.
5. Finally, based on the potential consumer retail category expenditure and existing retail and restaurant sales, GPG projected the net consumer expenditure capture potential (in terms of dollars), and converted the potential expenditure capture to potential retail square footage of supportable retail. Note: supportable retail is

² Demographic data, including population, population by age, families, households, average household size, owner and renter occupied housing units, median income, households by income, and ethnicity, was taken from the 2000 Census, which was updated with 2009 estimates and 2014 projections by ESRI. Consumer economic data, including gross consumer expenditures, estimated for 2009 and projected for 2014 by ESRI, is based on original research and Maine state labor and taxation information.

defined as a business that produces enough sales to pay for normal operating expenses, living wages, overhead, debt service and industry averages for wages.

6. The attached Leakage/Surplus Factor by Industry Group bar chart estimates both the existing supply and demand. Note that leakage is defined as the existing consumer spending that is occurring outside of the shown trade areas. Surplus is an estimate of the retail business categories that are over-performing or have greater sales than is typical for that industry. Surplus or over-performing businesses are common in resort communities.

Limits of Study

The findings of this Level 1 study represent GPG's best estimates for the amounts and types of retail tenants that should be supportable in the Damariscotta area by 2014. Every reasonable effort has been made to ensure that the data contained in this study reflect the most accurate and timely information possible for this level of research and are believed to be reliable. It should be noted that the findings of this study are based upon generally accepted market research and business standards for preliminary analysis. It is possible that Damariscotta could support smaller or larger quantities of retailers and restaurants yielding lower or higher sales revenues than indicated by this study, depending on numerous factors, including the management and design of the study area such as hours of operation, product offerings, lack of parking, and other reasons. In addition, while the demand may be there now, retail expansion may not occur because of the lack of financing, availability of property, or unsuitable zoning.

This report may contain prospective financial information, estimates, or opinions that represent GPG's view of reasonable expectations at a particular time. Such information, estimates, or opinions are not offered as predictions or assurances that a particular level of income or profit will be achieved, that particular events will occur, or that a particular price will be offered or accepted. Actual results achieved during the period covered by our prospective financial analysis may vary from those described in our report, and the variations may be material. Therefore, no warranty or representation is made by GPG that any of the projected values or results contained in this study will be achieved.

This study **should not** be the sole basis for designing, financing, planning, and programming any business, real estate development, or public planning policy. Further market research, including a Level 2 or Level 3, should be conducted to more accurately determine the study area's market characteristics. More detailed research includes additional studies of the study area's demographics, analysis of the existing and projected commercial businesses, discussions with shopping center professionals, brokers, developers and retailers.

DAMARISCOTTA HEART & SOUL PLANNING CHARRETTE

RETAIL MARKET STUDY

Supportable Retail Table Damariscotta, Maine Study Area									
Retail Category	2009	2014	2009	2014	2009	2014	2009	2014	
	Gross Consumer Expenditure ('000's)	Gross Consumer Expenditure ('000's)	Supportable Retail (SF)	Supportable Retail (SF)	Potential New Captured Annual Sales	Est. Sales Per S/F	Potential New Captured Annual Sales	Est. Sales Per S/F	
Women's Apparel	\$23,534	\$26,329	5,600	6,500	\$1,428,000	\$255	\$1,898,000	\$292	
Men's Apparel	\$20,354	\$22,771	6,000	7,000	\$906,000	\$151	\$1,218,000	\$174	
Children's Apparel	\$12,941	\$14,478	4,000	4,600	\$888,000	\$222	\$1,154,000	\$251	
Unisex Apparel	\$6,146	\$6,876	2,700	3,100	\$453,000	\$168	\$582,000	\$188	
Shoe Store	\$3,719	\$4,161	200	400	\$31,000	\$158	\$70,000	\$177	
Total Apparel, Shoes & Accessories	\$66,694	\$74,615	18,500 sf	21,600 sf	\$3,706,000	\$191	\$4,922,000	\$216	
Computers and Software	\$17,473	\$19,548	0	0	\$0	\$0	\$0	\$0	
General Electronics	\$23,711	\$26,527	0	0	\$0	\$0	\$0	\$0	
Appliances	\$14,910	\$16,681	0	0	\$0	\$0	\$0	\$0	
Total Electronics, Appliances, & Computers	\$56,094	\$62,756	0 sf	0 sf	\$0	\$0	\$0	\$0	
Full Service Restaurant	\$158,952	\$177,831	12,000	14,600	\$4,332,000	\$361	\$6,029,000	\$413	
Limited Service Restaurant	\$83,026	\$92,887	10,700	12,300	\$2,931,000	\$274	\$3,788,000	\$308	
Drinking Places	\$6,828	\$7,639	0	0	\$0	\$0	\$0	\$0	
Total Food & Restaurant	\$248,806	\$278,357	22,700 sf	26,900 sf	\$7,263,000	\$320	\$9,817,000	\$365	
Grocery Store	\$292,646	\$327,404	0	0	\$0	\$0	\$0	\$0	
Specialty Food Store	\$27,270	\$30,509	0	0	\$0	\$0	\$0	\$0	
Beer, Wine and Liquor Store	\$4,466	\$4,996	100	100	\$41,000	\$415	\$47,000	\$478	
Total Food & Beverage Stores	\$324,382	\$362,909	100 sf	100 sf	\$41,000	\$410	\$47,000	\$470	
Department Store	\$14,621	\$16,358	800	800	\$174,000	\$218	\$190,000	\$238	
Discount Department Store	\$17,870	\$19,992	1,000	1,100	\$197,000	\$197	\$236,000	\$215	
Warehouse Club	\$57,160	\$63,949	0	0	\$0	\$0	\$0	\$0	
Used Merchandise Store	\$4,354	\$4,871	0	0	\$0	\$0	\$0	\$0	
Total General Merchandise Stores	\$94,005	\$105,170	1,800 sf	1,900 sf	\$371,000	\$206	\$426,000	\$224	
Building Materials & Supplies	\$59,739	\$66,834	300	1,800	\$93,000	\$312	\$640,000	\$356	
Lawn, Garden Equipment and Supplies	\$7,289	\$8,155	0	0	\$0	\$0	\$0	\$266	
Total Hardware, Lawn & Garden Store	\$67,028	\$74,989	300 sf	1,800 sf	\$93,000	\$310	\$640,000	\$356	

Source: Gibbs Planning Group, 2009, and ESRI, 2009.

This Table indicates estimated gross consumer expenditures, supportable retail sizes, captured annual sales, and sales per square foot.

The *Gross Consumer Expenditures* column reflects existing retail spending by residents within the shown trade areas, but does not take into account sales (supply) of existing businesses located within the trade area.

The *Captured Annual Sales* column reflects GPG’s estimate of the new or additional sales that Damariscotta can capture. Note, captured sales do not indicate the amount of sales that are presently occurring in Damariscotta / Newcastle. For example: the Table shows \$71,483,000 of total Health Care and Personal Services occurred in the study area during 2009. An **additional** (new sales that were leaving the area in 2009) \$7,663,000 of Health Care and Personal Sales are estimated by GPG to be supportable in 2009.

Supportable Retail Table Damariscotta, Maine Study Area									
Retail Category	2009	2014	2009	2014	2009	2014	2009	2014	
	Gross Consumer Expenditure ('000's)	Gross Consumer Expenditure ('000's)	Supportable Retail (SF)	Supportable Retail (SF)	Potential New Captured Annual Sales	Est. Sales Per S/F	Potential New Captured Annual Sales	Est. Sales Per S/F	
Drug Store/Pharmaceutical	\$43,605	\$48,784	9,400	10,700	\$4,775,000	\$508	\$6,227,000	\$582	
Health and Beauty Store	\$4,289	\$4,798	1,300	1,500	\$388,000	\$299	\$489,000	\$326	
Optical/Vision Care	\$7,148	\$7,997	2,800	3,200	\$786,000	\$281	\$1,068,000	\$334	
Personal Services	\$16,441	\$18,394	6,100	6,900	\$1,714,000	\$281	\$2,166,000	\$314	
Total Health Care & Personal Services	\$71,483	\$79,973	19,600 sf	22,300 sf	\$7,663,000	\$391	\$9,950,000	\$446	
Furniture Store	\$28,210	\$31,561	3,300	4,000	\$762,000	\$231	\$1,008,000	\$252	
Home Furnishings	\$22,459	\$25,126	6,900	7,900	\$1,173,000	\$170	\$1,501,000	\$190	
Total Home Furnishings Store	\$50,669	\$56,687	10,200 sf	11,900 sf	\$1,935,000	\$190	\$2,509,000	\$211	
Jewelry Store	\$6,186	\$6,921	0	0	\$0	\$0	\$0	\$0	
Luggage & Leather Store	\$3,328	\$3,723	0	0	\$0	\$0	\$0	\$0	
Total Jewelry, Luggage, and Leather Goods Stores	\$9,514	\$10,644	0 sf	0 sf	\$0	\$0	\$0	\$0	
Art, Craft and Sewing Stores	\$1,948	\$2,179	0	0	\$0	\$0	\$0	\$0	
Musical Instrument Store	\$1,735	\$1,941	0	0	\$0	\$0	\$0	\$0	
Book & Music Stores	\$12,776	\$14,293	0	0	\$0	\$0	\$0	\$0	
Sporting Good Store	\$7,868	\$8,802	0	0	\$0	\$0	\$0	\$0	
Toy and Hobby Store	\$1,967	\$2,201	0	0	\$0	\$0	\$0	\$0	
Sporting Goods, Hobby, Books, Music Stores	\$26,294	\$29,416	0 sf	0 sf	\$0	\$0	\$0	\$0	
Card/Gift Shop	\$5,691	\$6,367	400	900	\$84,000	\$210	\$214,000	\$238	
Florists	\$3,943	\$4,411	3,000	3,500	\$597,000	\$199	\$787,000	\$225	
Office Supplies, Stationary	\$5,691	\$6,367	300	700	\$66,000	\$221	\$175,000	\$250	
Pet Supply Store	\$5,195	\$5,812	0	0	\$0	\$0	\$0	\$0	
Tobacco Shop	\$5,845	\$6,539	0	0	\$0	\$0	\$0	\$0	
Video/Entertainment	\$1,624	\$1,817	0	0	\$0	\$0	\$0	\$0	
Total Miscellaneous Retailers	\$27,989	\$31,313	3,700 sf	5,100 sf	\$747,000	\$202	\$1,176,000	\$231	
Total Identified Retail Expenditure	#####	\$1,166,829,000	76,900 sf	91,600 sf	\$21,819,000	\$284	\$29,487,000	\$322	

Gross expenditures do not necessarily indicate that new businesses are supportable for a given retail category. For example, in the Table, jewelry stores have an estimated 2009 gross consumer expenditure of \$6,186,000; however, GPG concludes that a new jewelry store is not supportable in the Damariscotta study area because of the amount of existing stores selling jewelry in the existing area. It is possible that an innovative jewelry store could open and over-perform for the

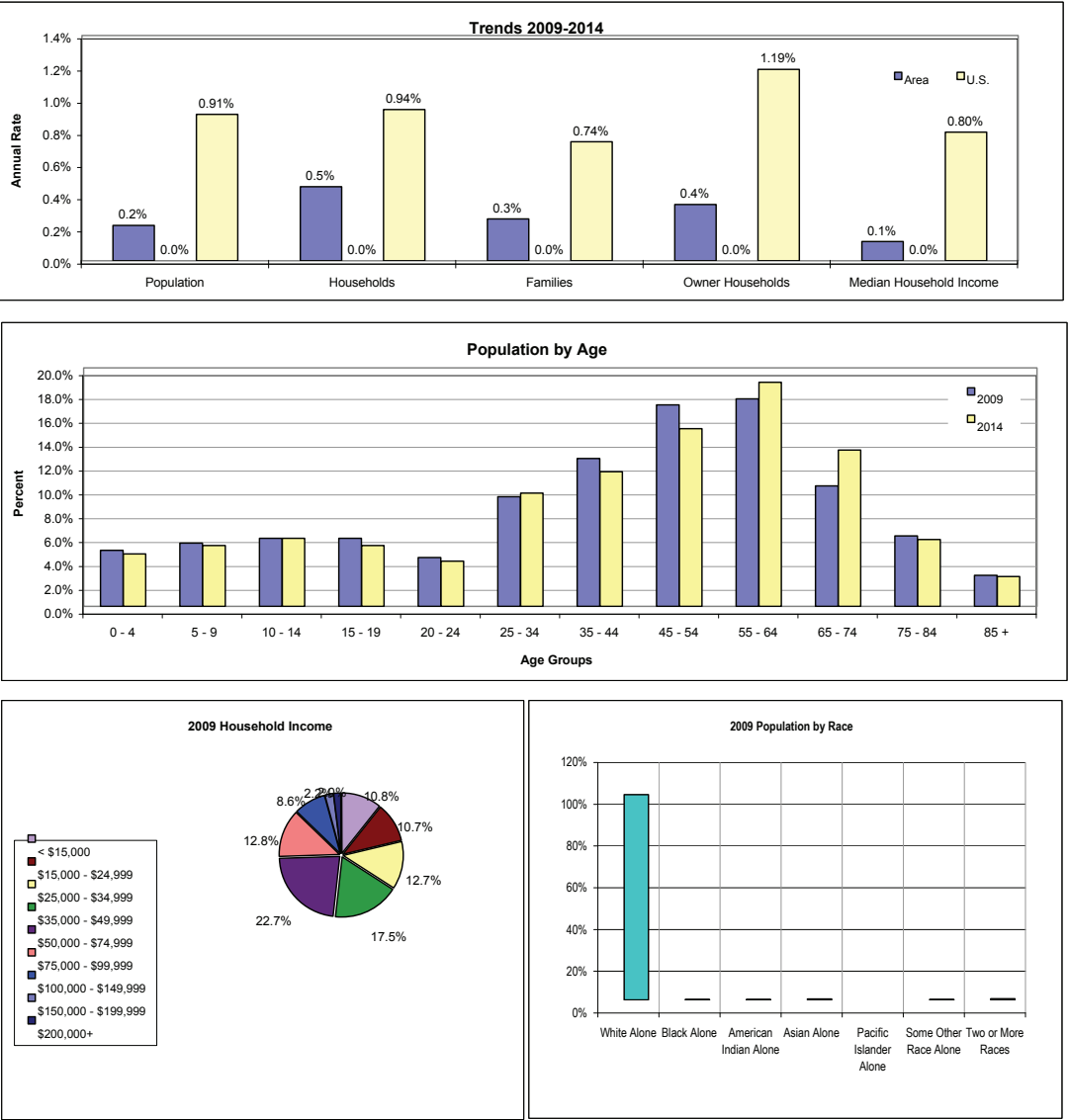
market or introduce a new line of merchandise and/or level of service that would produce more consumer spending than is typical for the Damariscotta/Newcastle demographic profile as understood by the Level 1 research. Source: Gibbs Planning Group, 2009, and ESRI,

Demographic and Income Profile

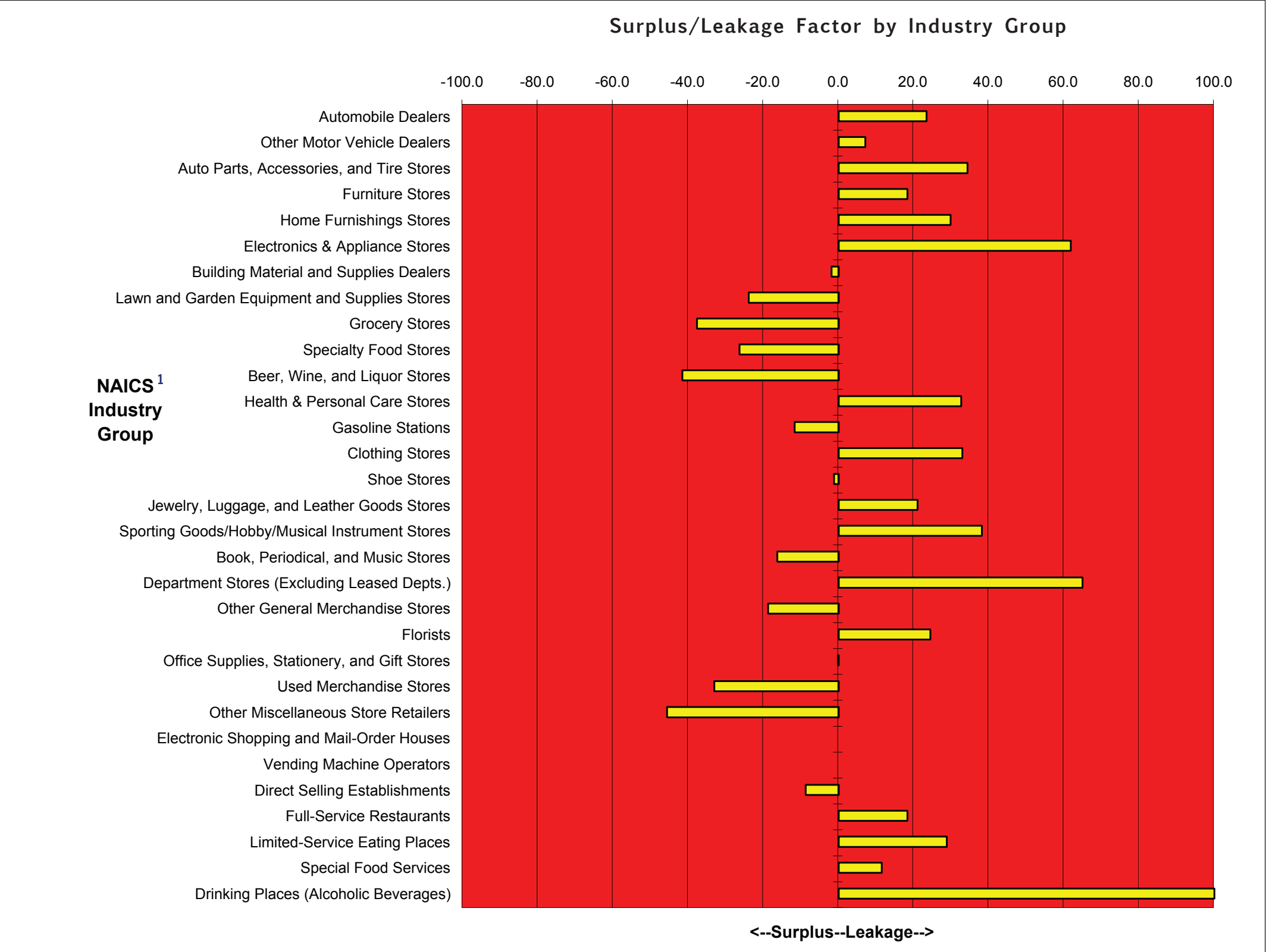
Summary	2000		2009		2014	
Population	32,995		34,670		35,051	
Households	13,969		15,250		15,601	
Families	9,405		10,066		10,195	
Average Household Size	2.34		2.25		2.23	
Owner Occupied Housing Units	11,570		12,600		12,823	
Renter Occupied Housing Units	2,399		2,650		2,778	
Median Age	42.9		46.8		48.7	
Trends: 2009-2014 Annual Rate						
	Area				National	
Population	0.22%				0.91%	
Households	0.46%				0.94%	
Families	0.26%				0.74%	
Owner Households	0.35%				1.19%	
Median Household Income	0.12%				0.80%	
	2000		2009		2014	
Households by Income	Number	Percent	Number	Percent	Number	Percent
< \$15,000	2,087	15.0%	1,647	10.8%	1,616	10.4%
\$15,000 - \$24,999	2,132	15.3%	1,626	10.7%	1,499	9.6%
\$25,000 - \$34,999	2,088	15.0%	1,938	12.7%	1,686	10.8%
\$35,000 - \$49,999	2,827	20.3%	2,666	17.5%	3,337	21.4%
\$50,000 - \$74,999	2,531	18.2%	3,465	22.7%	3,476	22.3%
\$75,000 - \$99,999	1,155	8.3%	1,949	12.8%	1,991	12.8%
\$100,000 - \$149,999	772	5.5%	1,308	8.6%	1,342	8.6%
\$150,000 - \$199,999	157	1.1%	341	2.2%	338	2.2%
\$200,000+	194	1.4%	309	2.0%	315	2.0%
Median Household Income	\$38,572		\$48,614		\$48,904	
Average Household Income	\$49,363		\$60,623		\$61,116	
Per Capita Income	\$20,950		\$26,774		\$27,324	
	2000		2009		2014	
Population by Age	Number	Percent	Number	Percent	Number	Percent
Age 0 - 4	1,590	4.8%	1,618	4.7%	1,557	4.4%
Age 5 - 9	2,001	6.1%	1,823	5.3%	1,793	5.1%
Age 10 - 14	2,382	7.2%	1,979	5.7%	1,993	5.7%
Age 15 - 19	2,090	6.3%	1,965	5.7%	1,796	5.1%
Age 20 - 24	1,180	3.6%	1,438	4.1%	1,346	3.8%
Age 25 - 34	3,311	10.0%	3,189	9.2%	3,334	9.5%
Age 35 - 44	5,077	15.4%	4,316	12.4%	3,963	11.3%
Age 45 - 54	5,243	15.9%	5,861	16.9%	5,211	14.9%
Age 55 - 64	4,000	12.1%	6,034	17.4%	6,591	18.8%
Age 65 - 74	3,228	9.8%	3,499	10.1%	4,597	13.1%
Age 75 - 84	2,094	6.3%	2,040	5.9%	1,978	5.6%
Age 85+	799	2.4%	908	2.6%	892	2.5%
	2000		2009		2014	
Race and Ethnicity	Number	Percent	Number	Percent	Number	Percent
White Alone	32,525	98.6%	34,071	98.3%	34,371	98.1%
Black Alone	52	0.2%	72	0.2%	84	0.2%
American Indian Alone	64	0.2%	75	0.2%	81	0.2%
Asian Alone	117	0.4%	182	0.5%	227	0.6%
Pacific Islander Alone	4	0.0%	4	0.0%	4	0.0%
Some Other Race Alone	36	0.1%	55	0.2%	68	0.2%
Two or More Races	197	0.6%	211	0.6%	216	0.6%
Hispanic Origin (Any Race)	140	0.4%	235	0.7%	305	0.9%

Data Note: Income is expressed in current dollars.

Demographic and Income Profile



Source: US Census, 2000, and ESRI, 2009.



The chart to the left shows the potential for the Damariscotta area to capture retail sales currently being purchased outside the region. Note that leakage is defined as the existing consumer spending that is occurring outside of the primary and secondary trade areas. Surplus is an estimate of the retail business categories that are over-performing or have greater sales than is typical for that industry. Surplus or over-performing businesses are common in communities with significant seasonal sales.

Yellow bars to the right of center show where the Damariscotta area is not capturing its share of sales. Yellow bars to the left of center show where the area is capturing more than its share of sales. Businesses providing home furnishings, electronics, and florists are not meeting local demand, and people are traveling to other regions to get these goods.

- Damariscotta / Newcastle’s Primary Trade Area includes:
- Boothbay
 - Bristol
 - Damariscotta
 - Jefferson
 - Newcastle
 - Wiscasset

- Damariscotta / Newcastle’s Secondary Trade Area – includes all or portions of:
- | | |
|-------------|------------|
| Augusta | Phippsburg |
| Bath | Pittston |
| Camden | Richmond |
| Chelsea | Rockland |
| Dresden | Rockport |
| Farmingdale | Thomaston |
| Gardner | Union |
| Hallowell | Warren |
| Harpswell | Washington |
| Owl’s Head | Windsor |
| Palermo | |

Source: Gibbs Planning Group, 2009.

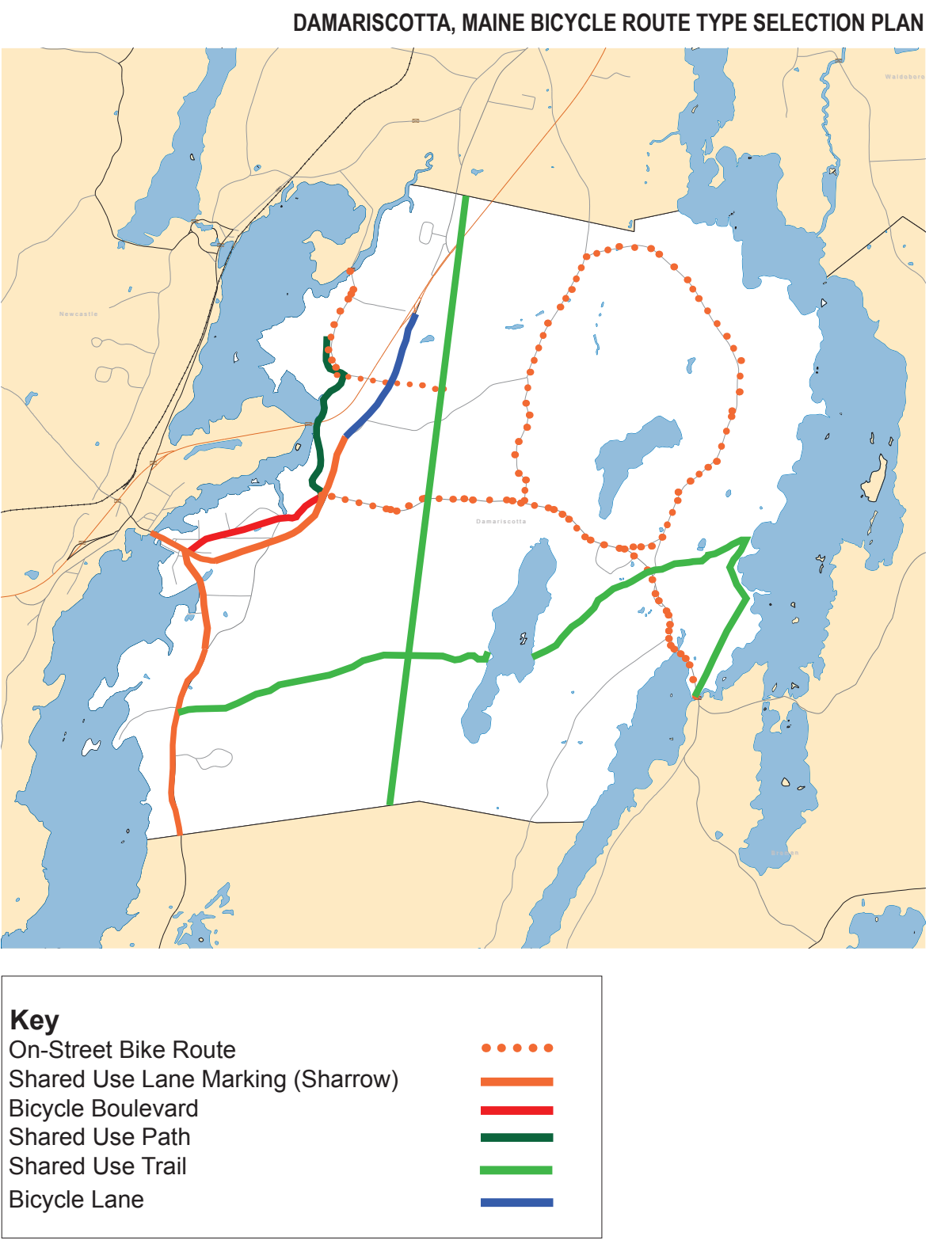
¹ North American Industry Classification System (NAICS). See www.naics.com .

DAMARISCOTTA, MAINE
BIKEWAYS

PREPARED BY THE STREET PLANS COLLABORATIVE

*The bicycle is the most efficient machine ever created:
Converting calories into gas, a bicycle gets the equivalent
of three thousand miles per gallon.*

Bill Strickland



DAMARISCOTTA , MAINE BICYCLE THOROUGHFARE & FACILITY TYPE SUMMARY

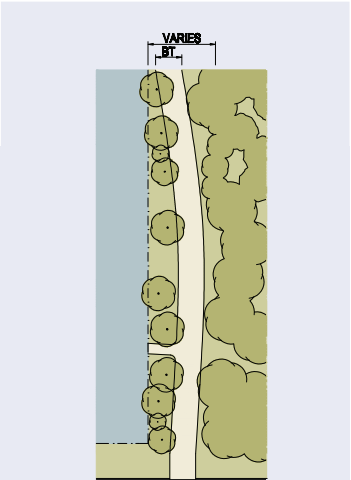
Table B1: Bicycle Thoroughfare and Facility Type Summary - This table prescribes opportunities for the placement of Bicycle Thoroughfares and bikeway infrastructure across the Transect.



a. Bicycle Thoroughfare Types								
Bicycle Trail	permitted	permitted	permitted				warrant	
Bicycle Path		permitted	permitted	permitted			warrant	
Bicycle Lane			permitted	permitted			warrant	
Shared Lanes	permitted	permitted	permitted	permitted	permitted		warrant	
b. Bicycle Parking								
Bicycle Rack (standard)		warrant	warrant	permitted	permitted		warrant	
Bicycle Rack (decorative, public art)				permitted	permitted		warrant	
Bicycle Shelter				warrant	permitted		warrant	
c. Additional Bicycle Thoroughfare Countermeasures								
Safety and Route Signage	permitted	permitted	permitted	permitted	permitted		warrant	
Wide Curb Lane							warrant	
Shared Use Lane Marking (Sharrow)			permitted	permitted	permitted		warrant	
Physically-Separated Bicycle Lane								
Contra-Flow Bicycle Lane								
Buffered Bicycle Lane								
Bicycle Box								
Shoulder	permitted	permitted	warrant				warrant	

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BICYCLE THOROUGHFARE ASSEMBLIES



BT-V-10

KEY

BT - V - 10

Thoroughfare Type

Right of Way Width

Bikeway Width

BICYCLE THOROUGHFARES

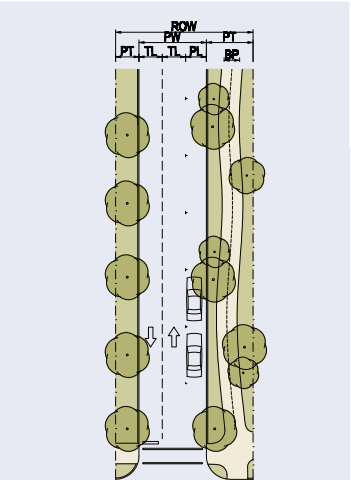
Bicycle Trail: BT

Bicycle Path: BP

Bicycle Lane: BL

Shared Lanes: SL

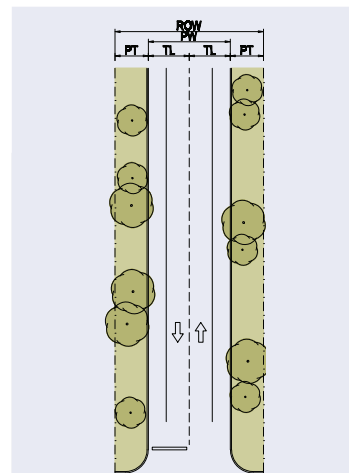
Bicycle Thoroughfare Type	Bicycle Trail
Transect Zone Assignment	T1, T2, T3
Right-of-Way Width	Varies
Bikeway Width	8 - 12 feet
Movement	Dual Direction Movement
Design Speed	Varies
Intersection Crossing	Stop
Traffic Lanes	n/a
Parking Lanes	n/a
Curb Radius	n/a
Bicycle Parking	Opportunistic
Curb Type	n/a
Landscape Type	Naturalistic



BP-V-12

Bicycle Thoroughfare Type	Bicycle Path
Transect Zone Assignment	T3, T4, T5
Right-of-Way Width	Varies
Bikeway Width	10-12 feet
Movement	Dual Direction Movement
Design Speed	Varies
Intersection Crossing	Stop, Signalized
Traffic Lanes	Varies
Parking Lanes	Varies
Curb Radius	Varies
Bicycle Parking	Racks, Shelter, Locker
Curb Type	Various
Landscape Type	Planted

THOROUGHFARE ASSEMBLIES



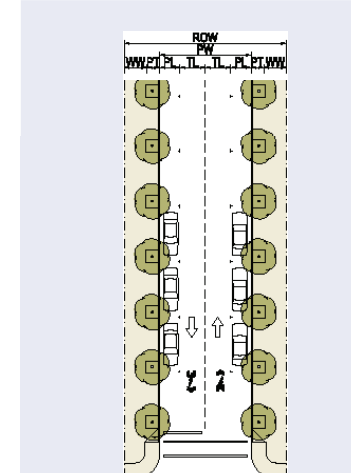
SL-10-8

Bikeway Thoroughfare Type	Shared Roadway, Shoulder
Transect Zone Assignment	T1,T2, T3
Right-of-Way Width	Varies
Bikeway Width	4-8 feet
Movement	With Traffic
Design Speed	Varies
Intersection Crossing	Yield
Traffic Lanes	Varies
Parking Lanes	n/a
Curb Radius	Varies
Bicycle Parking	Opportunistic
Curb Type	Swale
Landscape Type	Varies

BL-11-5

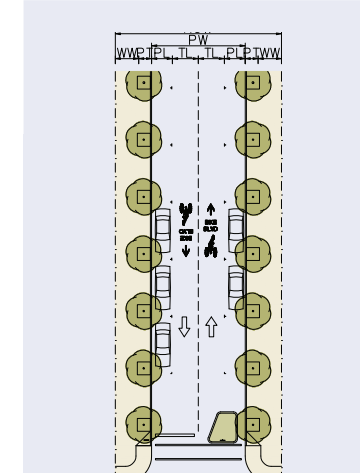
Bike Lane
T3, T4
Various
5 feet(parallel parking)
With Traffic
Varies
Stop, Signalized
Varies
Varies
Varies
Rack, Shelter
Varies
Varies

BICYCLE THOROUGHFARE ASSEMBLIES



SL-10-V

Bikeway/Thoroughfare Type	Shared Use Lane (Sharrow)
Transect Zone Assignment	T3,T4
Right-of-Way Width	Varies
Bikeway Width	Varies
Movement	With Traffic
Design Speed	Varies
Intersection Crossing	Stop, Signalized
Traffic Lanes	Varies
Parking Lanes	Varies
Curb Radius	Varies
Bicycle Parking	Rack, Shelter,
Curb Type	Varies
Landscape Type	Varies



SL-V-V

Shared Use Lane
T3, T4
Varies
Varies
With Traffic
Varies
Stop, Signalized
Varies
Varies
Varies
Rack, Shelter
Varies
Varies

MAIN STREET SHARED USE LANE MARKINGS



DEFINITION OF BICYCLE TERMS

ARTICLE 7. DEFINITIONS OF TERMS
BICYCLE MODULE

- Bicycle Boulevard:** A Thoroughfare with shared Vehicular Lanes that give movement priority to bicyclists.
- Bicycle Lane:** a lane reserved for bicycle travel within a vehicular Thoroughfare, marked by a painted line.
- Bicycle Locker:** an enclosed and securitized locker that provides bicycle parking for medium and long term use.
- Bicycle Path:** a dual-direction Bicycle Thoroughfare that is physically separated from vehicular Thoroughfares, often shared with pedestrians, rollerbladers, etc, and detailed for the more urban Transect Zones.
- Bicycle Route:** a route marked with signage to be amenable to bicycling. A Bicycle Route may or may not be comprised of one or more types of Bicycle Thoroughfares over its trajectory.
- Bicycle Shelter:** an easily identifiable and accessible shelter that provides multiple bicycle racks for public use.
- Bicycle Thoroughfare:** a continuously designated segment of right-of-way that provides exclusive, preferential, or equal priority for bicycle travel. It includes the Bikeway and any Curbs, markings and/or protective barriers.
- Bicycle Trail:** a dual-direction Bicycle Thoroughfare that is physically separated from vehicular Thoroughfares, often shared with pedestrians, and detailed for the more rural Transect Zones
- Bikeway:** The portion of a Bicycle Thoroughfare used by cyclists, the equivalent of the Vehicular Lanes or roadway for motor traffic.
- Countermeasure:** a technique or facility intended to mitigate unsafe or unappealing bicycling conditions.
- Shared Use Lane Marking:** see **Sharrow**.
- Shared Vehicular Travel Lanes:** Thoroughfares that may be be supplemented by traffic-calming Countermeasures, signage, or Shared Use Lane Markings that instruct bicyclists and motorists to safely share the travel lanes.
- Sharrow:** a pavement marking applied to a Thoroughfare too narrow to accommodate Bicycle Lanes and/or with vehicular target speeds slow enough to allow cyclists to move safely with motor vehicles.
- Shoulder:** the paved portion of a roadway that exists outside of the striped vehicular travel lanes.

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DAMARISCOTTA, MAINE BICYCLE PARKING PLAN

PREPARED BY THE STREET PLANS COLLABORATIVE

*The bicycle is the most efficient machine ever created:
Converting calories into gas, a bicycle gets the equivalent of three thousand miles per gallon.*

Bill Strickland



Fig.1: While there are many types of bicycle parking solutions, only a few will effectively meet the needs of the bicycling public. In the foreground, the derided “comb” rack is remains heavily underutilized, while the adjacent Inverted “U” racks receive heavy use. This use pattern indicates the preference of bicyclists.

INTRODUCTION

While bikeways are the most visible element within a bicycle network, cyclists must also have safe and convenient places to store their bicycles at trip’s end. Thus, providing bicycle parking and other “end-of-trip” facilities is critically important in supporting bicycling as a viable mode of transportation. Solutions range from the basic bicycle rack, to semi-enclosed bicycle shelters, to full bicycle stations that may include attended bicycle storage and repair, showers, lockers, changing rooms, rentals, and even cafe space.

However, no matter the type, bicycle parking is commonly excluded or insufficiently addressed in the planning, urban design, and development process. As a result, accessible, attractive, and safe parking options for both short and long term use are often undersupplied or poorly sited. After undertaking a “Handlebar Survey” of Damariscotta’s existing bicycle parking conditions, it is apparent that additional and improved bicycle parking facilities are needed in the town.

It should be noted that the general public’s growing desire for expanded bicycle infrastructure has been met with a commensurate level of institutional and political support. For instance, Damariscotta recently completed a pedestrian and bicycle plan, which noted the need to accommodate and promote bicycling. This action led directly to marking a few preliminary bike routes along some of the town’s more rural, but scenic roadways.

While expanding Damariscotta’s bicycle parking facilities is certainly beneficial to all, formulating a coherent approach will help identify appropriate types, locations, and the various user groups so that all new bicycle parking facilities are safe, attractive, accessible, and meet the needs of the bicycling public.

The Bicycle Parking Plan and Standards contained herein are intended to provide all stewards of the Damariscotta Bicycle and Pedestrian Plan with the information needed to improve bicycle parking conditions, and by extension, the town’s bikeway network.

IMPLEMENTATION

The Bicycle Parking Plan and Standards are conceived at the scale of the whole town, but are intended to be implemented with sensitivity at the block level, and in keeping with the overall needs of Damariscotta’s individual neighborhoods, districts, and corridors. The townwide “Areas of Primary Need” diagram (Fig. 40), identify locations for the provision of future bicycle parking facilities. However, additional steps and specific site analysis should be undertaken so that bicycle parking remains convenient, visible, and located properly in relation to the destinations and bicyclists it serves.

Like Damariscotta’s bikeway plan, this Bicycle Parking Plan must be implemented in cooperation with a number of inter-related town, county, and state entities who



Fig. 2: New and attractive "post and ring" bicycle racks clearly announce the presence of bicycle parking in downtown shopping districts.

have jurisdiction over the governance and physical development of Damariscotta and its public right-of-ways.

The realization of this Bicycle Parking Plan should also be supplemented and supported by the town's residential and business communities. To date, many municipalities have created bicycle parking programs that encourage public and private partnerships that reduce the cost of purchasing and installing bike racks while simultaneously expanding the supply. For example, some town's have a 50-50 match bicycle parking implementation program that encourages businesses to partner with the municipality. Similarly, other municipalities maintain a "shop by bike" program which encourages businesses to provide discounts, parking, and promotions to those who chose to meet their shopping needs via the bicycle--a sustainable mode of transportation that does not burden the street network. Such programs are worth researching and potentially adapting to the Town of Damariscotta.

It is the intent of this entire Plan to encourage government entities to work with the town's businesses and neighborhoods to support and foster bicycling as a viable, safe, and sustainable form of recreation and transportation for decades to come. Bicycle parking and other end-of-trip facilities have a key role to play in realizing this goal.

BICYCLE PARKING TYPOLOGIES

While there are a multiplicity of bicycle parking designs and configurations from which to choose, there are only five basic types:

- 1) bicycle racks
- 2) semi-enclosed bicycle shelters
- 3) fully enclosed bicycle lockers
- 4) fully enclosed bicycle stations/storage rooms
- 5) self-service bicycle sharing systems.

Matching each of these types and the available configurations to the right context is not difficult, but requires an understanding of the following:

- intended bicycle user group
- length for which bicycles are likely to be parked
- type(s) of trips to be accommodated (long/short term)
- proposed location and the surrounding land uses
- local climate considerations
- ability of the proposed facility to provide orderly, safe, and attractive bicycle parking
- basic performance standards and siting guidelines

Due to its scale, and the current level of bicycling, not all five types of bicycle parking are appropriate for the Town of Damariscotta.

BICYCLE RACKS provide places to temporarily store bicycles in a safe and organized manner. While a great variety of designs and configurations are available, the most effective are those which are easy to identify, efficient in the their ability to accommodate the intended amount of bicycles, allow for easy bicycle maneuverability in and out of the designated bicycle parking space, and enable the bicycle to be secured properly.

Two simple and recommended forms that meet these standards are the inverted "U" Rack (Fig. 2) and the "Post and Ring" (Fig. 3). Each design may be implemented singularly - one rack provides two bicycle parking spaces - or configured in groups where demand exists. One such application, the Bicycle Corral, makes use of several racks to replace a motor vehicle parking space where demand is high and sidewalk space is either limited or must accommodate high volumes of pedestrian traffic (Fig. 4). Depending on the configuration, a single motor vehicle parking space may yield between 6 and 12 bicycle parking spaces.

STANDARD BICYCLE RACK RECOMMENDATION

While both the Inverted U and the Post and Ring offer excellent short term bicycle parking solutions for most



Fig.2: Standard invtered "U" racks are a recommended facility type.



Fig.3: "The Post and Ring" offers an attractive and visible bicycle rack design.



Fig.4: Bicycle corrals may replace a single vehicle space, or be inserted into under-utilized spaces where pedestrian traffic is heavy and right-of-way is limited.



Fig. 5: "Wave" bicycle rack fail to support bicycles adequately and can contribute to a messy streetscape.



Fig. 6: If used at all, comb bicycle rack designs are typically sited poorly and used inefficiently.

bicyclists, it is recommended that Damariscotta designate a version of the Inverted "U" rack to be the standard town bicycle rack. Selecting a single design type will yield added recognition by bicyclists over time and streamline the implementation process. That being said, certain contexts may allow or dictate a different, if not more intense parking facility type.

PUBLIC ART BICYCLE RACKS

Certain neighborhood, civic, district, non-profit, institutional, or business groups within the Town of Damariscotta may want to pursue bicycle parking facilities that reinforce an existing cultural, historical, social, and/or other known identity. In such instances, custom or public art bicycle racks should be allowed to creatively address bicycle parking needs while simultaneously enhancing the profile of bicycling and the entity such racks are intended to serve. However, when implemented, the form of art racks often trump function-



Fig.7: This public art bicycle rack is poorly located, inefficient, and does not provide enough frame stability for parked bicycles.

ality. All too often this results in inefficient, unrecognizable, and undesirable bicycle parking facilities. Thus, the provision of art racks should meet or surpass the guidelines and performance standards set forth in this Bicycle Parking Plan, follow any future regulations or Bicycle Parking Ordinances, and be approved by Damariscotta's Town Planner before implementation.

BICYCLE RACK SAFETY AND PERFORMANCE STANDARDS

In addition to the location and siting standards detailed in the following pages, all bicycle racks should not be capably compromised by hand tools, especially those that are easily concealed (wire cutters, screw drivers etc.). Similarly, bicycle racks and the bicycles secured to them, should not create a tripping hazard or barrier for pedestrian and the visually impaired.

To ensure public safety, all bicycle racks should:

- support the frame of the bicycle in at least two locations
- allow the frame and one wheel to be locked to the rack when both wheels are left on the bike
- allow the frame and both wheels to be locked to the rack if the bicyclist decides to remove the front wheel
- allow the use of a cable lock, a U-shaped lock, or preferably both.
- be securely anchored to the ground
- be usable by bicycles with bottle cages, panniers etc.
- be usable by a variety of bicycle sizes and types
- keep both wheels on the ground

All outdoor bicycle racks and any related facilities should also be well-lit and visible at night so that users may feel as comfortable as possible using the facility.



Fig. 8: An acceptable bicycle rack allows the frame to support and secure the bicycle with a standard U-lock or cable lock in at least two places.

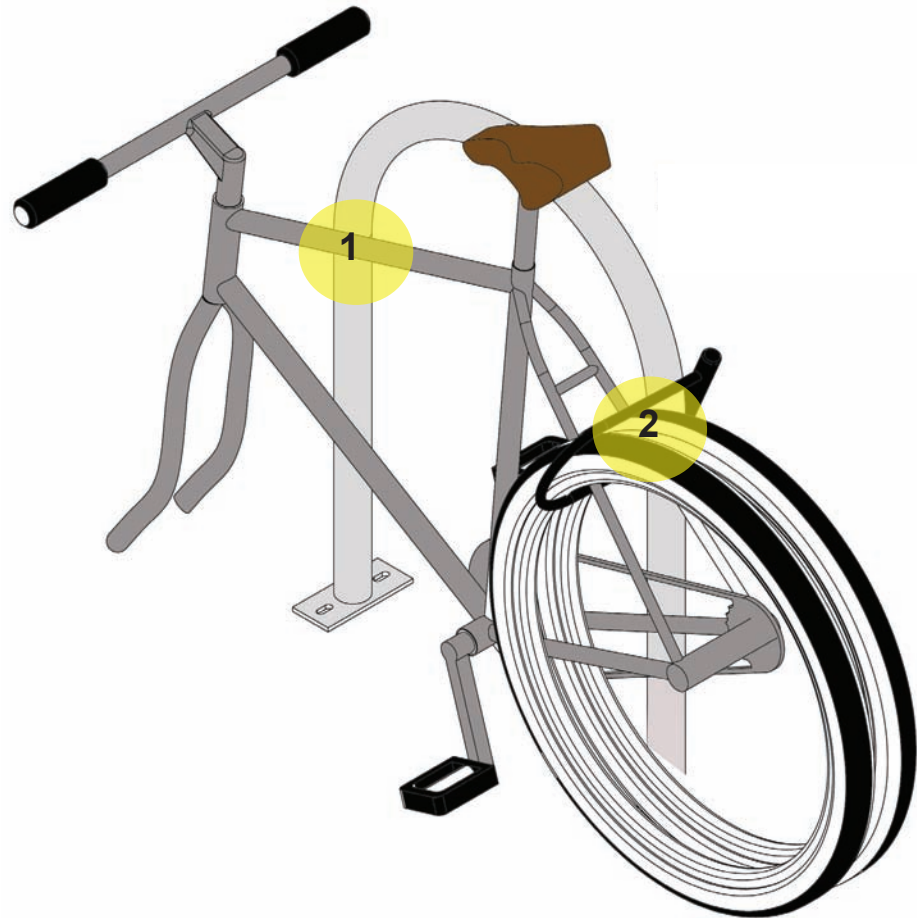


Image adapted from Dero

Fig. 9: Locking both wheels together, along with the frame to the bicycle rack provides the best protection against theft.



Fig. 10: Replete with a neighborhood bike map, this bicycle shelter provides an organized and attractive solution for protecting bicycles from inclement weather.

BICYCLE SHELTERS provide semi-enclosed weather protection for bicycles. They are intended to accommodate short and medium term parking needs. Bicycle shelters should be placed at highly frequented bicycle destinations where users tend to park for periods of an hour or more. Such places include, but are not limited to employment centers, transit stops, fitness gyms, civic buildings, parks, schools, and other educational institutions. Bicycle shelters should be easily identifiable, well-lit at night, and be able to sufficiently protect bicycles from the elements.

Bicycle Shelters also provide an opportunity to display safety information, a map of the regional and local bicycle network, and/or any other relevant bicycle or local information. The spacing between individual bicycle racks and/or other streetscape elements must be taken into account and should follow the general bicycle parking performance and location standards contained within this Bicycle Parking Plan.

The Town of Damariscotta may consider pursuing the implementation of bicycle shelters in strategic locations. Doing so will raise the profile of bicycling and provide a parking amenity that provides shelter for longer parking stints. Additionally, Maine's climate makes the provision of bicycle shelters particularly relevant.

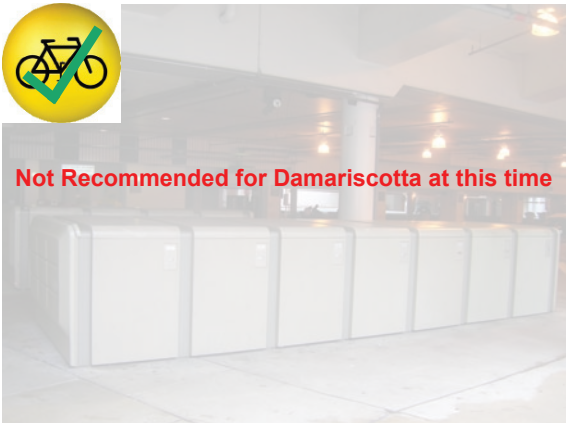


Fig. 11: Bicycle Lockers offer a secure, long term parking solution.

BICYCLE LOCKERS not only offer additional security and protection from the elements, they provide an appropriate solution for long term bicycle parking needs. Bicycle lockers should be placed at transit stops, well-used park and ride locations, civic buildings, large residential apartment buildings and office towers, and within educational institutions. While such facilities offer a higher level of security for the bicyclist, they must be well-maintained to ensure that their use continues unfettered and that tampering and theft attempts are kept at bay.

Additionally, bicycle lockers need to be located so that they are highly visible, accessible and convenient to any/all adjacent land uses destinations and intermodal transportation options. Because bicycle lockers are intended for long term use, safe lighting is a critical element to making the lockers feel safe, as many bicycle commuters may be using the facility. Some site locations may justify the use of CCTV devices to monitor the lockers and the surrounding areas.



Fig. 12: The McDonald's Cycle Center provides, lockers, changing facilities, a cafe, and repair for Chicago's bicycle community.

BICYCLE STATIONS are intended to serve as a regional hub for metropolitan bicycling activity. They may offer a wide variety of services, such as secure and attended parking facilities, bicycle rentals, changing rooms, lockers and showers, cafe space, and repair services. As such, they provide the highest level of bicycle parking service for both medium and long term use. They also elevate the visibility and viability of bicycling across the region, and often become social centers for those who use them frequently.

Bicycle stations are most appropriate for urban core, central business district locations where the services offered may be maximized by bicycle commuters and tourists alike. Cities such as Chicago (Fig. 12), Seattle, Berkely and Long Beach all provide working models.

Bicycle stations should be placed in a highly visible location, preferably with access to regional and local transit networks. Parks, plazas, central government buildings and transit stations all are all potential locations.

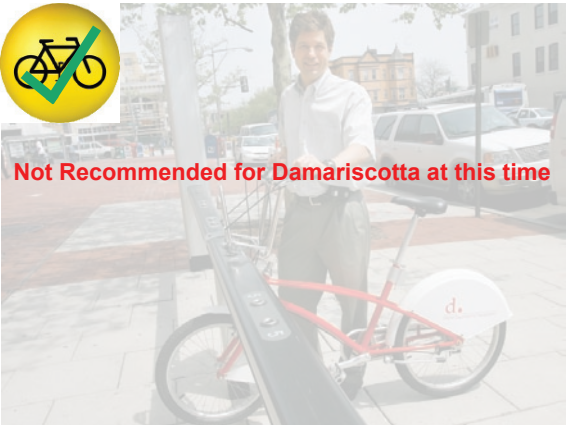


Fig. 13: A fledgling bikeshare system in Washington D.C. provides additional mobility choices in the central business district.

BICYCLE SHARING SYSTEMS provide an easy-to-use and inexpensive form of public transportation. Each "station" includes multiple bicycles that are able to be rented from a service kiosk designed for visibility and ease of use. Stations are typically located within the public sidewalk, but may also replace an existing on-street parking space where sidewalk space is at a premium. Bicycle stations may also be located within a public park, plaza, or transit stop.

Like the bicycle station concept, bicycle sharing systems are ideal for the most urban environments, such as central business districts and high-density mixed-use neighborhoods. While Washington D.C. is the only American city to have successfully implemented a bicycle sharing system thus far, cities such as New York City, San Francisco, Boston, and Miami Beach are moving to implement systems reminiscent of the most successful in Europe (Barcelona, Lyon, Paris).

While it is conceivable that Damariscotta could provide a very small bicycle sharing system, it is recommended that the town focus first on improving the bicycle network so that an increasing number of citizens and visitors would feel comfortable taking to the streets with the bicycles provided by such a system.

RECOMMENDED SHORT TERM BICYCLE PARKING FACILITIES



Fig. 14: Bright and easily identifiable, the Post and Ring rack is appropriate for short term use.



Fig. 15: Well-organized U racks provide proximity to the destination they serve.



Fig. 16: When well-designed, custom bicycle racks raise the profile of bicycling while providing a secure and stable parking solution.



Fig. 17: Easily identifiable and secure, a stylized inverted U bicycle rack provides an easily recognizable parking solution.



Fig. 18: Temporary bicycle parking valet service provides safe and convenient bicycle parking solutions for events.



Fig. 19: Replacing one automobile parking space with standard U Racks can yield as many as twelve bicycle parking spaces.

POOR SHORT TERM ICYCLE PARKING FACILITIES



Fig. 20: Poor site selection and the lack of maintenance deters bicyclists from using this sub-standard wave bicycle rack.



Fig. 21: The post and ring is a good rack choice, but as installed it places the bicycle in the motor vehicle right-of-way.



Fig. 22: If used as intended, these confusing and unstable racks force bicyclists to leave their bicycles hanging.



Fig. 23: Located far from the building entrance, these poorly maintained "wheel bender" comb racks raise security concerns amongst bicyclists, and deter use.



Fig. 24: A lack of organized bicycle parking forces bicyclists to seek their own solution, creating a messy and difficult parking situation.



Fig. 25: A regrettable location and an unstable "campus" rack deters use and does not allow bicyclists to lock up properly.

DAMARISCOTTA'S BICYCLE PARKING FACILITIES



Fig. 26: While bicycle theft is not a major problem in Damariscotta, “free-range” bicycle parking can sometimes be a detriment to public safety and pedestrian accessibility.



Fig. 27: While featured rather prominently, the location and rack type at GSB School could be improved.



Fig. 28: This comb rack at the YMCA has already been damaged, and requires bicyclists to inconveniently lift their bicycles over the rack.



Fig. 29 The type of rack (comb) at Skidompha Public Library could be improved and located more visibly.

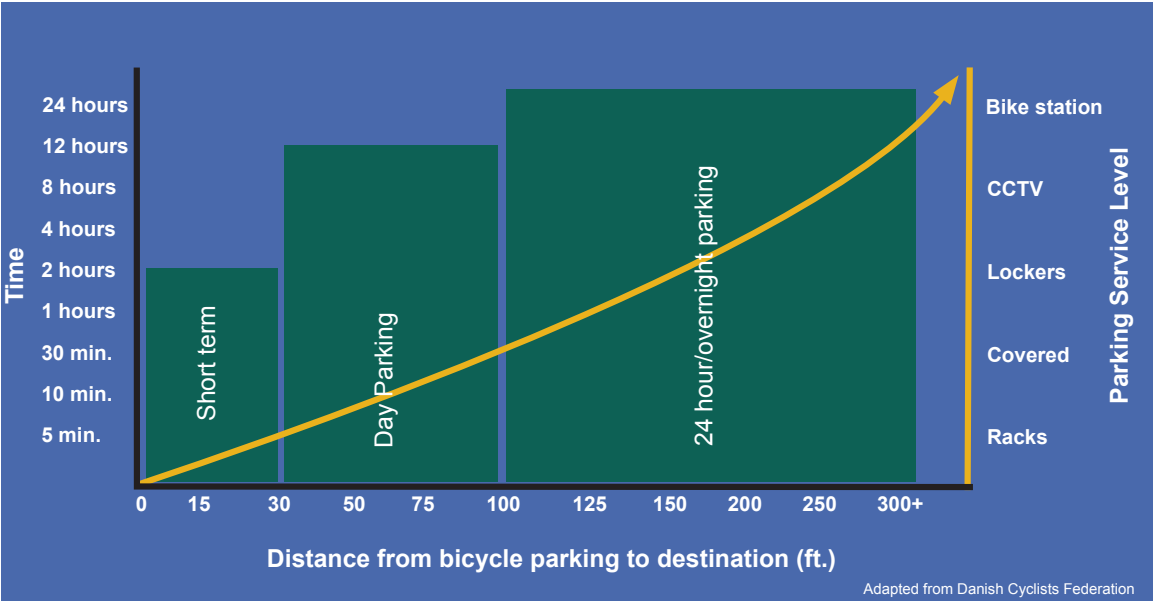


Fig. 30: The above graph demonstrates the relationship between bicycle parking types and the acceptable distance between the location of parking and the destination.

GENERAL LOCATION AND PROXIMITY

The general location and specific placement of bicycle parking and other end-of-trip facilities is crucial to its success. Similar to motorists, bicyclists desire to park as close and as conveniently to their destination(s) as possible. However, the specific placement of parking facilities, per Figure 29, may vary by the type of facility being provided and the type of trip/user it is intended to serve.

Short term parking facilities, like bicycle racks and shelters, should be located as close as possible to the destination(s) they serve. This is especially important for streets served by concentrations of retail where any prolonged effort to find adequate bicycle parking is as frustrating for the bicyclist as circling the block is for the motorist.

Long term parking, such as bicycle lockers and stations, should also be as convenient as possible. However, the protection from inclement weather and the enhanced level of safety/service that such facilities afford the user often makes up for location deficiency. Similarly, shower, changing rooms, and locker facilities need not be located inside the destination they serve, but should provide enough proximity and convenience so that commuting by bicycle is as easy as possible.

Short and long term parking facilities should adhere to the following location and performance standards.

LOCATION AND PERFORMANCE STANDARDS

In general, safe bicycle rack locations should:

- maximize visibility and minimize opportunities for vandalism by being located near pedestrian traffic, windows, doors, and/or well-lit areas;
- protect bicycles from inclement weather, as long as they such facilities meet or exceed visibility, spacing, and performance standards;
- locate bicycles a safe distance away from automobiles parked on-street, in lots, or in structures so that bicycles will not be damaged by opening doors or errant driving behavior;
- not obstruct pedestrian traffic in any way;
- place the rack(s) between the primary road/path used by bicyclists and the entrance to the destination;
- not be located on or near stairs, large curbs, berms, or within handicap accessible ramps;
- provide enough space for bicycles of all types to maximize the bicycle parking capacity of a given facility.

Specifically, bicycle racks for short term parking should be located within 30 feet of the entrance(s) they serve. If impossible, they should be no more than a 30-second walk (~120 feet) away, or at least as close as the nearest automobile parking space.

Bicycle racks should be clearly visible from the approach to a destination's most actively used entrance. If located along a sidewalk, within the public right-of-way, bicycle parking should be visible from the street



Fig. 31: A well located and convenient bicycle shelter encourages use and keeps both sides of the sidewalk clear for pedestrians.

for which the sidewalk serves. Additionally, entire urban blocks should not be served by a large, single distant bicycle rack cluster. Rather, it is preferable to place several smaller rack clusters, or even single bicycle racks in multiple, convenient locations.

When considering the implementation of bicycle parking facilities in the Town of Damariscotta should include the following location and performance standards and guidelines should be met:

SIGNS

If a bicycle parking facility is unable to be sited visibly in front of the destination it serves then attractive signs should be provided at all primary entrances to direct bicyclists to the bicycle parking.

CLEAR PATH

With few exceptions, bicycle racks, shelters, lockers, and rental stations must allow a minimum clear path of 5 feet in width so that pedestrians may move without obstruction.

CLEARANCE FROM THE CURB

If sited parallel to the roadway, all bicycle racks must be placed at least 24 inches from the curb. Those placed perpendicular to the curb, however, must locate the nearest vertical component of the rack at a minimum of 48 inches from the curb's edge. Both dimension requirements will help prevent bicycles from being struck by car doors or moving motor vehicles.

DISTANCE BETWEEN RACKS

Bicycle racks aligned parallel to each other must be at least 36 inches apart. This includes racks that are sold as multiple rack units, which may be attached together. Racks that are aligned end to end must be at least 96



Fig. 32: While the rack's general location may be convenient to the bank entrance and ATM, its specific location forces bicyclist to park in the shrub.

inches apart.

DISTANCE FROM WALL

Bicycle racks placed perpendicular to a wall must be at least 4 feet from the wall to the nearest vertical component of the rack. Bicycle racks placed parallel to a wall must be at least 3 feet from the wall.

DISTANCE FROM A PEDESTRIAN AISLE

For indoor racks placed in groups, an adequate pedestrian aisle must be provided so that bicyclists can access and maneuver their bicycles in and out of the parking position. Bicycle racks placed perpendicular to a pedestrian aisle must be at least 4 feet from the aisle. Pedestrian aisles should be at least five feet wide wherever possible.

OTHER SITE DIMENSIONS

When placed within the public right-of-way, bicycle racks should be:

- 15 feet from fire hydrants, bus stops, taxi stands, hotel loading zones, subway/ transit station entrances, newspaper kiosks etc.
- 10 feet from driveways/curb cuts
- 6 feet from a wall fire hydrant
- 5 feet from any standpipes, or above-ground vertical structures like signs, meters, lights, mailboxes, planters, public bathrooms, pay phones etc.
- 3 feet from tree pit edges, grates, utility covers, etc.

Visual representation for many of the above conditions, are detailed generically in Figures 32-35 on the following two pages.



Fig. 33: Bicycle parking should be visible, accessible, and located within close proximity to the destinations it serves.

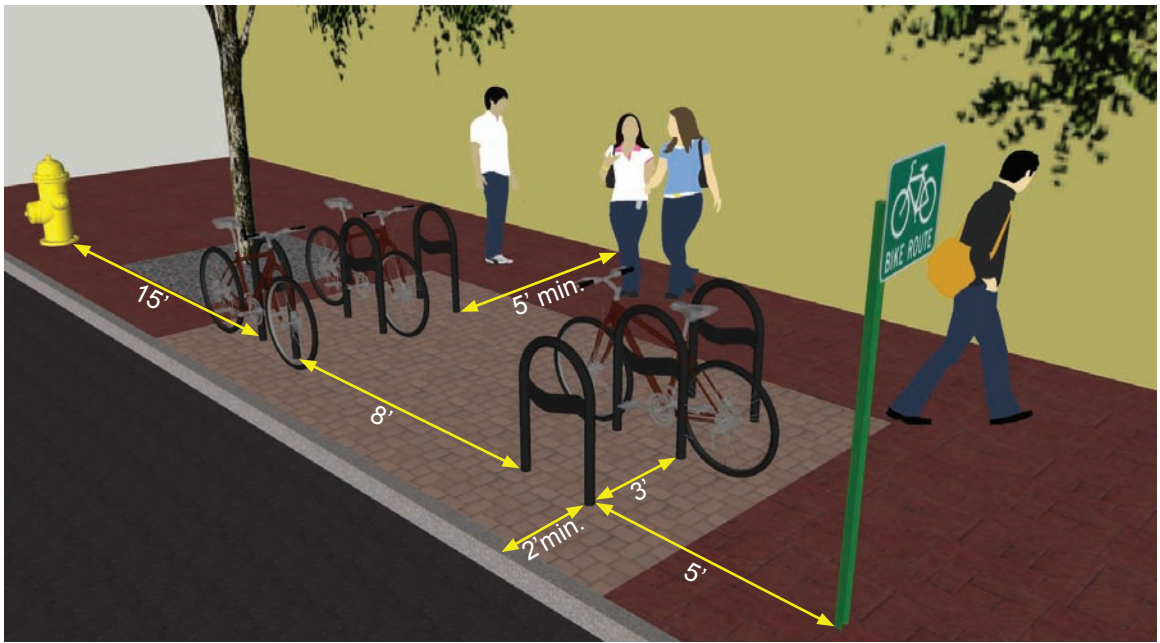


Fig.34: The above dimensions provide specific siting guidelines for bicycle parking within a generous streetscape.

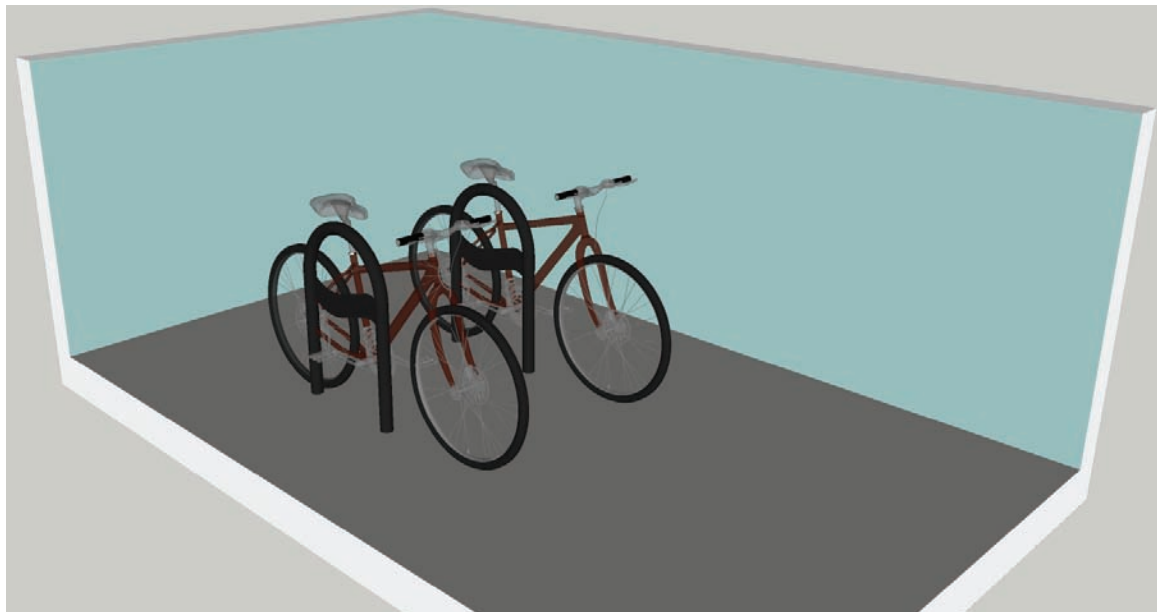


Fig.35: When located near walls, bicycle parking must maintain adequate maneuverability.



Fig. 37: Bicycle parking should be visible, accessible, and located within close proximity to the destinations it serves.

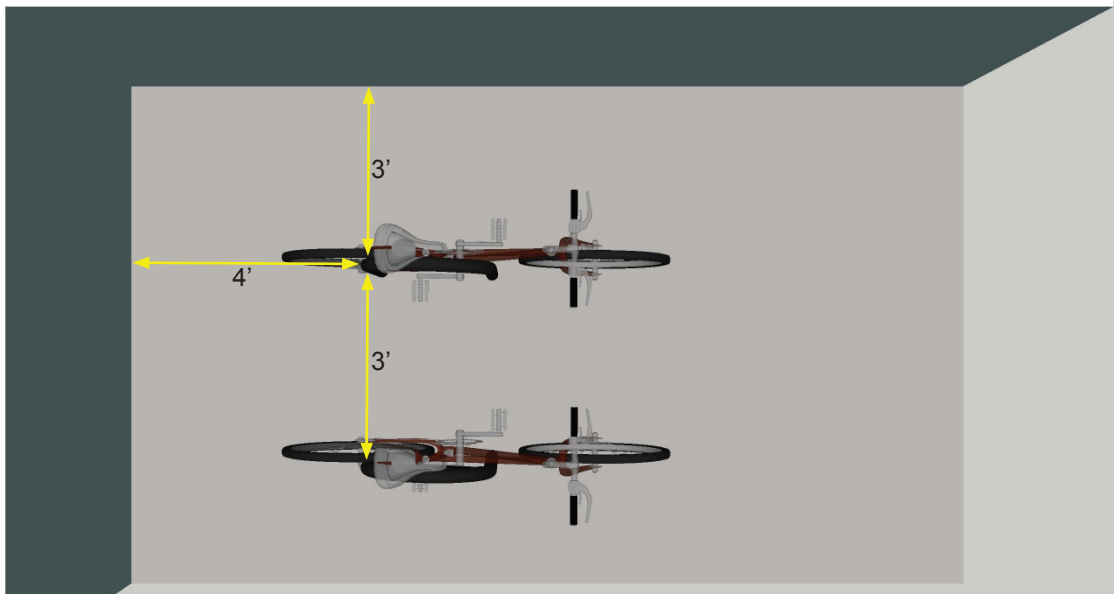


Fig.36: The above dimensions will ensure accessibility and maneuverability when bicycle parking is located near indoor or outdoor walls.



Fig.38: The above dimensions provide specific siting guidelines for bicycle parking within a constrained streetscape.



Fig. 39: A badly damaged, poorly maintained “comb” rack provides an inadequate, unsafe and unsightly bicycle parking facility.

MAINTENANCE AND AESTHETICS

Once implemented, bicycle parking facilities of all types must be well maintained. This means keeping all facilities clean, orderly, free of any/all abandoned bicycles or bicycle locks, and other debris. This will help ensure that bicycle parking remains attractive and is used frequently and as intended.

The areas around the facility, whether it be a rack, locker, or otherwise must also remain well-paved, mown, or otherwise tended and cared for so that bicyclists are not deterred from using the facility. Additionally, bicycle racks must be checked periodically so that each remains securely fastened to the ground. Failing to meet basic maintenance standards will deter use and ultimately lead to more problems than the bicycle parking facility is intended to solve.

The responsibility for maintenance and rack type selection should be conferred upon the sponsoring entity (Town of Damariscotta, Business Improvement District, individual property owner, etc.), or agreed upon between mutual public/private parties and/or multi-jurisdictional interests. This will help ensure that bicycle parking remains viable, safe, and attractive.

Bicycle racks do not have to be ugly. Indeed, if done well, bicycle parking solutions can add an attractive and unique element to any street or cityscape. In general, visibility and function remain the most important elements. However, opportunities for the city, or individual businesses or districts to develop their own “brand” of bicycle parking. Such efforts are a common occurrence in downtowns, university campuses, and in business districts keen on supporting both public art and bicycling. Indeed, a unique, well-designed bicycle rack can enhance or reinforce the visual appeal of the



Fig. 40: In New York City a design competition yielded a unique, highly attractive and functional bicycle rack that is set to become the city’s standard rack.

area in which it is placed.

While custom bicycle racks do cost more than generic racks, they raise the profile and visibility of bicycling in general, and improve the public perception regarding a city or organization’s values. Such facilities help to “spoil” bicyclists by rewarding them for making sustainable and healthy transportation choices.

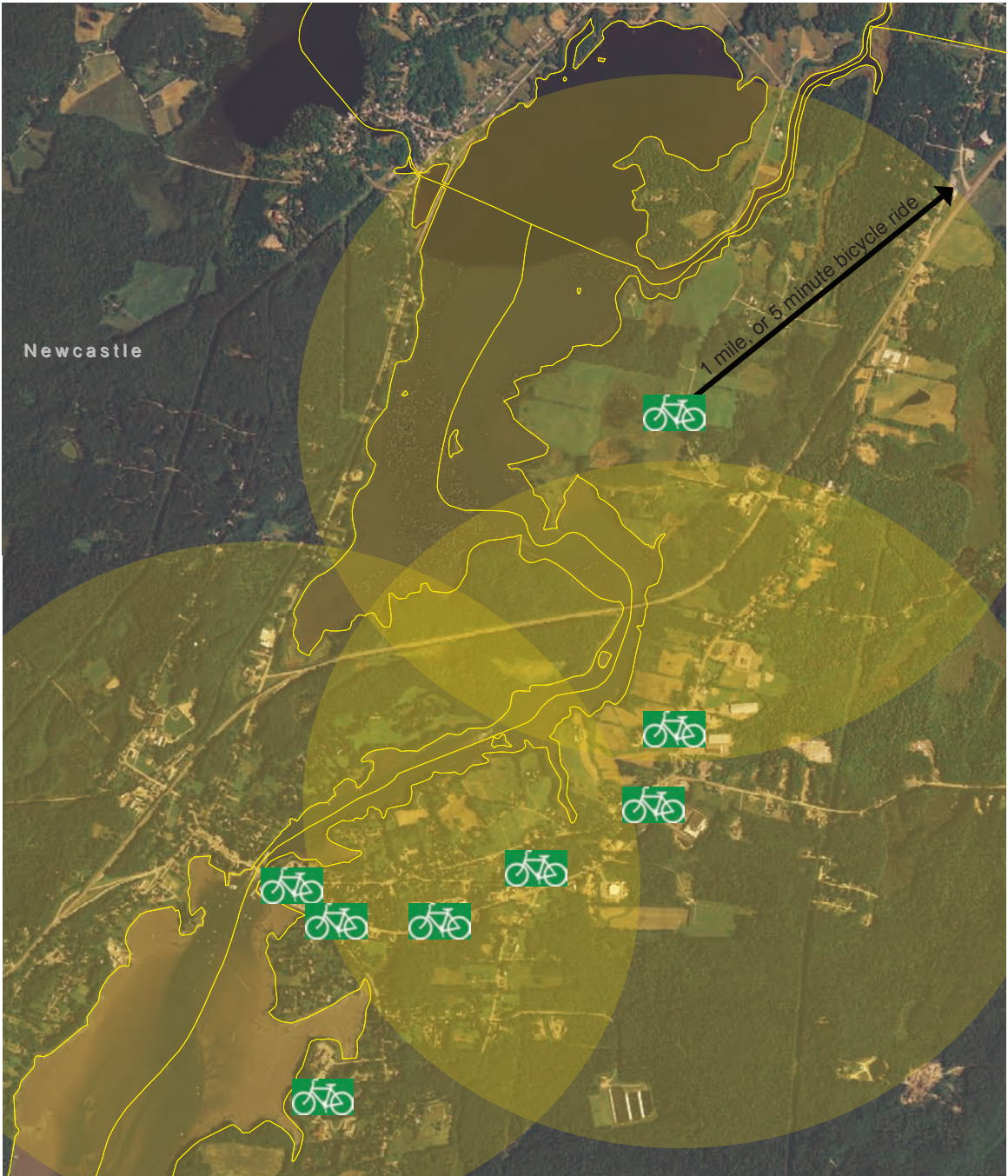


Fig. 41: Bicycle Parking is needed throughout the Town of Damariscotta. However, the Town should prioritize the implementation of bicycle parking facilities within those neighborhoods and corridors that already will likely serve as destinations for bicyclists. At 1 mile radii, “bicycle sheds” are overlaid in yellow.

GENERAL BICYCLE PARKING LOCATIONS

The Town of Damariscotta lacks bicycle parking. Because planning at this scale requires a fine grain analysis of local site conditions, the recommendations con-

tained in this plan provide only the general scope of where bicycle parking is needed most within the Town of Damariscotta.

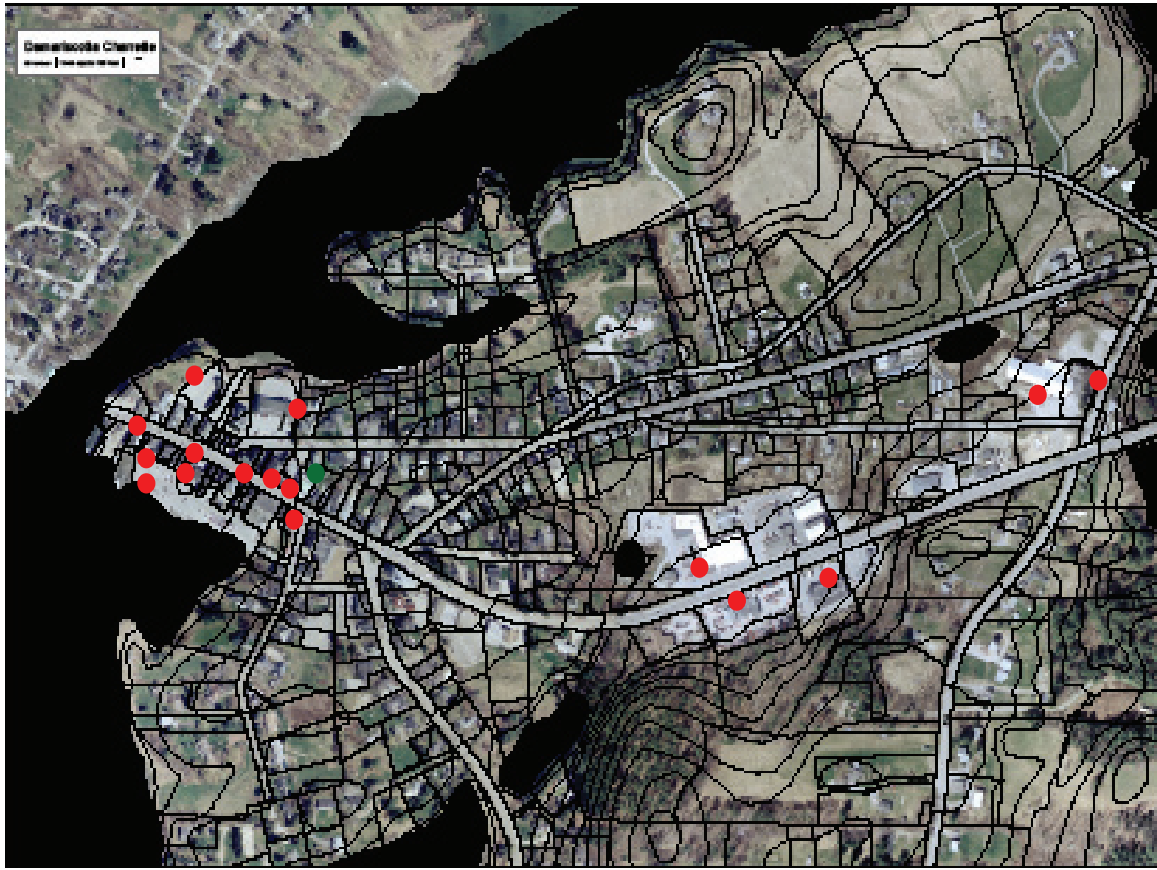


Fig.42: 28 bicycle rack locations were identified for the Town of Damariscotta. The above locations identifies 16 locations between the Damariscotta River Bridge and the Damariscotta Town Hall.

- New Bicycle Racks
- Existing Bicycle Rack



Fig. 43: Six locations were identified for bicycle racks between Damariscotta Hardware and the McDonalds at the corner of Route 1B and Biscay Road.

- New Bicycle Racks



Fig. 44: Three new locations and two replacements racks are recommended between Round Top and Great Salt Bay School.

- New Bicycle Racks
- Existing Bicycle Rack replacement

DAMARISCOTTA HEART & SOUL PLANNING CHARRETTE

HISTORY OF DAMARISCOTTA'S LAND USE ORDINANCES



Courtesy of George Parker, 2010

1961 Comprehensive plan adopted as part of a statewide comprehensive plan funding (federal funds).

1972 Adopted state mandated Shoreland Zoning Ordinance.

1973 State mandated Subdivision Law.

1984-85 Due to a citizen request for a land use ordinance, selectmen formed a committee to create one to bring to the voters. George Parker was named chair. As the Town did not have a valid comprehensive plan, an abbreviated effort was made to create one to provide a valid basis for the ordinance, which was voted on in March 1985. Over the next year, an ordinance was crafted and brought to the voters in March 1986. It won by two votes. During that summer a petition drive was initiated for a recall vote. In September, an election was held and the ordinance was overturned by two votes. It wasn't until 1997 that another land use ordinance was crafted, voted on, and adopted.

1989 Adopted a Subdivision Ordinance based on State Law.

1990-2 State created the Office of Growth Management and mandated that all towns create and enact a comprehensive plan based on state guidelines. A committee was formed and a plan crafted and voted on by the Town. The state took issue with a couple of sections and wouldn't approve it until it met their standards. As the Office for Growth Management was rescinded, it was felt that we no longer needed state approval and the changes were not made.

1992 Enacted a new Shoreland Zoning Ordinance.

1994 Enacted a Site Review Ordinance.

1997 Crafted a Land Use Ordinance largely based on the previous ordinance with some revisions. Won easily.

1998-00 After it became known that the Town's land use ordinances could be invalidated by the courts unless the Town's comprehensive plan found consistent with state standards, the Town hired a consultant to revise its comprehensive plan to meet state guidelines and ended up revising most of the plan. The plan was found consistent by the state and adopted by the Town in 2000.

2002 Crafted an Implementation Strategy for the comprehensive plan.

2006 Size Cap Ordinance adopted to address the Big Box store issue.

2007 Revised Site Review Ordinance.

2008 Added a large scale development section to the Site Review Ordinance with design standards.

2009 Developed new Shoreland Zoning Ordinance based on new state guidelines, to be voted on in 2010.