

Salisbury Cove

Options and Alternatives for Future Development



A Report by College of the Atlantic
Advanced Land Planning Studio
Winter 2009

Our goal for this report was to help the residents of Salisbury Cove envision what type of future they would like to see for their neighborhood. We have reviewed current zoning ordinances and the goals set out in the comprehensive plan, listened to residents' ideas and concerns and researched alternative growth techniques used in other places. We have compiled this information in hopes of helping the residents of Salisbury Cove and Bar Harbor planning staff create the desired future of the village and neighborhood.

Research

We have conducted research to find examples of how other communities have approached similar planning issues and would like to offer examples of techniques that seem to be most effective.

The Current Salisbury Cove Vision for 2020

- “In *Salisbury Cove*, most new 1 and 2 acre single family lots and multifamily development is south of Route 3, with the exception of 15-20 new units at Hamilton Station. Development on the Town property south of Route 3 is affordable to the Island’s workforce and MDI Bio Lab has created affordable housing for employees who live in the community for only a few years. There is a strong community center and a new neighborhood store where residents join neighbors for a cup of coffee. There are a few new, neighborhood-oriented commercial and mixed uses along Route 3. New roads connect developments south of Route 3, increasing the walkability and family orientation of the neighborhood.”

- Bar Harbor Comprehensive Plan 2007,
Section II: Vision Statement

This is the vision for the future of Salisbury Cove as articulated by the 2007 Bar Harbor Comprehensive Plan.

There was consensus and support from citizens for this vision. Citizens have also raised some concerns that this vision does not address.

In the Mini Plan, this statement can be expanded upon so that it includes not only the vision for future land use activities in Salisbury Cove, but also the vision for the future of the natural, built, and social characteristics that make Salisbury Cove a unique village.

Historic Resources

- **Protect:**
 - Historic buildings
 - Cemeteries
 - Established character
- **Encourage:**
 - Adaptive re-use of buildings

State Goal:

To preserve the State's historic and archaeological resources.

Legislative Requirement:

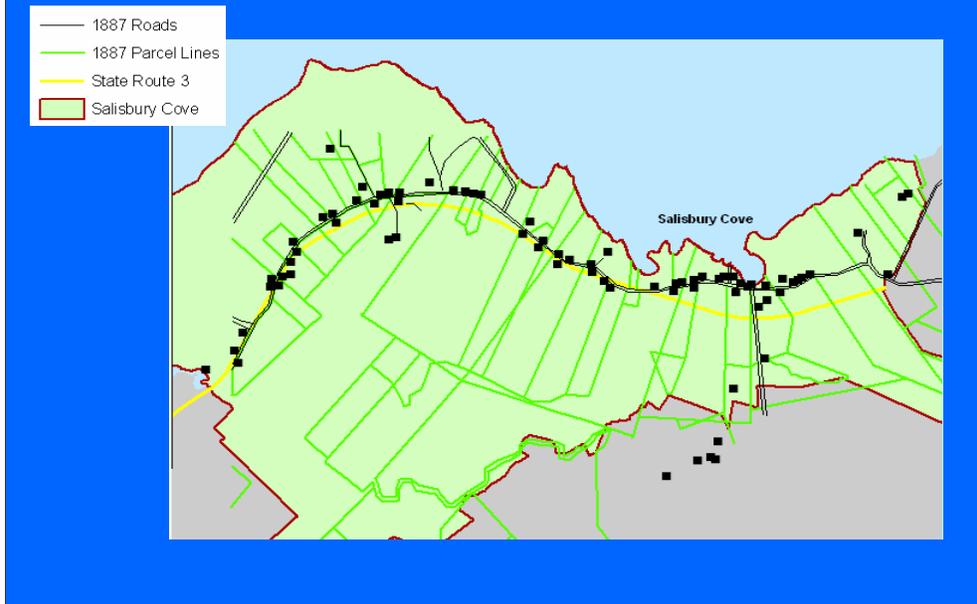
The Act requires that each comprehensive plan include an inventory and analysis of:

Historic and archaeological resources including, at the discretion of the municipality or multi-municipal region, stone walls, stone impoundments and timber bridges of historical significance.

In addition, the Act requires that the implementation section of the plan:

Ensure that the value of historical and archaeological resources is recognized and that protection is afforded to those resources that merit it.

Development as of 1887

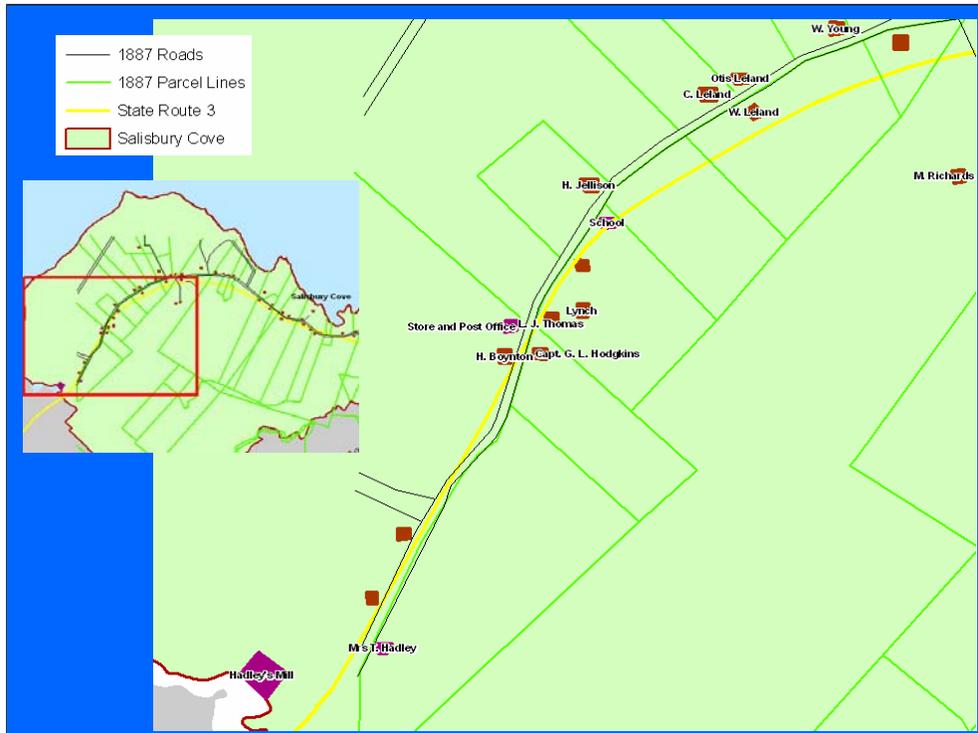


These property lines shown in green, buildings shown as black squares and roads as black lines, were taken from a map that was created in 1887. Overlaid in yellow is the current State Route 3.

The original map can be found at:

<http://www.historicmapsrestored.com/citymaps/j-r/mount-desert1887.html>

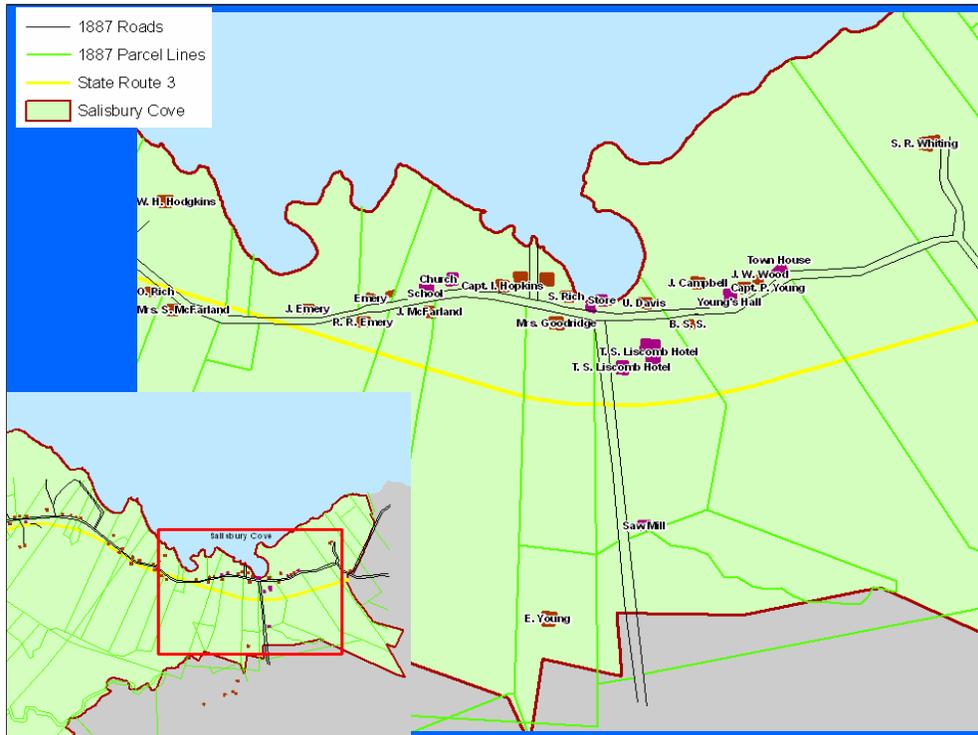
*This map can be ordered in hard copy



There was a saw mill on Northeast Creek. There was also a store and a post office, which were later moved to the corner of Old Norway Drive and Old Bar Harbor Road, becoming Dunton's Store and the existing Post Office (not the building, just the business). I think the building that housed the store and post office is still standing. Salisbury cove was once the center of Eden, before the shipbuilding and trading business really took hold in Bar Harbor. At one time the Eden post office and the only store was located in Salisbury Cove.

Source: Connie Jellison, [A History of MDI by Street](#)





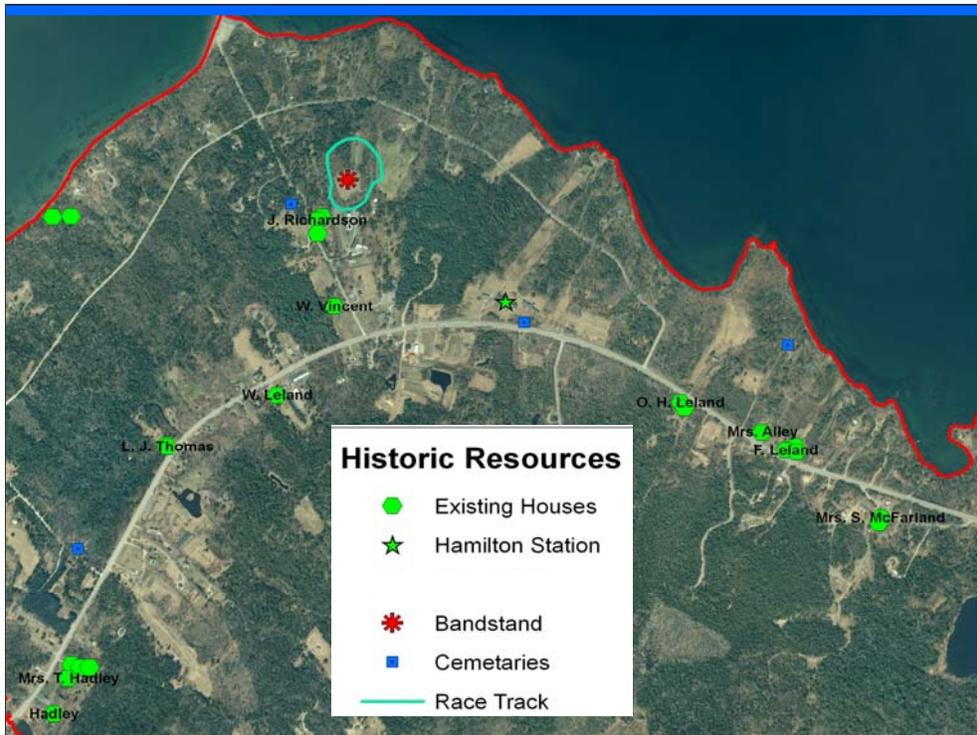
There was a wharf and a store directly on the cove. Shipbuilding was a lucrative business on the island, and many ships were built right in the cove.

There was a hotel near where the post office is today.

There was also a saw mill on Northeast Creek, which was used widely. Many homesteaders used the creek to move their wood across Eden, including families living on the outer islands.

The Town House was the first meeting house built on the island. Today there is a rock that marks its place. Just beyond it is a cemetery in which many of the first settlers are buried. Young's Hall may still be standing.

The school and church labeled on this map are the ones that still stand today, near the cove.



The green circles are houses that, according to the current tax data base, were built before 1887 and are still standing. They are labeled with the most probable owner in 1887.

William Hamilton owned Hamilton Station around the turn of the century. The barns held championship race horses, which were raced just to the north where the campground is on Hadley Point. This is probably where the famed bandstand stood.

The cemeteries in particular are important historic resources because most of the people who settled Salisbury cove are buried there.



The cemetery near Capt. P. Young's House is one of the oldest and most noteworthy of the cemeteries.

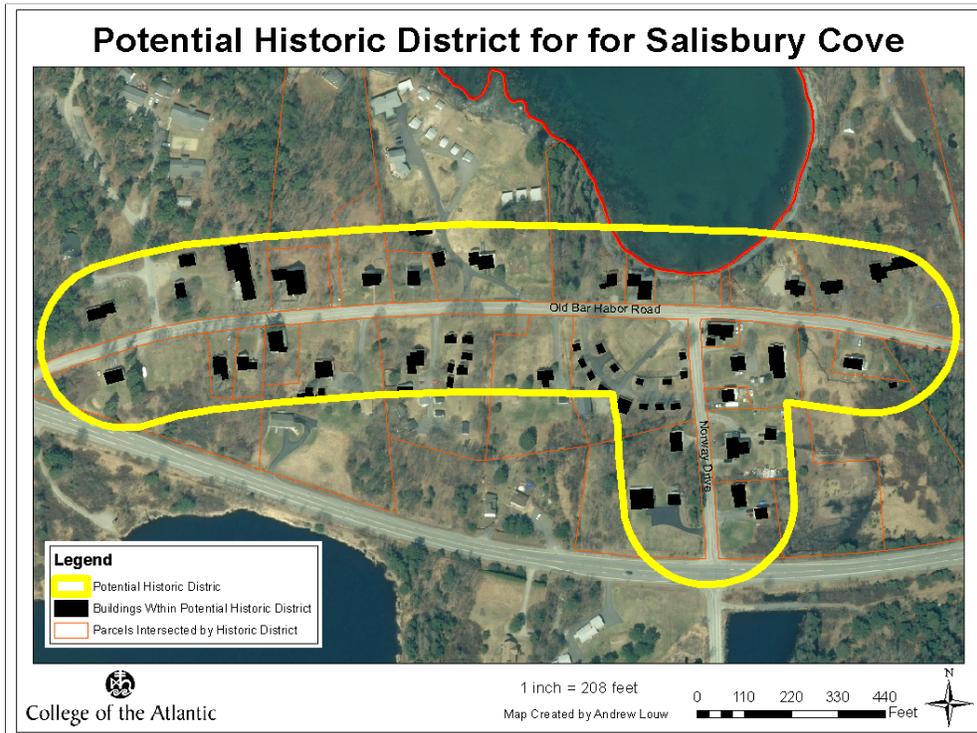
Ordinances and Design
Guidelines for Potential Salisbury
Cove Historic District

Why create a Historic District for the Village of Salisbury Cove?

- To protect the historic development pattern and architectural character that define the village center
- To guide future development to conform with this development and architectural pattern
- To serve as a model for other villages and towns on MDI

The Historic District is not an inventory of historic resources in Salisbury Cove, but a planning tool meant to preserve the historic characteristics and development pattern of the village core. The purpose of an historic district is to determine what characterizes Salisbury Cove Village in order to ensure that future development is in scale with the historic pattern of development, and that new development is consistent with what residents envision for the future of the village.

The potential boundary as illustrated on the following map represents an area which exhibits a consistent architectural and development pattern. These patterns are threatened by existing zoning and setback ordinances.



This map shows a potential historic district, outlined in yellow, for the village of Salisbury Cove. The line is purposely non-specific so as to convey the subjectivity of any such boundary.

The area defined includes property adjacent to Old Bar Harbor Road, from State Route 3 until the current “edge” of the village – roughly defined by buildings that could be considered part of the village’s historic development and architectural pattern. The area also extends up Norway Drive to Route 3. In this map, buildings in this historic district are shown in black and one can sense the walkable, village-like density of the neighborhood.

Town of Bar Harbor Ordinance for Historic and Historic Corridor Districts

Specific ordinances are needed to maintain the character of Salisbury Cove. In the comprehensive plan, a historic district and historic corridor district have been defined for Bar Harbor. Each has its own distinct ordinances. These ordinances were designed specifically for historic downtown Bar Harbor and are not entirely appropriate or applicable to a small village like Salisbury Cove.

Purpose

- Protect historic sites, buildings, corridors, and neighborhoods
- Develop appropriate settings for such buildings, places, and neighborhoods
- Promote, encourage, and assist educational, cultural, economic, and general welfare and amenity

The purpose of the Bar Harbor ordinance is to

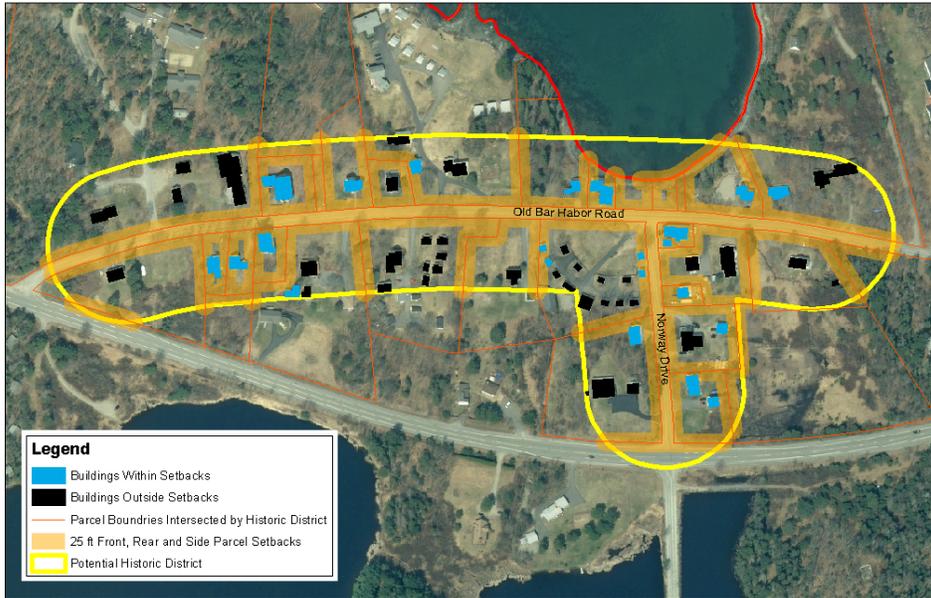
Current Bar Harbor Historic District Regulations

- Minimum lot size: 40,000 sq. ft.
- Minimum road frontage and lot width: 100 ft.
- Minimum front, side, and rear setback: 25 ft.
- Maximum lot coverage: 35%
- Maximum height: 40 ft.
- Minimum area per family: 40,000 sq. ft.

Current Bar Harbor Historic Corridor District Regulations

- Minimum lot size: 40,000 sq. ft. or 20,000 sq. ft. with sewers
- Minimum road frontage and lot width: 150 ft. or 100 ft. with sewers
- Minimum front setback: 75 ft. from Mount Desert Street, 25 ft. elsewhere
- Minimum side and rear setback: 25 ft.
- Maximum lot coverage: 25%
- Maximum height: 40 ft.
- Minimum area per family: 20,000 sq. ft. or 10,000 sq. ft. with sewers

**Setbacks Compared to Bar Harbor Historic District Ordinance
(Minimum 25 ft Front, Rear and Side Setback)**

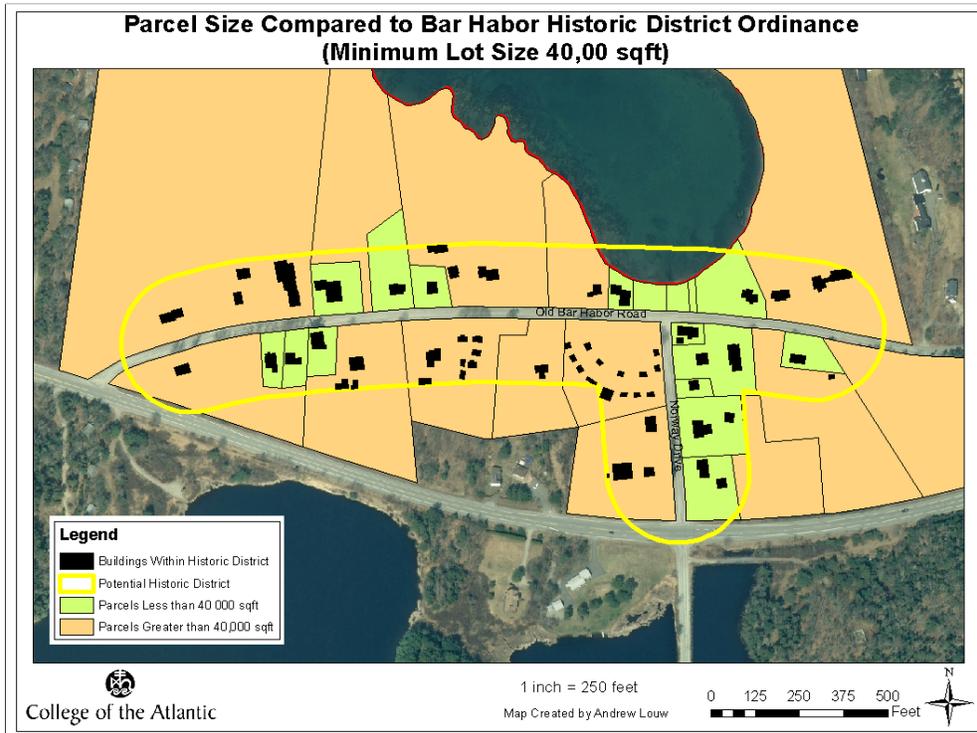



College of the Atlantic

1 inch = 225 feet
Map Created by Andrew Louw



The Bar Harbor Historic District Ordinances require 25 ft. minimum front, side, and rear setbacks. This map shows that if such setbacks were applied to Salisbury Cove, most of its buildings would not conform.

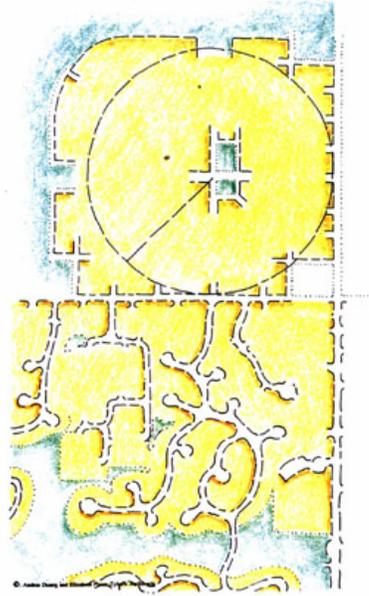


The Bar Harbor Historic District Ordinances also require a minimum lot size of 40,000 sq. ft. This map shows that many of the lots in Salisbury Cove are much smaller than this and would not conform to such an ordinance. These two maps illustrate that the current Bar Harbor Historic District Ordinances are not appropriate to the Salisbury Cove Village.

Historic District Ordinances
for Salisbury Cove
should encourage...

Walkability

IN THE TRADITIONAL NEIGHBORHOOD IT IS A FIVE MINUTE WALK FROM THE EDGE TO THE CENTER.



IN SUBURBAN SPRAWL THERE IS NO CENTER, EDGE, OR WALKING ORIENTATION.

Mixed Use Development

IN THE TRADITIONAL NEIGHBORHOOD THE ACTIVITIES OF
DAILY LIVING ARE INTERWOVEN.



IN SUBURBAN SPRAWL SEGREGATED USES PROMOTE ADDITIONAL CAR
TRIPS THAT CLOG THE COLLECTOR ROADS.

Transportation Options

IN THE TRADITIONAL NEIGHBORHOOD PEDESTRIANS AND CARS
SHARE A VARIETY OF ROUTES.



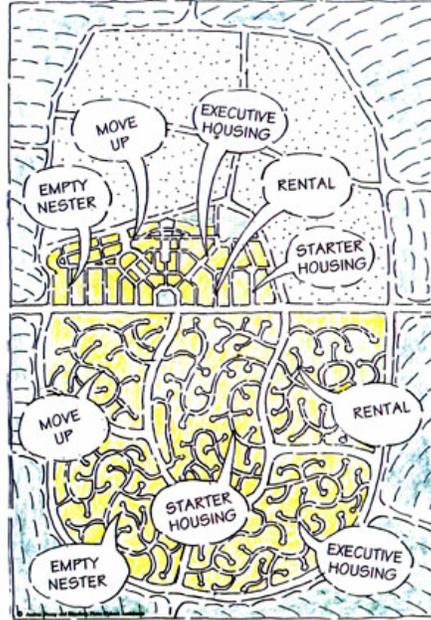
SUBURBAN SPRAWL IS CHARACTERIZED BY ITS CONVENIENCE FOR
THE CAR AT THE EXPENSE OF THE PEDESTRIAN.

Open Land Preservation



Housing Diversity

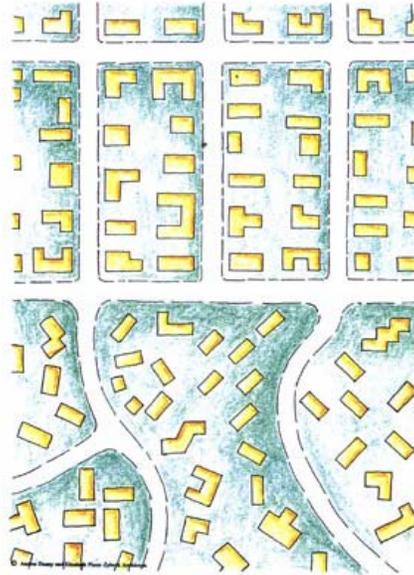
THE TRADITIONAL NEIGHBORHOOD ALLOWS 5 MARKET SEGMENTS TO EXIST IN CLOSE PROXIMITY AT 1/3 - 1/2 THE INFRASTRUCTURE COST



SUBURBAN POD DEVELOPMENT REQUIRES MAJOR INFRASTRUCTURE BUILD-OUT TO PROVIDE FOR 5 MARKET SEGMENTS.

Village Character

IN THE TRADITIONAL NEIGHBORHOOD THE ARRANGEMENT OF STREETS
AND BUILDINGS DEFINE PUBLIC OUTDOOR SPACE.



IN SUBURBAN SPRAWL STREETS MEANDER ARBITRARILY AND BUILDINGS
ARE PLACED WITH LITTLE REGARD FOR ORIENTATION OR COEXISTENCE.

Enforcement Techniques

- Extend the purview of the Design Review Board to Salisbury Cove and other village historic districts
- Doing so could also be advantageous when dealing with potential large-scale, non-residential developments

Currently the design review board only has jurisdiction over portions of downtown Bar Harbor.

Design Review (DR)

- DR Ordinance should be easy to understand
- The ordinance should consider architectural, historic, and neighborhood significance
Example: Freeport, ME Design Review Ordinance¹
- The ordinance should be general, yet contain comprehensive design standards
Example: Burlington, VT Design Review Guides²
- Make store facades fit in with prominent architectural styles through creation of clear design guidelines
Example: Freeport, ME Design Review Ordinance¹

¹ <http://www.freeportmaine.com/codes/chap22.doc>

² <http://www.ci.burlington.vt.us/planning/dguide/designguides.zip>

Architectural Design Guidelines

- Assures a minimum visual harmony
- Consider material use: limiting or prescribing materials to be used
- Stipulates desired building proportions

SMARTCODE ANNOTATED

These annotations are advisory only. The SmartCode itself appears only on the right side of each spread.

5.14 ARCHITECTURAL STANDARDS

This optional Module contains basic Architectural Standards for Buildings. These provisions contribute to a visually harmonious urban fabric, easing the public's acceptance of mixed functions in adjacency, and in some instances, supporting the superior environmental performance of traditional building techniques. More complete and more detailed Modules, in the form of more elaborate standards or full pattern books, may be used instead. Such Modules are available from New Urbanist suppliers listed on www.SmartCodeCentral.com.

Some municipalities may decide not to regulate architectural matters. However, many of these standards, besides their aesthetic effects, also have health and public safety purposes, such as crime prevention by increasing "eyes on the street," that may be cited as support for their implementations.

5.14.1c This assures a minimum of visual harmony. "Vertical" may be replaced by "horizontal" where modernist architecture is desired.

5.14.1.f & g These provisions should be removed where modernist architecture is desired. Even codes that promote sloped roofs should allow flat roofs when permanently dedicated to roof gardens or green roofs. Such roof gardens, if they are to be used, should be easily accessible from a room on the roof.

5.14.1g Other materials may be added to this list as the community wishes. For example, eighty percent of the new housing in the Northeast has vinyl siding. But its use is controversial. While it initially contributes to housing affordability, some vinyl has not proved durable. According to the Vinyl Siding Institute, the latest premium products are more colorfast and durable than they have been in the past, with warranties against fading and yellowing. Still, the authors of this Manual recommend cementitious siding.

5.17 VISITABILITY STANDARDS

Visitability is a more stringent set of standards than ADA Accessibility, which is applicable only to commercial buildings and apartment houses over three units, exempting houses, rowhouses and other fee-simple dwellings. Visitability requires that the wheelchair-bound be able to enter the first floor of every building and use the bathroom. Visitability standards specifically permit the "level entrance" to be located at the rear of the dwelling where the alley-accessed parking is set.

5.17.1b and c. These are the only provisions written for the SmartCode that regulate aspects of the interior of the building that do not physically affect the public realm.

SCM18

5.15 LIGHTING STANDARDS

Lighting type and color can be adjusted according to the Transit. Fixtures and other specifications should be listed on Table 5, while performance-based standards may be listed in the code text, as the foot-candle levels are in this Module. See annotations for Table 5 in the base code.

5.16 SOUND STANDARDS

This sound ordinance is designed to protect reasonable urban sound levels rather than to preclude noise. Fully enforceable sound ordinances must typically address where the measurement is taken, how background sound is calculated, and which part of the spectrum is being measured.

SmartCode Manual, Version 9.2

Architectural design guidelines can be a useful tool to ensure that future development conforms to a minimum visual standard. This slide and the next include the smart code module with recommended design guidelines. These standards consider both materials and proportioning. They are available at http://www.smartcodecentral.com/smartfilesv9_2.html

Architectural Design Guidelines

- Exceptions can be made for modern architecture

5.14 ARCHITECTURAL STANDARDS

5.14.1 GENERAL TO ZONES T3, T4, T5, T6

- Building wall materials may be combined on each Facade only horizontally, with the heavier below the lighter.
- Streetscreens should be constructed of a material matching the adjacent building Facade.
- All openings, including porches, Galleries, Arcades and windows, with the exception of Shopfronts, shall be square or vertical in proportion.
- Openings above the first Story shall not exceed 50% of the total building wall area, with each Facade being calculated independently.
- Doors and windows that operate as sliders are prohibited along Frontages.
- Pitched roofs, if provided, shall be symmetrically sloped no less than 5:12, except that roofs for porches and attached sheds may be no less than 2:12.
- The exterior finish material on all Facades shall be limited to brick, wood siding, cementitious siding and/or stucco.
- Flat roofs shall be enclosed by parapets a minimum of 42 inches high, or as required to conceal mechanical equipment to the satisfaction of the CRC.
- Balconies and porches shall be made of painted wood.
- Fences at the first Lot Layer shall be painted. Fences at other Layers may be of wood board or chain link.

5.15 LIGHTING STANDARDS

5.15.1 GENERAL TO ALL ZONES T1, T2, T3, T4, T5, T6

- Streetsights shall be of a general type illustrated in Table 5.

5.15.2 SPECIFIC TO ZONE T1

- No lighting level measured at the building Frontage Line shall exceed 0.5 fc.

5.15.3 SPECIFIC TO ZONES T2, T3, T4

- No lighting level measured at the building Frontage Line shall exceed 1.0 fc.

5.15.4 SPECIFIC TO ZONE T5

- No lighting level measured at the building Frontage Line shall exceed 2.0 fc.

5.15.5 SPECIFIC TO ZONE T6

- No lighting level measured at the building Frontage Line shall exceed 5.0 fc.

5.16 SOUND STANDARDS

5.16.1 SPECIFIC TO ZONES T1, T2, T3, T4

- Sound levels measured at the building Frontage Line shall not exceed 65 decibels from sunrise to midnight and 55 decibels from midnight to sunrise.

5.16.2 SPECIFIC TO ZONES T5, T6

- Sound levels measured at the building Frontage Line shall not exceed 70 decibels from sunrise to midnight and 60 decibels from midnight to sunrise.

5.17 VISITABILITY STANDARDS

5.17.1 GENERAL TO T3, T4, T5, T6

- There shall be provided one zero-step entrance to each building from an accessible path at the front, side, or rear of each building.
- All first floor exterior doors (including bathrooms) shall provide 32 inches of clear passage.
- There shall be a half or full bath provided on the first Story of each building.

This model from the SmartCode could be used to create design guidelines for a Salisbury Cove Historic District.

<http://www.smartcodecentral.com>

Result of Clear Design Review Guidelines



Freeport, ME McDonald's

Design Review Guides

- Provide clear graphical explanation:



- Easy to understand
- 1-2 page summary of topic

Example: Burlington, VT Design Review Guides¹



• DESIGN • REVIEW • GUIDE •

What makes it "Historic"?

Burlington is well known as a community with a high quality of life, small and cohesive neighborhoods, a vibrant downtown and waterfront – all within a spectacular setting on the shores of Lake Champlain. This deserving reputation is due in part to the City's small size, entrepreneurial spirit, civic-minded citizens and activist government. One of the many factors that makes Burlington such a great place to live, work and visit is the community's attention to detail, and respect for it's setting, heritage and quality urban design.

Burlington's Design Review process strives to protect the city's unique qualities and strong sense of place by carrying out citywide development and design objectives. The purpose of this *Design Review Guide* is to help applicants in preparing projects to be reviewed by the City's Design Advisory Board and Development Review Board. Through materials such as this, the Department of Planning & Zoning seeks to make information available well before the final design of a project saving the applicant, and the city, time and money.

Burlington's rich heritage is highlighted by the many archeological, historic, and architecturally significant places found throughout the city. Included are structures, districts, corridors, landscapes, sites, and many other unique places that add to the city's character, and sense of place and time. Burlington has a tradition of protecting and celebrating historic and architecturally significant resources, and is committed to conserving and protecting older buildings through planning and design review.

The process for identifying and describing historic resources is based on a long record of academic research, professional practice, and legal precedent. Uniform standards are used across the country for the identification of historic resources. They are the same as those used to identify properties eligible for listing on the National Register of Historic Places – the Nation's "official" list of cultural resources worthy of preservation. While not all properties are eligible for listing on the National Register, the criteria provide a consistent and tested guide for evaluating historic significance.



Historic properties typically fall into one of two categories - historic buildings or historic districts. Historic buildings possess important architectural, engineering or historic merit in their own right. Examples include the Follett House and Grassmount. Districts represent a collection of buildings whose design qualities, relationships, and history illustrate an important cultural

pattern, historic event, architectural characteristics, or scenic quality as a whole. Examples include the UVM Green and the Ethan Allen Homestead.

Historic significance is a relative thing, and not all historic buildings are created equal. Historic districts, landscapes, sites, buildings, structures, and objects can all be listed on the National Register, however buildings that are individually listed are considered to be of greater significance than those listed as part of a district.

WHAT MAKES IT "HISTORIC"?

In order to be considered "historic," a property must meet three tests: **Age** - it must be at least 50 years old (with certain exceptions); **Integrity** - of location, design, setting, materials, workmanship, feeling, and association; and **Mertt** - it must:

- be associated with events that have made a significant contribution to the broad patterns of our history; or
- be associated with the lives of significant persons in our past; or
- embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- have yielded or may be likely to yield, information important in history or prehistory.

¹ <http://www.ci.burlington.vt.us/planning/dguide/designguides.zip>

Design Review Guide with Clear Graphic Illustrations and Explanations

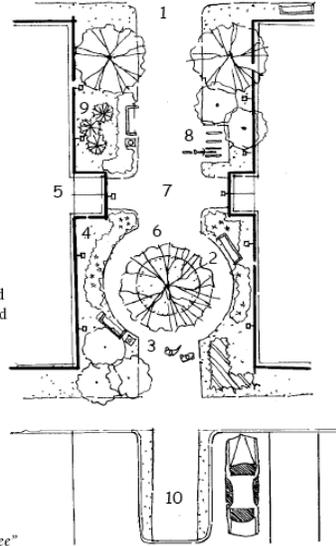
Manchester, VT Pedestrian Space Diagram

Example: Manchester, VT
Design Guidelines for
Commerical & Historic Districts¹

Ingredients of a Good Pedestrian Space

This plan shows how a space between buildings can be designed and developed to effectively serve pedestrian needs.

1. Well defined circulation within parking lot and to building entries.
2. Lots of benches with backs
3. Trash barrels
4. Building mounted area lights (focused down)
5. Well defined entry- roof sheds snow off of walk
6. Existing specimen tree protected
7. Ample circulation space
8. Bike racks are well placed and have appropriate ground surface
9. Extensive landscaping is employed to provide shade, color and interest in all seasons
10. Sidewalk access from parking lot islands



*See definition of "specimen tree"
See also: Outdoor Rooms and
Attractive Alleys*

[http://www.smartgrowthvermont.org/fileadmin/files/Toolbox_Images/Publications/designguidelines_full_doc.pdf](http://www.smartgrowthvermont.org/fileadmin/files/Toolbox/Images/Publications/designguidelines_full_doc.pdf)

Example Ordinance

Camden, ME Historic Resources Committee:

Composition of the Committee: "...due regard to proper representation of such fields as history, architectural history, architecture, landscape architecture, and archaeology to the extent such individuals are available in the community."

The Committee shall be authorized to:

- (1) Conduct a survey of historic resources within Camden and maintain a record of such resources. These resources shall include buildings, building sites, designed landscapes, prehistoric sites and materials, and documents relating to these.
- (2) Recommend methods and procedures necessary to preserve, restore, maintain, and operate historic sites and properties owned by the Town.
- (3) Review alterations, relocation, and demolition of designated historic properties owned by the Town.
- (4) Review all proposed nominations to the National Register for properties owned by the Town.
- (5) Recommend ordinances and otherwise provide information for the purposes of historic preservation within the Town, including evaluations of the potential impacts of proposed governmental projects on properties within the Town's designated Historic Areas, pursuant to of this Ordinance.
- (6) Act in an advisory role to other officials and departments of local government regarding the protection of local historic resources.
- (7) Act as local liaison on behalf of local government to individuals and organizations concerned with historic preservation.
- (8) Promote and conduct an educational and interpretive program on historic preservation and historic properties and sites within the Town.
- (9) Cooperate with federal, state, and local governments in the pursuit of the objectives of historic preservation.

From Camden (citation)?

Retain Rural Scale

Create ordinance limiting commercial development to 20,000 sq feet or less

Example: Nantucket, MA code which states in § 139-11K, "Cap on retail MCDs.":

- (1) Except in the following approved area plan location: ...Overlay District, a special permit shall not be granted for:
 - (a) A new major commercial development which is devoted primarily to retail use and which has 20,000 square feet or more of gross floor area of commercial use, including roofed-over storage areas.
 - (b) Expansion of an existing commercial development whenever the expanded portion of the development, added together starting from the effective date..., is devoted primarily to retail use and has 10,000 square feet or more of gross floor area of commercial use, including roofed-over storage areas.

- (2) ... a special permit shall not be granted for:
 - (a) A new major commercial development which as 20,000 square feet or more of floor area of retail use.
 - (b) Expansion of a major commercial development existing on April 4, 2006, so that the expanded development has 37,000 square feet or more of floor area of retail use of which not more than 32,000 square feet of floor area of retail use shall be contained in any one building.
 - (c) ... "floor area of retail use" shall mean the portions of the interior floor area of a building which are open to the public for the display and sales of goods and shall not include the interior areas used for ancillary storage, office, preparation or other ancillary uses¹.

¹ <http://www.ecode360.com/?custId=NA0948#11472002>

Density Standards

Density of development standards should vary depending on existing patterns

Example: Burlington, VT Zoning & Subdivision Dimensional Standards

Church St. Marketplace



Main Street



Burlington, VT Zoning & Subdivision Dimensional Standards

District	Density/Intensity	Lot Coverage (%)	Building Height (feet)	Front Setback ² (feet)	Side Setbacks (% or feet)	Rear Setback (% or feet)	Lake & River Setback (feet)	Lot Size (sqft)	Street Frontage (feet)
Mixed-Use									
Downtown	Max FAR 5.5 <i>(FAR 3.5 w/ bonus)</i>	Max 100%	Min 30' & 3-story Max 65' <i>(105' with bonus)</i>	Min 12' from curb³	Min 0'	Min 0'	NA	NA	NA
• Church Street Marketplace			Min 30' & 3-story Max 38' w/in 100' of centerline						
Downtown Transition									
• North of Baell	Max FAR 4 <i>(FAR 3.5 w/ bonus)</i>	Max 100%	Min 30' & 3-story Max 45' <i>(55' with bonus)</i>	Min 12' from curb³	Min 0' <i>(Res. Dir setback min of 15')</i>	Min 0' <i>(Res. Dir setback min of 15')</i>	NA	NA	NA
• South Side of Main St. west of S. Winooski Ave	Max FAR 5.5 <i>(FAR 3.5 w/ bonus)</i>	Max 100%	Min 30' & 3-story Max 65' <i>(105' with bonus) w/in 150' of Main St curb</i>	Min 12' from curb³	Min 0' <i>(Res. Dir setback min of 15')</i>	Min 0' <i>(Res. Dir setback min of 15')</i>	NA	NA	NA
• South of Baell	Max FAR 4 <i>(FAR 3.5 w/ bonus)</i>	Max 100%	Min 30' & 3-story Max 45' <i>(65' with bonus)</i>	Min 12' from curb³	Min 0' <i>(Res. Dir setback min of 15')</i>	Min 0' <i>(Res. Dir setback min of 15')</i>	NA	NA	NA
• South of Maple	Max FAR 2 <i>(FAR 3 w/ bonus)</i>	Max 100%	Min 30' & 3-story Max 35' <i>(45' with bonus)</i>	Min 12' from curb³	Min 0' <i>(Res. Dir setback min of 15')</i>	Min 0' <i>(Res. Dir setback min of 15')</i>	NA	NA	NA
Downtown Waterfront									
A. North of Pearl, east of railroad	Max FAR 4 <i>(FAR 3.5 w/ bonus)</i>	Max 100%	Min 30' & 3-story Max 45' <i>(65' with bonus)</i>	Min 12' from curb³	Min 0' <i>(Res. Dir setback min of 15')</i>	Min 0' <i>(Res. Dir setback min of 15')</i>	NA	NA	NA
B. Pearl to Bank east of Lake St	Max FAR 4 <i>(FAR 3.5 w/ bonus)</i>	Max 100%	Min 30' & 3-story Max 45' <i>(65' with bonus)</i>	Min 12' from curb³	Min 0' <i>(Res. Dir setback min of 15')</i>	Min 0' <i>(Res. Dir setback min of 15')</i>	NA	NA	NA
C. Pearl to Bank west of Lake St	Max FAR 2 <i>(FAR 3 w/ bonus)</i>	Max 100%	Min 30' & 3-story Max 35'	Min 12' from curb³	Min 0' <i>(Res. Dir setback min of 15')</i>	Min 0' <i>(Res. Dir setback min of 15')</i>	NA	NA	NA

http://www.ci.burlington.vt.us/planning/zoning/zn_ordinance/zz_appendix_b_dimensional_table.pdf

Economy

- **Protect:**
 - Local businesses
 - Cottage rentals
 - Year-round community
- **Encourage:**
 - Affordable housing
 - Mixed-use development
 - Appropriately-scaled development

State Goal:

To promote an economic climate that increases job opportunities and overall economic well-being.

Legislative Requirement:

The Act requires that each comprehensive plan include an inventory and analysis of:

Economic and demographic data describing the municipality and the region in which it is located.

Growth Management Act. MRSA Title 30-A, §4312.3.C; §4326.1.A.

Permitted Uses

- **PROTECT:**
 - Rural/Village Scale
 - Viability of small scale rental cottages
 - **PREVENT:**
 - Nonconformity
-
- State existing land use patterns
 - List only permitted uses
 - Use positive language

Another technique we observed in efficient comprehensive plans was to outline permitted uses in zones, but not specifically designate non-permitted uses. This allows for a more focused vision and eliminates the ambiguity of unlisted uses.

State Goal:

To encourage orderly growth and development in appropriate areas of each community and region, while protecting the State's rural character, making efficient use of public services and preventing development sprawl.

Legislative Requirement:

The Act requires that each comprehensive plan include an inventory and analysis of:

Land use information describing current and projected development patterns.

In addition, the Act requires that the implementation section of the plan:

Identify and designate geographic areas in the municipality or multimunicipal region as growth areas and rural areas, as defined in this chapter.

1. Within growth areas, each municipality or multimunicipal region shall:

a. Establish development standards; b. Establish timely permitting procedures; c. Ensure that needed public services are available; and d. Prevent inappropriate development in natural hazard areas, including flood plains and areas of high erosion.

2. Within rural areas, each municipality or multimunicipal region shall adopt land use policies and ordinances to discourage incompatible development. These policies and ordinances may include, without limitation, density limits, cluster or special zoning, acquisition of land or development rights, transfer of development rights pursuant to section 4328 and performance standards. The municipality or multimunicipal region should also identify which rural areas qualify as critical rural areas as defined in this chapter. Critical rural areas must receive priority consideration for proactive strategies designed to enhance rural industries, manage wildlife and fisheries habitat and preserve sensitive natural areas.

3. A municipality or multimunicipal region may also designate as a transitional area any portion of land area that does not meet the definition of either a growth area or a rural area. Such an area may be appropriate for medium-density development that does not require expansion of municipal facilities and does not include significant rural resources.

Permitted Uses to Change

- REMOVE FROM PERMITTED LIST:

- Pier
- TA-8 accommodations (25+ room hotels)

- ADD TO PERMITTED LIST:

- Childcare
- Neighborhood Store (provide definition)
- Transportation Facility (bus stop)
- Cemetery (in residential zone)
- Small Cottages (provide definition)

The above is based on the comments made at the Salisbury Cove Visioning Session (2/5/09)

Definitions

- Transient Accommodations (TA):
 - Add a classification separate from TA-3 or TA-4 which includes small cottages like the existing ones (built before June 10, 1986).
 - In order to protect their viability, allow these cottages to be expanded in floor area or volume by more than the current 10%
 - Make these cottages subject to design review

“C. [TA-3](#)

An existing building, constructed and completed prior to June 10, 1986, where for compensation lodging is provided (four to 10 rooms). TA-3 is permitted in districts where it is felt that lodging for transients is necessary to preserve or maintain many of Bar Harbor's residential structures:

[Amended 11-5-1991; 11-2-2004]

(1) No building shall be expanded in floor area or volume by more than 10% over the lifetime of the building;

(2) There shall not be constructed any exterior stairway or fire escape enclosed or otherwise above the ground floor visible from the street on which the building fronts; and

(3) Breakfast is the only meal provided.

D. [TA-4](#)

An existing building, constructed and completed prior to June 10, 1986, where for compensation lodging is provided (11 to 25 rooms). TA-4 is permitted in districts where it is felt that lodging for transients is necessary to preserve or maintain many of Bar Harbor's residential structures: [Amended 11-5-1991; 11-2-2004]

(1) No building shall be expanded in floor area or volume by more than 10% over the lifetime of the building;

(2) There shall not be constructed any exterior stairway or fire escape enclosed or otherwise above the ground floor visible from the street on which the building fronts; and

(3) Breakfast is the only meal provided.”

- Bar Harbor Code, Chapter 125, Definitions

Definitions

“Neighborhood Store: A retail store that occupies less than 2,000 square feet of total floor space, of which at least 60% is dedicated to retail sale of groceries and within which no alcoholic beverages are consumed.”

- Example from Camden, ME

The current land use chapter vaguely defines “grocery store” as being distinct from a “supermarket,” yet “supermarket” is not defined.

Definitions

“Cottage: A dwelling unit designed to be used as a residence during less than six months out of the year which does not qualify as a dwelling as defined herein.”

-Example from Camden, ME

“‘Cottage’ means a single structure where sleeping accommodations are furnished to the public as a business for a day, week, or month, but not for more than the entire summer season”

- State of Maine, under camping regulations

“Cottage” is not currently defined in the ordinance. Cottages are an important economic and historic resource for Salisbury Cove.

Housing

- **PROTECT:**
 - Year-round housing availability
 - Historical homes
- **ENCOURAGE:**
 - Affordability
 - Traditional architecture
 - Mixed uses

State Goal:

To encourage and promote affordable, decent housing opportunities for all Maine citizens.

Legislative Requirement:

The Act requires that each comprehensive plan include an inventory and analysis of:

Residential housing stock, including affordable housing.

In addition, the Act requires that the implementation section of the plan:

Ensure that the municipality's or multimunicipal region's land use policies and ordinances encourage the siting and construction of affordable housing within the community and comply with the requirements of section 4358 pertaining to individual mobile home and mobile home park siting and design requirements. The municipality or multimunicipal region shall seek to achieve a level of at least 10% of new residential development, based on a 5-year historical average of residential development in the municipality or multimunicipal region, that meets the definition of affordable housing. A municipality or multimunicipal region is encouraged to seek creative approaches to assist in the development of affordable housing, including, but not limited to, cluster zoning, reducing minimum lot and frontage sizes, increased residential densities, and use of municipally owned land.

Capital Facilities and Public Services

- **PROTECT:**
 - Groundwater supply
 - Groundwater quality
 - Water quality of the cove
- **CONSIDER:**
 - Year-round town water
 - Community septic or town sewer system
 - Underground electrical wires

State Goal:

To plan for, finance and develop an efficient system of public facilities and services to accommodate anticipated growth and economic development.

Legislative Requirement:

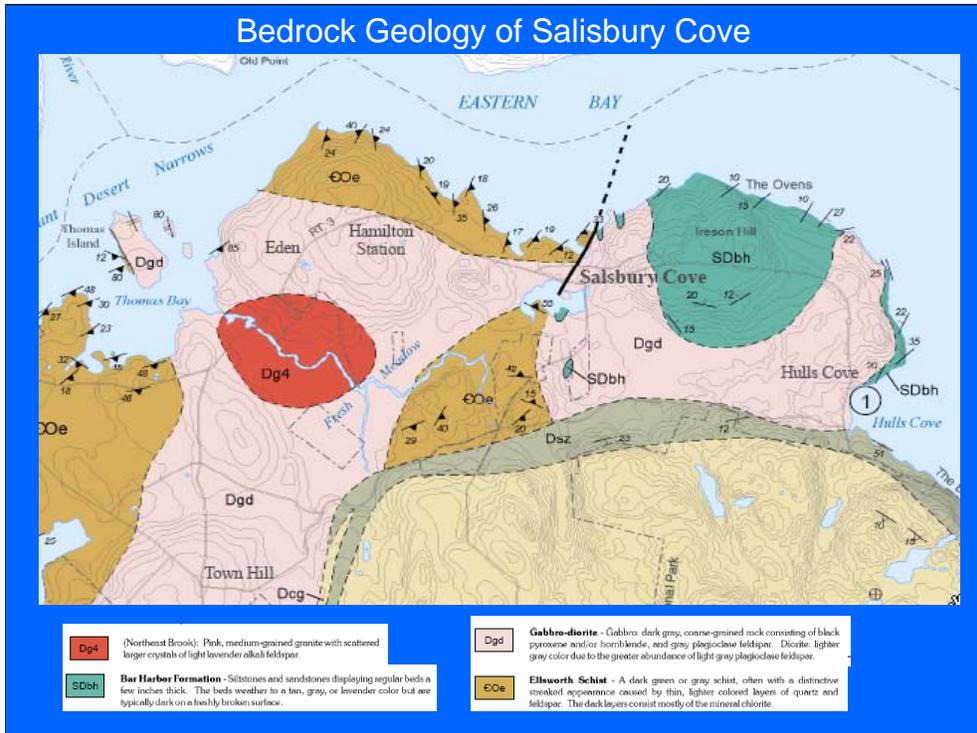
The Act requires that each comprehensive plan include an inventory and analysis of:

An assessment of capital facilities and public services necessary to support growth and development and to protect the environment and health, safety and welfare of the public and the costs of those facilities and services.

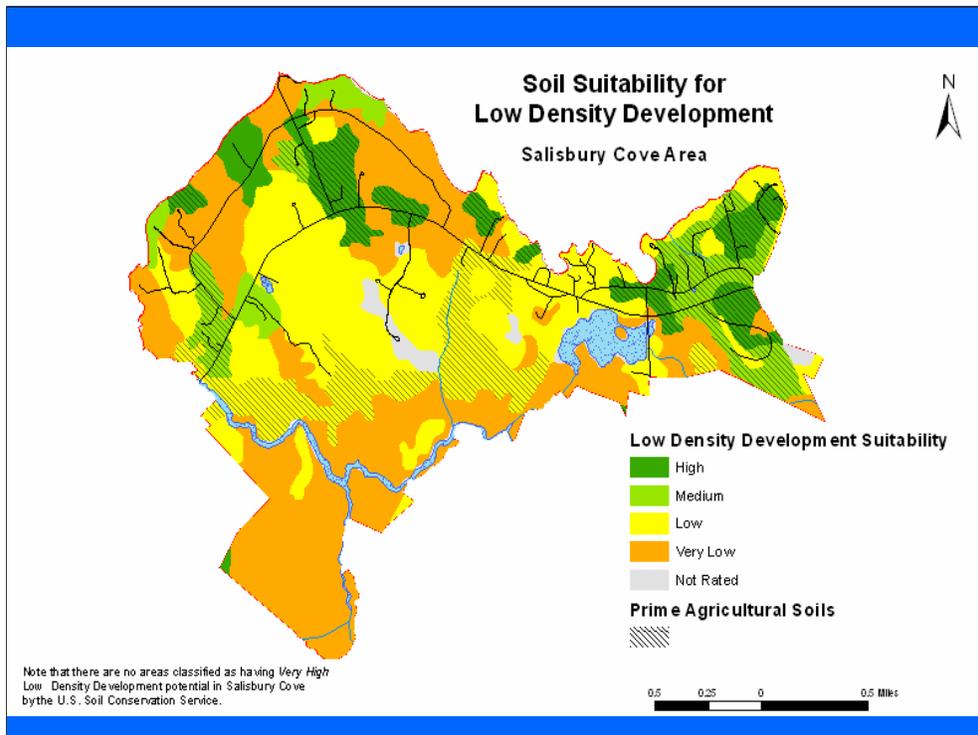
In addition, the Act requires that the implementation section of the plan:

Develop a capital investment plan for financing the replacement and expansion of public facilities and services required to meet projected growth and development.

Bedrock Geology of Salisbury Cove

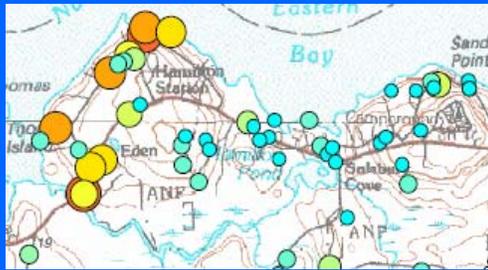


The bedrock geology of Salisbury Cove is a mixture of granite, schist, gabbro-diorite and silt-sandstone. The Ireson Hill area has had contamination issues in the past from septic tank effluent seeping through the porous sedimentary bedrock (green shade) into groundwater. Historically, similar contamination has led to Cholera outbreaks in downtown Bar Harbor.

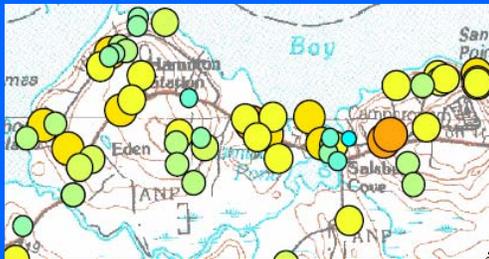
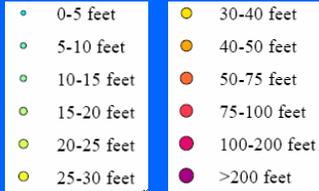


The most suitable soils for low density development in Salisbury Cove are classified as a *Tunbridge-Lyman complex*, and are found at Hamilton Station and the area around the village center. These relatively deep, loamy soils are found at the crests of glacial tills. This soil type is moderately drained (most of the yellow shaded region is excessively drained) and classified as potential prime farmland of both statewide and national importance. The characteristics of these soils lend themselves to being areas where septic tanks may be utilized with minimal risk of failure or contamination. A notable exception to this is the Ireson Hill area, where bedrock makeup is prohibitive of septic tank use.

Well data for Salisbury Cove



Depth to Bedrock



Depth to Well



The depth to bedrock is uniformly shallow except for some western patches of *Dixfield fine sandy loam*, a deep sloping soil found on the sides of glacial ridges. The depth of wells in the Salisbury Cove area are highly variable due to the nature of water to collect in irregular cracks in the impermeable igneous bedrock (not including Ireson Hill).

Community Waste Treatment System: BioProcessH2O

BioProcessH2O® Technologies has developed and patented a fixed film system that provides a large surface area for entrapment and holding of wastewater digesting microbes. These systems are designed to maximize treatment capacity in a small footprint using Engineered Composite Media (ECM).

Commercial/Residential

This includes municipal sewage plants and package treatment facilities for individual, subdivision or regional developments. The technology offers a cost-effective and verifiable solution for residential, institutional or mixed-use developments where sewer hook-up is not available and water-quality protection is a high priority.

<http://bioprocessh2o.com/site/ourtechnology/>

Commercial/residential case studies:

<http://bioprocessh2o.com/site/aboutus/ourclients/#commercialresidential>

Private Waste Treatment Systems

Composting Toilets

- waterless
- odorless
- easy maintenance

<http://www.envirolet.com/>

Above-Ground Waste Treatment

- Some sit above ground, others require a small hole
- Treats effluent and then discharges water that meets EPA standards
- Most on this site need maintenance only once every three to five years

<http://www.wte-ltd.co.uk/sitemap.html>

What could a better ordinance for
Salisbury Cove look like?

What would an appropriate code for a potential historic district in Salisbury Cove look like? We have used the open-source SmartCode to guide our suggestions. Some adaptation of this code could be adopted by the Town and serve as a model for other villages and towns on the Island.

Form-Based Code

Conventional Zoning Categories:

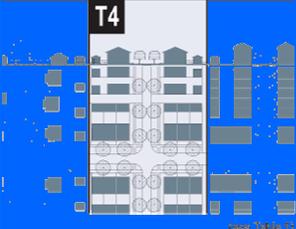
- Based on use and density (which have made mixed use and walkable neighborhoods inadvertently illegal)

Form-Based Code:

- Addresses primarily the physical form of the buildings and community

The following slides are examples of form and transect-based codes that consider how a form-based code could potentially be applied to a Salisbury Cove Historic District. These slides also illustrate the benefits of form-based codes over conventional zoning ordinances.

Form-based codes focus on the physical form of the buildings and community instead of focusing strictly on use and density.



T4

(see Table 1)

1. BUILDING FUNCTION (see Table 1) (see Table 1)

Residential	limited use
Lodging	limited use
Office	limited use
Retail	limited use

2. BUILDING CONFIGURATION (see Table 1)

Principal Building	3 stories max, 2 min
Outbuilding	2 stories max.

3. LOT OCCUPATION (see Table 1)

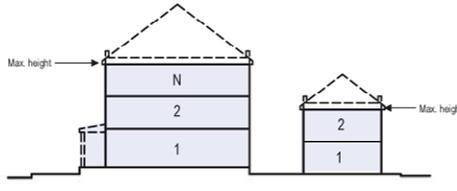
Lot Width	18 ft min 96 ft max
Lot Coverage	70% max

4. BUILDING DEPOSITION (see Table 1)

Edgeyard	permitted
Sidyard	permitted
Rearyard	permitted

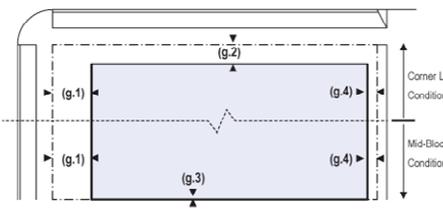
BUILDING CONFIGURATION

- Building height shall be measured in number of Stories, excluding Attics and raised basements.
- Stories may not exceed 14 feet in height from finished floor to finished ceiling, except for a first floor Commercial function which must be a minimum of 11 ft with a maximum of 25 ft.
- Height shall be measured to the eave or roof deck as specified on Table 8.



SETBACKS - PRINCIPAL BLDG

- The Facades and Elevations of Principal Buildings shall be distanced from the Lot lines as shown.
- Facades shall be built along the Principal Frontage to the minimum specified width in the table.



This is an example of a form-based code. It illustrates building configurations and setbacks appropriate for different transects.

Courtyard	not permitted
g. SETBACKS - PRINCIPAL BUILDING <small>see Table 10g</small>	
(g.1) Front Setback Principal	6 ft. min. 18 ft. max.
(g.2) Front Setback Secondary	6 ft. min. 18 ft. max.
(g.3) Side Setback	0 ft. min.
(g.4) Rear Setback	3 ft. min.*
Frontage Buildout	60% min at setback
h. SETBACKS - OUTBUILDING <small>see Table 10h</small>	
(h.1) Front Setback	20 ft. min. + bldg. setback
(h.2) Side Setback	0 ft. min. or 3 ft. at corner
(h.3) Rear Setback	3 ft. min.
j. PRIVATE FRONTAGES <small>see Table 11</small>	
Common Lawn	not permitted
Porch & Fence	permitted
Terrace or L.C.	permitted
Forecourt	permitted
Sloop	permitted
Shopfront & Awning	permitted
Gallery	permitted
Arcade	not permitted
Refer to Summary Table 14	
PARKING PROVISIONS	
See Table 10 & Table 11	
*or 15 ft. from center line of alley	
"N" stands for any Stories above those shown, up to the maximum. Refer to metrics for exact minimums and maximums	

SETBACKS - OUTBUILDING

1. The Elevations of the Outbuilding shall be distanced from the Lot lines as shown.

PARKING PLACEMENT

- Uncovered parking spaces may be provided within the third Layer as shown in the diagram (see Table 17d).
- Covered parking shall be provided within the third Layer as shown in the diagram (see Table 17d).
- Trash containers shall be stored within the third Layer.

This is an example of a form-based code. It illustrates building configurations and setbacks appropriate for different transects.

Transect-based Code

Conventional Zoning Categories:

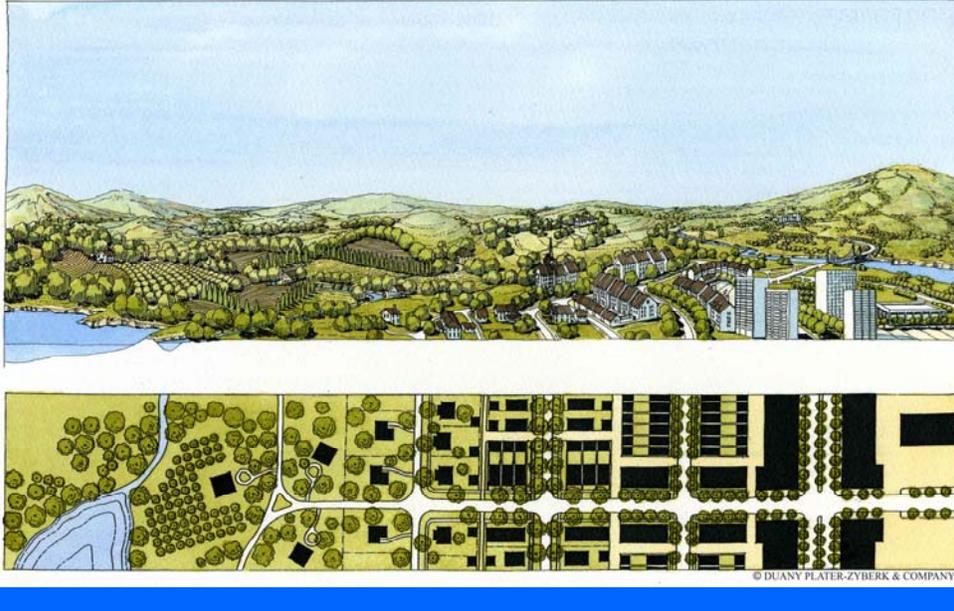
- Based on different land uses

Transect Based Code:

- Based on their rural-urban character
- Designed to create complete human habitats ranging from the very rural to the very urban
- Allows for a mix of uses
- Offers diversity of building, thoroughfare, and civic space types

Transect-based codes consider the progression of rural to urban character rather than just differing land uses.

Rural-Urban Transect of a Human Landscape



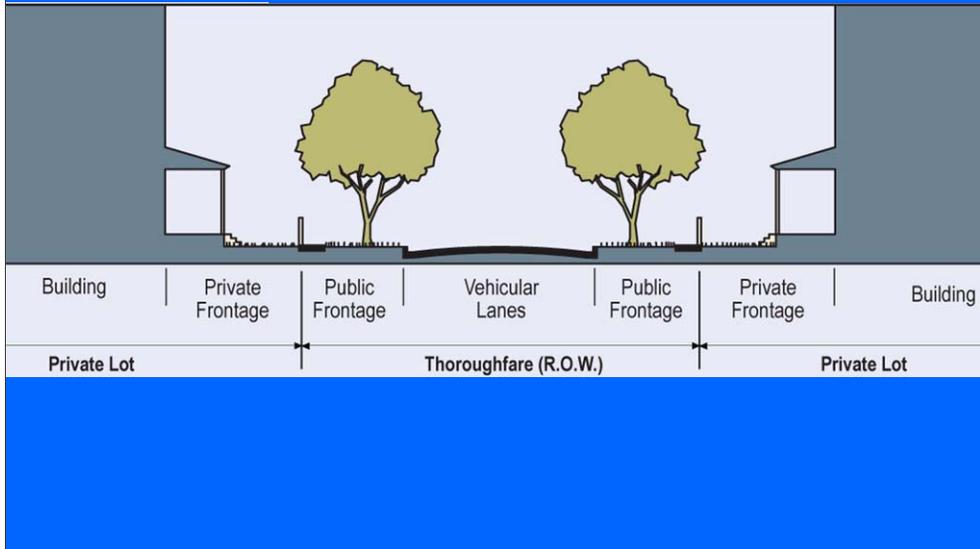
This is a visual explanation of the rural-urban transect. On the left is a rural landscape characterized by forest with scattered farmland. Moving to the right, the scene becomes increasingly urban. First buildings are introduced, then hamlets, then towns and cities. This is how rural-urban transitions could look.

Thoroughfare and Frontages

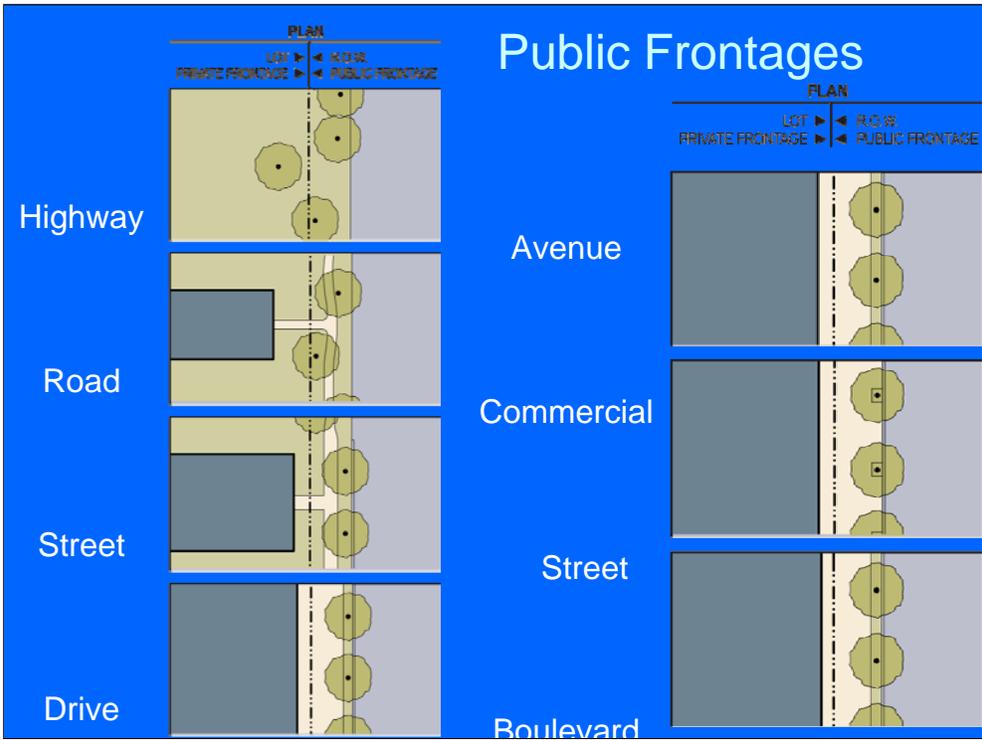


The SmartCode has guidelines for creating different thoroughfares and frontages appropriate to the rural-urban division.

Thoroughfare and Frontage

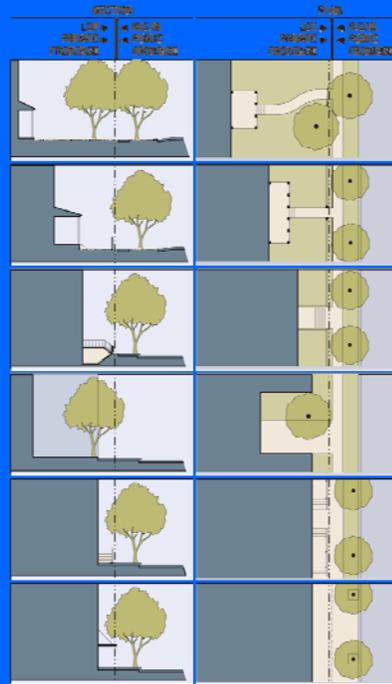


The code stipulates what land is considered public and private, which indicates who is responsible for maintenance and upkeep.



Private Frontages

- Common Yard
- Porch and Fence
- Terrace
- Forecourt
- Stoop
- Shopfront
- Gallery



Building Function

SMARTCODE	TABLE 12. SPECIFIC FUNCTION & USE						
<i>Municipality</i>							
TABLE 12: Specific Function & Use. This table expands the categories of Table 10 to delegate specific Functions and uses within Transect Zones. Table 12 should be customized for local character and requirements.							
	T1	T2	T3	T4	T5	T6	SD
a. RESIDENTIAL							
Mixed Use Block				*	*		
Flex Building			*	*	*		
Apartment Building			*	*	*		
Live/Work Unit		*	*	*	*	*	
Row House		*	*	*	*	*	
Duplex House			*	*			
Courtyard House			*	*			
Sidyard House		*	*	*			
Cottage		*	*				
House	*	*	*				
Villa	*						
Accessory Unit	*	*	*	*	*		
b. LODGING							
Hotel (no room limit)			*	*	*	*	
Inn (up to 12 rooms)		*	*	*	*	*	
Bed & Breakfast (up to 5 rooms)		*	*	*	*	*	
S.R.O. hostel		*	*	*	*	*	
School Dormitory		*	*	*	*	*	
c. office							
Office Building		*	*	*	*	*	
Live-Work Unit	*	*	*	*	*	*	
d. RETAIL							
f. OTHER: AGRICULTURE							
Grain Storage	*	*					
Livestock Pen	*	*					
Greenhouse	*	*	*	*	*	*	
Stable	*	*	*	*	*	*	
Kennel	*	*	*	*	*	*	
f. OTHER: AUTOMOTIVE							
Gasoline	*	*	*	*	*	*	
Automobile Service	*	*	*	*	*	*	
Truck Maintenance	*	*	*	*	*	*	
Drive-Through Facility	*	*	*	*	*	*	
Rest Stop	*	*	*	*	*	*	
Roadside Stand	*	*	*	*	*	*	
Billboard	*	*	*	*	*	*	
Shopping Center	*	*	*	*	*	*	
Shopping Mall	*	*	*	*	*	*	
f. OTHER: CIVIL SUPPORT							
Fire Station	*	*	*	*	*	*	
Police Station	*	*	*	*	*	*	
Cemetery	*	*	*	*	*	*	
Funeral Home	*	*	*	*	*	*	
Hospital	*	*	*	*	*	*	
Medical Clinic	*	*	*	*	*	*	

Designate desired building function appropriate to the scale and economic nature of the village

Smart codes create tables based on uses that are appropriate for different scales of development within the transect. Salisbury Cove would fall in the T3 transect referred to in this generic code.

Residential

Limited Residential:

The number of dwellings on each Lot is limited by the requirement of 1.5 parking places for each dwelling, a ratio which may be reduced according to the shared parking standards (See Table 11).

REQUIRED PARKING (See Table 10)			
	T2 T3	T4	T5 T6
RESIDENTIAL	2.0 / dwelling	1.5 / dwelling	1.0 / dwelling
LODGING	1.0 / bedroom	1.0 / bedroom	1.0 / bedroom
OFFICE	3.0 / 1000 sq. ft.	3.0 / 1000 sq. ft.	2.0 / 1000 sq. ft.
RETAIL	4.0 / 1000 sq. ft.	4.0 / 1000 sq. ft.	3.0 / 1000 sq. ft.
CIVIC	To be determined by Warrant		
OTHER	To be determined by Warrant		

SHARED PARKING FACTOR		
Function	with	Function
RESIDENTIAL		RESIDENTIAL
LODGING		LODGING
OFFICE		OFFICE
RETAIL		RETAIL

SC42

SMART CODE VERSION 9.2

Different uses are considered along with a mixture of uses and are limited in scale.

Lodging

Limited Lodging:

The number of bedrooms available on each lot for lodging is limited by the requirement of 1.0 assigned parking places for each bedroom, up to 12, in addition to the parking requirement for the dwelling. The Lodging must be owner occupied. Food service may be provided in the A.M. The maximum length of stay shall not exceed ten days.

Office

Limited Office:

The building area available for office use on each Lot is limited to the first Story of the principal building and/or to the Accessory building, and by the requirement of 3.0 assigned parking places per 1000 square feet of net office space in addition to the parking requirement for each dwelling.

Retail

Limited Retail:

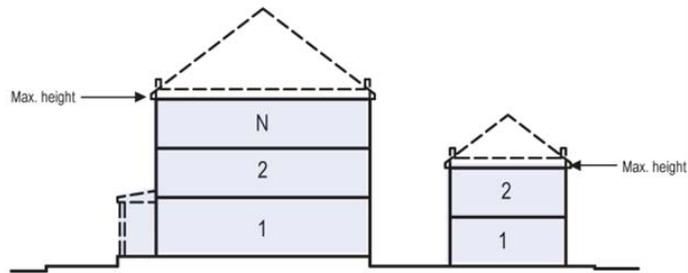
The building area available for Retail use is limited to the first Story of buildings at corner locations, not more than one per Block, and by the requirement of 4.0 assigned parking places per 1000 square feet of net Retail space in addition to the parking requirement of each dwelling. The specific use shall be further limited to neighborhood store, or food service seating no more than 40.

Building Configuration

Principal Building	3 story maximum
Outbuilding	2 story maximum

BUILDING CONFIGURATION

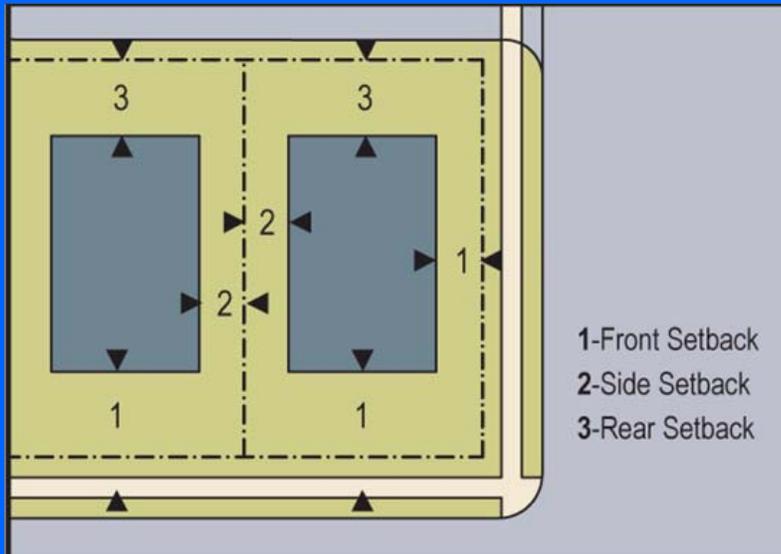
1. Building height shall be measured in number of Stories, excluding Attics and raised basements.
2. Stories may not exceed 14 feet in height from finished floor to finished ceiling, except for a first floor Commercial function which must be a minimum of 11 ft with a maximum of 25 ft.
3. Height shall be measured to the eave or roof deck as specified on Table 8.



The code stipulates maximum building heights and setbacks for different transects.

Setbacks

f. SETBACK DESIGNATIONS

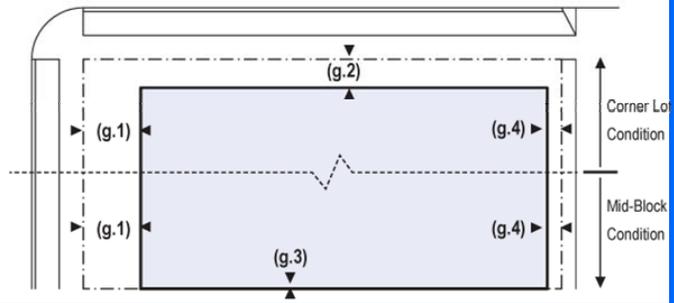


Setbacks – Principal Building

(g.1) Front Setback Principal	6 ft. min. 18 ft. max.
(g.2) Front Setback Secondary	6 ft. min. 18 ft. max.
(g.3) Side Setback	0 ft. min.
(g.4) Rear Setback	3 ft. min.*
Frontage Buildout	60% min at setback

SETBACKS - PRINCIPAL BLDG

1. The Facades and Elevations of Principal Buildings shall be distanced from the Lot lines as shown.
2. Facades shall be built along the Principal Frontage to the minimum specified width in the table.

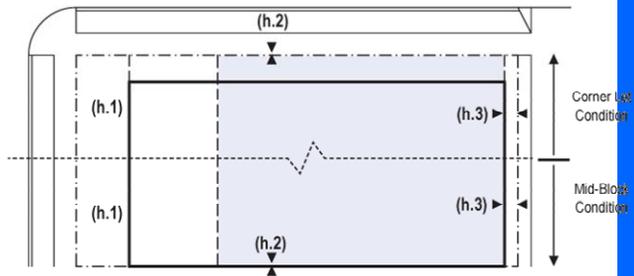


Setbacks – Outbuilding

(h.1) Front Setback	20 ft min. +Building Setback
(h.2) Side Setback	0 ft min. or 3 ft at corner
(h.3) Front Setback	3 ft min.

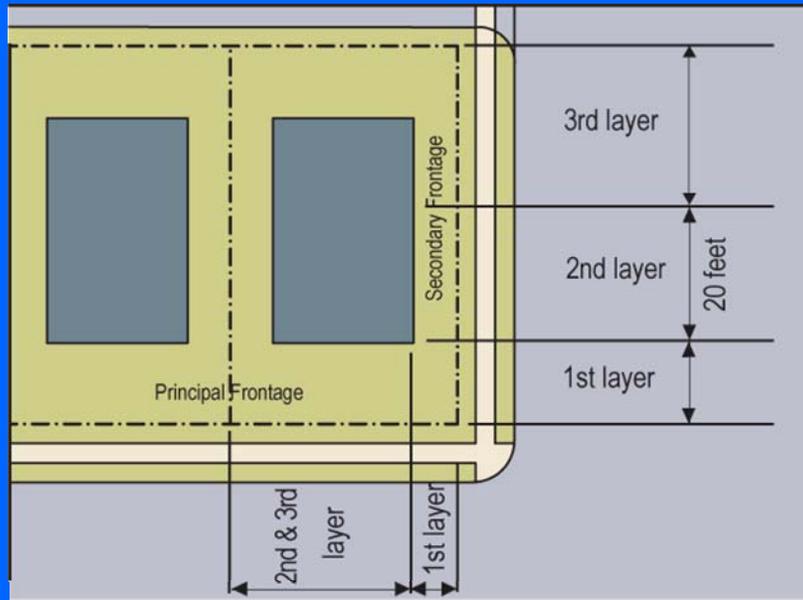
SETBACKS - OUTBUILDING

1. The Elevations of the Outbuilding shall be distanced from the Lot lines as shown.



Lot Layers

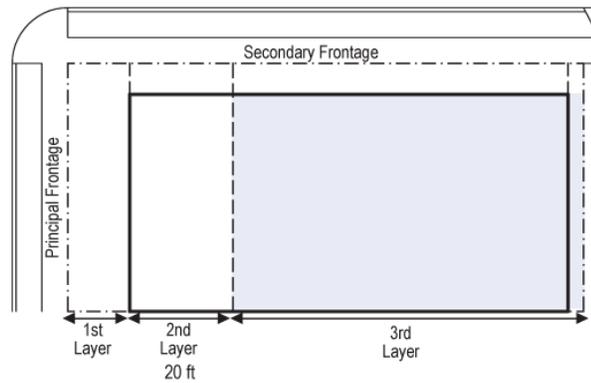
d. LOT LAYERS



Parking

PARKING PLACEMENT

1. Uncovered parking spaces may be provided within the third Layer as shown in the diagram (see Table 17d).
2. Covered parking shall be provided within the third Layer as shown in the diagram (see Table 17d).
3. Trash containers shall be stored within the third Layer.



And addresses parking.

Agriculture and Forestry Resources

- **Protect:**
 - Established farms and farm buildings
 - Prime agricultural soils
 - Woodlots
- **Encourage:**
 - Conservation easements

State Goal:

To safeguard the State's agricultural and forest resources from development which threatens those resources.

Legislative Requirement:

The Act requires that each comprehensive plan include an inventory and analysis of:

Commercial forestry and agricultural land.

In addition, the Act requires that the implementation section of the plan:

Ensure the protection of agricultural and forest resources.

Each municipality or multimunicipal region shall discourage new development that is incompatible with uses related to the agricultural and forest industries.

Growth Management Act. MRSA Title 30-A, §4312.3.H; §4326.1.E; §4326.3-A.F.

Salisbury Cove is home to a small, organic farm: Sweet Pea Farm. Residents express a desire to allow the farm to remain competitive so zoning ordinances intended to limit the size of development need to be carefully crafted so as not to limit the future needs of the farm.

Protection of Farms

Land for Maine's Future Program:

- Uses conservation easements to protect farmland
- Requires a 50% match by the state, municipality, land trust, or donating landowner

Salisbury Cove is home to a small, organic farm: Sweet Pea Farm. Residents expressed a desire to allow the farm to remain competitive, so zoning ordinances intended to limit the size of development need to be carefully crafted so as not to limit the future needs of the farm.

Natural Resources

- **Protect:**
 - Scenic vistas
 - Hamilton Pond
 - Wildlife
 - Shoreline view and access
 - Permeable surfaces
 - Drinking water supply
 - Dark sky
 - Open spaces
 - Water quality

State Goal:

To protect the State's other critical natural resources, including without limitation, wetlands, wildlife and fisheries habitat, sand dunes, shorelands, scenic vistas and unique natural areas .

Legislative Requirement:

The Act requires that each comprehensive plan include an inventory and analysis of:

Significant or critical natural resources, such as wetlands, wildlife and fisheries habitats, significant plant habitats, coastal islands, sand dunes, scenic areas, shorelands, heritage coastal areas as defined under Title 5, section 3316, and unique natural areas

In addition, the Act requires that the implementation section of the plan:

Ensure that its land use policies and ordinances are consistent with applicable state law regarding critical natural resources. A municipality or multimunicipal region, if authorized to enact ordinances, may adopt ordinances more stringent than applicable state law.

Growth Management Act. MRSA Title 30-A, §4312.3.F; §4326.1.C; §4326.3-A.D.

State Goal:

To protect the quality and manage the quantity of the State's water resources, including lakes, aquifers, great ponds, estuaries, rivers, and coastal areas.

Legislative Requirement:

The Act requires that each comprehensive plan include an inventory and analysis of:

Significant water resources such as lakes, aquifers, estuaries, rivers and coastal areas and when applicable, their vulnerability to degradation.

In addition, the Act requires that the implementation section of the plan:

Protect, maintain and, when warranted, improve the water quality of each water body pursuant to Title 38, chapter 3, subchapter I, article 4-A [the part of state law that establishes water quality classifications] and ensure that the water quality will be protected from long-term and cumulative increases in phosphorus from development in great pond watersheds.

MRSA Title 30-A, §4312.3.E; §4326.1.B; §4326.3-A.C

Recreation, Parks, & Open Space

- **Protect:**
 - Hamilton Pond access
 - Undeveloped shoreline
- **Encourage:**
 - Conservation easements
 - Trail systems
 - Shore access
 - Gathering places
 - Playground

State Goal:

To promote and protect the availability of outdoor recreation opportunities for all Maine citizens, including access to surface waters.

Legislative Requirement:

The Act requires that each comprehensive plan include an inventory and analysis of:

Existing recreation, park and open space areas and significant points of public access to shorelands within a municipality or multimunicipal region.

In addition, the Act requires that the implementation section of the plan:

Encourage the availability of and access to traditional outdoor recreation opportunities, including, without limitation, hunting, boating, fishing and hiking; and encourage the creation of greenbelts, public parks, trails and conservation easements. Each municipality or multimunicipal region should identify and encourage the protection of undeveloped shoreland and other areas identified in the local planning process as meriting that protection.

Transportation

- **Create:**
 - Sidewalks
 - Island Explorer stop
 - Bike lanes
- **Encourage:**
 - Walkable development
 - Traffic calming
- **Maintain:**
 - Quality and safety of roadways

State Goal:

To plan for, finance and develop an efficient system of public facilities and services to accommodate anticipated growth and economic development.

Legislative Requirement:

The Act requires that each comprehensive plan include an inventory and analysis of:

Existing transportation systems, including the capacity of existing and proposed major thoroughfares, secondary routes, pedestrian ways and parking facilities.

In addition, the Act requires that the implementation section of the plan:

Develop a capital investment plan for financing the replacement and expansion of public facilities and services required to meet projected growth and development.

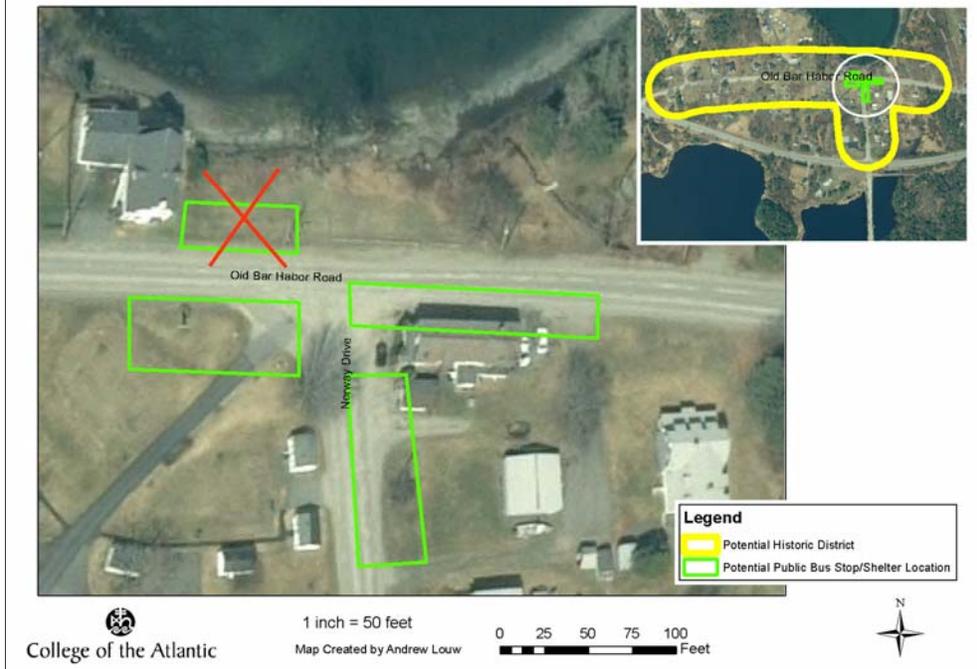
Encourage Public Transportation

- Designate a public bus stop in the village to encourage local residents to use public transportation
- Re-route Island Explorer campgrounds bus route into Salisbury Cove
- Potential for year-round public transportation by Down East Transportation



To encourage public transportation in Salisbury Cove, a bus stop could be considered in the village core. The Island Explorer campgrounds route could potentially serve a stop in Salisbury Cove in the summertime. In the winter, local residents could potentially have better access to using the Down East transportation system if a stop were created.

Potential Public Bus Stop/Shelter Location in Salisbury Cove Village



This map shows potential locations for a bus stop in the village center. The bus route could either follow Norway Drive or Old Bar Harbor Road, but more research is necessary. A stop on the cove side of Old Bar Harbor Road would not be appropriate as it would create an eyesore. Other locations include: 1) the area to the west of the post office, assuming the bus would travel up Norway Drive, 2) the area across from the post office (although this is currently privately owned land), and 3) the area to the north of the Post Office on Old Bar Harbor Road.

Guidelines for Formatting a LUZO

- Code should be very user friendly, preferably in a handbook style
Example: Manchester, VT Design Guidelines for Commercial and Historic Districts¹
- All parts of the Code should be available in PDF format
Example: Burlington, VT Zoning & Subdivision Ordinance²
- Put list of definitions at the beginning instead of the end of the code
Example: Freeport, ME Zoning Ordinance³

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http://www.smartgrowthvermont.org/fileadmin/files/Toolbox_Images/Publications/design_guidelines_full_doc.pdf

² http://www.ci.burlington.vt.us/planning/zoning/zn_ordinance/cdo_ordinance_toc.html

³ http://www.freeportmaine.com/inc/scripts/file.php?file_id=1047

Resources

- *Comprehensive Planning: A Manual for Maine Communities* by Evan Richert and Sylvia Most, Published by the Maine State Planning Office.
- <http://www.state.me.us/spo/landuse/docs/publications.htm>.
- <http://www.smartcodecentral.org/>
- <http://www.dpz.com/>

The State of Maine Growth Management Act

- The purpose of this Act is
 - to prevent development sprawl
 - to conserve large rural areas and protect them as working landscapes
 - to encourage the development of new neighborhoods and economic centers where they make the most sense
- “To achieve that goal, comprehensive plans must direct most of the anticipated growth to areas of town designated as “growth” areas, and away from “rural” areas.”
 - [Comprehensive Planning: A Manual for Maine Communities](#)

This act (MSRA Title 30-A, Chapter 187, Subchapter 2) provides the legal intent and basis for a comprehensive plan.

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Advanced Land Planning Studio
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