

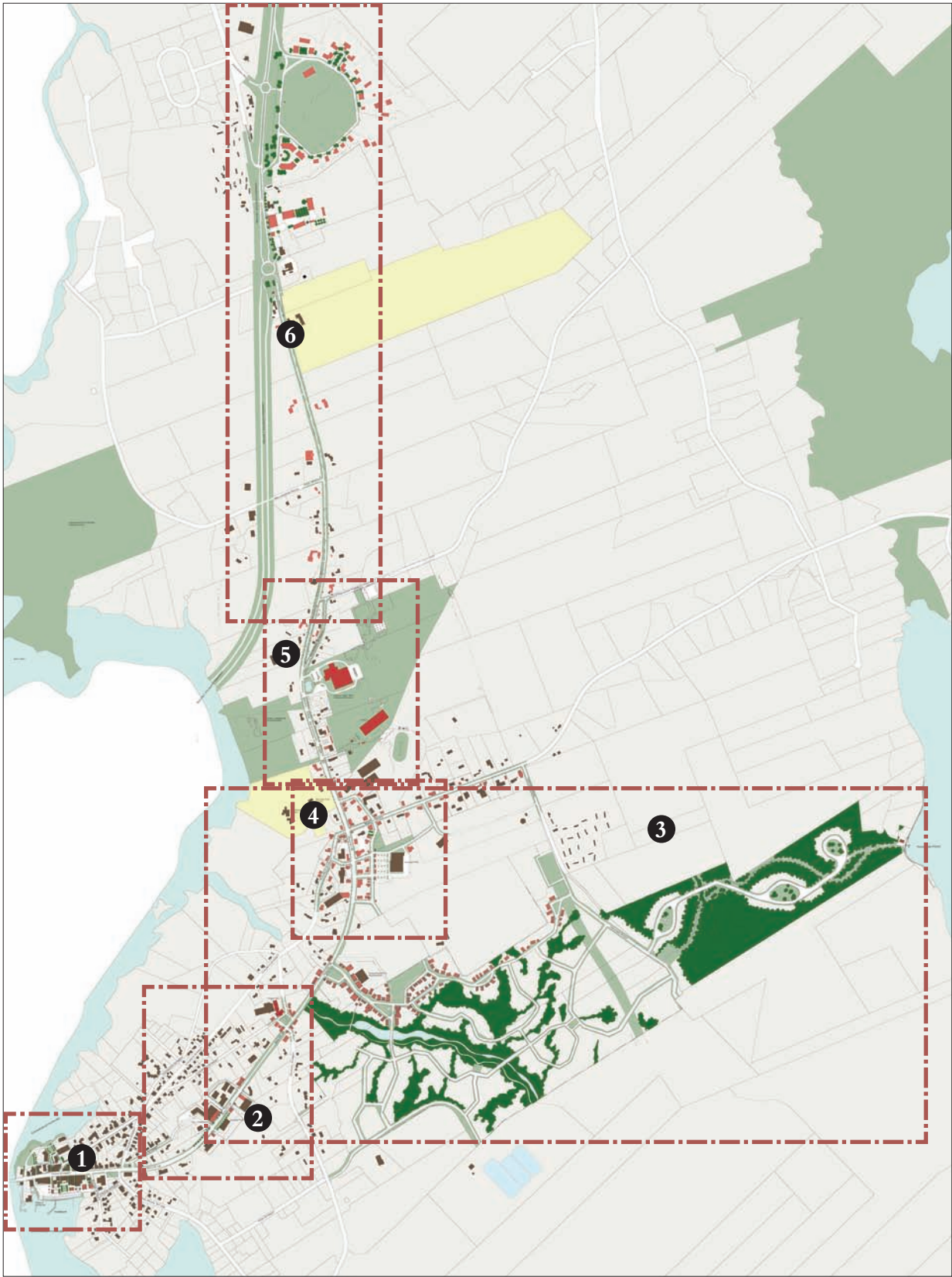


“Take the villages toward urban and keep ‘green green’
...define core philosophy for all planning and design...”¹

AREAS OF FOCUS

- 1. Downtown
- 2. Route 1B Yellowfront/Rising Tide to Town Hall
- 3. Piper Commons
- 4. Route 1B & Biscay Road
- 5. Route 1B School District
- 6. Route 1B School to Route 1

¹ All quotes to the right of the icons in this section are from participants in the charrette.



This chapter presents an Illustrative Plan that attempts to reflect the cumulative efforts of over two hundred individuals and over two years of effort through the Damariscotta Heart & Soul process and the four day community design charrette. Looking forward 10-20+ years, this Plan is a road map and a critical resource for directing growth and strengthening the heart and soul of the community. Under the leadership of DPAC, support of the Town, and input from the public, this Plan has taken shape. The next step, executing the Plan, is even more critical and will require the efforts of a greater number of citizens. Business owners, home owners, church groups, historic preservationists, environmentalists, elected officials, and anyone interested in the future of Damariscotta needs to take an active role in making this Plan, and all of the complex interrelated action items, a reality.

This Illustrative Plan shows potential solutions to Damariscotta’s current challenges, including transportation, economic development, social services, land use, housing, historic heritage, arts and culture, alternative energy, and other issues identified during the Heart & Soul process and charrette. Where possible, physical solutions have been incorporated into the Illustrative Plan. Where solutions are policy or management based, these recommendations are included in both this section and in Section E.

This Illustrative Plan represents ideas presented by the community and developed by the charrette team, as well as additional recommendations for the community to consider. While all of Damariscotta was discussed, the Illustrative Plan focuses on the Downtown, Route 1B, and Piper Commons. Transportation, green space, housing and utilities are among some of the issues that apply townwide and which are further addressed in Section E.

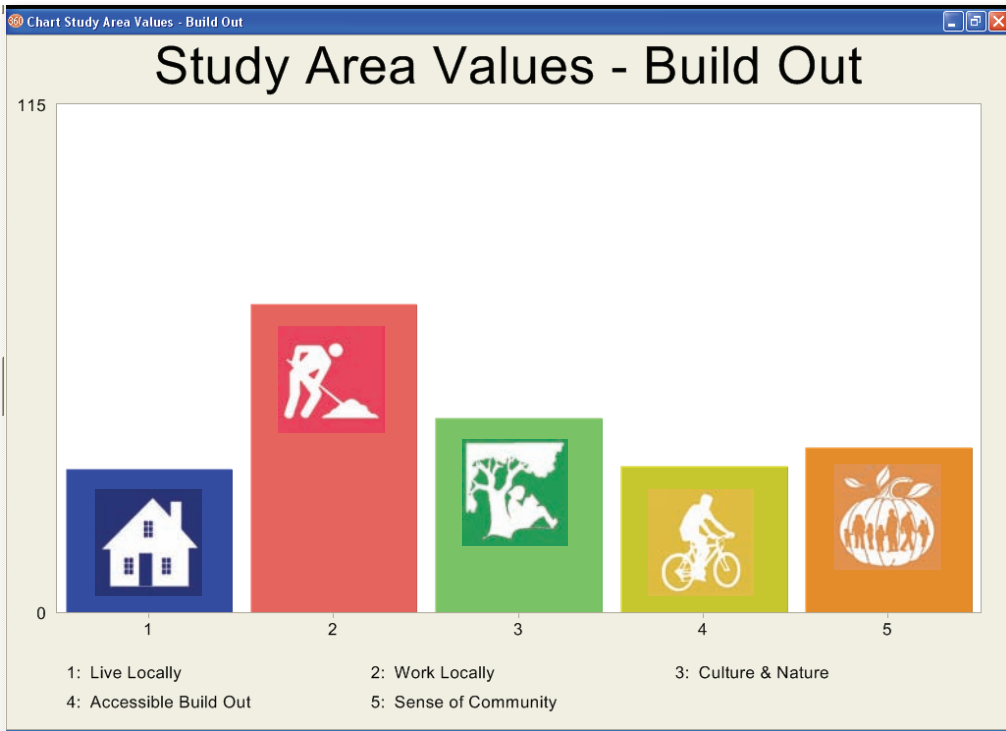


Bird’s eye view of Downtown and surrounding neighborhoods.

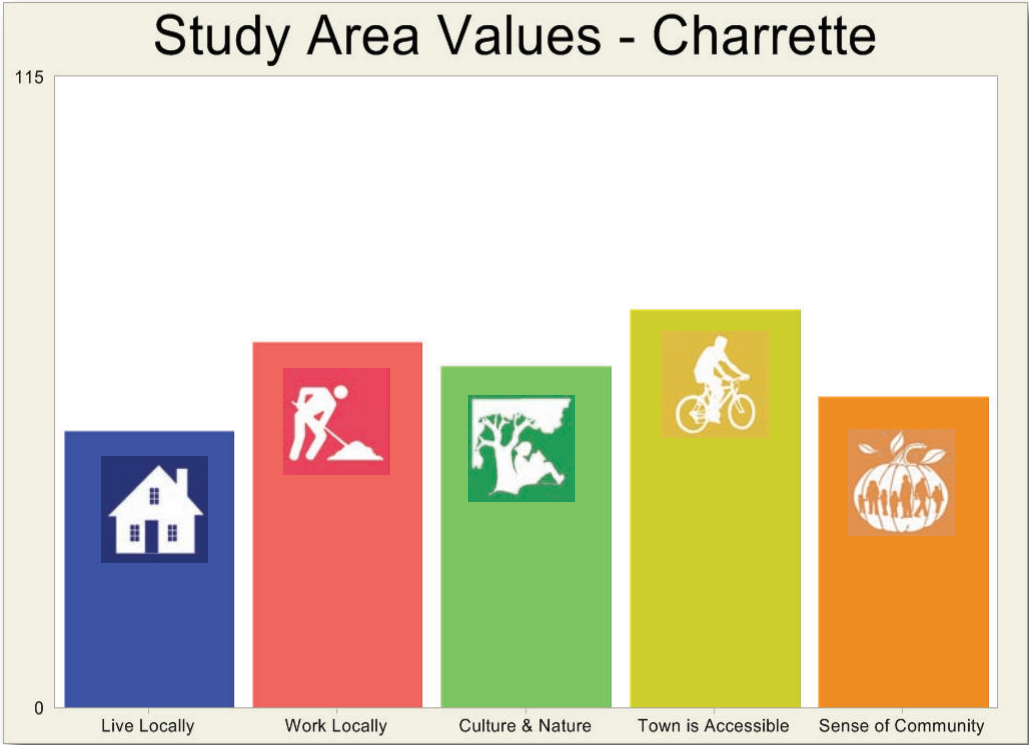
KEY TO HEART & SOUL
VALUES ICONS

Icons below represent the shared values developed through the Heart & Soul process. Illustrative Plans for each area contain the value icons that are most applicable for that area.
(see top left on DI for example)

-  We Live Locally
-  We Work Locally
-  Community is Involved
-  Where Nature & Culture Meet
-  Town is Accessible
-  Sense of Community



The “Build Out” condition attempts to predict what might happen along Route 1B and on the Piper Commons property if development occurs under current regulations and development patterns.



The “Charrette” condition uses the sketches created during the charrette to identify how they compare to the core values developed by the community by modifying current regulations and development patterns.

To understand the difference between development happening under existing regulations and the Illustrative Plan created during the charrette, indicators, or values, were prepared for five of the core values the Town developed during the last year. These five core values include: We Live Locally, We Work Locally, Where Culture and Nature Meet, The Town is Accessible, and Sense of Community. Indicators were not prepared for one of the Town’s core values, Community is Involved, because this value has more to do with human perceptions and interactions which are much more difficult to measure than the other five core values. The components that make up each of the core values are listed in the Appendix of this report. The indicators were used to evaluate two different development scenarios – build out and charrette.

In both the cases the indicators were developed with a number of assumptions and generalizations. They should be used as a tool to provide a rough sense of comparison between one type of development and another.

The charts to the left show the outcome of the five core values for the “Build Out” and “Charrette” conditions. Four of the core values are significantly higher under the “Charrette” condition while “Working Locally” is marginally smaller. This is due mainly to the fact that the Working Locally indicator measures the ratio of jobs to housing. The number of jobs created is roughly calculated as 2.5 employees per 1,000 square feet of commercial space and the amount of commercial space created under each condition is relatively stable. On the other hand, the number of housing units created under the “Charrette” condition is much greater than the number created under the “Build Out” condition, thereby reducing the ratio and indicator for that core value.



“Replace dumpsters with benches, improve parking.”
 “Create a raised green that takes advantage of the beautiful view of the River.”

DOWNTOWN DAMARISCOTTA



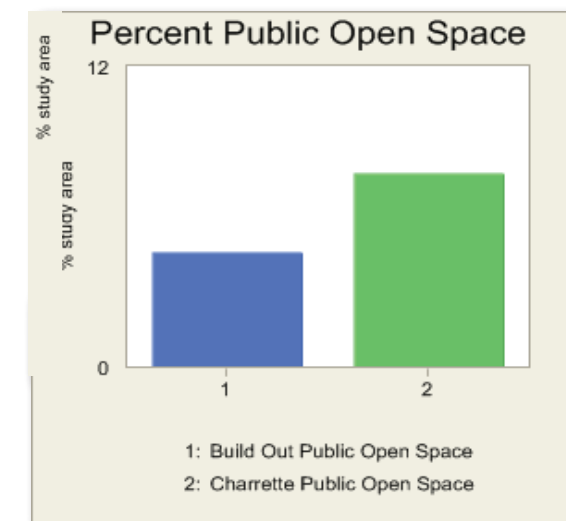
Potential New Buildings in Red



Existing Conditions Aerial



Key Plan



Percent Public Open Space

The public open space indicator compares the amount of public open space under the “Build Out” and “Charrette” conditions. It assumes that no additional open space is created in the future under current regulations and development patterns and that a variety of public open spaces are created in the “Charrette” condition, including a skating rink, playgrounds, and natural open spaces created around clustered housing which are reserved as public land.

The Downtown is the heart of Damariscotta. The historic Main Street has maintained its vibrancy for over a hundred years. It is clear that the community wants to keep Downtown the primary identity of Damariscotta. All of the values expressed in the Heart & Soul process are represented here. And yet, as well as it works and as many assets as it contains, there were also many comments that indicated that certain aspects of the Downtown could be improved.

The Illustrative Plan shows possible physical solutions that can address many of the issues in the Downtown. The boon and bane of any downtown is traffic and parking. During the charrette there were many suggestions on how to improve both. A Park Once Management District could be formed to help address issues related to parking, including decisions about structured parking, shuttles, additional lots, and additional development.

It is recognized that Main Street’s remarkable location between the River and the harbor needs to be capitalized on. Many people are interested in seeing more access to the water and small parks that take advantage of stunning nature close to daily needs.

KEY ELEMENTS OF DOWNTOWN
ILLUSTRATIVE PLAN

- A. New “Welcome to Historic Damariscotta” sign at entrance to Downtown on bridge or near first building.
- B. Creation of waterfront park over time - start with area behind Damariscotta Bank and Trust (DB & T) and Griffin property.
- C. Create blocks and streets out of parking lots. Develop block areas with new mixed use buildings with possible hotel and parking structure.
- D. Line parking lot with one story temporary structures to hide parking until block is redeveloped.
- E. New plaza with curb at entrance to theater.
- F. New boardwalk park as decided through Shore and Harbor design process.
- G. Temporary carts for festivals line area of potential Town Square.
- H. Streets and blocks laid out for potential development, including hotel and parking structure
- I. Create public green across the street from the front of the Baptist Church and bank. Re engineer intersection to minimize conflict and improve safety and flow.
- J. Create ‘Historic’ Green around Tourist Building. Allow parking on street and one way loop around green.
- K. Area for additional employee/summer shuttle parking.
- L. Post sign at Route 1 to direct trucks bound for Bristol or Pemaquid to the northern intersection with Route 1B.



What We Heard

- Damariscotta lacks a park/common area.
- Trees – sugar maples to replace old elms.
- Seasonal shuttle to connect Newcastle Square area and the YMCA/GSB school area.
- More green space along River.
- Restrooms in Town.
- Parking - more on street, satellite, possibly structured.

Priority Design Recommendations

- Develop a Park Once strategy for Downtown.
- Install public restrooms.
- Build new Boardwalk Park.
- Install temporary retail structures to shield parking lots.
- Experiment with potential location of Town Square in Back Parking Lot south of Main Street during festivals.
- Create a public green Downtown and address the intersection of Main Street, Bristol Road, and Church Street. Start planning to improve traffic and create public space over time.



Possible River Park at edge of parking near **B**

DAMARISCOTTA HEART & SOUL PLANNING CHARRETTE

DOWNTOWN DAMARISCOTTA: POTENTIAL PARKING & DEVELOPMENT STRATEGY



PHASE 1:
Survey existing parking in all of Downtown and develop a Park Once strategy - adding more parking areas, structures, satellite parking, and public/private management of existing parking. Determine best location and type of new development while maintaining parking.



PHASE 2:
Experiment with a layout (chalk or paint) for creating 'blocks and streets' in the Back Parking Lot south of Main Street and look at opportunities north of Main Street as well. Begin installation of Boardwalk Park as determined by the Shore and Harbor process.



PHASE 3:
Mark out a temporary Town Square during a special event and line it with trees in pots and mobile carts. Have shuttle to remote parking lot during the festival to make up for parking spaces. Parking can be maintained all around the square in the Back Parking Lot.



PHASE 4:
Continue the experiment during more festivals and throughout the summer by lining the best location for the square with temporary one story structures and kiosks. Look at extending the shuttle to Route 1B and Biscay Road as well as additional parking near Church.



PHASE 5:
Once additional permanent parking is developed in Downtown (within 500 feet), make the Town Square permanent. Add planted trees around square and additional trees in pots along 'streets' from Main Street to the water. This approach is possible north of Main Street as well.



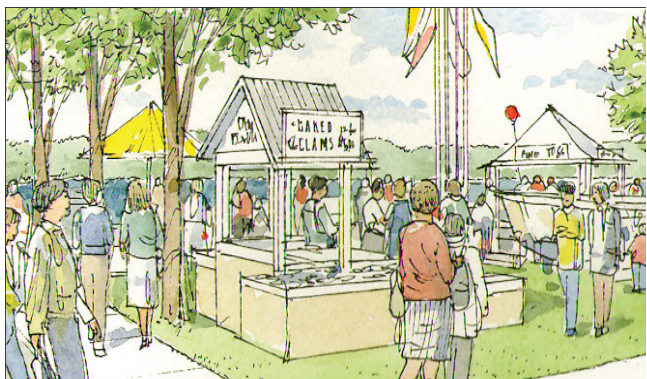
PHASE 6:
As new structured parking is provided south of Main Street, the 'blocks' become available for development of mixed use buildings - retail, office, housing, hotel. This development can help pay for a parking structure and help make the waterfront more vibrant.

The Illustrative Plan is designed to be a flexible framework that can evolve over time and respond to changing market conditions, land ownership, and unanticipated conditions. The plan to the left is a **strategy** that can be phased in order to absorb needs in the market as they arise.

Merchants, landowners, and the Town are encouraged to begin the formation of a Park Once Management District to manage existing parking to support retail and determine how to add more parking areas, structures, and satellite parking with shuttle service. Creative financing techniques or a large development proposal, such as a mid-size hotel would probably be necessary to help finance structured parking, but would make greater economic use of the present parking areas and improve the vibrancy and character of Downtown.



Existing view from Back Parking Lot to Main Street



Possible temporary uses to define public space



1 A. Existing view of theater entrance. Note lack of protection and definition from road.



1 B. Sketch shows new marquee for theater and a defined plaza with curb and brick paving, benches, and bold color.



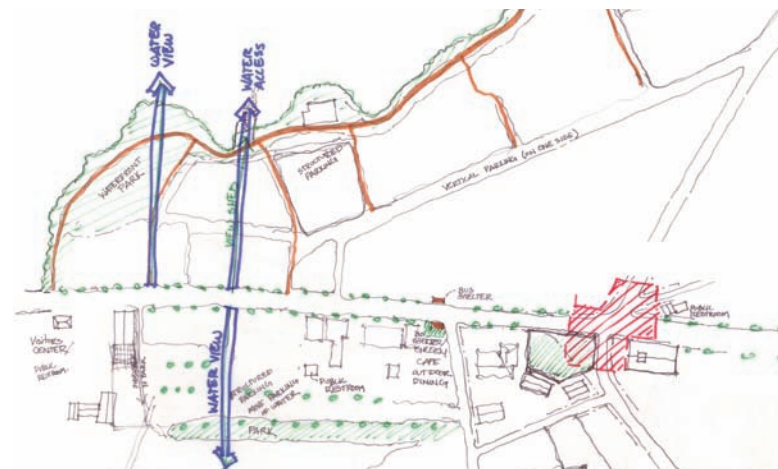
3 Sketch shows an idea for creating an expanded plaza in front of Weatherbird. The parking lot in front could also be defined by small temporary buildings.



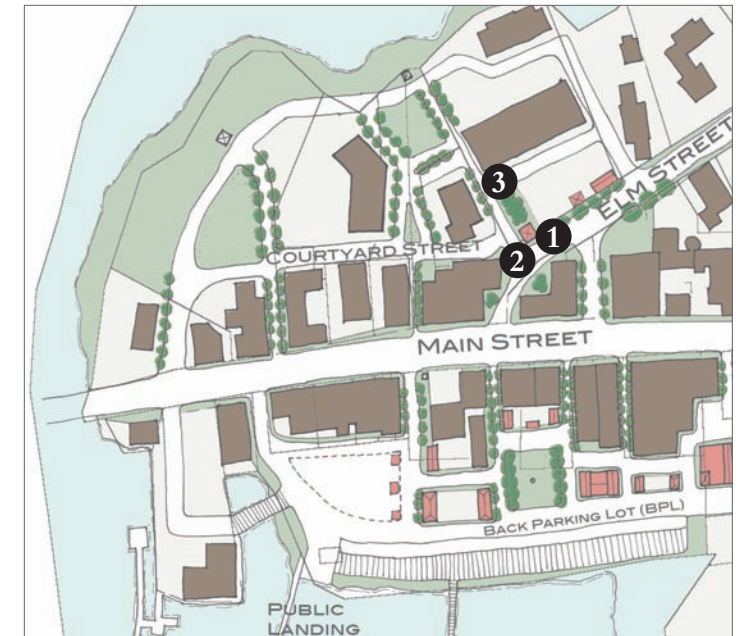
2 A. Existing view of King Eider's pub. The asphalt goes right up to the building.



2 B. Sketch shows proposed curb and brick paving for patio with added plants, tables, chairs, and more vibrant color.



Preliminary sketch exploring strategy for maximizing views from Main Street to the water.



Key Plan

A number of small scale suggestions were investigated during the charrette. Team members worked with business owners to come up with ideas for their properties. These three illustrative concepts concentrated on making more of a 'place' where Elm Street meets King Eiders Pub. This is an important intersection that can draw people from Main Street to the back shops. King Eiders also terminates the view from Elm Street.

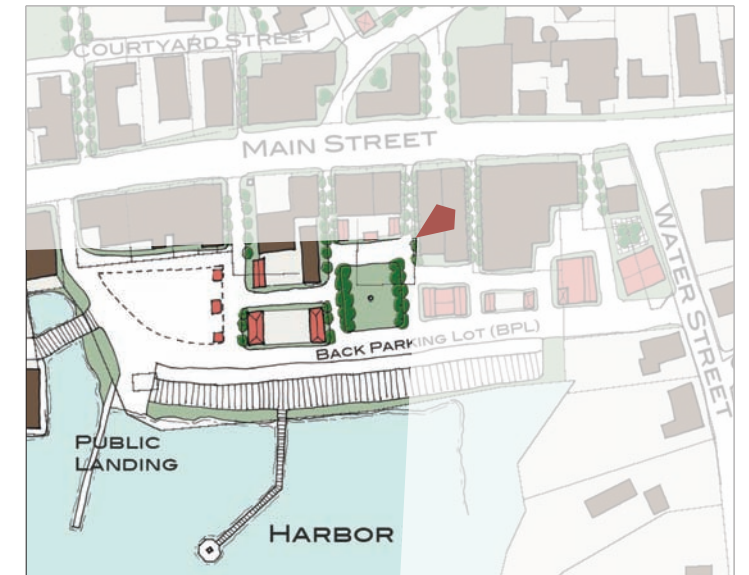
This Illustrative Plan is intended to help support individual efforts and encourage local ideas to make Downtown even more vibrant and interesting. The ideas presented here can be implemented, or act as 'placeholders' for better ideas developed in the future.

DAMARISCOTTA HEART & SOUL PLANNING CHARRETTE

TOWN SQUARE



View to Harbor from Back Parking Lot showing potential Town Square used for festival



Key Plan

There was strong support during the charrette for a Town Square or green. Throughout the Illustrative Plan, there are a number of squares, plazas, greens and commons shown, in order to give the Town options for the one that best suits its needs.

The proposal of a Town Square in the Back Parking Lot south of Main Street may be difficult to accomplish in the short term, due to parking needs. But if a Park Once Plan is implemented and parking in the whole of Downtown is redistributed and increased, then the opportunity becomes stronger.

In the short term, an area can be marked off with paint, tape, or chalk, lined with potted plants and kiosks to provide a temporary Town Square that can be used for festivals and other special events.



View to Harbor from Back Parking Lot



View from Main Street to Harbor



“Boardwalk between Church Street and Yellowfront, leading to safe crossing to Rising Tide.” “Control the physical form of buildings.”

ROUTE 1B: YELLOWFRONT/RIISING TIDE TO TOWN HALL



Existing Conditions Aerial



Key Plan

A potential five minute walk from Downtown, this retail area presently requires driving due to lack of sidewalks and speeding cars. With two local food markets, drug store, lumber yard, and other retail establishments, this area provides for many residents’ daily needs, though its form and safety could be improved.

To make this service center more pedestrian friendly and appear more like a continuation of Downtown, certain improvements need to be made. One approach is to modify zoning to ensure that buildings can be brought closer to the road and that architectural treatments reflect the character of Damariscotta.

To improve safety, sidewalks should be installed along Route 1B on at least one side and sharrows (bike symbols that indicate sharing the road) painted on travel lanes to encourage bicycle travel. On street parking along Route 1B would also help slow traffic and allow safe crossing. In addition, new liner buildings² close to the street, can quickly and inexpensively change this district’s image for the better.

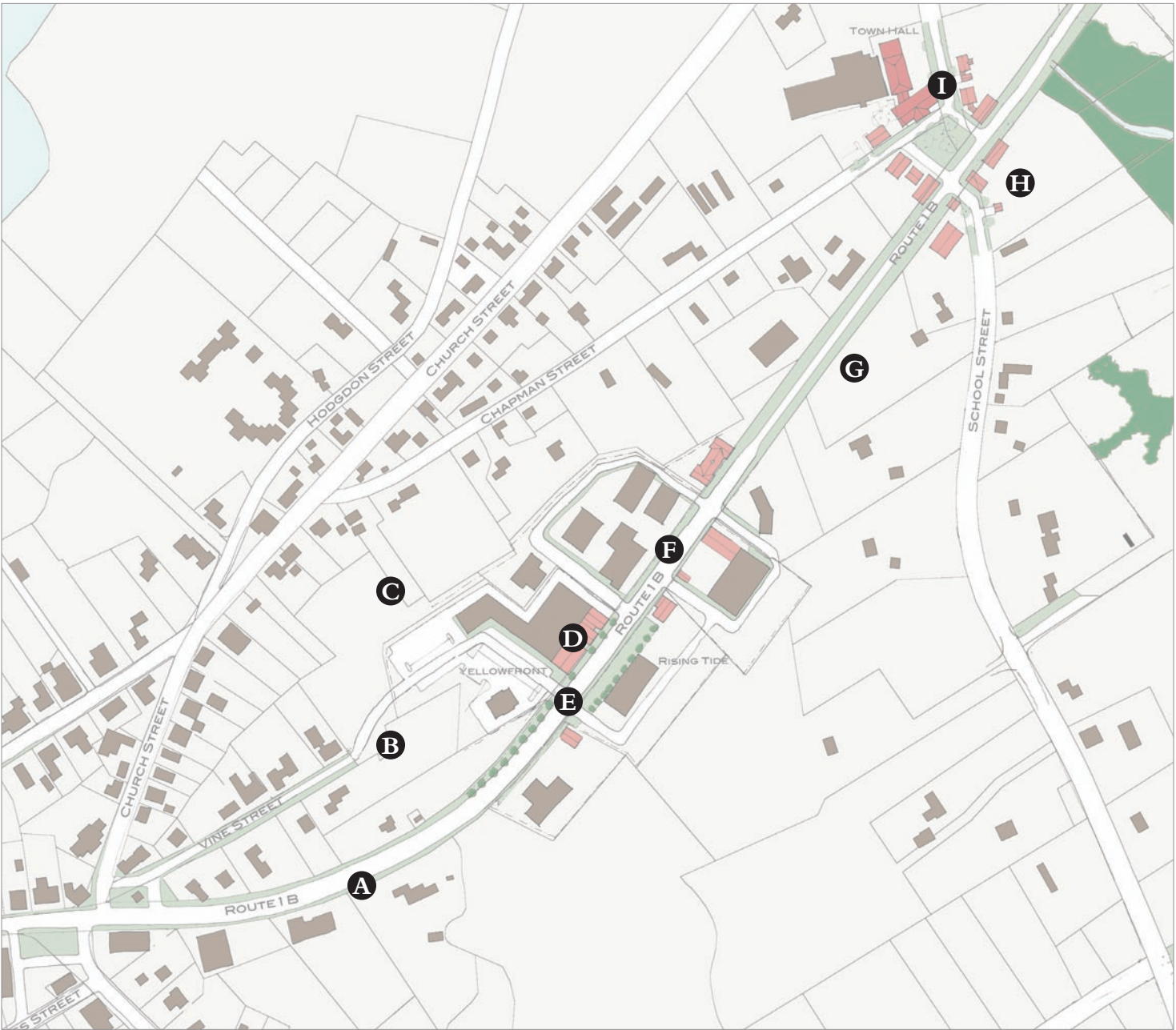
There are many opportunities to improve connections between Downtown neighborhoods and this area. Existing pathways near the wetlands behind Yellowfront should be formalized, including a connection to Vine Street.

² Liner buildings are small buildings located close to the street that help create a comfortable, pedestrian space that together with sidewalks help make an area walkable.

ROUTE 1B: YELLOWFRONT/RIISING TIDE
TO TOWN HALL

KEY ELEMENTS OF ILLUSTRATIVE PLAN

- A. Continue sidewalk from Downtown and create bike lane.
- B. Pedestrian/bike path from Vine Street. Look at possibility of playground/park in this area or at “Rocky Hill” behind Rising Tide.
- C. Connect to Church and/or Chapman Street with pedestrian/bike path and boardwalk.
- D. Allow/encourage liner buildings/fences to define this center.
- E. Improve crossing between Rising Tide and Yellowfront with textured surface, sign, and lighting.
- F. Create three-lane street section from Mobius to Rite Aid. Center lane would be textured and allow left hand turns. Trees could be at strategic parts of the median - experiment with trees in pots. Allow parking on street in this section.
- G. Street section stays at two lane, but with addition of sidewalk and bike path. Consider taking path away from road if it is too tight where it cuts through the hill. Add street trees (sugar maples) where possible.
- H. Interrupt the dangerous angle of School Street by turning each section at ninety degrees to Route 1B. Create a Civic Green from existing green area and encourage farmstand-type business to line this green.
- I. If the need for more meeting space arises, build a simple, dignified meeting hall onto the side of Town Hall that faces Route 1B and the Civic Green.

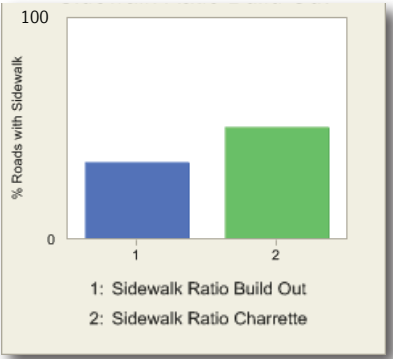


What We Heard

- Need for better crossing between Yellowfront and Rising Tide.
- Traffic is too fast, not safe for bikes or pedestrians.
- Lack of pedestrian connections between this area and Downtown and Church Street to the north.
- No distinguishable center or entrance.

Priority Design Recommendations

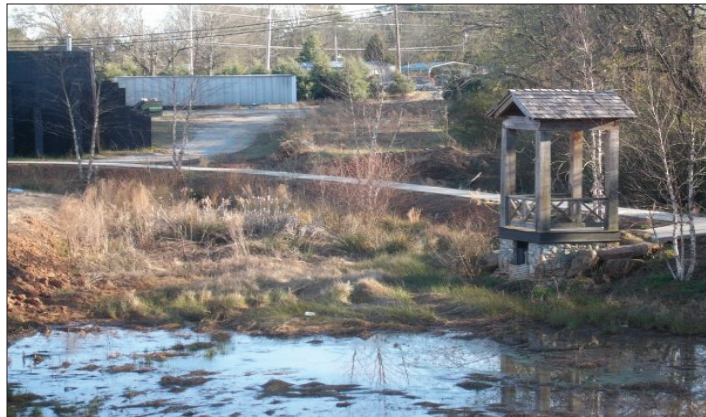
- Slowing design speed of road by creating a 3 lane section with turning lane and trees.
- Add liner buildings and/or fences to define street edge.
- Connect to Church and Chapman Street with boardwalk over wetlands.
- Connect to Vine Street with bikeway/pedestrian path - possible playground.
- Improve pedestrian crossing, allow on street parking. Bike path as well as sidewalk on at least one side of Route 1B from Downtown and to Town Hall.
- Continue to improve green in front of Rising Tide to allow seating and public gathering.
- Fix School Street intersection by turning roads to ninety degrees to Route 1B.



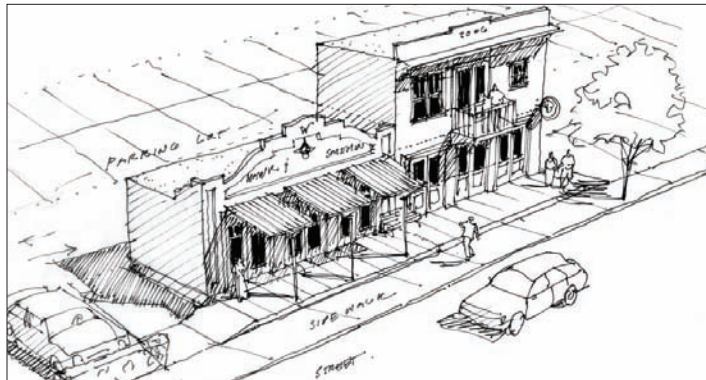
Sidewalk Ratio Build Out

The sidewalk ratio indicator measures the percent of roads with a sidewalk. This includes existing sidewalks and currently proposed extensions to those sidewalks for the “Build Out” condition, following the existing development pattern.

The “Charrette” condition includes a variety of roads that include sidewalks, which are added to existing sidewalks and proposed sidewalk expansions.



Formalize pathway to Church Street, with possible pavilion and park.



Parking lot with liner buildings helps create clear edge at sidewalk.



Cars are often necessary for shopping in this area, whether it's for hauling grocery bags or sheets of plywood. However, a number of people live close enough to walk or bike for smaller daily items. Improvements to the road and pathways would provide people with the option of getting a gallon of milk without burning a gallon of gas.

This area has the potential to be a beautiful and memorable *place*. With two markets so close together, this area could almost function as a food hall, with pedestrians easily crossing the reconfigured Route 1B and sitting at sidewalk tables or on Rising Tide's green. Additional food vendors that compliment the markets should be encouraged, as well as a café that could be added onto the street side of Rising Tide.

Expansion space for Yellowfront/Rising Tide would improve street safety by creating a more intimate space. This kind of liner building provides enclosure and activates the street without having to fully commit to an expensive new building. Fencing along sidewalks would also begin to define the street.

The location and amount of parking will need to be planned on a district-wide basis, with spaces shared between businesses, which is possible if the area becomes walkable. Similar to Downtown, on street parking spaces should be provided, with a head-in parking option on the Yellowfront side.



Existing view of Yellowfront/Rising Tide Neighborhood.



Possible infill with Damariscotta-style buildings, sidewalks, on street parking, and green.



Proposed view of civic green with potential new Town Hall meeting space.

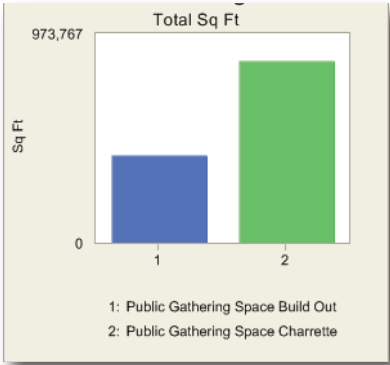


Existing view at School Street and Route 1B.

Public Gathering Space

The public gathering space indicator attempts to account for the community’s ability to gather in both indoor and outdoor spaces by measuring the amount of public gathering space, including schools, Town Hall, public and private performance space, public greens, parks, playing fields, and community gardens.

Under the “Build Out” condition, it is assumed that no new public gathering spaces are created, again reflecting the type of development that has occurred.



For the “Charrette” condition, a variety of new public spaces are proposed, including community gardens, an expanded Town Hall that includes a larger meeting space, playgrounds, and Town Green areas.



Key Plan

A number of charrette participants expressed an interest in better integrating the Town Hall with the rest of the community. Suggestions were made to move it back Downtown, which would help the mix of uses. However, the lack of space Downtown and the cost of moving the Town Hall would be difficult. If Town Hall can’t be brought to where people gather, then perhaps a gathering place could be brought to Town Hall.

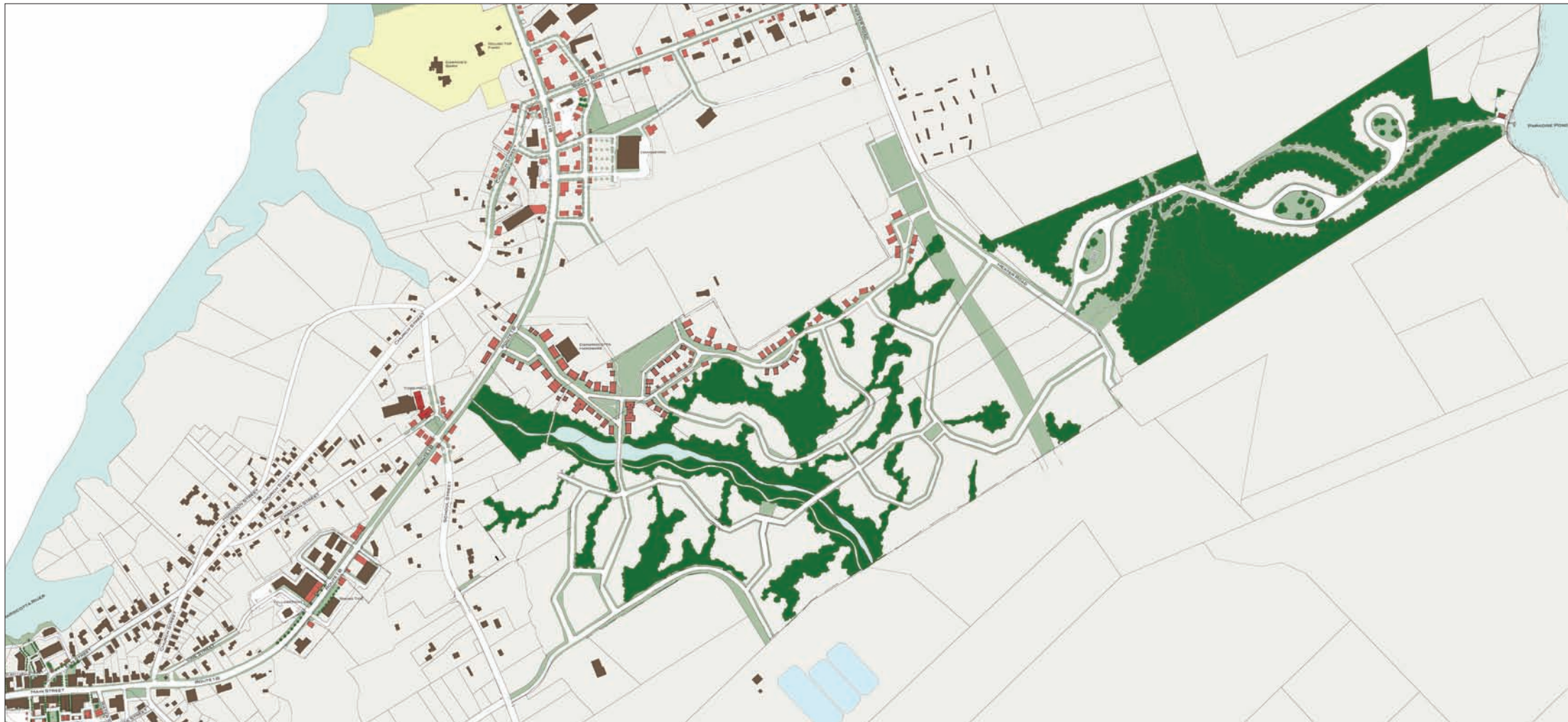
By turning School Street so that it meets Route 1B at a ninety degree angle (making a dangerous intersection safer), a green could be created in front of the present Town Hall. A simple dressed stone wall would define this green and highlight the existing mature trees. It is possible to do this and keep the park private by having the ‘road’ on one side of the green be a private drive with parking. If acquired by the Town, the green could be a good place for small events and a memorial.

Currently Town Hall lacks a meeting room space sufficient for citizens to gather for important events like Town Meeting. A simple, one and half story box with a welcoming entrance portico would give the Town Hall a clearer presence within the Town, and provide space for many types of community events.



“Make it feel town-like - connect to rest of Damariscotta.”
 “Mixed use satellite village to historic Downtown.” “No cookie-cutter houses”

PIPER COMMONS



Key Plan

Damariscotta has taken a proactive approach to the type and location of future growth. The old French property, consisting of 260 acres from Route 1B to Paradise Pond, is also known as Piper Commons. By placing growth closer to existing retail, vehicle trips can be reduced and existing public facilities, including sewage treatment, can be utilized more effectively.

Perhaps most importantly, by focusing growth closer to Downtown, open lands for habitat, recreation, and agriculture are saved. In the past, the pattern of growth has been outward, dividing up fields and woods. This leads to more driving and the distance makes it harder for people to easily participate in the life of the Town. Density in this area allows the center of Damariscotta to be more compact and the countryside to remain rural.

However, if this neighborhood is just strip retail and ‘cookie-cutter’ housing, it will not have met the vision of the residents of Damariscotta. Citizens have expressed an interest in a neighborhood that is mixed use, mixed income, ‘green’, respectful of nature, connected to Town, inclusive of the arts and local retail - a real neighborhood that feels like a part of Damariscotta and a positive addition to Town.



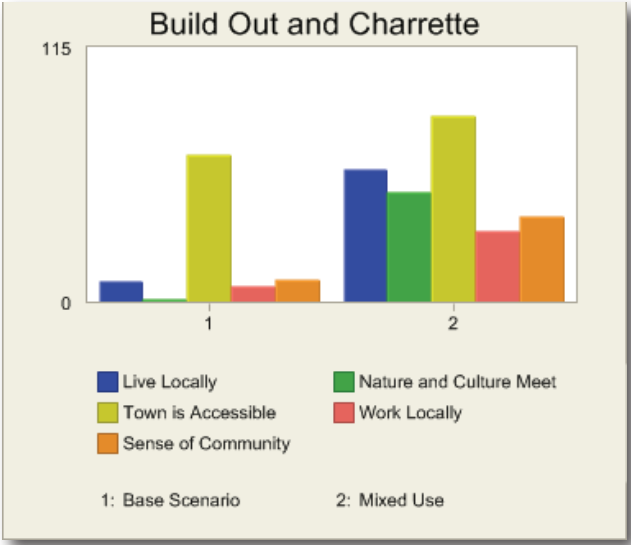
Roads connecting neighborhoods should be narrow.



Existing conditions aerial.

KEY ELEMENTS OF ILLUSTRATIVE PLAN

- A. Main access to neighborhood and mixed use from Route 1B - share entry with Damariscotta Hardware.
- B. Secondary access would be off High Street and School Street. Another access is possible on School Street through an easement.
- C. Wetlands are not only protected, but enhanced and turned into public trail system, with easy access from sidewalks.
- D. A network of ‘skinny’ streets to reduce permeable pavement. Straight road lengths should be short and be connected by turns with a tight centerline radius to slow traffic.
- E. Power line easement is used for bike and walking path. Also can be used for raised bed community gardens.
- F. ‘Green’ green is a location for eco-industrial buildings to share stormwater treatment, wind power, and other uses, and to provide local jobs. Heater Road should be a secondary access and should not be continued beyond the Piper Commons property line.
- G. Preserved corridor for wildlife.
- H. Clustered housing around common greens to save woodlands.
- I. Public boathouse for canoes and kayaks.



Piper Commons Values

A method similar to that used for the overall study area was used in the Piper Commons analysis; however, the indicators which make up each of the core values for this area are slightly different than those used for the overall plan because we had a more detailed plan from which to measure.

The “Build Out” condition is again based on the existing regulatory framework and current development trends to

predict what development of the land area might look like. The “Charrette” condition used the sketches created during the Charrette to envision a different sort of development, intentionally designed to meet the needs of the community.

The same five core values were used in this model, all of them significantly greater under the “Charrette” condition.

What We Heard

- Concern about traffic - primary access should be on Route 1B, not School Street.
- Create a neighborhood that complements and doesn’t compete with Downtown.
- Protect wetlands, wildlife, and watershed.
- Many uses and types of housing.
- Improve access to the water.

Priority Design Recommendations

- Consider form based code to allow mixed use neighborhood.
- Transition density and mix of uses from most urban at Route 1B to most rural at Paradise Pond.
- Use natural systems as a green network for pedestrians, bikes, and animals.
- Create small streets with sidewalks on one side in less dense areas and on both sides in the neighborhood center.
- Encourage a range of housing as well as retail and office space.
- Consider an architectural code to ensure compatible materials and forms.
- Connect to other transportation networks, including a shuttle bus to Downtown.



“Group houses for neighborhood feel.....see neighbors.”
“Clusters of buildings around green areas”

PIPER COMMONS: RESIDENTIAL GREEN

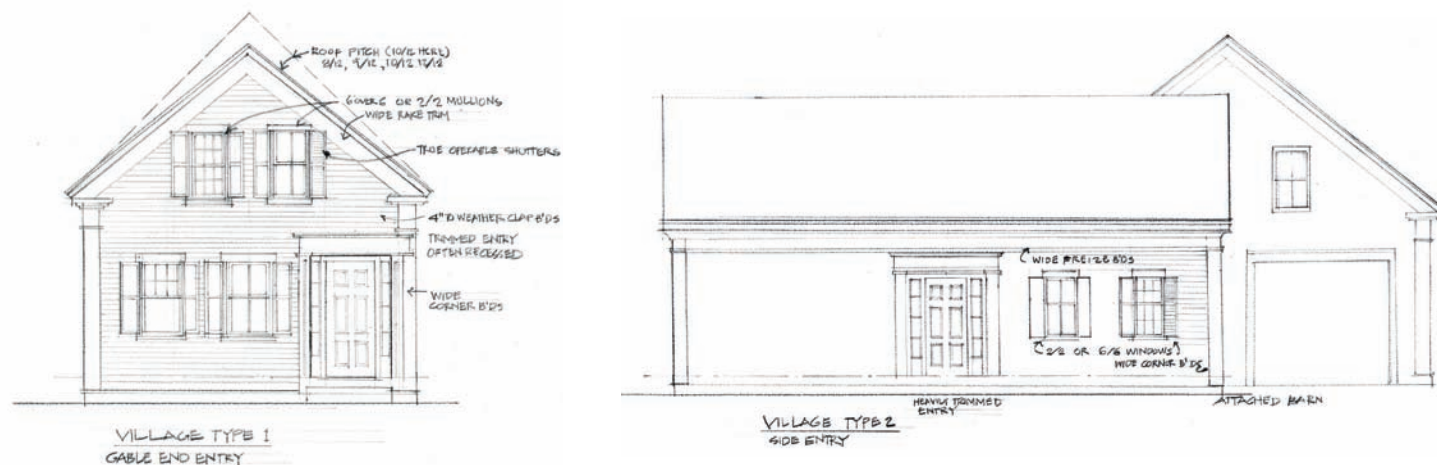


Key Plan

Piper Commons contains a patchwork of wetlands, which can make it difficult to create a network of blocks and streets as opposed to a series of disconnected ‘pods’. To overcome this challenge, houses can be clustered into a series of memorable places that are interconnected with roads. Sidewalks, wetland pathways, as well as compatible architectural character can all contribute to a cohesive neighborhood. In the area of Piper Commons that is closest to Paradise Pond, the technique of clustering can increase the amount of undisturbed land when compared to conventional development.

The view to the upper left shows how ecological features can be integrated with traditional New England architecture. The green in the middle can provide stormwater retention. The drive to the houses is permeable pavement and features such as shared compost bins, geothermal heating, solar roof tiles, and discrete double helix wind turbines can be integrated.

By controlling the architecture, including materials and configurations as opposed to style, many housing types can coexist in the same area. In the view to the upper left, there are small cottages, larger houses, duplexes, and even a live/work.

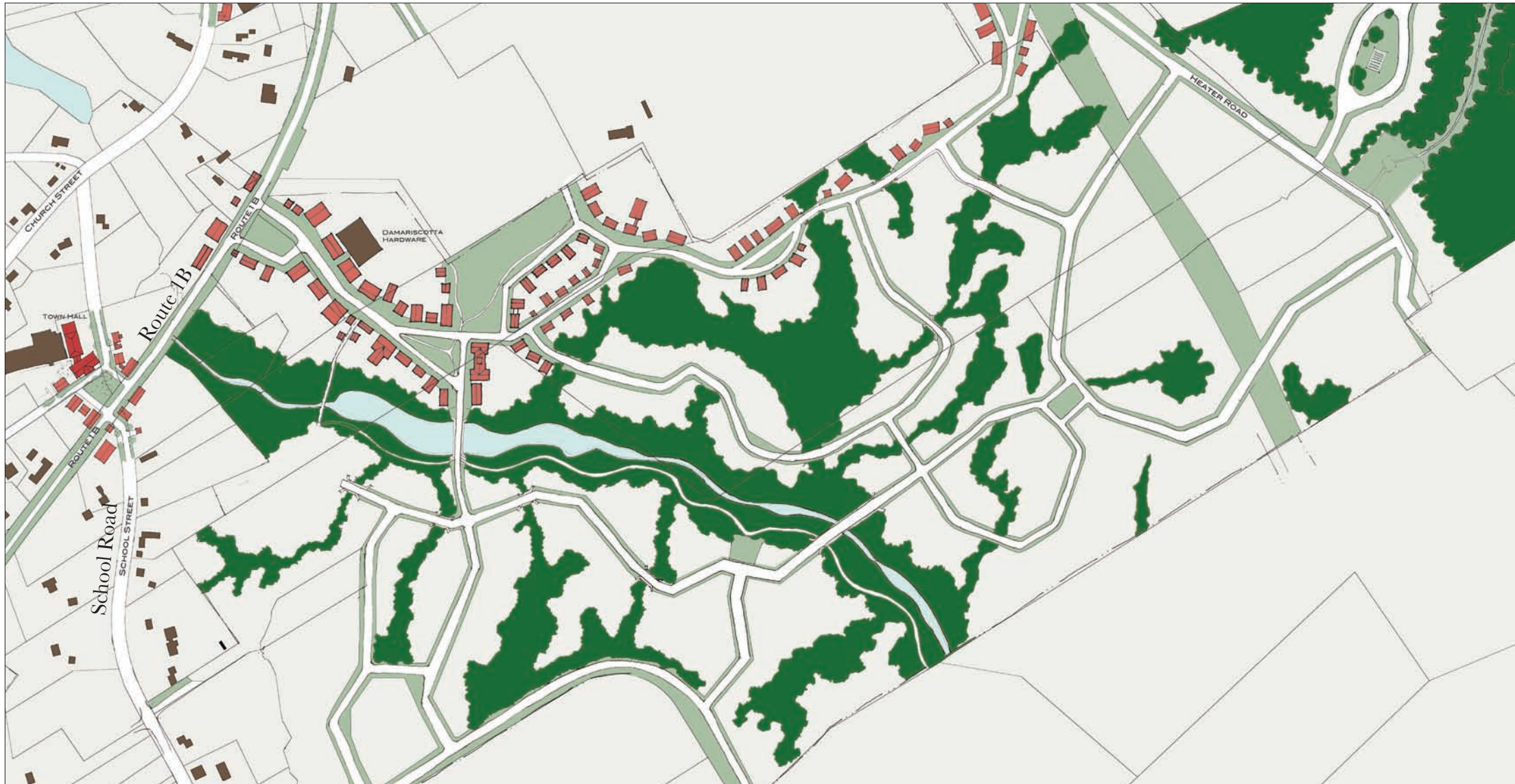


Potential house designs drawn during the charrette by local architect, George Parker.



“Housing and retirement homes....art and culture center.” “Mixed use - elder accessible, shops, intergenerational...” “..families have swingset and sandbox with close proximity..” “Transit all weather....links - pedestrian/bike access to Rec Center”

PIPER COMMONS



Key Plan

The greatest amount of development at Piper Commons should occur between Route 1B and Heater Road, with the most dense mix of retail and housing occurring within the first 1,000 feet of Route 1B, which is presently zoned for commercial use. There should be some mix of uses in other sections of the neighborhood, but more on the scale of corner stores and live/work offices.



Existing Conditions Aerial
www.bdennis.com

B. Dennis Town Design; For Illustrative Purposes Only.

KEY ELEMENTS OF ILLUSTRATIVE PLAN

- A. Public Common creates a strong presence on Route 1B for this new neighborhood and increases visibility of the first buildings.
- B.. Damariscotta Hardware becomes part of primary street with new front and shared parking.
- C. New street is lined with 2-3 story mixed use buildings with wide sidewalks, street trees, and on street parking.
- D. Improved earth dam with pedestrian path and enhanced pond.
- E. Possible Art Center or other public use.
- F. Potential location of hotel, cluster of inns, or house-like office buildings.
- G. Preserve significant part of meadow as parkland.
- H. Live/work townhouse buildings and apartments.
- I. Cluster of range of housing types around shared green.
- J. Public access to trail system through wooded wetlands.
- K./L. Mix of uses and building types (all house scale) around greens as neighborhood centers.



What We Heard

- Concern about compatibility, yet have its own character.
- Desire to preserve green space and make it accessible.
- Ecological design principles important.
- Mix of uses - civic, office, retail, housing.
- Mix of housing - senior, townhouse, apartment, live/work.

Priority Design Recommendations

- Consider form based code to guarantee mix of uses, character of buildings, green spaces, and interconnected network.
- Concentrate most density of uses near Route 1B, around Common and along primary access.
- Create special greens and places along the road to give character to different areas.
- Protect and enhance wooded wetlands as a secondary trail system.
- Create a network of cranky small streets to slow traffic speeds and encourage walking as well as creating a series of interesting vistas.



“Add a park/green space/public gardens.” “....large open common.” “Outdoor community area for festivals.” “Village within a Town.”

PIPER COMMONS ENTRY



View of proposed Common from Route 1B.



Key Plan

To create a new neighborhood center with limited frontage on Route 1B, it is critical to have a noticeable gateway that announces the entrance to the neighborhood. Because Damariscotta doesn't currently have a traditional New England Common, multiple goals are met by locating a green on Route 1 at this new intersection. The size of the green can be variable, but should allow parking around it and give people two chances to turn into the neighborhood center. This civic space can be used for festivals and other events, or just for throwing a frisbee.

The buildings around the Common are envisioned as two to three story individual buildings with slightly different treatments to keep them from looking like a 'project'. Retail and office uses would be on the ground floor, with office or apartments above. Wide sidewalks, street trees and on street parking would encourage walking. In the rendering to the left, the existing Damariscotta Hardware can be seen peeking behind new liner buildings.

Piper Commons is a private development (with public streets and parks), but should build slowly over time to achieve an authentic feel and contribute to the quality of its future.



Start with green and existing Damariscotta Hardware.



Add buildings over time according to form based code.



Existing view from Route 1B.



“Add some charm with trees, white fences, potted planters”
 “Sprawling - driving not walking to do errands.” “..shouldn’t
 be allowed to develop with higgly-piggly design...”

ROUTE 1B & BISCAY ROAD



Key Plan



Existing Conditions Aerial



Existing view of non-walkable Route 1B.

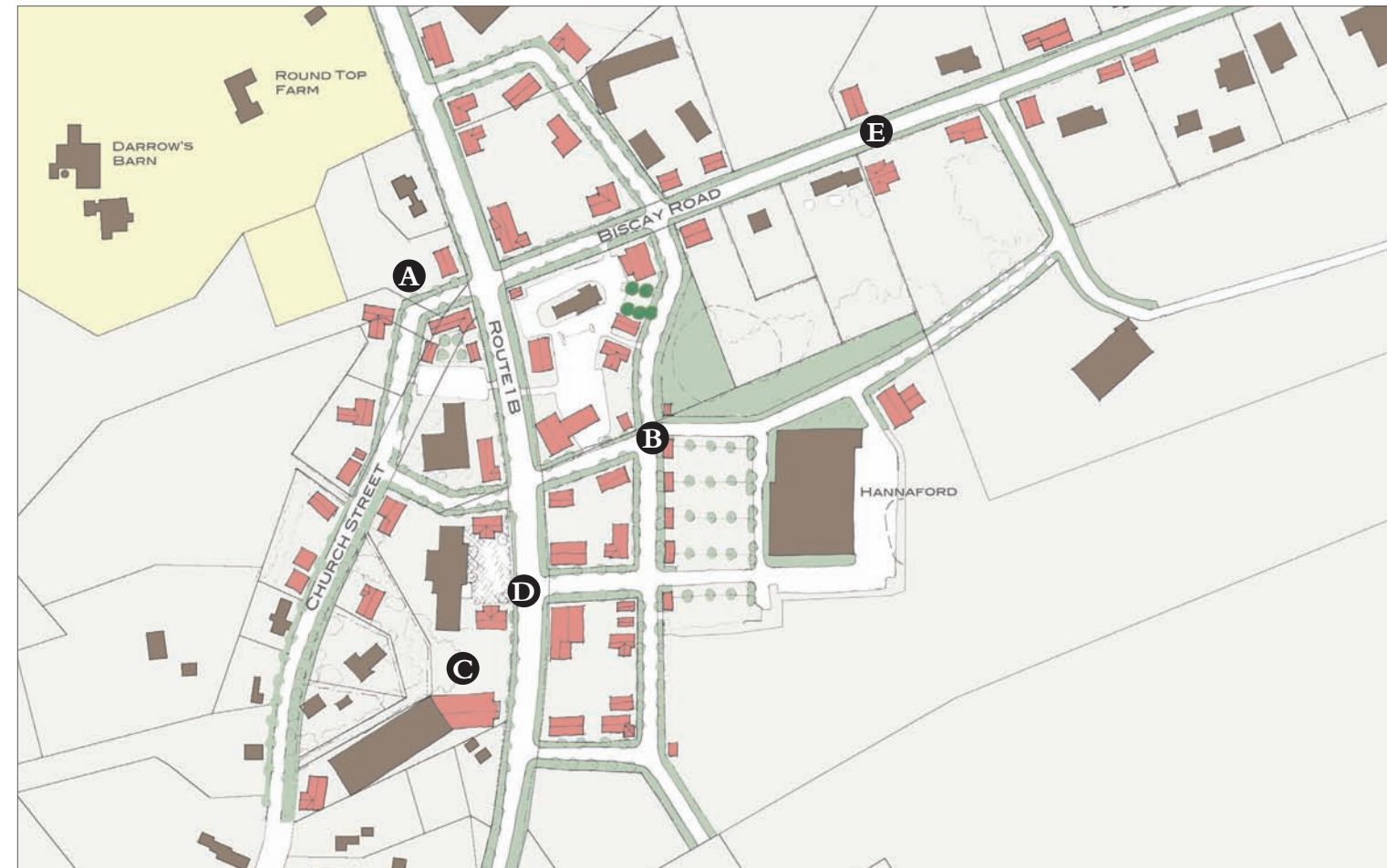


Example of a new grocery store that creates a good street edge.

Route 1B and Biscay Road is an area that contains typical strip retail. While the businesses are appreciated, the look of the buildings lacks the charm of much of Damariscotta. A new form based code overlay would encourage redevelopment of existing properties into more of a mixed use walkable center with appropriate architecture to create a sense of place.

KEY ELEMENTS OF THE ILLUSTRATIVE PLAN

- A. Change Church Street to be ninety degrees to Route 1B to alleviate blind corner. Calibrate traffic lights if needed.
- B. Allow/encourage a secondary street through Hannaford and north of Biscay Road and line with new mixed use buildings. Connect sidewalks to paths north to Great Salt Bay School and south to Piper Commons.
- C. New additions to existing building encouraged to come closer to street to form sense of enclosure, create more of a neighborhood center feel, and slow excessive traffic speed.
- D. Three lane road section - center turn lane with median, on street parking, bike sharrows, street trees, and 8' minimum sidewalks for two blocks south of Route 1B and Biscay intersection.
- E. Pedestrian path on one side minimum. Encourage additions closer to road and/or low fences/hedges. Encourage compatible materials and configurations for buildings.

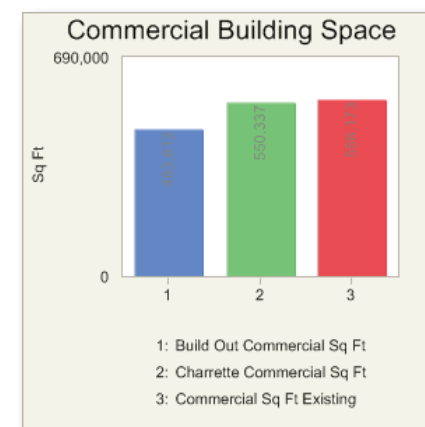
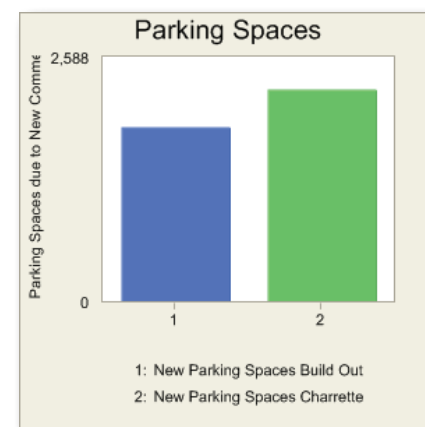


What We Heard

- Route 1B and Biscay intersection seems suburban in character.
- Lack of good pedestrian and bike links to Great Bay School and to Downtown.
- Concern about chain stores.

Priority Design Recommendations

- Encourage infill in Hannaford's lot and create a secondary street parallel to Route 1B.
- Consider form based code overlay to allow and encourage mix of uses and compatible materials and forms with buildings closer to the sidewalk.
- Create three lane section on Route 1B from Hannaford's to Biscay Road with turn lane, on street parking, sidewalks, and street trees.
- Encourage 3-4' fences and hedges, along with liner building along front property line on Biscay to partially screen businesses.
- Develop additional bike and pedestrian paths to Great Bay School and Piper Commons.



Parking Spaces Required and Amount of New Commercial Square Footage

The number of parking spaces that are required for new commercial development is calculated directly from the amount of new commercial square footage created under the two scenarios multiplied by 4 parking spaces/1,000 square feet of new commercial space.



“The Town should designate a Farm area.” “...community garden and sustainable living center for students/public...” “...keep traditional New England architecture...” “...link school and field to safe pedestrian and bike pathways to rest of Town...”

ROUTE 1B: SCHOOL DISTRICT



Existing Conditions Aerial



Community gardens and education area



New development based on traditional building types

www.bdennis.com

B. Dennis Town Design; For Illustrative Purposes Only.



Key Plan

Great Salt Bay School is an anchor in this district, which represents a natural progression from Town Center to Town Edge. There is also a constellation of open spaces and public uses that can easily be interconnected. The values of nature and culture exist already in the school, the Shell Middens, Round Top/DRA, and the YMCA.

The challenge is to make sure that any future development reflects the more rural character of the area. This can be done through a form based code overlay with clear design standards. The exchange for developers would be a more objective and predictable approval process.

Route 1B from Great Salt Bay School to Biscay Road will need to be treated with great sensitivity to increase safety and pedestrian/bike access while also maintaining the rural character. For this reason, sidewalks are recommended for the east side of Route 1B only (set back from the road edge at least 10 feet) with additional paths further back from the road that connects the Shell Middens and Round Top.

KEY ELEMENTS OF ILLUSTRATIVE PLAN

- A. Add three lane road section from School to Biscay - center turn lane, bike lanes, parking allowed on gravel shoulders, asphalt raised curb, and sidewalk on school side of Route 1B - meandering path on other side, street trees clustered in groups.
- B. Agricultural/environmental education center linked with school and Shell Middens.
- C. Community Gardens - gathering space for events and outdoor classroom.
- D. Trails along 'backs' that connect to Biscay and points south.
- E. Outdoor ice skating rink in flat, non-wetland, non-woodland location - start with temporary rink.
- F. Encourage new additions and buildings to be closer to the street and follow the form and pattern of farm buildings. Define edge of front property with rail fence, hedge, and reduce curb cuts for safety.
- G. Continue townwide River's edge bike and pedestrian path and connect to other pathways that go east/west.

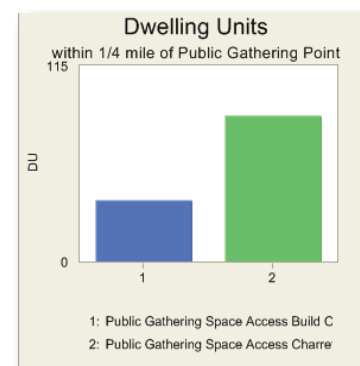


What We Heard

- Lack of safe pathway to and from school.
- Community Gardens and environmental education, behind the Rec Center or Round Top.
- Outdoor skating area.
- Character of new buildings.

Priority Design Recommendations

- Add three lane road section from school to Biscay Road.
- Improve pedestrian and bike links from school, both on Route 1B and alternative 'back' routes.
- Create Education/Recreation District and encourage links between the school, YMCA, Shell Middens Park, and Round Top.
- Use traditional barns and houses as architectural models to emulate with new development.
- Locate outdoor skating rink in the district.
- Encourage Round Top Ice Cream to open year round.



Dwelling Units near Public Open Space

The dwelling units indicator measures the number of houses or apartments found within 1/4 mile of public open space, the distance that most people are willing to walk to reach a destination.



“Upper Route 1 should look rural even if retail is allowed there.”
 “...Preserve rural character.” “...better entrance from north.”

ROUTE 1B: SCHOOL DISTRICT TO ROUTE 1



Maintain meadow view from Center Street and Route 1.



Use agricultural buildings as models for new development.



Key Plan



Existing Conditions Aerial

A great town has not only a clear center, but a definite edge as well. Because the area from Great Salt Bay School to Route 1 is already zoned for commercial development, a form based code can help steer the ‘look’ of new buildings. Future development should match the more rural character of Damariscotta’s edge, so this stretch of road can be considered a scenic corridor with both an economic and identity value.

To achieve the desire expressed by many citizens, it is critical to address how properties along this stretch are developed. One option is for a land trust to acquire the important viewsheds. Another option is to change the zoning code to require the viewsheds in certain areas while allowing greater development in less visible areas, controlled by design standards.

KEY ELEMENTS OF ILLUSTRATIVE PLAN

- A. Form based code overlay to encourage new development to follow form and materials of traditional New England farm compounds with parking behind.
- B. Connect to larger green space network where possible with bike and pedestrian trails.
- C. Consider turn lanes on Route 1B and Belvedere Road - lots at intersection should be encourage to erect fencing (white is most visible), hedges, or buildings along front property line to give a sense of place.
- D. Two lane street section with bike lanes and groups of street trees. Pathway on one side of street should be minimum 10’ from edge of road and can be more.
- E. Investigate ways to keep property as farm field and continue to use as rummage sale site.
- F. Opportunity for discrete welcome entryway (sign, building) with redo of intersection.
- G. Consider modern roundabout to resolve traffic conflicts and make a more memorable entry.
- H. Encourage new development that is clustered, saves most of the green space and matches typical rural buildings.
- I. Overlay form based code that places already permitted new development at the edges of meadow and woods in materials and forms appropriate to Damariscotta.
- J. Preserve meadow and view either through new form based code or purchase by conservation group.

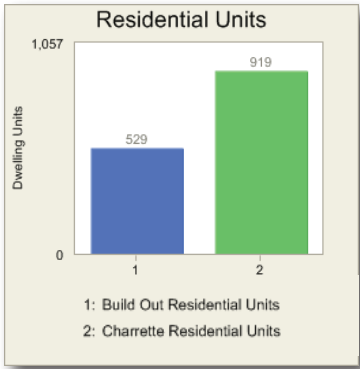


What We Heard

- Desire to preserve rural character of this section of Route 1B.
- Character of new buildings and location of parking.
- Intersection of Route 1 and 1B as prominent entrance to Town.

Priority Design Recommendations

- Consider form based code that creates groups of buildings that match rural character and architecture.
- Consider modern roundabout at Route 1 & 1B for safety and sense of entry.
- Two lane street section with bike lanes.
- Form based code for large properties on Route 1 to preserve significant sections of open space.



Residential Units

The dwelling units indicator reflects the potential number of housing units included in single family, multifamily, and apartment buildings.

Under the “Build Out” condition, residential units

are calculated using the existing ordinance minimum lot standards to determine the number of potential lots which could be built on the parcels identified for residential development. Under the “Build Out” condition, both multifamily and single family housing is created based on current regulations and building patterns.

For the “Charrette” condition, housing units are determined by the buildings in the design, including single family, multifamily, and mixed use apartments above retail and office space.



TRANSPORTATION ELEMENTS OF ILLUSTRATIVE PLAN

- A. Redesign of Route 1 and 1B intersection to minimize conflicts - consider modern roundabout.
- B. Develop strategy for reducing design speed of Route 1B. Consider slower speeds in neighborhood and district centers including Great Salt Bay School, Route 1B and Biscay, Piper Commons, Route 1B and School, and Yellowfront/Rising Tide area.
Elements for slowing speed include three lane sections, turn lanes, medians with trees, on street parking, bike lanes, sidewalks, and street trees as well as form based code that encourage building to come closer to the street.
- C. Develop standards for new roads in Piper Commons and other new projects that minimize the width of asphalt and reduces travel speeds. Consider permeable asphalt lanes and gravel parking areas for residential areas. Sidewalks and paths should also be permeable pavement. In the retail center of Piper Commons, the street section should be more formal, with granite curbs, wide brick sidewalks, and regularly spaced street trees.
- D. Redesign Route 1B and School Street for safer intersection by turning two legs of School ninety degrees to Route 1B. Take advantage of re-alignment to create Civic Green.
- E. Re-align Bristol Road to be ninety degrees to Main Street to create Town Green. Create another green around Tourist building.
- F. Develop Park Once district utilizing all of Downtown for parking as well as satellite lots. Treat all parking lots as beautiful squares that happen to allow parking.



A. Modern roundabout



B. 3 lane section with median



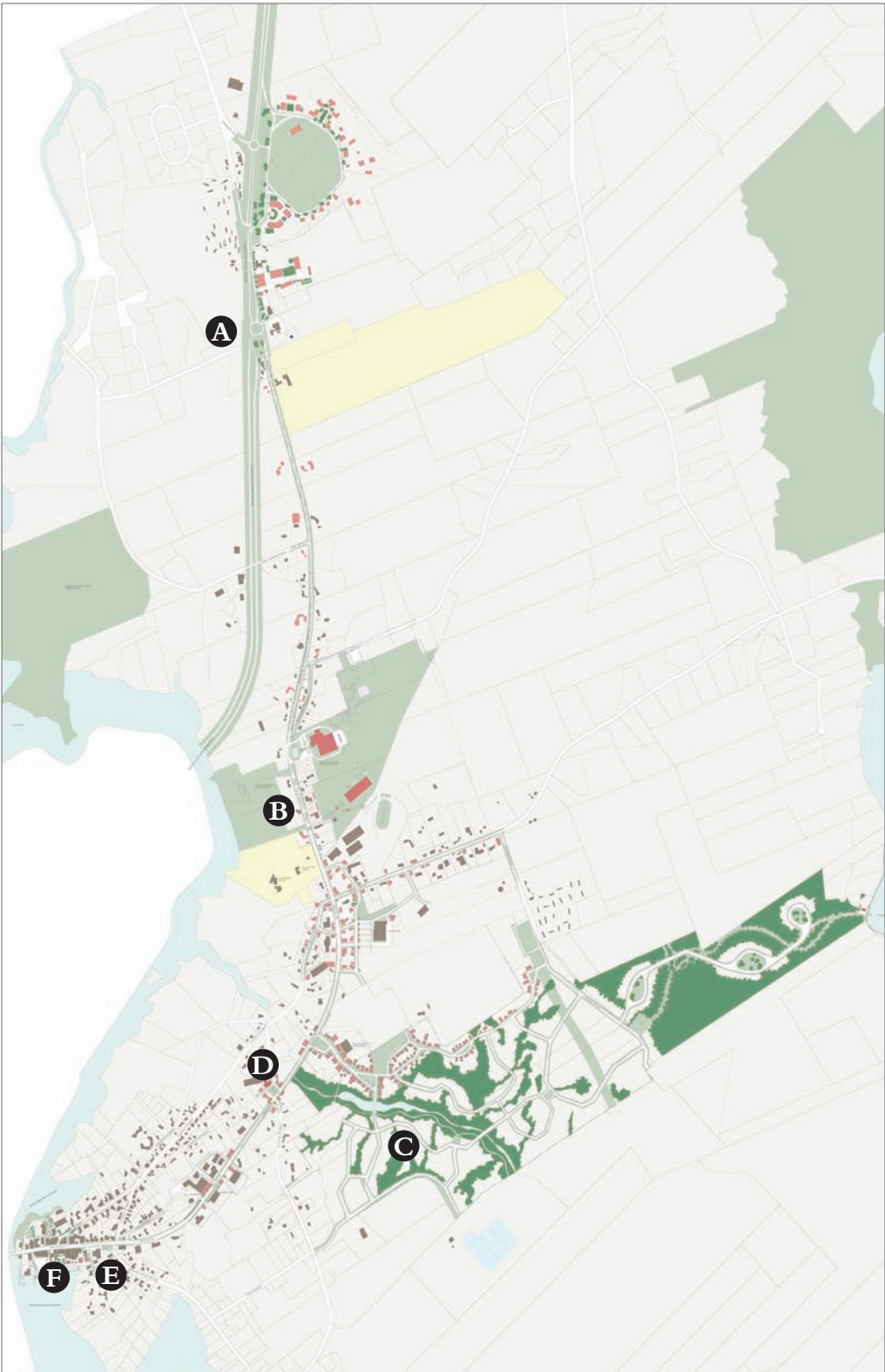
C. Narrow two way street with parking



E. Bristol and Main Town Green



F. Park Once plaza

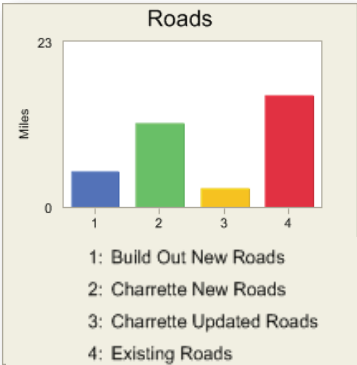


What We Heard

- Make roads safe for pedestrians and bicyclists.
- Improve safety at intersections.
- Need shuttle system from centers.

Priority Transportation Recommendations

- Develop designs for street treatments, adding sidewalks, bike lanes, parking, and medians where needed.
- Intersection improvements at Route 1 and 1B, Biscay and 1B, School Street and Bristol, and Main.
- Develop Park Once with shuttle system.
- Piper Commons to contain slow speed roads with walkways.
- Regional roads should re-route truck traffic away from Downtown.



New & Upgraded Roads

Roads were estimated for the “Build Out” condition using an average length of roads created in existing subdivisions multiplied by the anticipated number of future development lots with more than five new dwelling units.

For the “Charrette” condition, we measured the roads that were proposed as well as the roads that were significantly changed or upgraded.

Overall, there are more roads in the “Charrette” condition because new roads are created to improve connectivity and break up large parking areas in the interest of increased walkability.

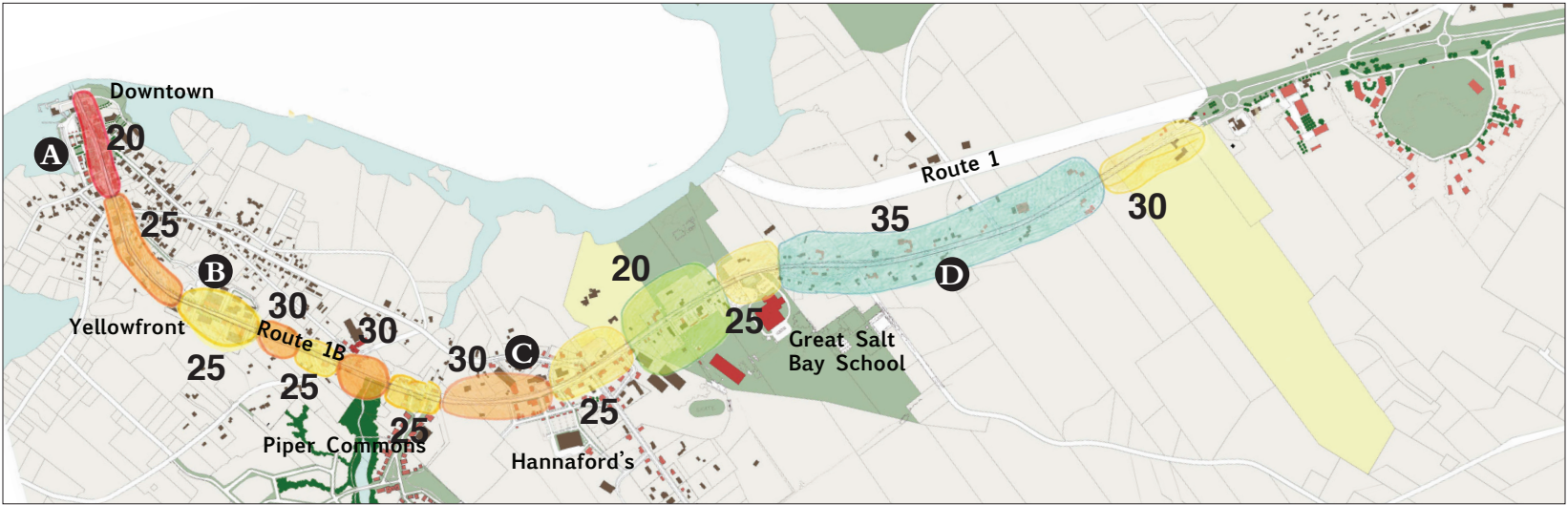


Diagram of speeds/street sections along Route 1B

Concern over safety and walkability along Route 1B can be addressed through a range of treatments, delineated in the street section designs below, among other possible solutions, and applied over time.

The diagram to the left shows a conceptual approach to varying the street design speed of Route 1B through the width of lanes, parking, median, bike lanes, street trees, as well as the distance of buildings from the road (the closer the buildings, the slower the speed of the road). The slowest speeds would be Downtown and centers of activity, such as Yellowfront/Rising Tide, Piper Commons, and Great Salt Bay School. In

between these centers, the roads could be simpler with slightly higher speed, but still safe for bikes and pedestrians.

The street sections and photos below go from left to right based on design speed. These sections should be modified to fit existing conditions and some, such as streets with medians, may only happen at centers like Yellowfront/Rising Tide to control traffic and allow pedestrians to easily cross.

In the more rural section of Route 1B, the section to the far right shows keeping the existing road, with a bike path on one side and a simple walking path on the other.



20 MPH street section - no median, parking, and sidewalks.



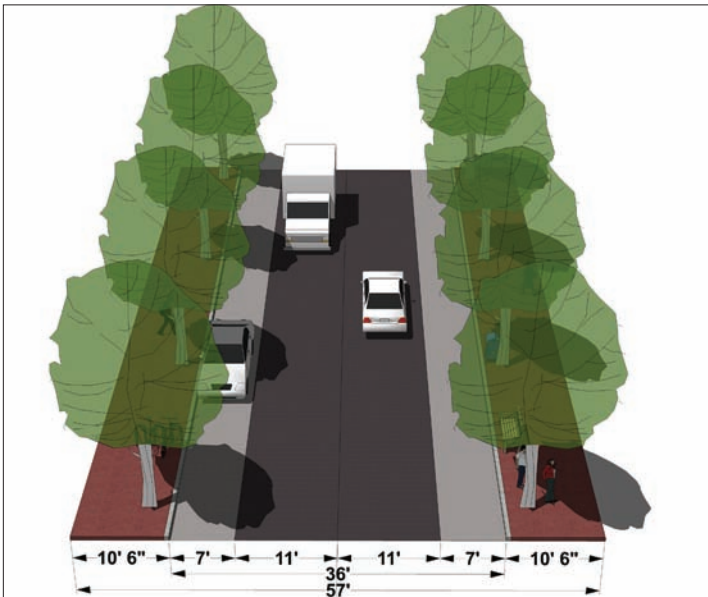
25 MPH street section -median with parking, bike lanes, and sidewalks.



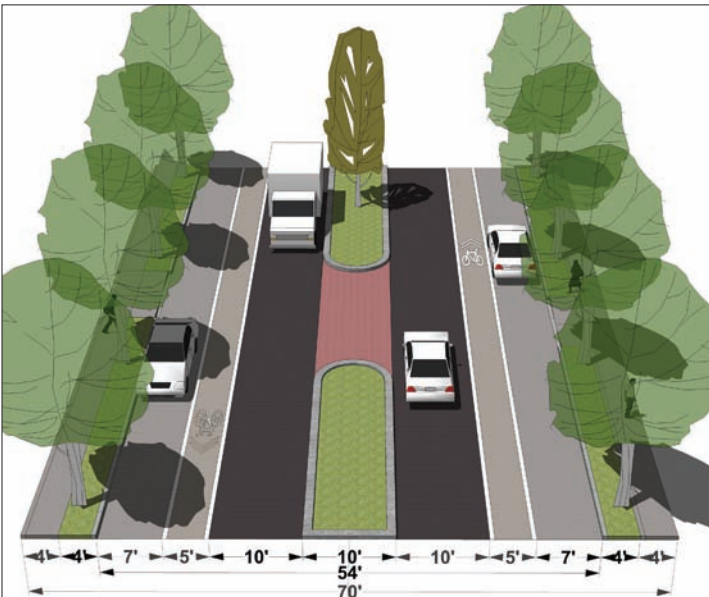
30 MPH street section - median, no parking, bike lanes, and sidewalks.



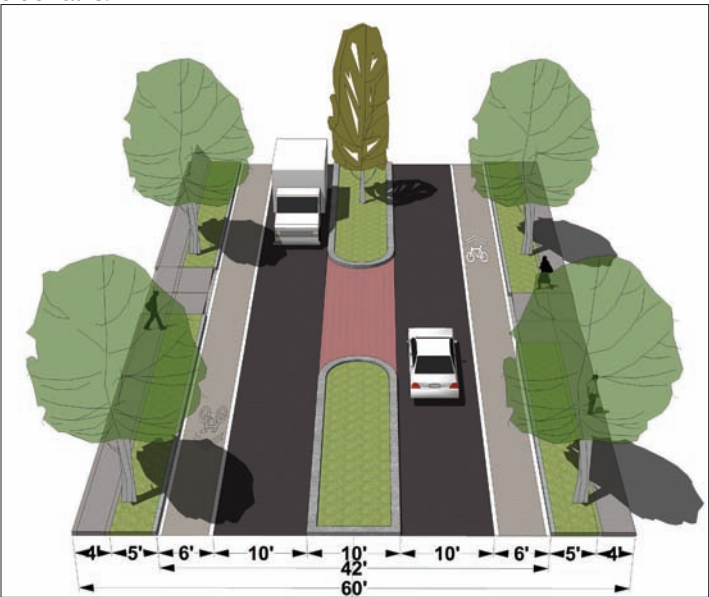
35 MPH street section - no median, no parking, bike path and sidewalk one side.



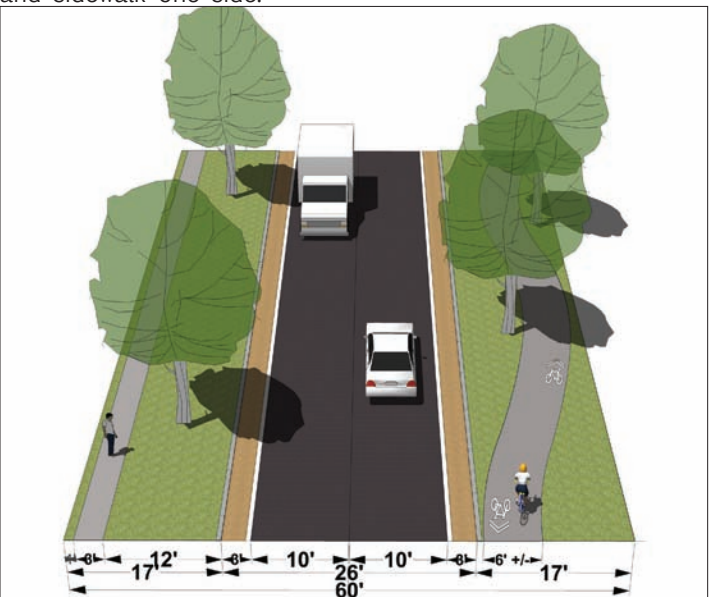
A 20 MPH street section - no median, parking, and sidewalks.



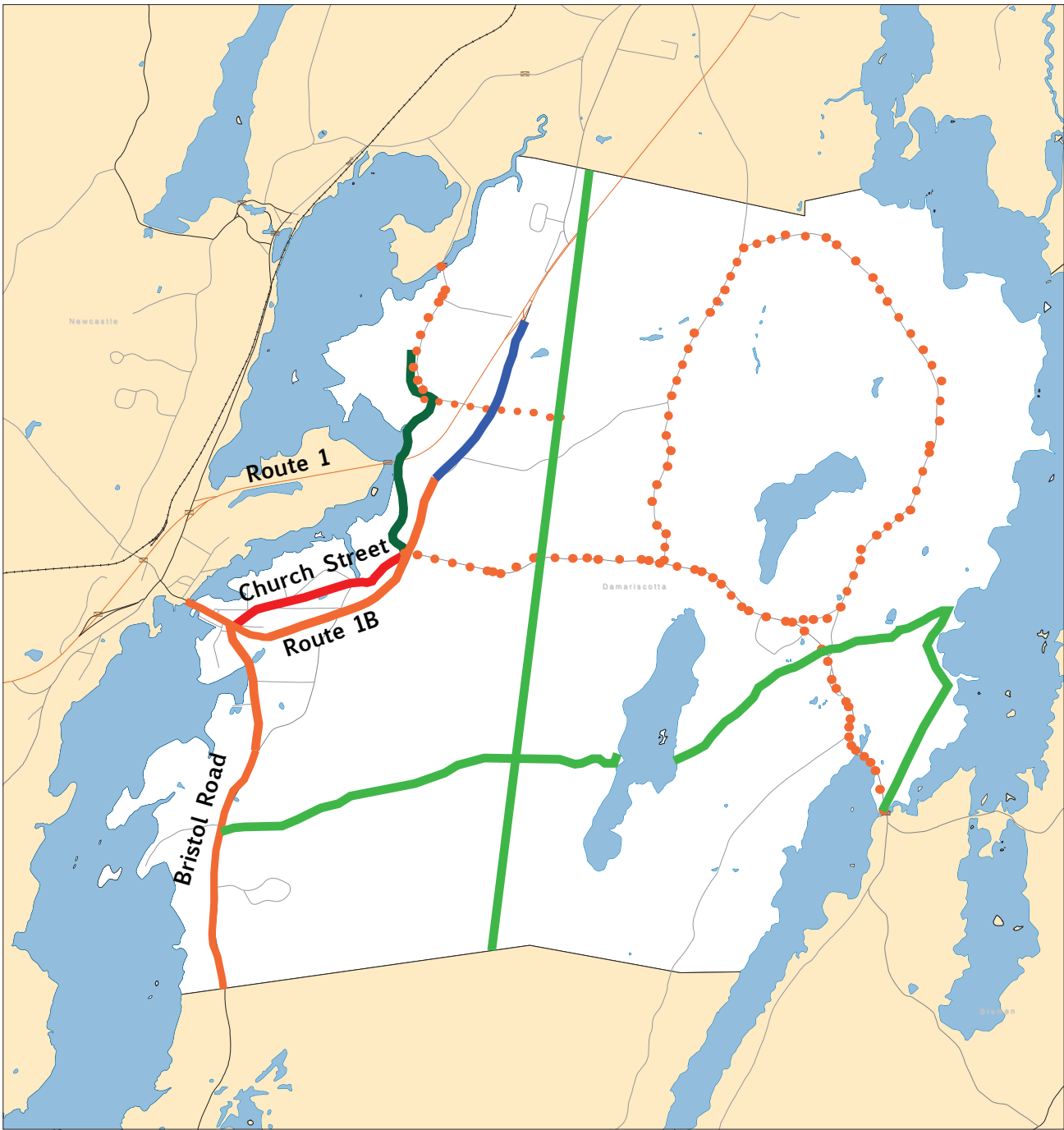
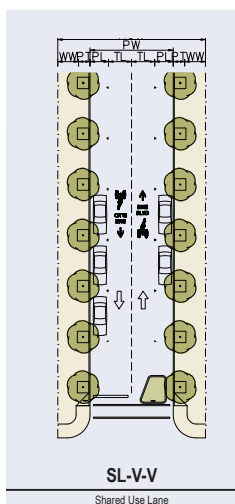
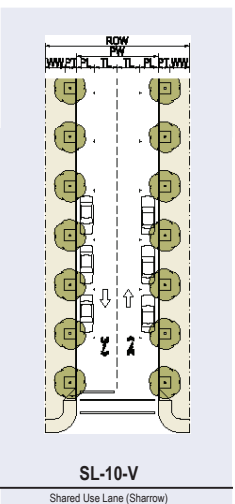
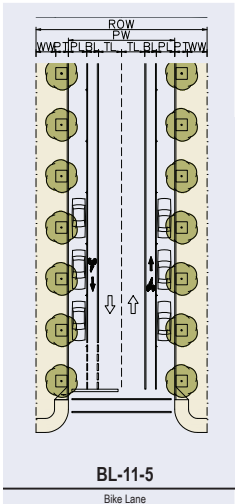
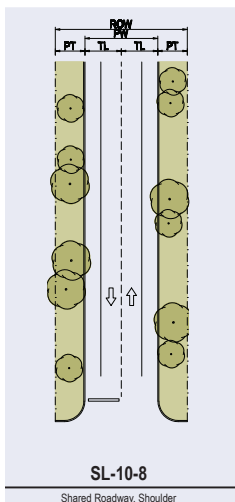
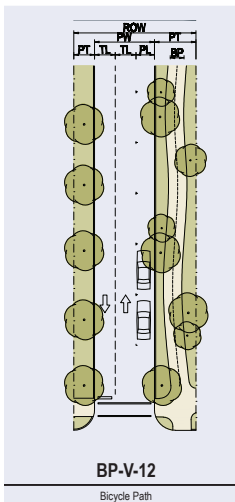
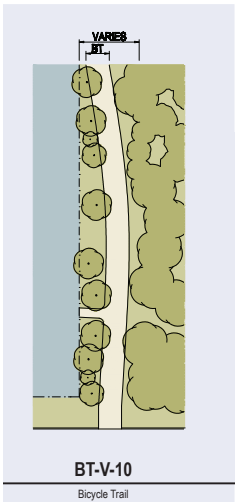
B 25 MPH street section - median with parking, bike lanes, and sidewalks.



C 30 MPH street section - median, no parking, bike lanes, and sidewalks.



D 35 MPH street section - no median, no parking, bike path and sidewalk one side.



Key
On Street Bike Route
Shared Use Lane Marking (Sharrow)
Bicycle Boulevard
Shared Use Path
Shared Use Trail
Bicycle Lane

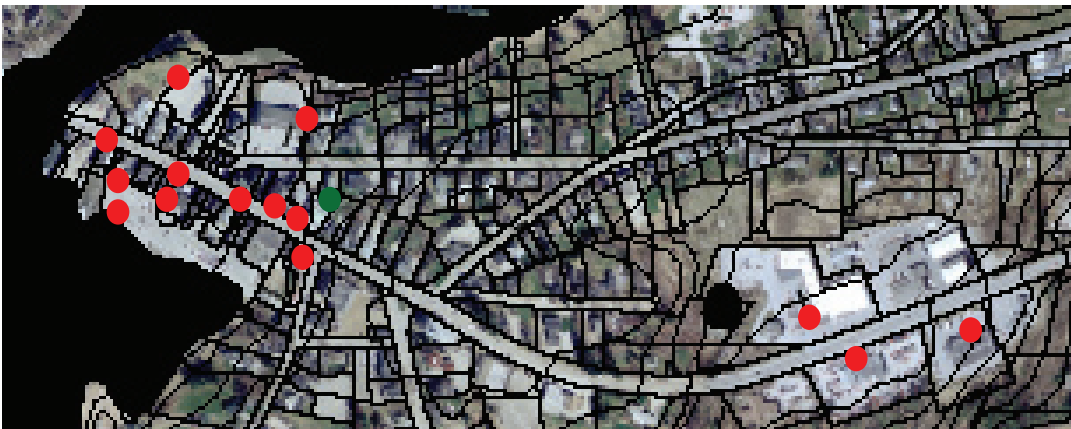


Damariscotta has great potential for increased bicycle use. It is relatively flat, most roads aren't unduly busy, and most areas of Town can be reached in 15 minutes. However, Route 1B, as the major arterial through Town, interrupts and discourages bicyclists' efforts. Therefore, the greatest attention should be put into making this north/south link work for cars, bikes, and pedestrians. Where the speed is slow enough (or too narrow a right-of-way), bikes can share car lanes with 'sharrows' (the bike lane symbol without the lane - lets cars and bicyclists know that the road is to be shared). Otherwise, dedicated bike lanes should be provided.

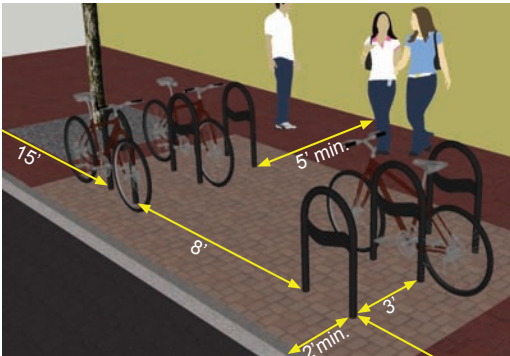
The sections at the far left indicate the range of bikeways from trails through open spaces, paths away from roads, dedicated bike lanes, bicycle boulevards, and sharrows. The map to the left shows the disposition of these types and the connections to more regional networks.



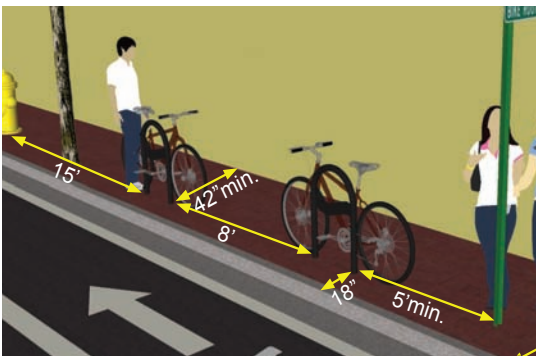
‘Sharrows’ and bike racks in the Downtown.



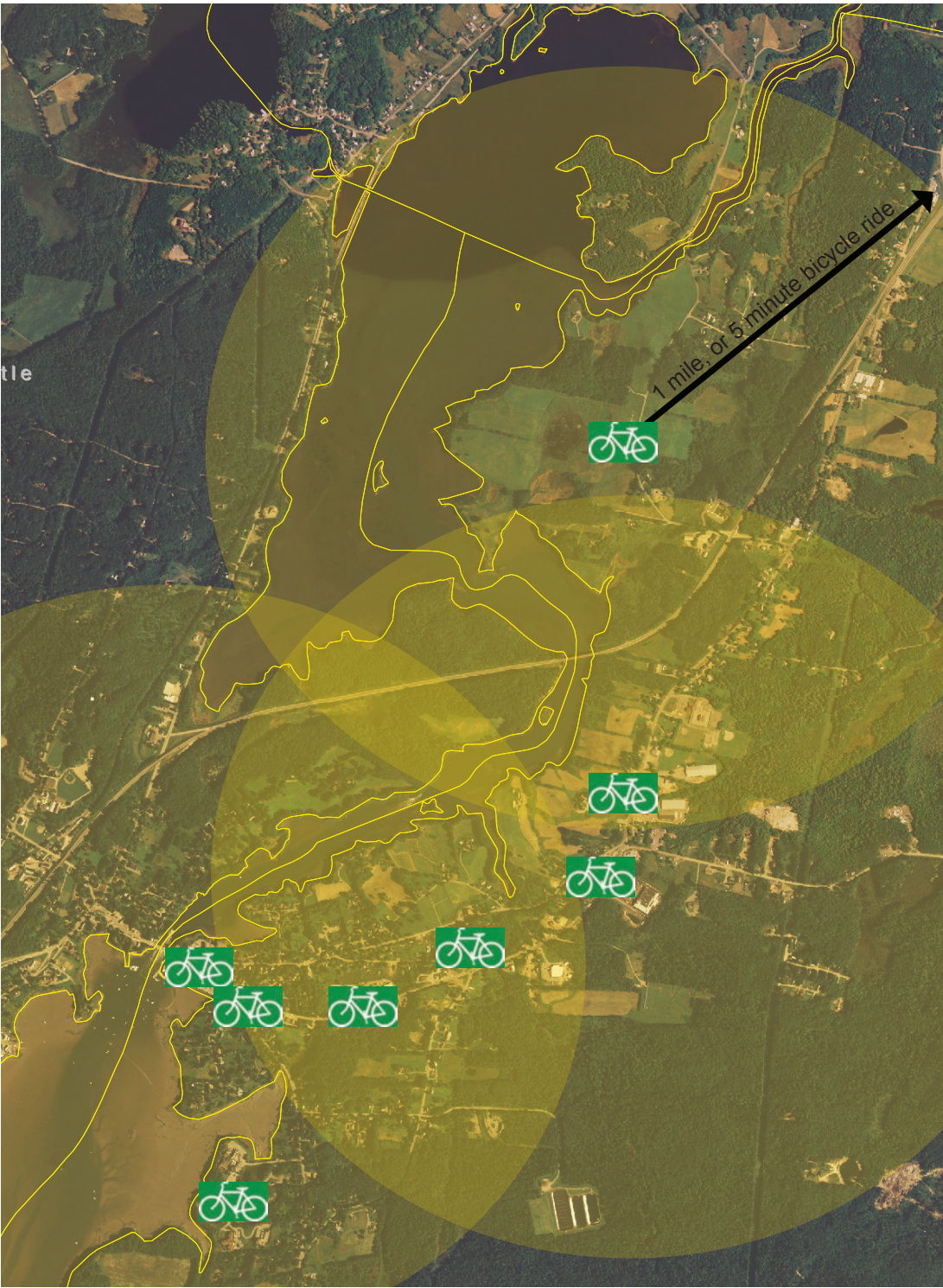
Suggested locations for bike racks.



Dimensions for bike racks on wider sidewalk.



Dimensions for bike racks on narrow sidewalk.



Suggested locations for bicycle parking.

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 to 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 café space.

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

See the Appendix to review the full Bicycle Parking Plan and Standards.



ARCHITECTURE & BUILDING TYPES



Half Cape



Three-quarters Cape



Full Cape

In order to promote the kind of development that reflects the character of Damariscotta, it is important to understand the vernacular architecture. To the left and on the following pages are various building types that all reflect the style of Coastal Maine. This style was generated based on thorough observation of architectural precedent in the Damariscotta area. Some of these building types may not presently exist in Damariscotta, but if designed correctly, could be valuable additions to the community.

A form based code, or form standards, would ensure that these building types are located appropriately on their individual lots and relate well to the street. Additionally, some form based codes contain design standards that delineate material, proportion, details, and sometimes style. These design standards could also be part of the existing code, but should be as objective as possible to make compliance easy.



Duplex or two story single family



Duplex



Rowhouse

The cottage and single family building types can be observed around Damariscotta. The duplex, apartment building, and row house are less common building types that could add variety and meet the need of people with different price points. The kinds of housing shown here could provide high quality, yet low cost, housing that is badly needed within Town.



Cottage



Apartment Building

ARCHITECTURE & BUILDING TYPES



Many fine examples of mixed use buildings can be seen in Downtown Damariscotta. More rare are new examples, often times because of zoning codes. However, many new mixed use buildings are being built under form based codes, and are proving to be very successful.

Buying a house or townhouse, living upstairs, and having a business (retail or professional) is a great way to encourage ‘Mom and Pop’ business that make up the backbone of small towns. By having one mortgage, the owner can afford the work space, while single purpose built retail space is often too expensive for many local businesses.



Live / Work Detached

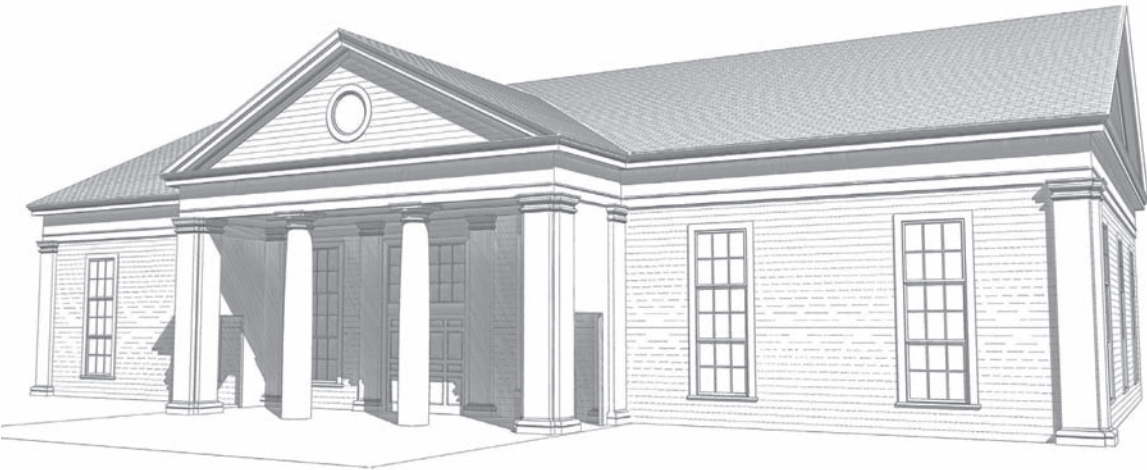


Live / Work Detached



Corner Store

Civic buildings should also reflect the architectural heritage of a place, and also clearly communicate their civic function. To the left is an examples of a building that could be located near the Civic Green. This model would work as well for other public buildings, as need arises in the future.

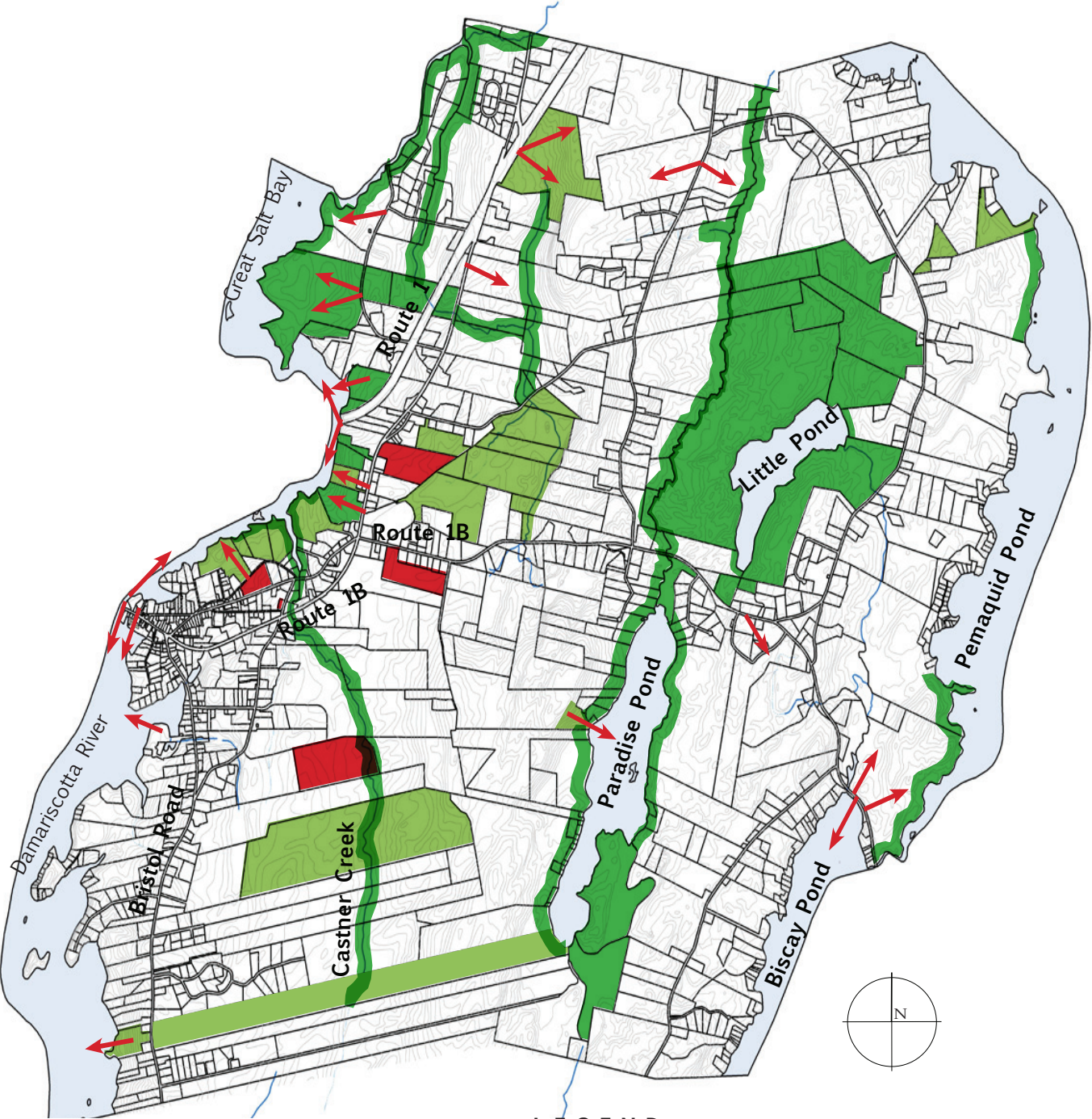


Town Hall or other Civic Building



“Community gardens...behind shared back yards.” “Preserve rural character.” “Needs more connected protected open space.” “Park space Downtown.”

OPEN SPACE



LEGEND

- Preserved Areas - already protected
- Reserved Areas - consider protection
- Significant Views - consider protections

There are a number of important open space areas and ecosystems that need to be protected and enhanced:

Wooded Preserves

Encourage the preservation of undeveloped areas of woods over 100 acres to serve the important function of watershed protection and un-fragmented wildlife refuge, both necessarily for two important economic components of Damariscotta economy - oyster farming and sportsmen.

Watersheds

Little Pond: Already protected watershed provides the Town with clean drinking water.

Paradise Pond: A very shallow pond sensitive to disturbance such as algae blooms. Needs additional protections, such as prohibitions of fertilizers and pesticides, and strict compliances with standards for septic fields and runoff from developed areas. It is recommended to classify this pond for non-motorized boats only.

Biscay Pond: A Town beach is located off Biscay Road.

Castner Creek: Runs through a large area of undeveloped woods before entering Piper Commons. An existing historic mill pond dam and walking trails could easily enhance the Piper Commons neighborhood and contribute to the overall open space network. The creek passes through a culvert under Route 1B before it outlets into the Damariscotta River.

Rural Reserve - Farmland including Round Top Farm

These cultural landscapes are highly valued for their scenic views and preserve and define the historic character of Damariscotta. Preserving these landscapes through conservation easements as working landscapes should be strongly encouraged.

What We Heard

- Need more playgrounds.
- Protect Paradise Pond with ‘no wake’.
- Downtown needs greens.

Priority Open Space Recommendations

- Work towards creating an interconnected greenway/open space network comprised of wooded preserves, farms, bikeways, walking and ski-mobile trails, community gardens, neighborhood parks, and greens.
- Continue to secure conservation easements that protect watersheds, scenic views, and provide safe alternative routes away from busy roads to meet community needs for outdoor recreation, education, the arts, tourism, and agriculture.
- Use easements to create safe routes to schools with bike and walking trails.

Community Supported Agriculture (CSA's), Maine Farmland Trust, and community gardens are potential vehicles for protecting farmland from development.

Trail System

This includes the north/south powerline easement as well as a possible link along the Dodge property from Paradise Pond to the Damariscotta River. This is an important link in the trail system which will help provide safe routes to school and link regional bike and ski mobile trails with local trails.

FOOD PRODUCTION



Oyster Beds



Farm



Community Gardens



Kitchen Gardens



Herb Gardens in Window Boxes

NATURAL PRESERVE

A

RURAL RESERVE

B

NEIGHBORHOOD EDGE

C

NEIGHBORHOOD GENERAL

D

NEIGHBORHOOD CENTER

E

FOOD DISTRIBUTION



Oysters from the Boat



Farm Stand



Farmers Market



Organic Local Produce



Flower Sales

Food Production and Distribution from Rural to Urban

Open space can be saved as a working landscape. This requires a range of places to produce food and places to sell and consume food.

Local agriculture, aquaculture, animal husbandry and other productive uses of the land should be encouraged and protected and linked with the everyday life of the Town.



Suggested locations for additional community gardens and CSA's:

- Near the elementary school off Back Meadow Road.
- At the proposed Village Farm.
- At the Phillips fields and at the crossroads of Route 1 and Route 1 B. Combined with the Phillips fields, this agricultural component would establish the historic and cultural character at the gateway to Town.
- Off Bristol Road on the peninsula south of the Hospital.

Route 1B:

- Mitigate commercial development with landscape standards that screen parking, add canopy trees, and meet light imprint stormwater management strategies.

Neighborhood Parks:

- Additional new playgrounds proposed at the Stables Gallery/ Town History Museum of Water Street.
- Field and tot-lot off School Street behind Rising Tide Market.
- New Town greens in Piper Commons and existing Town Hall.
- Pavilions and park in the area north of Main Street next to the Damariscotta River