

# 11. WISCASSET GOALS, POLICIES AND STRATEGIES

## Introduction

This section of the Comprehensive Plan sets forth Wiscasset's goals, policies and strategies for the next ten years. Detailed information on each of the topics presented here can be found in the various inventory sections of the plan.

Goals, policies and strategies are differentiated in the following way:

- Goals represent an ideal that the Town would like to reach at some point in the future.
- Policies are more specific directives that should be followed to achieve the goals.
- Strategies are actions to be taken to implement the policies and achieve the goals.

For each of the strategies set forth in this section, the Plan identifies one or more responsible parties and assigns an overall priority rating. There are three possible priority ratings:

- High: to be addressed in a time period of 1 - 3 years
- Medium: to be addressed in a time period of 3 - 5 years
- Low: to be addressed in a time period of 5 - 10 years

### Abbreviations

EDD	Economic Development Director
ORC	Ordinance Review Committee
RC	Road Commissioner
PB	Planning Board
TC	Transportation Committee
TP	Town Planner
WC	Waterfront Committee
CC	Conservation Commission
HPC	Historic Preservation Commission
CEO	Code Enforcement Officer

## HISTORIC AND ARCHAEOLOGICAL RESOURCES

### Goals

1. Preserve the maritime, historic, cultural and rural character of the town.  
*Townpeople recognize that the Village streetscapes, the harbor and river views, and the scenic views of the town enhance each other.*
2. Recognize that Wiscasset's unique historic heritage has an economic value to the town.
3. Ensure the compatibility of new construction with the maritime, historic, cultural and rural character of the town.
4. Seek certified local government status when the town adopts an ordinance that meets the requirements of this program.

Policies	Strategies	Responsibility/Date
<p><b>1. Historic Heritage.</b> Preserve Wiscasset's historic heritage.</p>	<p><b>A. Wiscasset Historic Preservation Commission.</b> Appoint the Wiscasset Historic Preservation Commission.</p> <p><i>Its overall mission is to achieve the goals expressed in this plan and build support for the adoption and implementation of a Historic Preservation Ordinance. The Commission should consist of people who have the interest, knowledge, experience, capability and demonstrated desire to promote historic preservation in the Town. There should be five members balanced to represent the village districts, rural areas and the business interests in Town.</i></p> <p><b>B. Educational Program for Landowners and the Public.</b></p> <ul style="list-style-type: none"> <li>• <u>Step 1:</u> Immediately upon appointment of the commission, invite property owners to share information about the history of their property. This information shall be held at the Wiscasset Public Library.</li> </ul> <p><i>The commission should listen to the plans of the homeowners and gradually establish itself as the respected source of assistance for properties presently or eligible to be in the National Register of</i></p>	<p>Selectmen/High</p> <p>HPC/TP/High</p>

	<p><i>Historic Places.</i></p> <ul style="list-style-type: none"> <li>• <u>Step 2:</u> Launch an Educational Program.</li> </ul> <p>Suggestions for educational activities initiated in this year include, but should not be limited to:</p> <ul style="list-style-type: none"> <li>• <i>Sponsoring a project using interested writers, perhaps high school students, to prepare a narrative description of each historic home, why it is historic and what are its unique architectural external features; and deliver it to the current owner and to the Wiscasset Public Library;</i></li> <li>• <i>Sponsoring a course in researching dates of one's house to make residents aware of this special aspect of Wiscasset;</i></li> <li>• <i>Combining the above two so that the product of the course is the narrative;</i></li> <li>• <i>Undertake a town-wide survey for historic archaeological sites not covered by previous surveys;</i></li> <li>• <i>Working with social studies or history teachers to incorporate Wiscasset history into the 5<sup>th</sup> grade Maine history curriculum.</i></li> </ul> <p><b>C. Public Forums on Historic Preservation Ordinance.</b> As soon as possible, announce and promote a series of forums focused on a proposed Historic Preservation Ordinance.</p> <p><i>Forum 1—Ask representatives, preferably lay people from towns that have a Historic Preservation Ordinance, to describe their ordinance, how it was accepted by the town and lessons learned since its adoption.</i></p> <p><i>Each of the following 3 forums should deal with key elements of the Ordinance.</i></p> <p><i>Forum 2—Present the proposed powers and duties of the Commission.</i></p>	<p>HPC/TP/High</p>
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	<p><i>Forum 3—Present the proposed permit requirements and review what activities require a permit.</i></p> <p><i>Forum 4—Present the proposed criteria used in reviewing applications.</i></p> <p><b>D. Issues to Consider in Developing an Historic Preservation Ordinance.</b></p> <ul style="list-style-type: none"> <li>• Review the Secretary of the Department of Interior’s handbook on historic preservation.</li> <li>• Present each of the key elements of a proposed Historic Preservation Ordinance to the public in an outline form (similar to the format shown in the appendix of this plan) and show the participating public how the Historic Preservation Commission has responded to the concerns raised at the forums.</li> </ul> <p><b>E. Local Ordinances.</b> Amend the Subdivision, Site Plan Review and Shoreland Zoning Ordinances to require the following:</p> <ul style="list-style-type: none"> <li>• The applicant must supply information, and the Planning Board confirm, that archaeological or historic resources on the site will not be irreversibly damaged.</li> <li>• Design standards will require that new buildings, signs, and lighting have setbacks and screening to permit growth without detracting from Wiscasset’s existing scenic assets.</li> </ul> <p><i>In drafting these amendments, the Planning Board should seek the advice of the Wiscasset Historic Preservation Commission and, if deemed necessary, the Maine Historic Preservation Commission.</i></p> <ul style="list-style-type: none"> <li>• Under the General Standards, the Building Inspector and the Planning Board need to inform an applicant of the nature of the resource and its status as registered in the State Inventory.</li> </ul> <p><b>F. Property Tax Reimbursement-Local Option.</b> Explore the interest in</p>	<p>HPC/High</p> <p>TP/ORC/PB/Town Meeting/High</p> <p>HPC/Medium</p>
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	<p>local participation in the tax reimbursement program for expenditures related to preserving historic or scenic views.</p> <p><i>The Town would have to appropriate money to reimburse taxpayers for a portion of their real estate taxes for the preservation of property in the National Register of Historic Places.</i></p> <p><b>G. Route 1 in Historic Overlay District.</b> When a bypass is built off Route 1, sponsor a study on Main Street, including traffic flow, sidewalks, and appropriate parking lots and street lights.</p> <p><i>Because Route 1, as it passes through the heart of the Historic Overlay District on Main Street, is a major state arterial, it is subject to state regulations regarding curbs, width, and design of parking areas. There are design standards for width regarding parking, curbs, and handicapped access. Street lights are not regulated by the Maine Department of Transportation (MDOT). When a bypass is built off Route 1, then the present Main Street will become a collector road and will not be as tightly regulated by the state.</i></p> <p><b>H. Main Street Maine Program.</b> Investigate preparing an application for the State of Maine Downtown Program. (See Historic and Archaeological Resources inventory, P. 1-17.)</p> <p><i>A tool available to plan for a new revitalized historic downtown is to set up a Main Street Maine program.</i></p> <p><b>I. Cemetery Maintenance.</b> Include and/or increase funds for the maintenance of Town-owned cemeteries in the budget.</p> <p><i>The Town-owned cemeteries, especially the Ancient Cemetery, are in need of maintenance and repair. These sites are the final resting places for many of Wiscasset's founding families, are listed in the National Register of Historic Places and are an attraction on the Walking Tour of the Village. The Town must recognize its responsibility to provide for continued and respectful maintenance and repair of these grounds and</i></p>	<p>HPCLow</p> <p>Selectmen/Budget Committee/ Town/Low</p>
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	<p><i>tombstones and budget appropriately for these services.</i></p> <p><b>J. Economic Value of Historic Overlay District.</b> See Economy section of Goals, Policies and Strategies, 2.A., p. 11-8.</p>	
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## HOUSING

### Goals

1. Encourage and promote affordable, decent housing opportunities for all Maine citizens.
2. Recognize that the availability of affordable housing is essential to the health, well-being and economic development of Wiscasset and Lincoln County as a whole.
3. Foster public/private partnerships in achieving these goals.

Policies	Strategies	Responsibility/Priority
<p><b>1. Housing availability.</b> Make housing, including rental housing, available to everyone in the community.</p>	<p><b>A. Manufactured Homes.</b> Continue to permit manufactured housing throughout the town except in the Village 1 and Village 2 Districts.</p>	<p>Ongoing</p>
<p><b>2. 10% Incentive.</b> Strive to have at least 10% of all housing built during the next decade be "affordable," according to the Maine State Housing Authority's definition of affordable.</p>	<p><b>A. Residential Districts.</b> Permit a density bonus in a subdivision for dedicating and pricing 10% of the lots for affordable housing.</p> <p><b>B. Neighborhood Overlay District.</b> Amend the current Zoning Ordinance to create a Neighborhood Overlay District. Where water and sewer exist, the lot sizes can be reduced. There would be a density bonus in exchange for more affordable units.</p>	<p>TP/ORC/PB/Town Meeting/High Meeting/High</p>

# ECONOMY

## Goals

1. Promote an economic climate that increases job opportunities and overall economic well-being.
2. Encourage the development of good jobs in and around Wiscasset as well as a diversified economic base and commercial use of the harbor and airport.
3. Move toward a tax base of light industry, commercial and residential uses.
4. Develop tourism, industry, business, homes and services while protecting the historic and rural character of the Town.

Policies	Strategies	Responsibility/Priority
<p><b>1. Waterfront.</b> Launch the waterfront redevelopment process. Make the central village waterfront a tourist magnet with additional retailing and lodging centered around rail, tour boat and marina developments.</p> <p><i>The village remains one of the gems of Maine, as a place to live or to visit. Maintaining its historic character is essential, while retaining its vital economic role in the town and region.</i></p>	<p><b>A. Waterfront Catalyst.</b> Investigate a mechanism that would be a catalyst for the waterfront redevelopment. Explore the formation of a Regional Port Authority, and/or an application for the Main Street Maine Program. (See <i>Historic and Archaeological Resources inventory, P. 1-17.</i>)</p> <p><b>B. Transportation Links.</b> Encourage inter-modal transportation links – cruise, tour/ferry boat dock and passenger rail station.</p> <p><b>C. Large, Paved Parking Areas.</b> Avoid large, paved parking areas at or near the water's edge.</p> <p><i>Because waterfront property is too valuable to be used for new parking areas, the Town should not create large, paved parking areas at or near the water's edge. This is not the correct use of this unique real estate, which will be more productively developed for commercial projects, public access and facilities that specifically promote a working waterfront.</i></p> <p><b>D. Private Parking Requirement.</b> Through standards in the Zoning Ordinance, require that new development along the riverfront provide its own parking.</p>	<p>EDD/Medium</p> <p>EDD/Ongoing/High</p> <p>PB/Town Meeting/High</p> <p>TP/ORC/PB/Town Meeting/High</p>

Policies	Strategies	Responsibility/Priority
	<p><b>E. Marina.</b> Encourage a privately owned and operated marina, possibly on the Main Street Pier.</p> <p><b>F. Cruise Ships.</b> Attract cruise ships to Wiscasset by initiating a modest marketing effort to those companies that operate small ships in the New England/Canada range (See also the <i>Transportation section of Goals, Policies and Strategies, 2.C., p. 11-26</i>).</p> <p><b>G. Riverfront Access Road.</b> Create a pedestrian walkway. Allow limited vehicle access for maintenance purposes.</p> <p><b>H. Waterfront Policing.</b> Assist in the waterfront redevelopment effort by continuing to maintain a safe and peaceful climate on the waterfront.</p>	<p>EDD/High</p> <p>EDD/Medium</p> <p>TC/Selectmen/ Town Meeting/High</p> <p>Police/Ongoing</p>
<p><b>2. Historic Village.</b> Preserve the historic nature of the village, both in terms of individual structures and overall ambience, and enhance its role as a service and cultural center for the region's residents. Make it a destination for visitors.</p>	<p><b>A. Historic Preservation Ordinance.</b> Adopt a Historic Preservation Ordinance, as recommended in this plan, and then use it to market the village as a visitor destination point.</p> <p><b>B. Parking.</b> Expand the availability of parking by negotiating with private property or commercial businesses to use lots in the peak tourist season. (See also the <i>Transportation section of Goals, Policies and Strategies, 1.C. p. 11-25</i>)</p> <p><b>C. Railroad Avenue.</b> Work with MDOT, the owner of the railroad right of way, for use of Railroad Avenue for parking.</p>	<p>TP/ORC/PB/Town Meeting/High</p> <p>EDD/Medium</p> <p>EDD/High</p>
<p><b>3. Route 1 Corridor.</b> Develop the Bath Road south of the Historic Overlay District for retailing, lodging and service businesses that are not appropriate for the Historic Overlay District, while maintaining the flow of traffic, a style and scale</p>	<p><b>A. Access Management Rules.</b> Continue to work with Maine DOT to establish rules for access and curb cuts that maintain the traffic flow on the Bath Road south of the Historic Overlay District. Include the consideration of service roads, bridges, and other flow-enhancement strategies. Implement the access recommendations of the Transportation Committee.</p>	<p>TC/ TP/ORC/PB/Town Meeting/High</p>

Policies	Strategies	Responsibility/Priority
<p>that is “rural” rather than “urban,” and a mix of developed stretches of the corridor with others that remain residential or undeveloped.</p> <p><i>Many retail and service businesses require significant amounts of space: parking, highway access and a high flow of traffic. Continued growth along the Route One corridor is therefore likely, and this is the best location in the Town for such development. It is important, nevertheless, not to permit a continuous strip of development to emerge from the Woolwich line to the village center. This would have negative effects on the Town’s ability to grow as a tourist destination, as well as on the flow of traffic on U.S. Route One.</i></p>	<p><b>B. Bath Road Master Plan.</b> Enter into an agreement with MDOT to hire a consultant to conduct a one-year study of traffic and land use on Bath Road in order to establish the overall scope of highway improvements and mitigation. This study will be required in order to stimulate economic growth on Bath Road by reducing uncoordinated mitigation expenditures required of developers that are prohibitive to economic development under the current system. Pool the resources of the private sector and MDOT to sponsor a Master Plan for the development of Bath Road south of the Historic Overlay District, which would include design standards that can be incorporated into the Zoning Ordinance.</p> <p><b>C. Bath Road Zoning Districts.</b> Establish different open space as well as business zones along Bath Road south of the Historic Overlay District in order to leave some open space.</p>	<p>TC/ TP/ORC/PB/Town Meeting/Selectmen/High</p> <p>TP/ORC/PB/Town Meeting/High</p>
<p><b>4. Zoning Ordinance.</b> Amend the Zoning Ordinance to improve the development review process so that developers and residents know what is and is not acceptable and new businesses develop consistent with the unique character of Wiscasset.</p> <p><i>The Zoning Ordinance is overly broad, creates obstacles to economic</i></p>	<p><b>A. Commercial Zones.</b> Designate Commercial/Industrial and Rural Commercial/Industrial zoning districts.</p> <p><b>B. Standards.</b> Develop appropriate standards for each zone depending on the objective of the zone.</p> <p><b>C. Smaller Commercial Complexes.</b> Permit smaller lots and clustered complexes in areas now served or potentially served by public water and sewage treatment.</p>	<p>TP/ORC/PB/Town Meeting/High</p> <p>TP/ORC/PB/Town Meeting/High</p> <p>TP/ORC/PB/Town Meeting/High</p>

Policies	Strategies	Responsibility/Priority
<p>development and fails to guide development appropriately and to protect the cultural and scenic values that make the town attractive to business and residents alike. Too often a lengthy, contentious process of a zone change is required to accommodate a particular business that may actually be desired by and be consistent with the Town's wishes.</p>	<p><b>D. Performance/Design Standards.</b> Develop performance/design standards, particularly for highway commercial zones that are acceptable to the business community, that enhance, rather than detract from the value of frontage property, and that aim at creating the appearance of a high-quality retail and services district.</p>	<p>TP/ORC/PB/Town Meeting/High</p>
<p><b>5. Airport/Rail.</b> Assure that the airport and rail line serve as net financial contributors to the Town.</p> <p><i>The airport is a key asset for business attraction. Its value for all-weather business aviation is somewhat restricted by runway length. Passenger trains are coming to the region.</i></p>	<p><b>A. Land for Aviation Businesses.</b> Permit development of Town-owned land adjacent to the airport runway for aviation-related businesses.</p> <p><b>B. Airport Fees.</b> Increase revenues to the Town from the Fixed Base Operator through marketing aimed at increasing utilization of the airport.</p> <p><b>C. Airport Expansion.</b> Prepare a zoning standard that will enable future expansion of the airport at a scale appropriate to Wiscasset.</p> <p><b>D.</b> See the Transportation section of Goals, Policies and Strategies, 2.A. and 2.B., p. 11-26.</p>	<p>Selectmen/Medium</p> <p>EDD/Low</p> <p>TP/ORC/PB/Selectmen Town Meeting/High</p>
<p><b>6. Vocational Training.</b> Maximize opportunities to provide post secondary and vocational/technical training to enhance the employability of the local population. Increase technical/vocational training opportunities to attract new businesses.</p>	<p><b>A. Vocational Training.</b> Work with higher education institutions and the Wiscasset school system to attract vocational training to the Town.</p>	<p>Supt. of Schools/ School Committee/Low</p>

Policies	Strategies	Responsibility/Priority
<p><b>7. Tax Increment Financing (TIF).</b>            Maximize the opportunities of a Tax Increment Financing Program.</p> <p><i>TIFs can be an incentive for those businesses that would consider not coming to Maine because of the high cost of property taxes. Additionally, the Town might lose a competitive advantage if it does not participate in the TIF program. They have become a popular tool for economic development.</i></p>	<p><b>A. TIF Benefits for Businesses.</b> Locate businesses that apply for the benefits of a TIF District in areas designated in the Comprehensive Plan as appropriate for commercial growth.</p> <p><b>B. Infrastructure Improvements.</b> Ensure that the infrastructure improvements needed in the TIF District be identified at the time of district designation. Ensure that captured revenue be dedicated to extend or establish the needed infrastructure, i.e. sewer line, water line extension, or the construction of a new road or bridge.</p> <p><b>C. Business Obligations.</b> In the interest of assuring local benefits:</p> <ol style="list-style-type: none"> <li>1) Require that a business applying for a TIF demonstrate that the business will be sustainable, at least for the period of the TIF;</li> <li>2) Require that a negotiated percent of local jobs at a wage well above the minimum wage be part of the contract to be taken to the voters.</li> </ol> <p><b>D. Training Expenses in TIF District.</b> Permit funding and support for vocational and technical training opportunities for the local labor pool to be an eligible expenditure of captured funds.</p>	<p>EDD/Selectmen/Ongoing</p> <p>EDD/Selectmen/Ongoing</p> <p>EDD/Selectmen/Ongoing</p>

# NATURAL RESOURCES

## Goals

1. Protect and manage the quality of Wiscasset's water resources including wetlands, Gardiner Pond, streams and the Sheepscot River.
2. Protect Wiscasset's other natural resources including but not limited to wildlife, fisheries habitat, farm and forest land, and scenic resources.

Policies	Strategies	Responsibility/Priority
<p><b>1. Administrative Actions.</b> Take administrative steps to make it easier to protect Wiscasset's natural resources.</p>	<p><b>A. Conservation Commission.</b> Form a Conservation Commission and charge it with the responsibility of undertaking the actions assigned to it by this plan.</p> <p><b>B. Zoning Map.</b> Create a new zoning map for public use that clearly shows the different zones. Check the narrative descriptions to make sure they correspond exactly to the zoning districts on the map.</p> <p><b>C. Open Space Plan.</b> Prepare an open space plan for the Town that identifies, documents and prioritizes important open space resources and recommends strategies for protecting those resources. Include in the open space plan the following:</p> <ul style="list-style-type: none"> <li>• Wildlife habitat. <i>Include as much of the Sheepscot River shoreline as is currently undeveloped; wetlands of two or more contiguous acres; mapped deeryards of moderate or high value as field-verified by the Department of Inland Fisheries and Wildlife (IF&amp;W) or by an appropriately qualified person; wildlife travel corridors; mapped moderate- and high-value waterfowl and wading bird habitats, including nesting and feeding areas as field-verified by IF&amp;W; shorebird nesting, feeding, and staging areas, and seabird nesting islands as mapped and field-verified by IF&amp;W; and critical spawning and nursery areas for Atlantic salmon. Coordinate efforts with Woolwich, Alna and Dresden.</i></li> <li>• Scenic resources. <i>Those in rural areas and in the village should be documented. Work with the Historic Preservation Commission on those in the village, including views of the river and significant trees.</i></li> </ul>	<p>Selectmen/High</p> <p>TP/PB/Selectmen High</p> <p>CC/High</p>

Policies	Strategies	Responsibility/Priority
	<ul style="list-style-type: none"> <li>• Significant tracts of forestland 25 acres or greater. This would encourage responsible forest management plans. The committee could also send eligible landowners information on the Tree Growth Tax Program. The Conservation Commission could provide information about best forest management practices.</li> <li>• Land that may be suitable as a demonstration "town forest." This forest would be a working resource managed for revenue generation and would serve as a demonstration of sustainable forest management practices. It would also be a perpetual source of recreational use for townspeople and habitat for wildlife. The Town could use a local, managed forest as a source for lumber for town projects. One possible location might be on a portion of the Town-owned land behind the Community Center, the Morris Farm, and the Primary School. The parcel is large enough to accommodate a new school on a portion of the land while maintaining the majority as a town forest, if that is the will of the townspeople.</li> <li>• Prime agricultural soils, existing fields, and the parcels that may be appropriate to protect through the purchase or donation of conservation easements. <i>The easement holders may be the State (for example, the Land for Maine's Future fund) or private land trusts such the Maine Farmland Trust.</i></li> <li>• Steps the Town can take to assure that as much protected land as possible is accessible for public recreation and enjoyment through trails, and that trails link open spaces.</li> <li>• Consult <i>Beginning with Habitat</i> (BwH) program staff when drafting a town-wide open space plan.</li> <li>• The town should amend the subdivision ordinance to include provisions for an interconnected open space network. Over time this comprehensive approach to open space or cluster subdivisions can encourage the protection of contiguous open space that benefits wildlife by protecting larger blocks of habitat that are connected across the landscape.</li> </ul>	

Policies	Strategies	Responsibility/Priority
	<p><b>D. Public Education and Outreach.</b> Distribute and/or provide information to the public about Wiscasset's natural resources and how those resources can be protected.</p> <ul style="list-style-type: none"> <li>• Prepare and distribute information to well owners on the proper handling of waste oil, gasoline, solvents, battery acid, mercury switches, etc.</li> <li>• Advise landowners about the Tree Growth Tax Program and the Farm and Open Space Tax Program, as well as easements and other forms of protection;</li> <li>• Provide landowners with information on farmland protection programs, and best practices in forestry and agriculture that would support the survival of wildlife.</li> <li>• Educate farmers and townspeople about the Right to Farm Act – Section 2805 of the Nuisance Laws in Title 17 (Farm or Farm Operations Not a Nuisance), which can protect farmers from unfair nuisance complaints and also result in requirements for improving practices if farmers are <i>not</i> following the highest standards.</li> <li>• Provide information to the Planning Board about important open space areas to permit the most informed rulings by that body.</li> <li>• Conduct information and outreach effort to inform landowners of the value of riparian habitat, high value plant and animal habitats, and large undeveloped habitat blocks.</li> <li>• Create a local recognition or reward system for landowners who maintain open space and habitat protection.</li> </ul>	CEO/CC/High
<p><b>2. Soil and Water Quality.</b> Protect soil as well as water quality.</p>	<p><b>A. Shoreland Zoning Changes.</b> As required by law, amend the shoreland zoning sections of the ordinances to include in the Resource Protection District areas of two or more contiguous acres supporting wetland vegetation and hydric soils; areas of two or more contiguous acres with sustained slopes of 20 percent or greater; and areas along rivers and streams subject to severe bank erosion. Include on a new zoning map as many of these as are field-verified.</p>	TP/ORC/PB/Town Meeting/High

Policies	Strategies	Responsibility/Priority
	<p><b>B. Subdivision Changes.</b> Amend the subdivision ordinance to protect the areas described in 2.A., above.</p> <p><b>C. Performance Standards.</b> Amend performance standards in the site plan review ordinance to protect the areas described in 2.A., above.</p> <p><b>D. Access to Soils Map and Professional Expertise.</b> Take steps to ensure that the Planning Board has access to a soils map with overlays of the types of soils, as well as access to professional expertise.</p> <p><b>E. Steep Slopes Review.</b> Request technical assistance from the Knox-Lincoln Soil and Water Conservation District when undertaking a site review of land with a slope of 15 percent or greater.</p> <p><b>F. Road Construction and Maintenance.</b> Request technical assistance from the Knox-Lincoln Soil and Water Conservation District in the construction and maintenance of roads. Require appropriate members of the highway department to become DEP certified in erosion control. Focus on permanent road fixes in sensitive areas (e.g., chronic washouts adjacent to wetlands and stream crossings). The highway department should ensure that when building, replacing or maintaining culverts and other road crossing structures, they do not impede flows or up- or downstream movements of organisms or materials in brooks, streams and rivers (Maine Inland fisheries and Wildlife can be contacted for assistance).</p>	<p>TP/ORC/PB/Town Meeting/High</p> <p>TP/ORC/PB/Town Meeting/High</p> <p>TP/Town Manager/Ongoing</p> <p>PB/Ongoing</p> <p>RC/Ongoing</p>
<p><b>3. Wetlands.</b> Protect freshwater and coastal wetlands.</p>	<p><b>A. Shoreland Zoning - Freshwater Wetlands.</b> Amend the shoreland ordinance to comply with State laws and regulations. Take steps to ensure that wetlands are field-verified. The new zoning map should show all the freshwater wetlands greater than 20 acres and all the smaller freshwater wetlands that have been field-verified.</p> <p><b>B. Shoreland Zoning - Coastal Wetlands.</b> Amend the shoreland ordinance to comply with State laws and regulations. Take steps to ensure that wetlands are field-verified.</p>	<p>TP/ORC/PB/Town Meeting/High</p> <p>TP/ORC/PB/Town Meeting/High</p>

Policies	Strategies	Responsibility/Priority
	<p><b>C. National Resources Protection Act (NRPA) Requirements.</b> Require a project needing NRPA approval to meet NRPA requirements before issuing a building permit.</p> <p><b>D. Cumulative Impacts.</b> Amend the zoning ordinance to permit the Planning Board to consider the cumulative effect of wetland disturbances and to require that mitigation measures be taken, if needed. When revising ordinances, the town should gather information from the Maine State Planning Office model ordinances that address the cumulative loss of wetlands at the town level. Request BWH staff to assist future implementation committees in developing approaches for improved wetland protection.</p> <p><b>E. Wetland Boundaries.</b> Using maps as a guide, always require a site visit by a trained professional to verify the presence and real boundaries of a wetland.</p>	<p>TP/ORC/PB/CEO Town Meeting/High</p> <p>TP/ORC/PB/Town Meeting/High</p> <p>Planning Board/Ongoing</p>
<p><b>4. Surface Water.</b> Protect the quality and manage the quantity of Wiscasset's water resources including Gardiner Pond, streams and the Sheepscot River.</p>	<p><b>A. Enforcement.</b> Require the code enforcement officer to enforce the shoreline zoning ordinance and local ordinances pertaining to surface water as listed above, including special terms and conditions of state or local permits.</p> <p><i>The University of Maine's Cooperative Extension Service can provide information about invasive plants and how to deal with them.</i></p> <p><b>B. Neguasset Lake.</b> Participate in the on-going efforts initiated by the Neguasset Lake Stakeholders Group to protect the quality of Neguasset Lake. Work cooperatively with the Bath Water District in its efforts to review and educate landowners about the permitted uses in the watershed</p> <p><i>This discussion should include the future of the relationship between Wiscasset and the Bath Water District. Edgecomb's connection to Wiscasset's water lines intensifies the need for this discussion.</i></p> <p><b>C. Watersheds.</b> Recognize the impacts of all watershed tributaries to the overall water quality in the town. Develop an incentive program for</p>	<p>CEO/Selectmen/Ongoing</p> <p>Selectmen/Water District/High</p> <p>TP/ORC/PB/CC/Town Meeting/High</p>

Policies	Strategies	Responsibility/Priority
	<p>sourcewater protection improvements in watersheds, particularly along the shoreline. Encourage, participate and support local resource groups, such as the Volunteer Lake Monitoring Program and Neguasset Lake Sourcewater Steering Committee, to monitor water quality and address sources of phosphorus in the town's lake watershed. Educate residents in watersheds about potential impacts on water quality and opportunities to avoid these impacts.</p>	<p>TP/ORC/PB/Town Meeting/High</p>
	<p><b>D. Stream Protection District.</b> Add the entire length of Montsweag, Polly Clark, Ward and Neguasset brooks in Wiscasset to the Stream Protection District.</p> <p><i>Add the Stream Protection District to the zoning map. The Conservation Commission could provide the public with information about why riparian habitat and stream protection are important.</i></p>	<p>TP/ORC/PB/Town Meeting/High</p>
	<p><b>E. Gardiner Pond.</b> Amend the Shoreland Zoning, Site Plan Review and Subdivision ordinances by adopting stronger site development standards for development within the Gardiner Pond watershed.</p>	<p>TP/ORC/PB/Town Meeting/High</p>
	<p><b>F. Sheepscot River and Neguasset Lake Partnerships.</b> Create partnerships with all organizations interested in the future of the Sheepscot River. Continue to participate in the ongoing efforts of the Neguasset Lake Stakeholders Group.</p>	<p>CC/Medium</p>
	<p><b>G. Stormwater Management.</b> Monitor condition of the stormwater drainage system in the village. Maintain good infrastructure and plan for the repair of replacement of sections that are faulty. Learn new DEP rules for stormwater management and be sure that Wiscasset's system complies.</p>	<p>RC/CEO/Ongoing</p>
	<p><b>H. Conservation Easements.</b> Encourage the creation of conservation easements for sensitive streamside areas.</p>	<p>CC/Selectmen/Medium</p>
	<p><b>I. Phosphorus Control.</b> The town should amend the subdivision and site plan review ordinances to ensure that new development located in lake</p>	<p>TP/ORC/PB/Town Meeting/High</p>

Policies	Strategies	Responsibility/Priority
<p><b>5. Groundwater.</b> Protect ground water resources.</p>	<p><b>J. Public Access to Waterways.</b> Planning efforts should include ways for public water access. The town should seek to create cooperative agreements for access with private landowners and protect as much public land as financially feasible.</p>	<p>CC/Selectmen/Medium</p>
	<p><b>A. State Law Dissemination.</b> Disseminate information on the Department of Environmental Protection's best management practices and enforce existing laws, including the Maine State Plumbing Code and Wiscasset's recently adopted Automobile Junkyards, Automobile Graveyards, and Automobile Recycling Businesses Ordinance (known more simply as the junkyard ordinance).</p> <p><b>B. Junkyard Ordinance.</b> Update the junkyard ordinance to reflect new standards and methods as they become available, for example, best practices of disposal of mercury-containing instruments.</p> <p><b>C. Community Well Review.</b> Require that any new community well in a mobile home park, campground or subdivision, be reviewed carefully to assure adequacy of groundwater and that the recharge area is provided with adequate land use controls.</p> <p><b>D. Public Education.</b> See Natural Resources section of Goals, Policies and Strategies, I.D., p. 11-13.</p>	<p>Code Enforcement Officer/Ongoing</p> <p>TP/ORC/PB/Town Meeting/High</p> <p>PB/Ongoing</p>

Policies	Strategies	Responsibility/Priority
<p><b>6. Wildlife and Unique Natural Areas.</b> Protect wildlife and unique natural areas.</p>	<p><b>A. Permit by Rule Requirement.</b> To enhance the enforcement of NRPA, require that a developer submit a DEP permit (or "permit by rule") as a condition for receiving a building permit or subdivision permit in a sensitive wildlife or unique natural area.</p> <p><b>B. Habitat Mapping.</b> As required by law, map the following as part of the Resource Protection District if they exist within the 250-foot shoreland zone and are undeveloped; areas adjacent to freshwater wetlands, salt marshes, and salt meadows which are rated as moderate or high value for waterfowl habitat by IF&amp;W. Keep in the Marguerite Rafter Map Room the maps from the state's BWH program. As information is field-verified, map other important wildlife, fisheries, and plant habitat.</p> <p><i>Town officials, developers, and private citizens should refer to these maps for information about habitat and unique natural areas. Town staff may advise applicants to contact BWH program if the code enforcement officer or planning board feels that a project may have implications for significant habitat or unique natural areas.</i></p> <p><b>C. Public Education.</b> See the Natural Resources section of Goals, Policies and Strategies, 1.D., p. 11-13.</p> <p><b>D. Open Space Plan.</b> See the Natural Resources section of Goals, Policies and Strategies, 1.C., p. 11-12</p> <p><b>E. Bald Eagle Essential Habitat.</b> Amend ordinances to provide standards requiring landowners who develop property within a bald eagle essential habitat to secure applicable Maine Department of Inland Fisheries and Wildlife approvals before town development applications can be approved.</p> <p><b>F. Two Areas of Statewide Ecological Significance.</b> Amend subdivision, site plan review, shoreland zoning, and other local ordinances to protect both inland and water habitats and resources. Require provisions in local ordinances for a botanical review by biologists at Maine Natural Areas</p>	<p>TP/ORC/PB/Town Meeting/High</p> <p>TP/CC/Ongoing</p> <p>CC/Ongoing</p> <p>TP/CEO/PB/Town Meeting/High</p> <p>TP/CEO/PB/Town Meeting/High</p>

Policies	Strategies	Responsibility/Priority
	<p>Program when a proposal potentially conflicts with a mapped resource.</p> <p><b>G. Outstanding River Segment.</b> Amend subdivision ordinance to include state statute standards regulating subdivisions within the Outstanding River Segment.</p> <p><b>H. Conservation Easements.</b> Encourage the creation of conservation easements or fee ownership to protect wildlife, habitats and other sensitive natural areas. See Public Facilities and Services section of Goals, Policies and Strategies, 1.B.</p> <p><b>J. Riparian Habitats.</b> Review of development located within riparian habitats must be thorough. To ensure long-term protection of these habitats, the town should consider increasing the state minimum distance between a waterway and development.</p>	<p>TP/CEO/PB/Town Meeting/High</p> <p>CC/Selectmen/Medium</p> <p>TP/CEO/ORC/PB/Town Meeting/High</p>
<p><b>7. Scenic Resources.</b> Protect scenic resources.</p>	<p><b>A. Identification of Scenic Features and Views.</b> Through an organized process, identify, document, and prioritize the scenic features and views that townspeople value. Involve representatives of the Planning Board, the Conservation Commission and Historic Preservation Commission. Maintain “scenic road” designation for Dickinson Road and consider similar designation for other features of the town.</p> <p><i>The starting place for this process could be the photo survey included in the 1989 Comprehensive Plan; the Proposed Special Areas Map made for that plan; the list of favorite places that townspeople created at the visioning session in March 2004; the Beginning with Habitat map of natural resources; and the map of the Historic District.</i></p> <p><b>B. Protection of Scenic Resources.</b> After scenic features and views have been identified, strategies should be enacted for protecting these areas.</p>	<p>TP/CC/HPC/High</p> <p>TP/CC/HPC/High</p>

Policies	Strategies	Responsibility/Priority
<p><b>8. Farmland.</b> Preserve existing farmland as well as land with prime agricultural soils so that the town may benefit from the economic, recreational, wildlife, aesthetic, and cultural value of this type of land</p>	<p><b>A. Preservation Strategies.</b> Research strategies other towns have used to involve the private sector in purchasing development rights or transferring those rights from agricultural land to parts of town slated for growth. (Tax moneys need not be involved.)</p> <p><b>B. Farm Stands.</b> Support local farming by continuing to permit farm stands, as long as they are safely located and do not impede vehicular traffic; pick-your-own operations; and greenhouses.</p> <p><i>An alternative or additional strategy would be to create an area in town with adequate parking for seasonal vendors.</i></p> <p><b>C. Marketing.</b> Aid Wiscasset farms in marketing by promoting them on the town's Web site and inviting them to sell their farm products at town events.</p> <p><b>D. Inclusion in Economic Considerations.</b> Keep farming enterprises in the town's ongoing discussions of economic development.</p> <p><b>E. The Morris Farm.</b> Continue the supportive relationship between the Morris Farm and the schools, such as the after school program, through which children learn about farming and related natural-resources issues.</p> <p><b>F. Buffer Strips.</b> To avoid conflicts between uses, amend the Land Use Ordinance to require buffers in any plan for residential or commercial uses abutting a farm.</p> <p><i>Land for buffers should be taken from the parcel slated for new development. New farms would be responsible for providing the required buffers. The ordinance language should include clear definitions of what</i></p>	<p>TP/ORC/PB/Town Meeting/High</p> <p>CC/Ongoing</p> <p>TP/ORC/PB/Town Meeting/High</p> <p>EDD/Ongoing</p> <p>EDD/Ongoing</p> <p>School Department/Ongoing</p> <p>TP/ORC/PB/Town Meeting/High</p>

Policies	Strategies	Responsibility/Priority
<p><b>9. Forests.</b> Maintain sufficient acres of forest land to support the use of forests as a working resource, to provide wildlife habitat, to help protect water quality and to offer recreational opportunities</p>	<p><i>constitutes a "farm," a "buffer," and "new development."</i></p> <p><b>G. Public Education.</b> See Natural Resources section of Goals Policies and Strategies, 1.D., p.11-13.</p> <p><b>H. Open Space Plan.</b> See the Natural Resources section of Goals, Policies and Strategies, 1.C., pp 11-12 and 11-13.</p>	<p>CC/HPC</p> <p>CC/HPC</p> <p>CC/School Department/ Medium</p>
	<p><b>A. K-12 Education.</b> Encourage the Wiscasset School District to include in its K-12 curriculum the teaching of the importance of woodlands.</p> <p><i>The town forest and the neighboring Sorthwell Memorial Forest would be an outdoor classroom for this aspect of the curriculum.</i></p> <p><b>B. Forest Management Plan.</b> Require a forest management plan for those forest lands that are set aside as open space in a cluster housing or conservation subdivision.</p> <p><b>C. Public Education.</b> See the Natural Resources section of Goals, Policies and Strategies, 1.D., p. 11-13.</p> <p><b>D. Open Space Plan.</b> See the Natural Resources section of Goals, Policies and Strategies, 1.C., pp 11-12 and 11-13.</p>	<p>CC</p> <p>CC</p> <p>CC</p>
<p><b>10. Marine Resources.</b> Protect Wiscasset's marine resources industry, port and harbor from incompatible development and promote access to the shore for commercial fisherman and the public.</p>	<p><b>A. Monitoring.</b> Oversee the monitoring of water quality regularly and present an annual report to the selectmen about the health of the town's marine resources.</p> <p><i>The committee would establish criteria for water testing and coordinate with and disseminate information to other organizations collecting information.</i></p> <p><b>B. Shoreland Zoning Standards.</b> Tighten performance standards in the shoreland zoning district to minimize non-point source pollution. This includes the river itself and the streams that feed into it.</p>	<p>WC/Ongoing</p> <p>TP/ORC/PB/Town Meeting/High</p>

Policies	Strategies	Responsibility/Priority
	<p><b>C. Septic System Monitoring.</b> Establish a monitoring/inspection procedure for septic systems close to the river.</p> <p><b>D. Overboard Discharge Prohibition.</b> Amend town ordinances to include the overboard discharge of waste into the harbor as a prohibited pollutant.</p> <p><b>E. Birch Point and Ferry Roads.</b> Stay actively involved in discussions about the development of Birch Point and Ferry Road properties to assure that development permits continued public access and does not adversely impact marine resources.</p> <p><b>F. White's Island.</b> The Town should also work with the owner of White's Island to establish a reasonable solution to public access there. If White's Island ever became available for purchase, the Town should purchase it.</p> <p><b>G. Invasive Plants and Species.</b> Stay abreast of information pertaining to the infiltration of Wiscasset waters by invasive plants and species and take the necessary steps for protection or remedy.</p> <p><b>H. Snow Dump Effects.</b> Stay abreast of information pertaining to the effect on marine species of dumping salted snow into the river causing possible elevated salinity in the late winter and early spring, and take necessary steps for protection or remedy.</p> <p><b>I. Light Pollution.</b> Address, through performance standards in the Resource Protection District, the potential for light pollution around the waterfront and along the shoreline.</p>	<p>Plumbing Inspector/ High</p> <p>TP/ORC/PB/Town Meeting/High</p> <p>WC/Ongoing</p> <p>TP/Town Meeting/High</p> <p>Harbor Master/ Ongoing</p> <p>CC/Low</p> <p>TP/ORC/PB/Town Meeting/High</p>

## PUBLIC FACILITIES AND SERVICES

### Goals

1. Plan for, finance and develop an efficient system of public facilities to accommodate growth and development.
2. Maintain Wisconsin's public facilities and services, and make needed improvements where feasible.
3. Foster public/private partnerships in achieving these goals.

Policies	Strategies	Responsibility/Priority
<p><b>1. General.</b> Plan for the public facility needs of the community on a long-range basis.</p>	<p><b>A. Budget Review Committee.</b> Continue to use the Budget Review Committee to review the budget prepared by Town officials.</p> <p><b>B. Capital improvements plan.</b> Annually review and update a capital improvements plan for financing the maintenance, repair and/or improvement of public facilities. Prioritize needs and indicate how capital needs from the previous year's plan have been met.</p> <p><i>A capital improvements plan (CIP) is an effective way to set priorities for public facilities and to budget for them. A CIP process looks at all of the major capital facility needs of the community and the ability of the town to pay for them. It then sets priorities for capital expenditures. Items to be considered for inclusion in a CIP are:</i></p> <ul style="list-style-type: none"> <li>• <i>Fire and police services</i></li> <li>• <i>Solid waste facilities</i></li> <li>• <i>Town docks and wharfs</i></li> <li>• <i>School facilities</i></li> <li>• <i>Park and recreation facilities</i></li> <li>• <i>Roads and sidewalks</i></li> </ul> <p>Land bank account to be added to annually and spent according to a specific set of guidelines for the acquisition of land and open space.</p> <p><i>A long-range CIP anticipates major expenditures and provides greater flexibility in the timing of them.</i></p>	<p>Selectmen/Town Meeting/ High/Ongoing</p> <p>Budget Committee/ Selectmen/High Ongoing</p>

Policies	Strategies	Responsibility/Priority
	<p><b>C. Capital reserve accounts.</b> Develop a written standing policy on the use of reserve accounts to fund at least a portion of major capital projects and for equipment replacement.</p> <p><b>D. State Budget.</b> Continually review the State budget and its implications for Wiscasset.</p> <p><b>E. Regionalization.</b> Continue to explore opportunities for the regionalization of services that will save money and better serve the citizens of Wiscasset.</p>	<p>Budget Committee/Town Meeting/Selectmen/Ongoing Town Meeting/Selectmen/Medium/Ongoing</p> <p>Selectmen/High/Ongoing</p>
<p><b>2. Emergency Services.</b> Ensure that Wiscasset maintains a high level of emergency response services.</p>	<p><b>A. Fire, Rescue and Ambulance.</b> Annually review Wiscasset's fire, rescue and ambulance capabilities in light of changing population levels, changing homeland security needs and financial constraints, and make budget adjustments as necessary.</p> <p><b>B. Mutual Aid.</b> Continue to participate in mutual aid agreements with other communities and develop written mutual aid criteria.</p> <p><b>C. Police Protection.</b> Annually review Wiscasset's police protection capabilities, the growth in demand for services, and make recommendations to the Town as necessary.</p>	<p>Fire Chief/Budget Committee/Selectmen/High/Ongoing</p> <p>Fire Department/Selectmen High/Ongoing</p> <p>Police Chief/ Budget Committee/ Selectmen/High/Ongoing</p>
<p><b>3. Water Supply.</b> Provide public water to the community on an on-going basis.</p>	<p><b>A. Coordination.</b> Continue to work with the Wiscasset Water District to ensure that the public water supply system continues to meet the growing needs of the community.</p> <p><b>B. Upgrades Necessitated by Development.</b> Amend local ordinances, where necessary, to ensure that water system upgrades necessitated by new development are paid for by new development.</p>	<p>Selectmen/Medium/Ongoing</p> <p>TP/ORC/PB/Town Meeting/High</p>
<p><b>4. Public Sewer.</b> Provide for cost-effective sanitary sewer services.</p>	<p><b>A. Expansion of Services.</b> Utilize the excess capacity in the sewage treatment plant by extending services to town "growth areas," then to adjacent communities, where practical and cost effective.</p>	<p>Selectmen/Town Meeting/Medium/Ongoing</p>

Policies	Strategies	Responsibility/Priority
	<p><b>B. Upgrades Necessitated by Development.</b> Work with developers to ensure that sanitary system improvements necessitated by new development are paid for by developers. Amend local ordinances, where necessary, to clarify the fact that developers are responsible for such improvements.</p> <p><b>C. User Fees, Connection Fees.</b> Continue to support the operation and maintenance of the sanitary sewer system through user fees and connection fees.</p>	<p>TP/ORC/PB/Town Meeting/High</p> <p>Selectmen/Town Meeting/High/Ongoing</p>
<p><b>5. Solid Waste.</b> Continue to plan for and provide an efficient system of solid waste disposal.</p>	<p><b>A. Transfer Station.</b> Continue to operate the transfer station for the benefit of Wiscasset's residents and businesses. Encourage residents to recycle to the maximum extent possible. Evaluate single stream recycling.</p>	<p>Selectmen/Medium/Ongoing</p>
<p><b>6. Library.</b> Continue to support library services for the residents of Wiscasset</p>	<p><b>A. Library Support.</b> Continue to support the Wiscasset Public Library on an annual basis.</p>	<p>Town Meeting/Medium Ongoing</p>
<p><b>7. School System.</b> Ensure that students from Wiscasset receive a cost effective, quality education.</p>	<p><b>A. School Efficiency.</b> Continue to meet with the School Department to explore ways that the Department can contain costs. Encourage the School Department to continue accepting tuition students.</p>	<p>Selectmen/High/Ongoing</p>
<p><b>8. Public Works/Highway Department.</b> Provide for the maintenance of the Town's roads, ditches, sidewalks, stormwater management systems and lands in a cost effective manner.</p>	<p><b>A. Capital Plan.</b> As part of the capital improvement program, prepare and annually update a plan for improving roads, sidewalks, stormwater management systems and other Town properties.</p> <p><b>B. Private Contractors.</b> As the Town grows, consider using private contractors to meet some of the public works needs of the community.</p> <p><b>C. Stormwater Management.</b> Require developers to create and adhere</p>	<p>Road Commissioner/Town Manager/Selectmen/High/Ongoing</p> <p>Selectmen/Low/Ongoing</p> <p>ORC/PB/CC/Ongoing</p>

Policies	Strategies	Responsibility/Priority
	<p>to a viable and acceptable stormwater and erosion control management plan. Biannually review stormwater and erosion control technologies and revise ordinances to reflect improved management system.</p> <p><b>D. DEP Certification.</b> Require appropriate members of the highway department to become DEP certified in erosion control to help reduce input of sediment and phosphorus to waterbodies from town roads.</p>	<p>Road Commissioner/ Ongoing</p>

## RECREATION

### Goals

1. Encourage the development and maintenance of recreational facilities and opportunities to meet the needs of residents and visitors.
2. Take into consideration impacts to surrounding land uses, critical areas, and significant natural, scenic, historic, or cultural features when undertaking park and recreation planning and development.
3. Encourage coordination of state and local recreational planning.
4. Promote and protect the availability of outdoor recreational opportunities for the Town residents, including access to surface waters.
5. Promote and protect the Town's marine resources including boating, fishing and harbor fronts.

Policies	Strategies	Responsibility/Priority
<p><b>1. Planning.</b> Support the development of park and recreational planning.</p>	<p><b>A. Recreation Plan.</b> Develop a comprehensive recreational plan for the Town that includes, but is not limited to, existing facilities, regional involvement, Town-owned land, and an inventory of needs that could include waterfront activities, activity fields, special use facilities (skate parks), community center, trails, funding mechanisms, construction, maintenance and operations for presentation to the Selectmen.</p> <ul style="list-style-type: none"> <li>• Support the maintenance of winter and off-season recreational and cultural events, and encourage the development of additional recreational and cultural opportunities.</li> </ul>	<p>Recreation Department/TP/High</p>

Policies	Strategies	Responsibility/Priority
	<ul style="list-style-type: none"> <li>• Encourage public access to shoreline areas in the development and maintenance of park and recreational opportunities, where consistent with the protection of critical areas.</li> <li>• Consider aesthetic quality as an important element in the design and development of recreation facilities.</li> <li>• Consider compatibility with adjacent land uses and the adequacy of infrastructure in the development and expansion of recreational facilities.</li> <li>• Coordinate with private and public park and recreation purveyors to determine the actual recreation demand and scope of needed facilities for Wiscasset and adjacent communities.</li> <li>• Include regional recreational considerations in the plan's development.</li> </ul>	
<p><b>2. Underutilization Study.</b> Prepare a comprehensive study of existing underutilized public rights of way, easements and parcel's of land.</p>	<p><b>A. Right of Way/Easement Study.</b> Prepare a comprehensive study, for presentation to the Selectmen, of existing and underutilized public rights of way, easements and public/private parcels of land. Assess the potential for public benefit through the following steps:</p> <ul style="list-style-type: none"> <li>• Identify all undeveloped or underutilized Town-owned and private right of ways, easements and parcels of land and determine ownership status.</li> <li>• Establish criteria to evaluate public benefit including at a minimum, water access, park stings, trails, view corridors, resale or exchange, open space, critical areas, utility purposes, and property access streets.</li> <li>• Assess each site's value using criteria established above to determine value for use.</li> <li>• Develop and encourage the implementation of a plan for use of each site.</li> </ul>	<p>Recreation Department/TP/Medium</p>
<p><b>3. Multiple Seasons and Use.</b> Encourage park and recreational facilities to be designed for multiple uses and seasons, where feasible.</p>	<p><b>A. Town/School Coordination.</b> Continue the Town's relationship with the Wiscasset School District and utilize each other's recreational assets to greater mutual development.</p> <p><b>B. Zoning Standards.</b> Develop standards in the Zoning Ordinance that</p>	<p>Recreation Department/ Superintendent/Ongoing TP/ORC/PB/Town</p>

Policies	Strategies	Responsibility/Priority
	<p>encourage the establishment of park facilities for all major subdivisions.</p> <p><b>C. Brochure.</b> Create a brochure outlining all recreational facilities available for public access in Wiscasset.</p>	<p>Meeting/High</p> <p>Recreation Department/High</p>
<p><b>4. Funding.</b> Pursue private, state and federal grants to be used for recreational facilities, and make a special effort to seek funds for the development of a bike/walking trail system.</p>	<p><b>A. Funding for Bicycle Pedestrian Trail.</b> Apply for state and federal funds for the development of a bike/pedestrian trail system.</p> <p><b>B. Yearly Budget.</b> Include the Town's yearly budget funds dedicated for not only the maintenance but also the improvement of the Town's recreational facilities.</p>	<p>EDD/Recreation Department/High</p> <p>Selectmen/Budget Committee/Recreation Department/Town/Ongoing</p>
<p><b>5. Coordination.</b> Work in cooperation with land-owners and private recreational organizations such as snowmobile clubs in order to improve the current recreational facilities.</p>	<p><b>A. Landowner Coordination.</b> Encourage the continued use of lands for agriculture, woodlands and outdoor recreation through incentives to property owners to maintain the lands' open status, including current use assessment, conservation easements, and preferential tax programs. Use the new open space plan as a guide.</p>	<p>CC/Recreation Department/Ongoing</p>

# TRANSPORTATION

## Goals

1. Establish an efficient, safe and environmentally sensitive road system that supports the community and the economy, while protecting Wiscasset's key assets.
2. Cooperate with neighboring communities on transportation issues that transcend town borders.
3. Diversify transportation options.
4. Promote a planning program that improves and maintains the town's infrastructure including roads and sidewalks.

Policies	Strategies	Responsibility/Priority
<p><b>1. Village Vitality.</b> Restore the vitality of the village while protecting the town's key cultural, environmental, recreational, and scenic assets.</p>	<p><b>A. Main Street Through Traffic.</b> Continue to work with the Maine Department of Transportation (MDOT) to remove through traffic from Main Street:</p> <ul style="list-style-type: none"> <li>• Continue to support the Route One bypass of the village that prohibits access to residential and commercial development along the route.</li> <li>• Encourage access where the bypass crosses Routes 27 and 218.</li> <li>• Request traffic signals at the Bath /Gardiner roads and Main /Federal streets intersections to facilitate left turns and create gaps in traffic.</li> <li>• Request the MDOT to fulfill its promise to put "smart signs" to use on routes I-295 and I-95.</li> <li>• If a bypass doesn't appear likely within a reasonable period of time, consider building a local road to connect Old Bath Road to Bradford Road to better serve local traffic.</li> </ul> <p><b>B. When a Bypass is Definite.</b> When a bypass is definite, influence the design process in order to enhance the village and town:</p> <ul style="list-style-type: none"> <li>• Request that MDOT take every possible measure to soften the impact of noise and lighting, drop the road in elevation, use berms for visual and sound barriers, and use generous and appropriate landscaping adjacent to the new road in order to make it as attractive as possible.</li> </ul>	<p>TC/Selectmen/Ongoing</p> <p>TC/Selectmen/Medium</p>



Policies	Strategies	Responsibility/Priority
	<p>railroad tracks in order to create a waterfront esplanade from the Main Street Pier to the Memorial Pier.</p> <ul style="list-style-type: none"> <li>Restore the recently discontinued old Wiscasset tradition of closing Bradbury Street from High Street to Summer Street during the snowiest months for public sledding and sliding.</li> </ul> <p><b>E. Road Maintenance Plan.</b> Develop a complete road surface management plan to direct the overall maintenance and improvements of the town's road system and to include provisions that requires that any replacement or installation of stream and wetland crossing structures be sized to best accommodate aquatic invertebrate, fish and riparian wildlife travel. This plan will enable the town to maintain the majority of its roads in fair condition, address potential road impacts to water quality, and make the most cost effective use of its road improvement budget.</p> <p><b>F. Regional Bus Service.</b> In consideration of the aging population and increased cost of fuel, encourage a plan that includes the investigation of a year-round bus service as part of Gateway 1.</p>	<p>RC/Town Manager/ High</p> <p>TC/High</p>
<p><b>2. Diversification.</b> Diversify transportation options.</p>	<p><b>A. Passenger Train Service.</b> Encourage MDTOT to bring passenger train service to Wiscasset and</p> <ul style="list-style-type: none"> <li>Work with MDTOT to build a seasonal, in-town train station/platform.</li> <li>Work with MDTOT to build a year-round commuter train station near the airport.</li> </ul> <p><b>B. Rail Freight.</b> Expand rail freight service to Wiscasset through marketing.</p> <ul style="list-style-type: none"> <li>Consider building a freight station south of town, close to the airport, Ferry Road Technology Park, and Route 1 at the commuter train station (see 2<sup>nd</sup> bullet under 2A. above).</li> </ul> <p><b>C. Water Access.</b> Support and improve water access to Wiscasset (See the Economy section of Goals, Policies and Strategies, 1.A. through 1.H., pp.</p>	<p>TC/Selectmen/Town Meeting/Medium</p> <p>EDD/Selectmen/Town Meeting/Medium</p> <p>WC/Selectmen/Town Meeting/High</p>

Policies	Strategies	Responsibility/Priority
	<p>11-7 through 11-8.)</p> <ul style="list-style-type: none"> <li>• Support the proposal of a marina on the harbor as long as it does not threaten local fishing, the environmental quality of the river, and the quiet and darkness of the village at night.</li> <li>• Lengthen Memorial Pier to accommodate cruise ships.</li> <li>• Contact and invite “pocket cruisers” to schedule stops.</li> </ul> <p><b>D. Airport.</b> Expand the airport. See Economy Section of Goals, Policies and Strategies, 5.A. through 5.D., p.11-12.</p> <ul style="list-style-type: none"> <li>• Develop a zoning ordinance that will protect existing and future development of the airport.</li> <li>• Plan for and seek funds to: <ul style="list-style-type: none"> <li>◦ lengthen the runway.</li> <li>◦ build a commuter/freight station near the airport.</li> <li>◦ encourage aviation service businesses near the airport.</li> <li>◦ increase hanger space.</li> <li>◦ expand aprons.</li> <li>◦ build a new terminal.</li> </ul> </li> </ul> <p><b>E. Intermodal Connections.</b> Create intermodal connections.</p> <ul style="list-style-type: none"> <li>• Contact the operator of the bus service to add a stop at the in-town train station at appropriate times.</li> <li>• Work with MDOT to create a tourist season bus service connecting Wiscasset station to the Boothbay Region.</li> <li>• Consider a seasonal ferry/water taxi terminal near in-town train station.</li> </ul>	<p>Town Manager/ Selectmen/Low</p>
<p><b>3. Economic Development.</b> Encourage economic development.</p>	<p><b>A. Bath Road.</b> Make Bath Road conducive to commercial development.</p> <ul style="list-style-type: none"> <li>• See the Economy Section of Goals, Policies and Strategies, 3.A. and</li> </ul>	<p>EDD/Selectmen/Town Manager/High</p>

Policies	Strategies	Responsibility/Priority
	<p>3.B., pp. 11-8 through 11-9.</p> <ul style="list-style-type: none"> <li>• Explore moving the southern end of the bypass farther south of the historic district.</li> <li>• Encourage MDOT to remove the arterial designation from any portion of Bath Road that is bypassed in order to create a business Route 1 similar to Damariscotta.</li> </ul> <p><b>B. Ferry Road Technology Park.</b> Work with MDOT to relocate Route 144 to provide more direct access to Westport Island and serve the Ferry Road Technology Park.</p>	<p>EDD/Selectmen/Town Manager/High</p>
<p><b>4. Regional Solutions.</b> Encourage regional solutions to common problems.</p>	<p><b>A. Midcoast Partnership.</b> Create a partnership among neighboring towns to face shared transportation challenges and find joint solutions that do not harm the midcoast region's small-town, rural character and environmental assets.</p> <ul style="list-style-type: none"> <li>• Ensure that at least one member from the Transportation Committee participates in regional transportation committees or studies.</li> <li>• Encourage a countywide cooperative effort to identify and set priorities for transportation improvement projects, especially those that are identified in growth areas.</li> </ul>	<p>EDD/Selectmen/Town Manager/High</p>

## 12. FUTURE LAND USE PLAN

### Introduction to the Future Land Use Plan

The Future Land Use Plan is an overall view of the town and how it will grow, based on the Goals, Policies and Strategies from the previous chapter. The Future Land Use Plan corresponds to the Future Land Use Map. While these are not zoning instruments, they will become the basis for a zoning map and new ordinances.

The four overarching goals for Wiscasset's future land use are these:

1. Provide for orderly growth and development in appropriate areas of the town.
2. Maintain the maritime, historic, cultural and rural character of the town.
3. Build up the tax base while promoting the maritime, historic, cultural and rural character of the town.
4. Preserve natural resources, including but not limited to ground and surface water quality, fisheries and other wildlife habitat, forest and farmland, and scenic views.

The Future Land Use Plan divides the town into five geographic sectors:

- A. The Historic Village and Harbor Neighborhood
- B. The Northeastern Neighborhood
- C. The Northwestern Neighborhood
- D. The Southern Neighborhood
- E. The Route 1 Corridor

Within each sector, there are proposed zoning districts that will guide future land use policies and ordinances. In addition, as required by the State of Maine, the Comprehensive Plan establishes Growth Areas where appropriate development is encouraged through land use policies and ordinances and Rural Areas where incompatible development is discouraged through land use policies and ordinances.

Maine's Mandatory Shoreland Zoning Act mandates that towns protect certain waters and the lands around them by creating different kinds of shoreland zones. While those do not appear on the Future Land Use Map, Wiscasset will comply with the Shoreland Zoning Act by creating appropriate designations for critical water-related resources in each applicable district.

## Strategies from other chapters of this plan

*The following strategies in other chapters of the Comprehensive Plan are among those that are relevant to the Future Land Use Plan:*

### Housing:

- 2.A. Rural 2 District
- 2.B. Neighborhood Overlay District

### Economy:

- 1.A. Waterfront Catalyst
- 2.A. Historic Preservation Ordinance

- 3.A. Access Management Rules
- 3.B. Bath Road Master Plan
- 3.C. Bath Road Zoning Districts
- 4.A. Commercial Zones
- 4.B. Standards

- 4.C. Smaller Commercial Complexes
- 4.D. Performance/Design Standards

### Recreation:

- 3.B. Zoning Standards

### Natural Resources:

- 1.B. Zoning Map
- 1.C. Open Space Plan
- 2.A. Shoreland Zoning Changes
- 2.B. Subdivision Changes

- 2.C. Performance Standards
- 3.A. Shoreland Zoning-Freshwater Wetlands
- 3.B. Shoreland Zoning-Freshwater Wetlands
- 4.A. Permitted Watershed Uses (for Nequasset Lake)
- 7.A.-D., Scenic Resources
- 8.F. Buffer Strips (for farms)

### Historical and Archeological Resources:

- 1.C. Forum on Historic Preservation Ordinance
- 1.E. Local Ordinances

## FUTURE LAND USE PLAN

### Goals

1. Provide for orderly growth and development in appropriate areas of the community.
2. Preserve the maritime, historic cultural and rural character of the Town.
3. Build up the tax base while promoting the maritime, historic cultural and rural character of the Town.
4. Preserve natural resources, scenic views, groundwater, and the quality of the water of Nequasset Lake and ground and stream water quality in the Nequasset Watershed.

Policies	Strategies	Responsibilities/Date
<p><b>1. Growth and Rural Areas.</b> Establish growth and rural areas by geographic area.</p> <p>Note: In addition to the districts recommended by these strategies, some areas will also be subject to shoreland zoning requirements.</p> <p><b>Growth Districts:</b></p> <ul style="list-style-type: none"> <li>Village 1</li> <li>Village 2</li> <li>Village Waterfront</li> <li>Residential</li> <li>Rural Commercial/Industrial</li> <li>Airport</li> <li>Commercial/Industrial Planned Development</li> <li>Route 1 Corridor</li> <li>Shoreland Business Overlay</li> <li>II/Marine</li> </ul> <p><b>Rural Districts</b></p> <ul style="list-style-type: none"> <li>Rural 1</li> <li>Rural 2</li> </ul>	<p><b>A. The Historic Village and Harbor Neighborhood</b></p> <p><b>Vision/Goal.</b> This area defines Wiscasset for residents and tourists, alike. All new development should honor and be consistent with the historic character of the town and the scale of existing streets. People hope to see:</p> <ul style="list-style-type: none"> <li>• A thriving waterfront offering a variety of public uses, events on waterfront, a covered area, and common gathering areas; a strong working waterfront, active commercial fishing;</li> <li>• When the bypass and a downtown train station are built, this area can become a prime destination area for tourists, who could arrive by train, boat or on foot, walking or being shuttled from nearby parking lots;</li> <li>• A thriving downtown, more diversity of businesses, serving residents as well as tourists. A mixed-use concept, permitting apartments above storefronts, and incorporating other tourist attractions such as an historic museum. Creative use of the Mason Station, in keeping with the character of the village waterfront.</li> </ul> <p><b>The Future Plan</b> (See the Future Land Use Map.)</p> <ul style="list-style-type: none"> <li>• <b>Village 1 District</b></li> </ul> <p><b>Purpose:</b> The intent of the V-1 District is to provide a mixed-use area that allows for residential and nonresidential uses, conversion of residences to low-impact nonresidential uses, multifamily conversions, and a visual style in conformance with the Historic Preservation Ordinance and the character of Wiscasset Village.</p> <p><b>Suggested Uses:</b> Residential (single family, 2-family, multi-family), home occupations, institutional (for example: churches, schools, medical, public), small-scale commercial (for example: restaurants, retail, services, and offices).</p>	<p>TP/ORC/PB/Town Meeting/High</p>

**Requirements:** No minimum lot size restrictions, structures in keeping with the style and scale of the village.

- **Village 2 District**

**Purpose:** The intent of the V-2 district is to provide a residential area with easy pedestrian access to the village. The area is meant to be restricted to residential uses and a limited number of non-residential uses that foster the village's character. The district discourages those uses or standards that are not in keeping with the architectural and historic quality of the village.

**Suggested Uses:** Residential (single-family, 2-family, multi-family), home occupations, institutional (for example: churches, schools, public uses, consistent with the character and scale of the village).

**Requirements:** Minimum of 1 acre with subsurface wastewater disposal; 20,000 square feet with public water and sewer.

- **Village Waterfront District**

**Purpose:** The VW district is intended to shape Wiscasset's waterfront gateway into a vibrant center characterized by water-oriented uses and a mixture of housing, office and retail uses. Development and design standards shall complement the existing characteristics of the village and create a pedestrian-friendly environment and an enhanced community image.

**Suggested Uses:** Residential, home occupations, small-scale commercial (for example: restaurants, marinas and boatyards, small retail shops).

**Requirements:** No minimum lot size or setback, but restrictions established that specify size and height limits for commercial, minimum

floor area ratios for residential, design standards to ensure and require compatibility with the scale and character of the village.

- **Historic Overlay District**

**Purpose:** The intent of the HO District is to provide a means for the Town to formally recognize and protect its historic, cultural and architectural resources. Recognition of historical landmarks helps preserve the heritage of the Town. The regulations of the HO District supplement the regulations of the underlying zoning district.

**Suggested Uses:** See underlying zoning district.

**Requirements:** See underlying zoning district.

The Historic Preservation Commission (recommended in this plan) should require that in the Historic Village Overlay District, any major alteration to exterior, new construction or demolition be subject to a “Certificate of Appropriateness” in accordance with the Historic Preservation Ordinance (which is also recommended by this plan).

## **B. The Northeastern Neighborhood**

**Vision/Goal.** The vision for this area is to permit low-density residential development and encourage open space, while permitting limited areas of commercial development. This is a suitable area for open space development to combat sprawl (see explanation of open space subdivision or development on next page). Retain the rural character through large lot zoning. Develop recreational trails. Home occupations would continue to be permitted. Maintain forested roadside along Route 27 northwest of Dorr Road by requiring buffers for commercial development and subdivisions. Comments from the public visioning session included:

- Polly Clark Brook, Clark’s Point and Upper Sheepscoot have been listed as important visual and natural assets.
- Middle School could be converted to elderly housing, current Deer

- Ridge Housing could be expanded;
- The race track could be made more community-friendly; noise could be better managed. There is the possibility of creating a small commercial district around track.
  - A residential neighborhood could be created within the immediate, walking distance north of the village.

The Future Plan (see Future Land Use Map).

- **Rural 1 (R1) District**

**Purpose:** The intent of the R1 District allows a variety of residential housing types at varying densities providing neighborhoods compatible with rural uses but limited in scale to maintain residential compatibility. It will also provide for certain non-residential uses but limited so as to maintain residential compatibility.

**Suggested Uses:** Residential (for example: single family, 2-family), home occupations, institutional (for example: churches, schools, public uses), commercial uses appropriate to the rural area (for example: lumberyards, commercial kennels, greenhouses, etc.), agriculture (for example: farms), roadside stands, and open space. Retail development of a scale and design appropriate to and consistent with the purpose of the district.

**Requirements:** Minimum of 1 acre. Large subdivisions to be in vicinity of Village 2 District; mandatory open space subdivisions with at least 50% land area preserved as open space in subdivisions of 5 or more lots; maintenance of existing visual buffers.

- **Rural 2 (R2) District**

**Purpose:** The intent of the R2 District is to permit the reasonable use of open space land, while at the same time preserving and protecting the open space and natural resource characteristics to ensure its continued

availability for the following: agriculture, forestry, scenic views, natural resource conservation while maintaining low-density residential uses; contain sprawl and the retain the land in its natural or near natural state.

**Suggested Uses:** Agriculture (for example: farms), roadside stands, managed forestry, open space, residential (single family), home occupations.

**Requirements:** Minimum of 2-3 acres, smaller lots permitted in open space subdivisions where at least 50% of land area is preserved as open space, with overall density not to exceed 2-3 acres per dwelling unit; maintenance of existing visual buffers.

*An open space subdivision or development, also known as a conservation development or cluster development, is a technique that concentrates dwellings in a compact area in one portion of the site in exchange for providing open space and natural areas elsewhere on the site. The minimum lot sizes, setbacks and frontage distances for the residential zone are relaxed in order to create open space at the site. The municipal ordinance typically permits the same amount of development that is already permitted. The key difference is that this technique requires new construction to be located on only a portion – typically half – of the parcel. The remaining open space is permanently protected under a conservation easement held by a local conservation commission, land trust, or the municipality itself.*

- **Residential District**

**Purpose:** The Residential District is intended to provide areas for the future residential growth of the community, including the development of residential neighborhoods with proximity to the village.

**Suggested Uses:** Residential, open space

**Requirements:** Minimum of 1 acre; 20,000 square feet with public water and sewer.

- **Rural Commercial/Industrial District**

**Purpose:** The intent of the RCI District is to permit residential uses and a broad range of rural commercial uses that would not be consistent with the character and scale of the village, but would be appropriate if concentrated in limited rural areas. This district would be focused in the vicinity of the race track.

**Suggested Uses:** Residential (for example: single-family, 2-family, mobile home), home occupations, rural commercial recreation (for example: automotive repair and sales, outdoor commercial recreation, lumber yards, commercial kennels, restaurants and food take-out, convenience stores) and light industrial (for example: automobile junkyard, light manufacturing, and warehousing restricted by square footage). Retail development of a scale and design appropriate to and consistent with the purpose of the district.

**Requirements:** Minimum of 1 acre.

### **C. The Northwestern Neighborhood**

#### **Vision/Goal**

- Develop this area sparsely and aesthetically with consideration for protecting water resources, wildlife, forest, farmland, and rural landscapes.
- Preserve large tracts of working forest and farm for wildlife corridors.
- Allow limited commercial development other than farming and home occupations.
- Limit access to Gardiner Pond.
- Protect Nequasset Lake watershed.

- The look and function of Route 27 shall be governed by the districts of which it is part. Special consideration shall be made to keep the appearance of a forested roadway along the stretch from the Dorr Road to Dresden by requiring vegetative buffers for commercial development and subdivisions.

**The Future Plan** (see Future Land Use Map).

The Northwest includes the following districts, all of which have been described under "The Northeast" on the previous page:

- **Rural 1 District**
- **Rural 2 District**
- **Residential District**

#### **D. Southern Neighborhood**

**Vision/Goal.** Because of its built and geographic diversity, there are a number of opportunities for this area:

- The airport and the Maine Yankee sites offer superb opportunities for development. Opportunities for inter-modal transportation linking rail, air and highway should be maximized.
- Well-designed, buffered light industrial areas east of Route 1 should offer easy access to airport and rail. A train station should be developed for business and commuters complementing the train platform in the village. Expand the airport as appropriate.
- Trails, green space and mini-parks should be interspersed among the commercial and industrial uses. Commercial buildings should be of a scale and design appropriate to the area.
- A trail from Chewonki Neck to Birch Point should be developed. Growth adjacent to trail should be limited and compact in design and layout.
- The Birch Point peninsula is suitable for high-end residential and marine-related development.

- This area may be suitable for small neighborhood development with parks set aside as green space.
- The area west of Route 1 should continue the present pattern of residential development.
- Commercial development where it is adjacent to residential use must be well buffered. Natural buffers should be used as often as possible.
- Certain areas should be protected from encroaching development including Chewonki Neck, Young's Point, Eaton Farm, Cushman's Mountain (Froote's Mountain) and the shore of Cushman Cove.

This area should be developed as follows:

- Improved road access to Route 1;
- Construction of a new rail station on the existing rail line;
- Modest expansion of the Wiscasset airport;
- Dedicated land conservation and environmental protection, especially along the shoreline;
- A system of hiking trails;
- Concentrated medium density development to counter Route 1 sprawl.

**The Future Plan** (see Future Land Use Map).

The Southern Neighborhood includes the following districts previously described under "The Northeastern Neighborhood":

- **Rural 2 District**
- **Residential District**

The Southern Neighborhood also includes the following zoning districts:

- **Airport District**

**Purpose:** The intent of the A District is to provide for land uses that are compatible with aircraft noise, approach zones and airport operations.

**Suggested Uses:** Airport and aircraft-related industries, single-family residential, home occupations, rural commercial (for example: automotive repair and sales, outdoor commercial recreation), other commercial (for example: hotel/motel, lumber yard, office, restaurants, retail and service shops), light industrial (manufacturing, warehousing). The town's largest scale retail development is appropriate for this district.

**Requirements:** Minimum of 5-acre lots for residential to discourage high-density residential development; minimum of 1 acre for all other uses.

- **Commercial/Industrial District**

**Purpose:** The intent of the CI District is to permit a full range of commercial and industrial or appropriate institutional uses. Design and density standards are intended to permit and encourage a variety of high-quality commercial and industrial uses while ensuring adverse impacts to the surrounding developed and natural areas are avoided.

**Suggested Uses:** Commercial, industrial or institutional use. The town's largest scale retail development is appropriate for this district.

**Requirements:** Minimum of 1-acre lots, 20,000 square feet with public water and sewer.

- **Planned Development District**

**Purpose:** The intent of the PD District is to provide a cohesive unit of mixed-use development such that buildings, roadways, walkways, common areas, etc. are arranged and constructed in strict accordance with the Planned Development standards. Because of the concentration of substantial commercial activity and residential development, increased levels of traffic, consideration of access and safety control, large areas of parking, and the flow of pedestrian traffic, most uses must

be reviewed by the Planning Board. The Planning Board will ensure adequate design, access, and traffic control standards in order to ensure that this area will blend with internal and adjacent land uses and serve as an asset to the region.

**Suggested Uses:** All uses if part of a well-planned development.

**Requirements:** Minimum of 1 acre; may be reduced to 20,000 square feet with public water and sewer if part of a well-planned business development.

- **Shoreland Business II/Marine Overlay District**

**Purpose:** The purpose of the Shoreland Business II and Marine Overlay Districts is to provide and encourage a mixture of uses including residential, marine, commercial, related ancillary business, and low-impact industrial. The Districts are designed to provide and maintain safe and healthy living conditions; prevent degradation of the natural environment; protect and promote marine industries; conserve shoreland vegetation and harmonize commercial, marine business, low-impact industrial, and residential uses with the surrounding built and natural environment. The Districts are also intended to allow uses that provide housing and services for their residents and opportunities for economic growth. In addition, the Districts are designed to co-exist with the existing Electrical Utility Substation and Facilities located adjacent to and within the Districts.

**Suggested Uses:** Commercial, marine, residential, institutional, public, low-impact industrial.

**Requirements:** The dimensional requirements shall remain as written within the Shoreland Business II and Marine Overlay Districts Ordinance.

## **E. Route 1 Corridor**

**Vision/Goal.** The vision includes:

- **Improved Look and Function of Route 1.** The completed bypass should have full control of access thereby disallowing commercial or residential curb cuts. With consciousness of the "Gateway" aspect of Route 1, we should ensure that some currently undeveloped lots on Route 1 are protected by buffering and setback requirements to protect against the strip mall look. Encourage the Transportation Committee to create a plan to manage access for new developments on Route 1. Encourage the establishment of local businesses rather than chains or formula businesses. The area between the Municipal Building and the northern ends of Old Bath Road and Flood Avenue should remain as a residential buffer. The gasoline station should become a non-conforming use.
- **Bypass below Grade.** The bypass should go through below grade, as should any interchanges. There should be no residential, business or commercial enterprises located at the interchanges.
- **Parkway Feel to Bypass.** The bypass should have a parkway feel and it should be beautifully landscaped, with plantings and a 200' buffer on both sides measured from the middle of the road.
- **Limiting Future Size.** The vision includes limiting building size. Require landscaped buffer between businesses and Route 1. The Planning Board should be sensitive to impact on downtown development. Improved enforcement of sign and lighting ordinance should be mandated and enforced. Clustering of businesses with a common entrance or a parallel frontage road is a mandatory building requirement.

**Future Plan** (see Future Land Use Map).

	<ul style="list-style-type: none"> <li>• <b>Route 1 Corridor District</b></li> </ul> <p><b>Purpose:</b> The intent of the Route 1C District is to manage growth within 500 feet of the highway. A wide range of uses will be permitted while still maintaining the traffic-carrying capacity and safety of the arterial, provide for a variety of commercial, office, business, service, and mixed-use activities to serve consumer needs of Wiscasset and surrounding areas. Establish development standards that ensure high-quality site and building design.</p> <p><b>Suggested Uses:</b> Residential (for example: single family, 2-family, mobile home park), home occupation, institutional (for example: churches, schools, clinics, nursing homes), commercial (for example: automotive repair and sales, campgrounds, kennels, outdoor recreation, health and fitness centers, restaurants, malls, service establishments, and retail development of a scale and design appropriate to and consistent with the purpose of the district.</p> <p><b>Requirements:</b> Minimum of 1 acre or 20,000 square feet with water and sewer; rigorous enforcement of design standards such as buffering and landscaping, driveway placement.</p>
<p>2.Land Use Management Tools. Include flexible land use management techniques in Town ordinance.</p>	<p>A. Ordinance Amendments. Amend Town ordinances to include land use management techniques such as contract or conditional zoning, form based zoning, transfer of development rights, impact fees, and open space subdivision/development provisions.</p>

TP/ORC/PB/Town Meeting/High



## MEMORANDUM

To: Board of Selectmen  
Fr: Laurie Smith, Town Manager  
Re: Proposed Maine Public Employees Retirement System Program  
Dt: October 12, 2011

The Town of Wiscasset has participated in a retirement system for their full time employees through Acadia Trust and ADS for many years. The Town budgets a 6% match of employee contributions but also pays to administer the plan through the contracting of services. In total the costs of match and administration total between \$67,000 and \$80,000 over the past three years. This particular retirement system is a defined contribution plan that allows each employee to determine the way the funds are invested.

Over the years the Town has investigated other retirement vehicles including the International City Management Retirement Plan (ICMA-RC) and the Maine Public Employees Retirement System (MainePERS), formerly known as Maine State Retirement System (MSRS). The Town is currently a member of the ICMA-RC, however it has not adopted the MainePERS Retirement Plan. The reason the Town chose in the past to stay with the Acadia Trust and ADS plan was due to the fact that for an employee to benefit from MainePERS they would need to purchase back previous years of employment with the Town, which previously had to be at the cost of the Town. These rules have now changed and employees are allowed to enter into a new plan and purchase back years at their own cost.

I propose that the Town of Wiscasset consider the adoption of the MainePERS Retirement plan at a no COLA option. This means that employees would have a defined benefit at retirement which would not increase with time. The cost to begin this plan would be at 3.7% employer contribution and the Town would pay no administrative management fees. After three years, when the employer contribution decreases, the Town could consider a COLA plan at approximately the same cost.

The reasons for the adoption of the plan are:

1. The Town MainePERS plans are stable and well-funded. You may have heard negative publicity regarding the State and Teacher plans, however those are separate plans.
2. The MainePERS plan would be a better benefit for employees.
3. The MainePERS plan and ICMA-RC plans are portable for municipal employees and are a more attractive benefit when attracting qualified applicants, especially in public safety positions.
4. The MainePERS and ICMA-RC plans will save the Town money. The ICMA-RC plan requires no administrative fee and the MainePERS plan has a lower match. The attached sheet demonstrates the differences in costs.

The adoption of this plan would require a Town Meeting Vote. We could then begin to transfer employees over to the new plans as employees showed interest.

# OWN OF WISCASSET RETIREMENT COSTS-2008 TO 2011

Fiscal Year	Acadia Trust			MainePERS		MainePERS
	Town Match(6%)	Management Fees *	Total Costs	Pension Eligible Payroll	Town Employer Match (3.7%)	Total Cost to the Town**
7/1/2008 to 6/30/2009	\$58,499.17	\$15,569.11	\$74,068.28	\$974,986.17	\$36,561.98	\$36,561.98
7/1/2009 to 6/30/2010	\$50,912.62	\$16,544.37	\$67,456.99	\$843,543.67	\$31,632.89	\$31,632.89
7/1/2010 to 7/1/2011	\$58,592.01	\$21,956.21	\$80,548.22	\$976,533.50	\$36,620.01	\$36,620.01

Fees include administrative fees to ADS Benefits (Record Keeping) and Acadia Trust Company (Investment Services). These costs include School Employees who are part of this retirement plan.

\* Initial cost to the Town is 3.7% of Pension Eligible Payroll. After 3 years, rate would have dropped to 2.4%. This rate changes periodically based on actuarial data. MainePERS has announced this rate is going up perhaps to 3%. However the cost to the Town for the first 3 years would remain at 3.7%

Under the MainePERS plan, the Town contribution would be 3.7% for the first 3 years and the employee share would increase from 3% to 6.5% of gross pay.

Under the Acadia Trust plan, both Town and Employee contribute 6% each.

7/1/2008 to 6/30/2009  
7/1/2009 to 6/30/2010  
7/1/2010 to 7/1/2011

**TOWN OF WISCASSET FIREWORKS ORDINANCE**

## 12. FIREWORKS ORDINANCE

## 12.1 TITLE AND AUTHORITY

This ordinance shall be known as the “Town of Wiscasset Fireworks Ordinance.” It is adopted pursuant to the enabling provisions of the Maine Constitution, the provisions of 30-A M.R.S.A. § 3001, and the provisions of 8 M.R.S.A. § 223-A

## 12.2 DEFINITIONS IN ACCORDANCE WITH 8 M.R.S.A. § 221-A, SUBSECTION 1-A

Consumer Fireworks. “Consumer Fireworks” has the same meaning as in 27 Code of Federal Regulations, Section 555.11 or subsequent provision, but includes only products that are tested and certified by a third-party testing laboratory as conforming with United States Consumer Product Safety Commission standards, in accordance with 15 United States Code, Chapter 47. “Consumer Fireworks” does not include the following products:

- A. Missile-type rockets, as defined by the State Fire Marshal by rule;
- B. Helicopters and aerial spinners, as defined by the state Fire Marshal by rule; and
- C. Sky rockets and bottle rockets. For purposes of this paragraph, “sky rockets and bottle rockets” means cylindrical tubes containing not more than 20 grams of chemical composition, as defined by the State Fire Marshal by rule, with a wooden stick attached for guidance and stability that rise into the air upon ignition and that may produce a burst of color or sound at or near the height of flight.

Fireworks. “Fireworks” means any:

- A. Combustible or explosive composition or substance;
- B. Combination of explosive compositions or substances;
- C. Other article that was prepared for the purpose of producing a visible or audible effect by combustion, explosion, deflagration or detonation, including blank cartridges or toy cannons in which explosives are used, the type of balloon that requires fire underneath to propel it, firecrackers, torpedoes, skyrockets, roman candles, bombs, rockets, wheels, colored fires, fountains, mines, serpents and other fireworks of like construction;

- D. Fireworks containing any explosive or flammable compound;  
or
- E. Tablets or other device containing any explosive substance or flammable compounds.

The term "Fireworks" does not include Consumer Fireworks or toy pistols, toy canes, toy guns or other devices in which paper caps or plastic caps containing 25/100 grains or less of explosive compound are used if they are constructed so that the hand cannot come in contact with the cap when in place for the explosion, toy pistol paper caps or plastic caps that contain less than 20/100 grains of explosive mixture, sparklers that do not contain magnesium chlorates or perchlorates or signal, antique or replica cannons if no projectile is fired.

## 12.3 SALES

12.3.1 The sale of Fireworks is prohibited.

12.3.2 The sale of Consumer Fireworks is permitted in the Rural and Commercial Districts along Route 1 from the Wiscasset/Woolwich town line to the southerly end of Flood Avenue.

12.3.2.1 The sale of Consumer Fireworks shall occur only on a lot that is conforming as to lot size and on which retail sales are allowed under the Wiscasset Zoning Ordinance.

12.3.2.2 The sale of Consumer Fireworks shall comply with all federal state and local laws, ordinances, rules and regulations.

12.3.2.3 The sale of Consumer Fireworks requires a conditional use permit from the Wiscasset Planning Board under Article VIII, Site Plan Review; a business license from the Wiscasset Town Clerk under Article IX, Section 9, of the Ordinances of the Town of Wiscasset; and an annual license from the Board of Selectmen. The application for the annual license shall be on a form provided by the Town and require the payment of an application fee in an amount set by the Selectmen that will offset the Town's processing and inspection costs. A public hearing shall be held for the first annual application and may be held for renewal applications. The Board of Selectmen shall issue a license if they find the applicant:

- 12.3.2.3.1 has not been convicted of a Class A, B or C crime;
- 12.3.2.3.2 has not, through the use of Fireworks, Consumer Fireworks or in any other way, created a danger to the general public; and
- 12.3.2.3.3 has complied with all federal, state and local laws, ordinances, rules and regulations.

#### 12.4 USE PROHIBITED

12.4.1 No person or group of persons shall use, display, fire or cause to be exploded Fireworks, except in a fully permitted fireworks display.

12.4.2 No person shall use, display or cause to be exploded Consumer Fireworks, except in compliance with all federal, state and local laws, ordinances, rules and regulations. The use of Consumer Fireworks requires a permit from the Wiscasset Fire Chief or his or her designee on a form to be provided by the Fire Department. Application for a permit should be submitted at least seven (7) days prior to the discharge or use of the Consumer Fireworks. A permit must be obtained prior to discharge or use of the Consumer Fireworks. This permit at minimum shall include the name and address of the applicant, date of application, date of discharge, hours of discharge, location of discharge, written permission of landowner if location is not on land owned by applicant, plot plan showing area of discharge and signature of applicant. The Fire Chief or his or her designee shall issue a permit if it is found that the use will not create a fire danger, a danger to the persons at the location of the discharge, or a danger to the general public. A copy of the approved application shall be forwarded to the Wiscasset Police Department and Code Enforcement Office. The Selectmen shall establish a fee for the Consumer Fireworks use permit.

#### 12.5 FIREWORKS DISPLAY

A Fireworks display requires a permit from the Maine Commissioner of Public Safety or his or her designee under the provisions of 8 M.R.S.A. §§ 221 – 237, and particularly section 227-A. The Fire Chief, or his or her designee, shall inspect the proposed display site at the time of the inspection conducted by a representative of the Maine Public Safety Department under 8 M.R.S.A. § 227-A(2). A Fireworks display shall comply with all federal, state and local laws, ordinances, rules and regulations.

12.6 CONDITIONS TO USE OR DISPLAY OF CONSUMER FIREWORKS

12.6.1 The Town assumes no liability for injuries that result from the use or display of Fireworks or Consumer Fireworks regardless of the status of a permit.

12.6.2 Consumer Fireworks cannot be used or displayed within 300 feet of any combustible structure or within 50 feet of overhead power lines.

12.6.3 Spectators may be no closer than 100 feet from the discharge point of Consumer Fireworks.

12.6.4 Permits issued for the use or display of Consumer Fireworks shall specifically identify and restrict the date, time, duration, location and direction (if restricted) of the fireworks discharge or display.

12.6.5 Any permit issued for the use or display of Consumer Fireworks may be denied or revoked by the Fire Chief or his or her designee where cause exists that environmental or any other condition should preclude such issuance.

12.6.6 It shall be unlawful for any person or firm to use or display Consumer Fireworks without providing for the cleanup and removal of all debris.

12.6.7 Any person using or displaying Fireworks or Consumer Fireworks must not consume alcohol, be under the influence of alcohol or be otherwise impaired while discharging the fireworks.

12.6.8 Means to extinguish any spot fires resulting from the use or display of Fireworks or Consumer Fireworks must be available. This includes fire extinguishers and garden hoses. Access to 9-1-1 must also be available during the use or display of Fireworks or Consumer Fireworks should an emergency arise.

12.6.9 A permit for Consumer Fireworks will not be issued if the forest fire danger is greater than a Class "3". A permit is issued for one day; alternative (rain) dates may be listed on the permit.

12.7 CIVIL PENALTIES

Whoever violates any of the provisions of the foregoing Sections shall be subject to a civil penalty of not less than five hundred dollars (\$500) per

occurrence and not more than twenty-five hundred dollars (\$2,500) per occurrence, plus attorney's fees and costs.

**WISCASSET TOWN WARRANT  
STATE OF MAINE**

To Charles DiPerri, Constable, of the Town of Wiscasset in the County of Lincoln.

**GREETINGS:** In the name of the State of Maine, you are hereby required to notify and warn the inhabitants of the Town of Wiscasset, in said County and State, qualified by law, to vote in Town affairs to meet at the Wiscasset Community Center on Tuesday, the 13th day of December, 2011 from 9:00 A.M. until 8:00 P.M., then and there to act on the following articles:

Article 1. To elect a moderator to preside at said meeting.

***And to vote by secret ballot on the following articles:***

Article 2. Shall an Ordinance entitled "Town of Wiscasset Fireworks Ordinance" be enacted?

Article 3. To see if the Town will vote to join the Maine Public Employees Retirement System as a Participating Local District effective January 1, 2012, and:

- a.) To offer Regular Plan AN to its employees who work 1000 hours or more per year.
- b.) To authorize the Town Manager to sign the contract between the Town, and the Maine Public Employees Retirement System;
- c.) To exclude employees from membership in the Plan who work less than 1000 hours per year;
- d.) To allow eligible participating employees to buy back past years of service, upon the employee's full payment of all associated costs.

Board of Selectmen recommendation: 5 Favor: 0 Oppose

And you are directed to serve this warrant by posting a copy thereof, attested by you, in a public and conspicuous place in said town, seven days, at least, before the time of holding said meeting.

Hereof, fail not, and due return make of this warrant to the Selectmen or Town Clerk, with your doings thereon, on or before the time of holding said meeting.

Given under our hands this 20th day of October, 2011.

Judith Colby, Chairman

Pamela Dunning, Selectman

David Nichols, Selectman

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WISCASSET BOARD OF SELECTMEN,  
BOARD OF ASSESSORS AND OVERSEERS OF THE POOR  
NOVEMBER 1, 2011

Preliminary Minutes

Tape Recorded Meeting

Present: Chair Judy Colby, Bill Curtis, Pam Dunning, Vice Chair David Nichols, Ed Polewarczyk and Town Manager Laurie Smith

1. Call to Order

Chair Judy Colby called the meeting to order at 7 p.m.

2. Pledge of Allegiance to the Flag of the United States of America

3. Public Hearing for a Liquor License Renewal for M. Thai Restaurant and Thaweasuk and Wiparvon Soikum

The chair opened the public hearing at 7:02 p.m. There were no questions or comments. The public hearing was closed at 7:03 p.m. **David Nichols moved that the Board of Selectmen approve the Liquor License for M. Thai Restaurant and Thaweasuk and Wiparvon Soikum. Vote 5-0-0.**

4. Approval of Treasurer's Warrant: October 25, 2011 and November 1, 2011

**Ed Polewarczyk moved to approve the treasurer's warrant of October 25, 2011. Vote 5-0-0. Bill Curtis moved to approve the treasurer's warrant of November 1, 2011. Vote 5-0-0.**

5. Approval of Minutes: October 18, 2011 and October 20, 2011

**Judy Colby moved to approve the minutes of October 18, 2011. Vote 4-0-1. Pam Dunning moved to approve the minutes of October 20, 2011. Vote 5-0-0.**

6. Special Presentations or Awards - None

7. Appointments

A. Recommendation of Kevin Sprague to the Airport Committee

The Airport Committee had interviewed Kevin Sprague and Pam Dunning recommended waiving the Selectmen's interview process. **Ed Polewarczyk moved to appoint Kevin Sprague to the Airport Committee. Vote 5-0-0.**

B. Recommendation of Edward P. Kavanagh to the Water District Committee

**Ed Polewarczyk moved to appoint Kavanagh to the Water District Committee. Vote 5-0-0.**

On behalf of the selectmen, Laurie Smith thanked Messrs. Sprague and Kavanagh for their service to the town and for volunteering for the committees.

C. Appointment Subcommittee discussion

Town Manager Laurie Smith said the members of the interview subcommittee were appointed the previous April, before the current board was elected. The board discussed whether a permanent subcommittee should be appointed or whether the board should appoint two members of the board each time a candidate applies for a committee. **Pam Dunning moved that the Board of**

Selectmen select a subcommittee of two for the interview process effective until June 12. **Vote 3-2-0.** Curtis and Polewarczyk volunteered. Pam Dunning moved that in accordance with the Board Rules and Procedures the Selectmen appoint Ed Polewarczyk and William Curtis to the appointment subcommittee until June 12, 2012. **Vote 5-0-0.**

7. Public Comment

Donald Jones reminded the board that he had previously brought to its attention a dangerous section of sidewalk on Fort Hill Street where, when the driveway was repaved, the side slope created was elevated to 25%, rather than the 2% specified in the ordinance.

Robert Jones, Ridgeback Pottery asked on behalf of Sprague's and Forgotten Recipes to be allowed to leave their buildings on the pier for the winter. He said they might be open some weekends through December, weather permitting. The current policy refers to seasonal permits from May to October and specifies that buildings must be removed two weeks after Columbus Day. Smith recommended obtaining the opinion of the Waterfront Committee. Judy Colby suggested that if the vendors are allowed to stay through the winter, they should make a non-refundable deposit of \$300 toward next year's rent. It was the consensus of the board to allow the vendors to stay until the policy was reworked. **Judy Colby moved to allow the vendors to stay on the pier until Memorial Day when their new agreements will be signed on the condition that they deposit \$300 toward the next year's fee, which is non-refundable, and to allow vendors to open between now and Memorial Day during which time the Board will revise the policy. Vote 5-0-0.**

8. Department Head or Committee Chair Report - none

9. Unfinished Business

A. Set Tax Abatement Hearing in the matter of Dorothy M. Holbrook v. the Town of Wiscasset to December 6, 2011 at 11 a.m.

**Ed Polewarczyk moved that the Board of Selectmen set the Tax Abatement Hearing in the matter of Dorothy M. Holbrook v. the Town of Wiscasset to December 6, 2011 at 11 a.m. Vote 5-0-0.**

10. New Business

A. Review attached Affidavit required by Maine's DEP pertaining to the Town's closed landfill areas.

**Judy Colby moved that the Board of Selectmen authorize Town Manager Laurie Smith to execute the Affidavit on behalf of the Town of Wiscasset. Vote 5-0-0.**

B. Open Mobile Generator and Trailer Bids

The following bids were received:

Midcoast Energy Systems	\$67,117.00
Maine Solar Power, Inc.	43,240.00
Barry Concrete	34,965.00
Central Electric	31,043.96
Central Electric	32,618.90

**Judy Colby moved that the Board of Selectmen authorize the Town Manager and Wastewater Supervisor, William Rines, to award the Generator and Trailer bid to the lowest most qualified bidder. Vote 4-1-0.** Bill Curtis opposed, saying the specifications were not clear

enough and the board members should have had an opportunity to view the specs before bids were sent out. Dunning said she relied on the department heads and town manager to review specs and that the specs were available before the funds were authorized at town meeting. Smith said she had no issue with selectmen reviewing the specs, keeping in mind the difference between administrative and elected functions. Judy Colby suggested that the Town Manager email the board members notifying them that the specs were available for viewing before being sent out.

#### C. Open Cupola Repair Bid

The only bid received was from the Fieldstone Company, Paul Foley, for \$4,786. Laurie Smith said the engineer who examined the roof said there were two alternatives: replace the roof or repair it, the latter was expected to last eight to ten years. Pam Lear said the engineer did not think the damage around the cupola was too much to repair. Smith said \$15,000 was budgeted for repairing the roof and ceiling in the fire department. Pam Dunning said she was not in favor of spending money to fix the cupola when it had been tried before without success; it should be removed and the roof repaired. The cupola is an integral part of the roof and Smith said she could get estimates on its removal. **Judy Colby moved to reject all bids, to get bids on removing the cupola intact or in pieces and repairing the roof. Vote 5-0-0.**

#### D. Open Electrical Contract Bid for the Memorial Pier

The only bid received was from Central Electric for \$7,555.28. **Pam Dunning moved that the Board of Selectmen authorize the Town Manager to more fully inspect this bid and, if she so approves it, to award it to Central Electric. Vote 4-1-0.**

#### E. Discussion of the replacement of the Christmas tree on the Town Common

Laurie Smith said replacing the Christmas tree would cost approximately \$1,700. This would include removing the old tree and replacing it with a new tree in a size more manageable to light and decorate. If the board approves, Smith and Road Commissioner Greg Griffin will inspect the replacement tree in a wholesale lot in Fryeburg. The cost including having it delivered to Wiscasset and planted by an arborist would be a maximum of \$1,700. A 14-foot Norway spruce has been recommended and is available. The tree is expected to grow to 30 feet. Smith said Norma Gordon and others on the Town Appearance Committee were not in favor of replacing the tree, which Gordon said was a great asset. Smith said there were safety concerns in decorating the tree. **Judy Colby moved to remove the Christmas tree on the town common and that the town Manager and Greg Griffin find a suitable tree to replace it.** Ed Polewarczyk said that if the existing tree is no longer suitable, it did not have to be taken down; another tree could be found to be decorated for Christmas. **Vote 4-1-0.**

#### F. Approval of Warden for November 8th election

**David Nichols moved that the Board of Selectmen approve the appointment of the Town Clerk as the Election Warden. Vote 5-0-0.**

#### G. Fireworks Ordinance certification process

Smith said it was necessary for the selectmen to certify the ordinance to be presented to the voters. **Pam Dunning moved that the Board of Selectmen certify that the attached document entitled "Town of Wiscasset Fireworks Ordinance" will be presented to the voters for consideration on December 13, 2011. Vote 4-1-0.**

#### H. Set Public Hearing date for December 13th election

**Judy Colby moved that the Board of Selectmen set a Public Hearing date of November 15 at 7 p.m. for the December 13 election. Vote 5-0-0.**

I. PACE ordinance discussion

Smith said the PACE program offers home energy improvement financing to residents if the town adopts a PACE ordinance. Information had been given to the selectmen at the previous meeting and Smith asked for the board's views on the ordinance. Ed Polewarczyk had issues with several sections of the ordinance; the town would have to automatically accept changes made to the ordinance and he questioned the section, which requires a municipality to implement an education and outreach program. Town Planner Misty Gorski said the PACE program would provide informational materials. She asked if the board would like to invite a representative of PACE to speak to them on the program. David Nichols said that because a resident had asked about the availability of the program, the board ought to invite PACE to a meeting and there was a consensus that that be done.

J. Community Marquee Policy Discussion

Smith presented a draft Community Marquee Policy, which would govern the materials or information on the marquee. First priority would be given to town meetings, followed by postings of forthcoming events or activities of other governmental agencies, and lastly, postings of forthcoming or continuing educational, social, civic, charitable, cultural or recreational activities. There was a consensus that the third group of social and cultural activities be eliminated, as there would be too much competition for the space. School activities involving children would be listed; however, political events would be prohibited. A second draft will be prepared for the board's consideration.

11. Town Manager's Report

A. Joint meeting with ORC and Planning Board

Smith said joint meetings with the ORC and Planning Board would be held on November 15, 6 p.m. to discuss the Comprehensive Plan and on November 22, at 6 p.m. to discuss future zoning implementation. In particular, Smith said her concern was how areas of the Comprehensive Plan could affect current uses. Ed Polewarczyk said he would like to discuss the Comprehensive Plan and whether it is mandatory or a guide.

B. November 14 DOT Meeting with Edgecomb and Wiscasset, 6 to 8 p.m.

A DOT meeting with Edgecomb and Wiscasset selectmen to set a vision for non-bypass goals is scheduled for November 14. The workshop will be held at Chewonki and will be led by John Reitman, DOT.

C. A Spirit of America Award ceremony for community service will be held in Waldoboro on November 28. The board was asked for a nomination. Bill Curtis nominated the Wiscasset Female Charitable Society. Vote 5-0-0.

D. Smith reported that CMP, owner of the Montsweag Brook Compensation Package, has notified Wiscasset of its contact with the Kennebec Estuary Land Trust about the Montsweag property. At CMP's last meeting with the board, its plans were to retain the property. At that time, CMP was asked for information about the maintenance and inspections of the dam and asked to be kept in the loop. The board indicated its desire to acquire the property; the Town Manager will check whether a town vote is needed and will contact CMP.

E. A copy of the TIGER III Discretionary Grant Application, which was submitted that day, was distributed to the board.

F. Two memos were received from Shelley Winchenbach, Time Warner, about rate increases and clarifying information about Time Warner Cable's franchise fees.

G. Smith reported that as a result of the "For Sale" sign on the Koehling property, she had received an offer substantially below the minimum bid price and asked whether the board wanted to meet to discuss it. The chair asked that an executive session be scheduled to discuss the bid.

#### 12. Other Business

David Nichols reported receiving an email regarding the lapse of Riverbank's permit. Charlotte Boynton (Wiscasset Newspaper) said Riverbank had surrendered its permit early. It would have expired in February 2012.

#### 13. Adjournment

**Pam Dunning moved to adjourn. Vote 5-0-0.**



# Town of Wiscasset

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## Community Marquee Policy

The Town of Wiscasset provides a Community Marquee for the announcement of upcoming meetings and events. The Community Marquee may be used for:

1. Posting notice of meetings and events sponsored by the Town.
2. Posting notice of Wiscasset school functions and activities for children and/or their parents.

Town sponsored events will exercise priority over school events. Events taking place at the Wiscasset Municipal Hearing Room will take priority over events in other locations. The Marquee will give notice to elections and public hearings but not be a place to advertise political events.

### Posting Guidelines:

The following guidelines apply to all requests for posting on the Community Marquee.

1. All items must be reviewed and approved by the Town Manager or the Town Manager's administrative staff.
2. Due to limited display space, the Town reserves the right to restrict the availability of posting space.



# Town of Wiscasset

13A.

## Aluminum Ramp Specifications

The Town of Wiscasset is seeking bids for an aluminum ramp to be placed at the Ferry Landing, located at the Wiscasset Harbor, Water Street, Wiscasset Maine.

- Ramp is 32 ft long x 52 inches wide.
- Handrail is 43 in high with stantions every 4 ½ ft.
- Intermittent handrail at 33 inches.
- 1-1/2 inch aluminum pipe for handrail and stantion.
- 6 in channel for deck runners with 3 in aluminum channel for frame every 2 ft on center.
- 5/4 x 6 pt decking with stainless steel fastenings.
- 3 ft rolled roofing has grip on runway.
- 4in nylon roller at one end and adequate hanger on other end.
- ¼ inch Diamond plate at both ends of approach and exit of ramp ¼ inch.
- All material aluminum and stainless steel.
- Ramp should have camber.

Delivery and installation shall be included in the bid.

Insurance Binder and Welding Certificate required submission with bid.

Contact Harbor Master, Peter Dalton for site visit and questions 380-1922.

Work to be completed by December 31<sup>st</sup>. The ramp will be stored this winter by the Town, and installed by the vendor in the Spring of 2012.

**Bids are due by 2pm on Tuesday, November 15<sup>th</sup>.** Please mail bids to The Town of Wiscasset "Aluminum Ramp Bid", 51 Bath Road, Wiscasset, ME 04578. Bids will be opened Tuesday evening, November 15<sup>th</sup> at the Selectmen's meeting.

The Town of Wiscasset reserves the right to reject any and all bids.

**Return of Votes Cast**  
**State of Maine November 8, 2011 Referendum Election**

Municipality:

**WISCASSET**

Ward/Precinct:

**1-1**

**INSTRUCTIONS TO THE WARDEN:**

Complete the Return of Votes Cast by recording the number of "YES" and "NO" votes cast for each question and verify for accuracy (if no votes were cast, write "none" or "0"). Record the number of blanks for each question on the line labeled "Blanks".

The WARDEN signs on line 1 and one other election official signs on line 2 of the RETURN. The WARDEN must immediately deliver the completed and signed RETURN to the MUNICIPAL CLERK.

1. Christine Wolfe  
Warden's Signature

2. James M. George  
Election Official's Signature

**INSTRUCTIONS TO THE MUNICIPAL CLERK:**

Review the instructions you were provided regarding entering your election results into the Central Voter Registration System (CVR). An attested copy of the return completed by the Warden must be filed with the Secretary of State along with the certified results you print from CVR.

Attest, A True Copy:

Christine S. Wolfe  
Municipal Clerk's Signature

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1169 **Total Ballots Cast:** Record the total number of State ballots cast. (Refer to the tally sheet or tally tape to determine this number.) (If no votes were cast, write "none" or "0").

**Question 1: People's Veto -- Election Day Registration**

668 Yes

496 No

5 Blank

**Question 2: Citizen Initiative -- Biddeford/Washington County Racino**

605 Yes

560 No

4 Blank

**Question 3: Citizen Initiative -- Lewiston Casino**

492 Yes

672 No

5 Blank

**Question 4: Constitutional Amendment -- Redistricting**

596 Yes

511 No

MODERATOR'S  
CERTIFICATE OF ELECTION RESULTS  
(Town Secret Ballot Referendum)

Town of Wiscasset  
Referendum Election held November 8, 2011

I, SUSAN BLAGDEN, Moderator of the Town of Wiscasset, hereby certify that ballots cast at the Referendum Election held March 1, 2011 were counted and tabulated as follows:

QUESTION 1: YES 1014 NO 135 BLANKS 17

NON BINDING SURVEY QUESTION: YES 917 NO 220 BLANKS 29

No other questions appeared on the ballots.

Dated: November 8, 2011

Susan Blagden  
Moderator



# Town of Wiscasset

November 8, 2011

Doug Herling, Vice President  
Central Maine Power Company  
52 Farm View Drive  
New Gloucester, Maine 04260

Re: Montsweag Brook Compensation Parcel

Dear Mr. Herling:

On behalf of the Board of Selectmen I wish to notify you that the Town of Wiscasset is very interested in the ownership transfer of the Montsweag Brook Compensation Parcel. The Board of Selectmen has been actively engaged in all previous discussions relative to the site and potential ownership options. The Board has not stated that they felt the stewardship funds would be insufficient, but have requested additional information regarding the maintenance history of the dam.

The Board is very interested in pursuing the Town's ownership of the parcel and have asked me to notify Central Maine Power that they wish to meet to discuss ownership of the property. The Board is also interested in any maintenance information that CMP has on record. In order to move the discussion forward we would be pleased to host you at either of the Selectmen's meeting on December 6<sup>th</sup> or the 20<sup>th</sup>.

Please feel free to contact me to discuss this matter further or to arrange a meeting time.

Sincerely,

Laurie A. Smith  
Town Manager

Cc: Board of Selectmen

[Faint, illegible text]

Cc: Board of Selectmen

**Laurie Smith**

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**From:** Don Jones <donjones@myfairpoint.net>  
**Sent:** Wednesday, November 09, 2011 11:08 AM  
**To:** Laurie Smith  
**Subject:** Transportation Committee Recommendations

Laurie,

On November 7 the Wiscasset Transportation Committee voted to adopt the following recommendations to reduce traffic congestion in Wiscasset:

1. We believe that a roundabout at the intersection of Rte. 1/Rte. 27 at the town offices is something that should be explored further. Our feeling is that it would not slow down traffic on Rte.1 any worse then it is already being slowed and it would allow for traffic to flow more easily off of Rte. 27.
2. There should be a left-hand turn pocket created on the northbound side of Rte. 1 at the Middle St. intersection.
3. Explore the possibility of one-way streets on Middle and Water. We would suggest reversing the directions of the one ways from the last time this was tried. Cars would turn off of Main St. ONTO Middle St. as a one way and would have the option to come off of Middle St. in two different ways. On Middle St. north, cars could turn right OR left on Lincoln St. taking them either to Water St. or to Federal St./Rte 218. On Middle St. south, cars could turn right onto Bradbury St., which connects into Lee St. and eventually Rte.1 OR they could turn left onto Fore St. taking them to the waterfront and yacht club or back onto Water St. Water St. on both sides of Rte.1 should be one way headed toward Rte.1. We recommend this traffic flow because we believe that Water St. is narrower and more congested with pedestrian traffic, which often slows down or impedes motorists' attempts to turn into the street from Rte.1 further slowing the traffic flow. Eliminating two-way traffic on Middle and Water Sts. would address safety issues that arise due to parking on both sides of these streets. One-way traffic on Middle St. south could also provide additional spaces by allowing parking on both sides.
4. We would entertain the possibility of attractive, moveable barriers on Main St. between Middle and Water Sts. during the summer season to discourage jay walking and cross lane parking maneuvers.
5. We strongly recommend following through with the plans for the Intermodal Facility & Parking area on Railroad Ave.
6. We recommend designating an area for larger RV's to park.

Don Jones