

# Newcastle 2030 Vision Workshop 3

## November 30, 2010

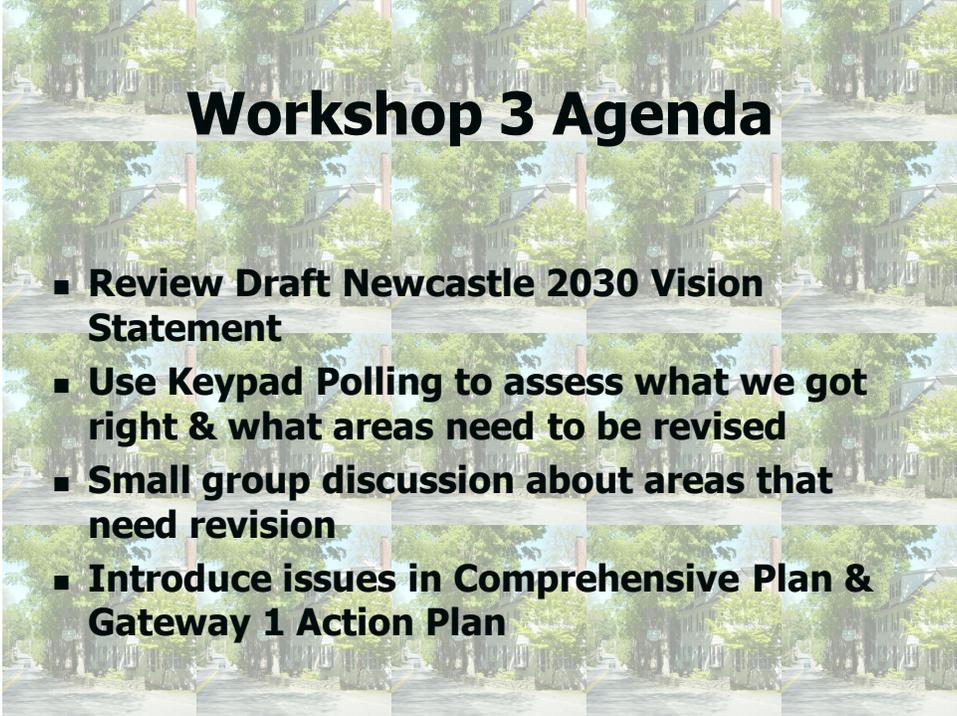
### Newcastle 2030 Vision



October 19, 2010, Lincoln Academy Dining Hall  
October 28, 2010 , Lincoln Academy Dining Hall  
**November 30, Harriet Bird Clubhouse, Sheepscoot,  
Public Supper and Fire Department Fundraiser  
5:30 - 6:45 pm, workshop 6:45 – 9:00 pm**  
January 13, Location TBA, 6:30 – 9:00 pm  
February 10, Location TBA, 6:30 – 9:00 pm

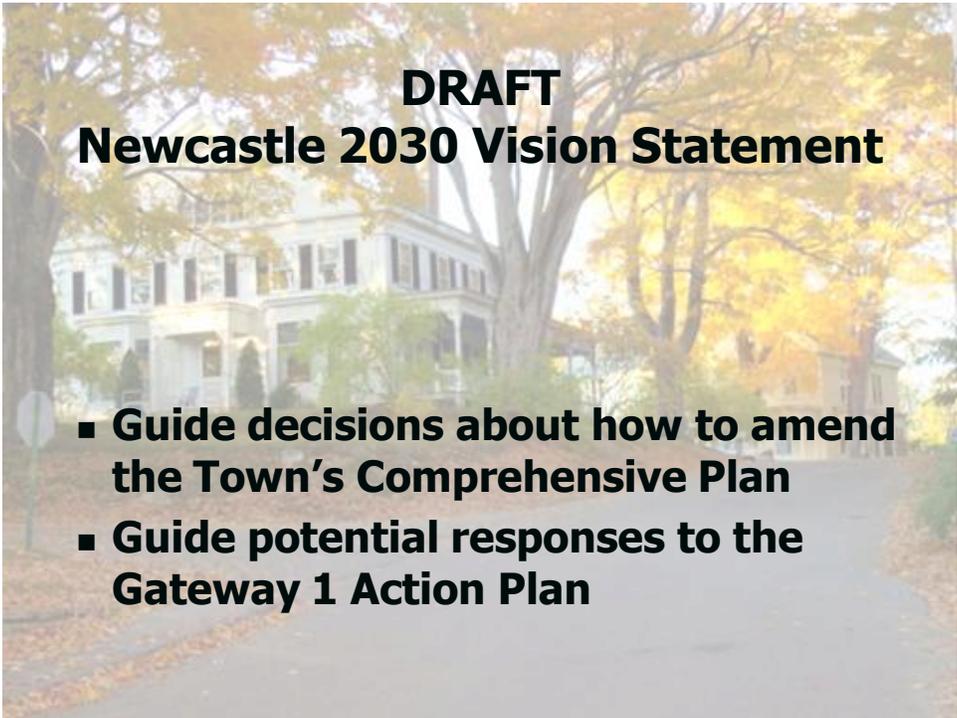
### Newcastle Community Engagement & Planning Project

- **Create a Future Vision – Workshops 1, 2, & part of 3**
- **Review Comprehensive Plan & Gateway 1 Action Plan – part of Workshop 3**
- **Synthesize Issues & Potential Responses Based on Future Vision – Workshops 4 & 5**
- **Final Report**



## **Workshop 3 Agenda**

- **Review Draft Newcastle 2030 Vision Statement**
- **Use Keypad Polling to assess what we got right & what areas need to be revised**
- **Small group discussion about areas that need revision**
- **Introduce issues in Comprehensive Plan & Gateway 1 Action Plan**



## **DRAFT Newcastle 2030 Vision Statement**

- **Guide decisions about how to amend the Town's Comprehensive Plan**
- **Guide potential responses to the Gateway 1 Action Plan**

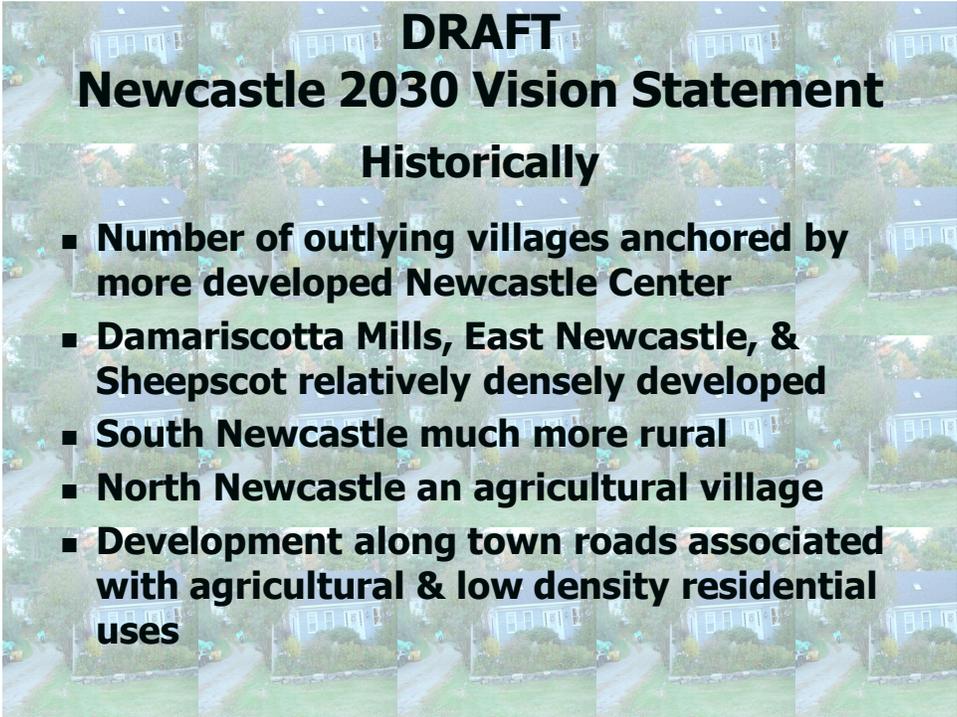
This how we propose to use the Vision Statement in this project.





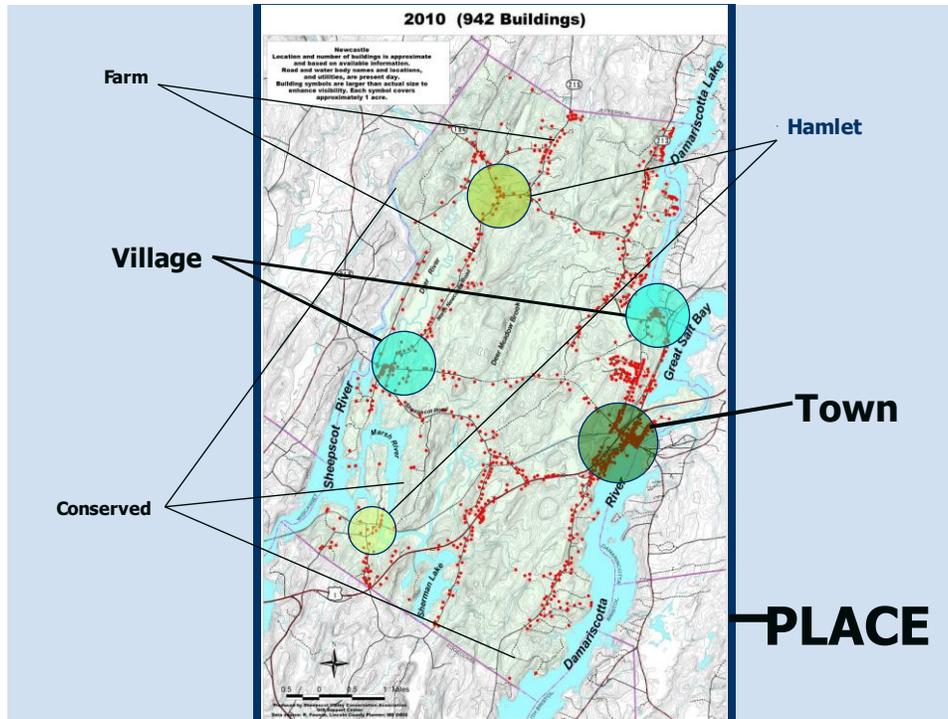
**DRAFT**  
**Newcastle 2030 Vision Statement**  
**Identity**

- **Good, locally owned businesses & jobs**
- **Natural landscapes**
- **Historic buildings, neighborhoods, & open spaces**



**DRAFT**  
**Newcastle 2030 Vision Statement**  
**Historically**

- **Number of outlying villages anchored by more developed Newcastle Center**
- **Damariscotta Mills, East Newcastle, & Sheepscot relatively densely developed**
- **South Newcastle much more rural**
- **North Newcastle an agricultural village**
- **Development along town roads associated with agricultural & low density residential uses**



Farms, Conserved Land, Hamlets, Villages, Town, Place

## **DRAFT** **Newcastle 2030 Vision Statement**

### **Today**

- Newcastle, Damariscotta Mills, & Sheepscot have strong presence
- South & North Newcastle hamlets less pronounced
- Most road frontage taken up with low density residential
- Few interior roads
- River Road unspoiled character
- Many businesses along portions of Route 1
- Large areas in current use farm, forest, & open space
- Significant portions of Sheepscot, Marsh, & Damariscotta Rivers conserved
- Access to Griggs Preserve, Indian Trail, & River Link Trail



**DRAFT  
Newcastle 2030 Vision Statement**

**In 2030, Newcastle will have:**

- **Developed & rural areas**
- **Diverse population & lifestyles**
- **Small lots & mixed use near villages**
- **Mid to large lots scattered & in subdivisions in rural areas**
- **Preserved farms & sensitive natural areas**
- **Access to water, natural areas, & scenic views**
- **Community institutions supported by Town & volunteers**

Completely	Mostly	Some concerns	A few things correct	Completely off	Not sure
21%	33%	28%	9%	0%	9%

# DRAFT Newcastle 2030 Vision Statement

**In 2030, Newcastle will have:**

- Image of natural areas & resources
- Safe & walkable downtown
- Homes affordable to most residents
- Privacy & open space as well as bustling in-town neighborhoods
- Good places to live, work, & do business
- Quality community services
- Unique neighborhoods – Downtown, Academy Hill, Damariscotta Mills, Sheepscot, North Newcastle, South Newcastle

Completely	Mostly	Some concerns	A few things correct	Completely off	Not sure
23%	40%	21%	12%	0%	5%

# DRAFT Newcastle 2030 Vision Statement

**In 2030, Newcastle will have:**

- Villages, hamlets, neighborhoods, & rural areas with individual characteristics
- Diverse residents who are neighborly, trusting, & mutually respectful
- Low key, unpretentious lifestyles in rural, suburban, & in-town village environments

Completely	Mostly	Some concerns	A few things correct	Completely off	Not sure
28%	37%	21%	9%	0%	5%

**DRAFT**  
**Newcastle 2030 Vision Statement**  
**In 2030, Newcastle will have:**

- **Small lots & homes above retail in & near villages**
- **Mid to large lots in scattered locations in South & North Newcastle with conservation subdivisions that preserve farms & sensitive natural areas**

Completely	Mostly	Some concerns	A few things correct	Completely off	Not sure
28%	35%	19%	7%	5%	7%

**DRAFT**  
**Newcastle 2030 Vision Statement**  
**In 2030, Newcastle will have:**

- **Preserved waterbodies, pathways, public access to the water, & scenic views**
- **Community supported post office, churches, library, schools, historic society, & other institutions**
- **Access to natural areas & resources that continue to reflect the community's image**

Completely	Mostly	Some concerns	A few things correct	Completely off	Not sure
36%	38%	17%	2%	5%	2%

**DRAFT**  
**Newcastle 2030 Vision Statement**  
**In 2030, Newcastle will have:**

- **Safe & walkable access to Damariscotta’s downtown**
- **Homes which most residents can afford**
- **Privacy, quiet, & open spaces as well as the bustle of in-town neighborhoods**
- **Volunteers of all ages**
- **Good places to live, work, & do business**
- **Quality community services**

Completely	Mostly	Some concerns	A few things correct	Completely off	Not sure
34%	30%	25%	5%	0%	7%

**DRAFT**  
**Newcastle 2030 Vision Statement**  
**In 2030, Newcastle will have:**

- **Continue to have high water quality in the Damariscotta & Sheepscot Rivers**
- **Development patterns & traffic congestion which does not interfere with access to the region**

Completely	Mostly	Some concerns	A few things correct	Completely off	Not sure
40%	33%	10%	3%	5%	10%

We will now turn our attention to specific areas of the community.

**DRAFT**  
**Newcastle 2030 Vision Statement**

**In 2030, the Village Center will have:**

- **Mix of historic & traditional development**
- **New multifamily & mixed uses on small lots**
- **New single, two family, & other homes on fringes**
- **Development that is appropriate for the elderly & is affordable to most residents**
- **Nonpolluting retail, bakery, specialty, cinema, offices, restaurants, & shops**
- **Greenway/walkway connections**
- **Train station that is a focal point & asset**

Completely	Mostly	Some concerns	A few things correct	Completely off	Not sure
32%	25%	30%	7%	0%	7%

**DRAFT**  
**Newcastle 2030 Vision Statement**

**In 2030, Academy Hill will have:**

- **New single, two family, & multifamily**
- **Development that takes advantage of public utilities**
- **Small lots**
- **Some new roads off existing main roads**
- **Some new lots clustered to preserve marsh land**

Completely	Mostly	Some concerns	A few things correct	Completely off	Not sure
24%	29%	22%	15%	2%	7%

**DRAFT**  
**Newcastle 2030 Vision Statement**  
**In 2030, Damariscotta Mills will be:**

- Much as it is today
- Historic & tight knit
- Made up of single family homes on small lots

Completely	Mostly	Some concerns	A few things correct	Completely off	Not sure
49%	36%	5%	5%	3%	3%

**DRAFT**  
**Newcastle 2030 Vision Statement**  
**In 2030, Sheepscot Village will have:**

- Limited number of small mixed uses
- Some large single family lots along River, Kings Highway, & South Dyer Neck Roads
- New single & two family homes off Sheepscot & Old County Roads in conservation subdivisions to preserve open space & in conventional patterns with dead-end roads & cul-de-sacs

Completely	Mostly	Some concerns	A few things correct	Completely off	Not sure
23%	27%	27%	11%	9%	2%



**DRAFT**  
**Newcastle 2030 Vision Statement**

**In 2030, North Newcastle will have:**

- **Additional small, single & two family homes**
- **Small convenience store &/or mixed uses**
- **Additional single & two family homes off North Dyer Neck, Hillside, Jones Woods, North Newcastle, & Bunker Hill Roads in conservation subdivisions to preserve farm land**
- **Small multifamily structures between Jones Ridge, Hasson, & Ridge Roads**
- **Scattered single family homes & new road between Routes 215 & 13**
- **Additional single family homes, some on large lots, off Old County and along Deer Meadow & North Newcastle Roads**
- **Small multifamily structures near railroad tracks**

Completely	Mostly	Some concerns	A few things correct	Completely off	Not sure
2%	28%	23%	16%	14%	16%



**DRAFT**  
**Newcastle 2030 Vision Statement**

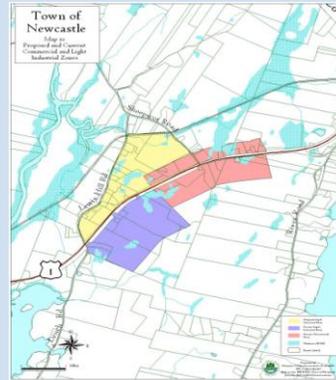
**In 2030, South Newcastle will have:**

- **Compact single, two family, & small multifamily homes near old village or on Station Road with views to Route 1 shops**
- **Most land in conservation or large lots**
- **Maintained views of the Marsh River**
- **Small clustered units & community store near Downtown**
- **Single, two family, & multifamily off River Road & Route 1**
- **Unspoiled feel along River Road**

Completely	Mostly	Some concerns	A few things correct	Completely off	Not sure
5%	20%	18%	30%	16%	11%



# 2006 Comprehensive Plan



Newcastle's future land use plan:

- encourages development that conserves open space, environmentally sensitive areas and agriculture.
- calls for determining the comparative costs of sprawl in Newcastle.
- calls for creating a sharper density difference between in-town and rural areas.
- creating overlay districts where higher density is encouraged in existing village residential areas and the Village Business District.
- promoting open space subdivisions, cluster development and small, local sewer districts to help preserve open space elsewhere.
- protecting important wildlife areas by creating additional resource protection zone areas.
- working with landowners to protect property rights as well as wildlife areas.
- extending shoreland protections around Deer Meadow Brook.
- promoting growth in the economic base while protecting natural resources and minimizing commuter travel.
- concentrating industrial development in the light industry Route 1 District.
- considering restrictions for commercial development in the rural district.
- promoting high-density mixed residential and commercial to support pedestrian based village centers.
- reducing lot size and setbacks and modifying restrictions on commercial establishments in the residential sections of the high density development overlay district.
- maintaining the intended character of each district.
- revising the sign ordinance periodically for appropriateness of size and type in each neighborhood.

## **Newcastle's future land use plan encourages or calls for:**

- **Development that conserves open space, environmentally sensitive areas, & agriculture**
- **Determining the comparative costs of sprawl**
- **Creating a sharper density difference between in-town and rural areas**
- **Creating higher density in village residential & business areas**
- **Promoting open space/cluster development & small sewer districts to preserve open space**
- **Creating additional resource protection zones to protect important wildlife areas**
- **Working with landowners to protect property rights as well as wildlife areas**
- **Extending shoreland protections around Deer Meadow Brook**

## **Newcastle's future land use plan encourages or calls for:**

- **Promoting economic growth while protecting natural resources & minimizing commuter travel**
- **Concentrating industrial development in the Route 1 District**
- **Considering restricting commercial development in the rural district**
- **Promoting high density mixed use to support pedestrian villages**
- **Reducing lot size, setbacks, & restrictions on commercial uses in residential parts of the high density development overlay district**
- **Maintaining intended character of each district**
- **Revising sign ordinance for appropriate size & type in each neighborhood**

## **State Found Five Inconsistencies in 2006 Plan**

- **Capital Investment Plan does not meet minimum standards to plan for needed public facilities & services**
- **Incomplete inventory of historic & archaeological sites & assessment of effectiveness of current ordinances**
- **Does not meet minimum standards for affordable housing**
- **Does not meet minimum standards for protecting critical natural resources in proposed high density development overlay district**

The Town amended the 2006 Plan in 2007 to address these four inconsistencies, though the revised plan was not submitted to the State for review and is not recorded in Town records.

## **State Found Five Inconsistencies in 2006 Plan**

- **Allowed too wide a range of uses in rural area to be compatible with rural character & protection of resources, open space, and scenic lands**

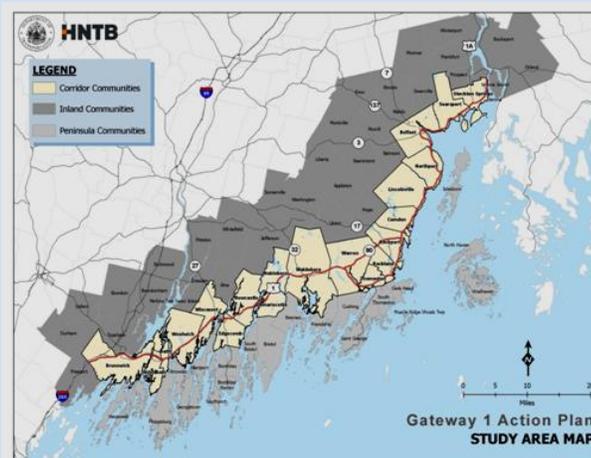
The 2007 Plan did not address the fifth inconsistency.

## Gateway 1: Working Together to Preserve Our Way of Life

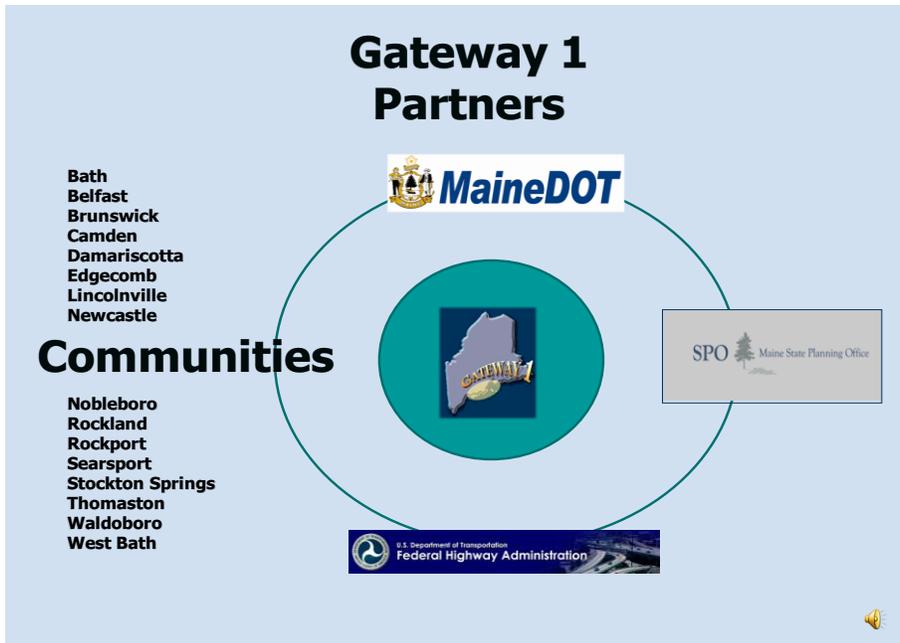


I'm going to provide some history about the Gateway 1 planning process and how the Corridor Action Plan came to be.

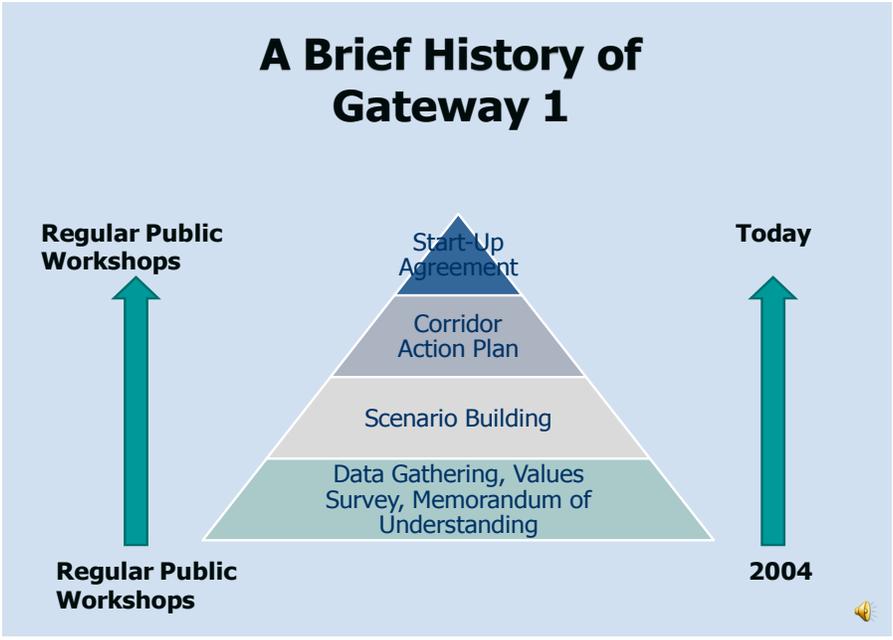
## Gateway 1 Study Area



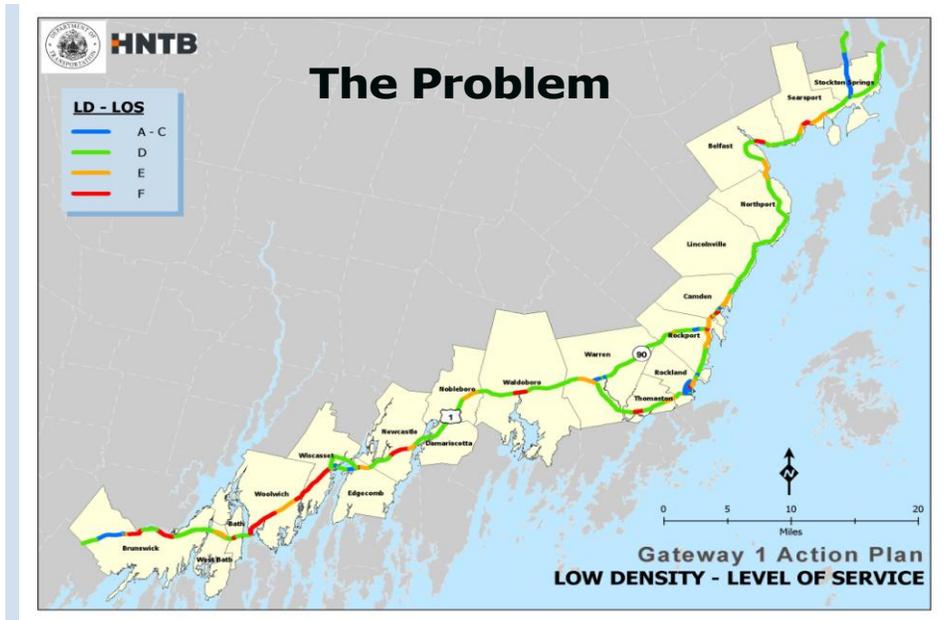
The Gateway 1 study area focuses on the 100-mile spine of the Mid-Coast, centered on Route 1 and Route 90, its bypass in Knox County. It stretches from Brunswick to Stockton Springs on the northeast and includes 20 Midcoast towns and cities.



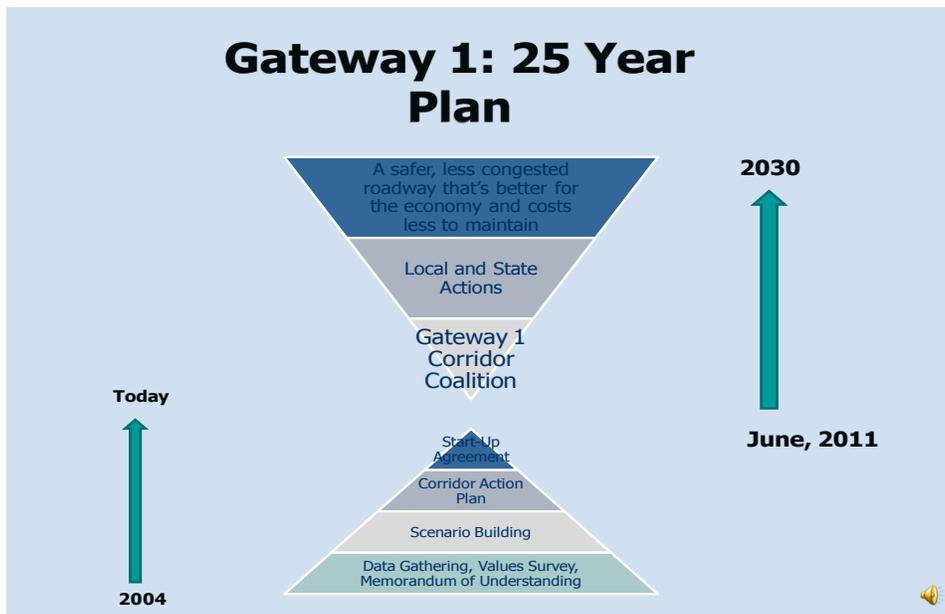
The Gateway 1 Corridor Action Plan was developed by representatives from a steering committee that is made up of representatives from the 20 corridor communities, who worked together with local, regional, state and federal entities.



In 2004, MaineDOT began meeting with residents, town officials, and opinion leaders from the 20 corridor towns to gather data and hear first-hand perceptions of issues along the corridor.



Within 25 years, roughly the next generation, Gateway 1 analyses show that much of the corridor will reach serious stress points in congestion that will negatively affect safety and the economy. Neither MainedOT nor the Midcoast communities are likely to have even a fraction of the resources to remedy the problems once they have occurred.



The Corridor Action Plan offers a blueprint for communities to address the problems of Route 1 through the Gateway 1 Corridor Coalition and specific local and state actions. Project planners, including representatives from each corridor town, believe that implementing the actions outlined in the Gateway 1 plan will move the corridor toward a safer, less congested Route 1 that is better for the economy and costs less to maintain.

## Existing Conditions

### Congestion



### Safety Concerns



### Loss of Open Space, Rural Character



Congestion, safety concerns, and loss open space and rural character in Route 1 Midcoast towns have occurred because of a “low density” development pattern that sees residential growth spreading across the rural landscape and linear commercial development all along the Corridor. The monetary costs of this pattern of development, let alone the environmental and social costs, now exceed the public’s capacity to pay for them. Extending this pattern unaltered into the future will likely leave decision makers with little choice but to accept much higher levels of congestion on Route 1, more traffic on residential back roads, a compromised natural environment, and a Midcoast Maine whose scenic calling card is more ordinary and less appealing to tourists, retirees and others than it is today.

## The Alternative to Existing Conditions: A Community Centered Corridor

### Promote Economic Growth



### Protect Scenic Character



### Preserve Rural Stretches for Mobility



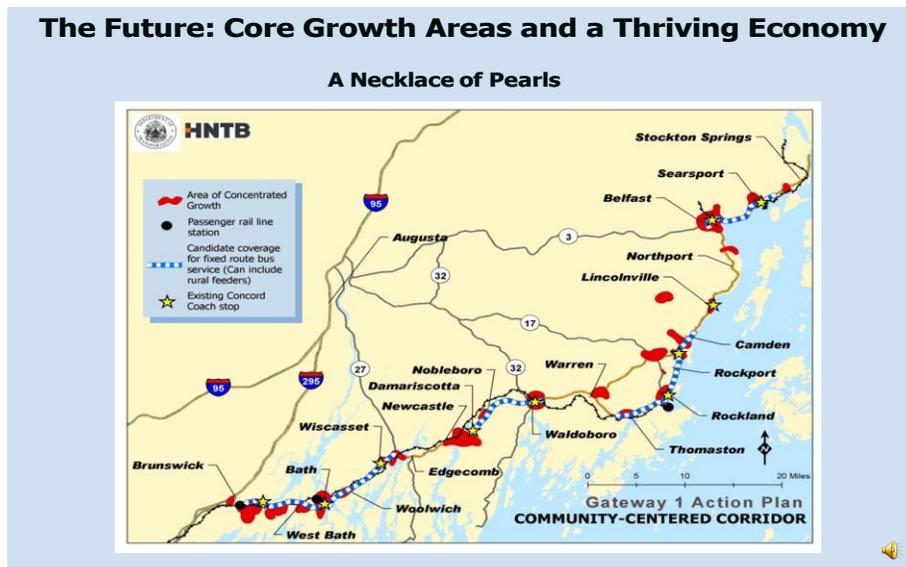
### Establish Core Growth Areas



The Gateway 1 Corridor Action Plan offers an alternative to this unsustainable, low density pattern of development. At the heart of the plan is the marriage of land use and transportation that establishes core growth areas, preserving rural stretches for mobility, protecting scenic character, and promoting economic development. The Plan asks all levels of government – state, federal, and local – to commit to a coordinated set of actions aimed at achieving each of these outcomes.



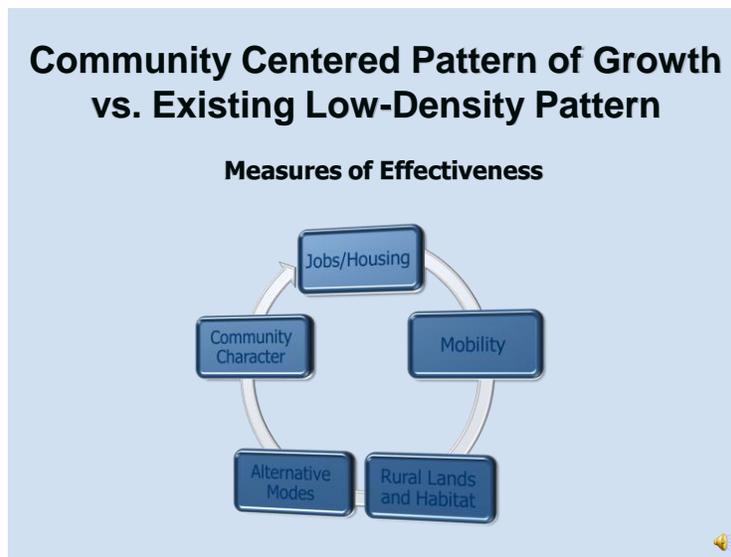
The foundation of the Community Centered Corridor is the Core Growth Area. A Core Growth Area is an area of concentrated development that provides many of the jobs, services, and goods needed by the region’s residents and visitors. In the Midcoast corridor, many of these core growth areas already exist in the form of downtowns, suburban shopping centers and business parks. Properly located, these areas can be efficiently served by transportation systems.



At the heart of the Community Centered Corridor is a 21<sup>st</sup> Century version of the Corridor’s New England village heritage: groupings of core growth areas that serve as growing job centers and that create and preserve the minimum mix of jobs and housing needed to open up a variety of transportation opportunities to move people and goods. From the air, they would look like a “necklace of pearls”. Together the Core Growth Areas provide many of the jobs, services, and goods needed by the region’s residents and visitors.



Equally important as establishing core growth areas is preserving the rural lands between the core growth areas. By making sure that rural stretches of Route 1 and 90 are free from too many curb cuts and out-of-scale development, the mobility and functionality of the corridor is sustained and improved. The local economy improves as people and goods move more efficiently within the corridor. And the overall safety of the road improves because the pattern of movement by motorist, bikers and pedestrians is more predictable.



The Community Centered Pattern of Growth was tested against the low-density pattern that exists today using the following “Measures of Effectiveness”: The balance between jobs and housing, Mobility along the corridor, protection of Rural Lands and Habitat, creating Alternative Modes of Transportation, and preserving Community Character. The analysis evaluated each measure based on results projected out to the year 2030. When the Community Centered Pattern of Growth is compared over the long run to the existing low-density pattern of development, the Community Centered Pattern of Growth performs better in each category.

## Community Centered Pattern of Growth vs. Existing Low-Density Pattern

Reduce Traffic on Residential Roads

Increase Amount of Housing and Jobs

Conserving High Value Habitat & Preserving the Area's Rural Character

The Community Centered Pattern of Growth performs better than the existing low-density pattern by reducing traffic on residential roads, increasing the amount of housing and jobs in core areas and conserving high value habitat and the area's rural character.

## Why This New Pattern Will Work

**1.Reduces the need for long-distance commutes**

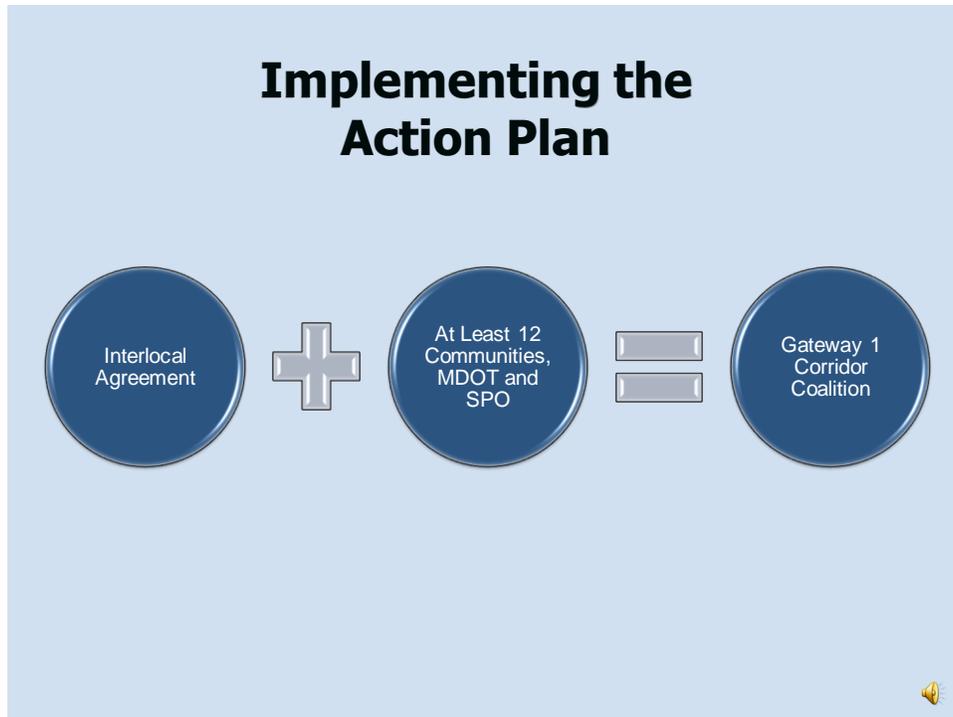
**2.Puts day-to-day activities within closer reach of residents**

**3.Reduces the demand for travel on Routes 1 and 90**

**4.Allows easy linking of trips**

This new pattern will work because it reduces the need for long-distance commutes for a significant share of workers, puts day-to-day activities within closer reach of residents, reduces the demand for travel on Routes 1 and 90, and reduces the number and lengths of auto trips. This pattern of development, with its complements of focused development and conserved rural lands, has the potential to extend the life of Route 1, improve emergency vehicle response times, conserve more scenic assets of the Corridor, conserve wider expanses of wildlife habitat, and create more choices for both passenger and commercial transportation.

## Implementing the Action Plan



Implementing the Community-Centered pattern of development will depend on towns and cities working together with MaineDOT. It is clear that many of the problems of the Corridor cross municipal boundary lines and include MDOT jurisdictions. And so will the solutions.

Towns and cities can shape a better future in the corridor through an Interlocal Agreement and the creation of a Gateway 1 Corridor Coalition. Under this arrangement, MaineDOT would transfer the authority to set priorities for transportation improvements to Corridor communities if they are organized in a way to provide a coordinated voice.

This is the reason the Steering Committee recommended that the Corridor communities, MaineDOT and other key agencies voluntarily enter into a cooperative agreement to establish a Corridor Coalition, which would become effective upon adoption by at least 12 municipalities, MaineDOT and the State Planning Office. The communities who choose to participate will benefit from a new relationship with MaineDOT.

# Adopting the Plan and Joining the Coalition

## 4 Ways to Adopt the Plan

### Adopt Plan As Is

- Amend Comp Plan to add Plan as an Addendum
- Towns May Choose To Have Plan Supersede Conflicts

### Adopt Executive Summary and Chapter 9

- Amend Comp Plan to Add These Sections
- Make Changes in Text to Existing Comp Plan

### Adopt Executive Summary and Chapter 9 Modified

- Amend Comp Plan to add Executive Summary and Chapter 9 With Changes Approved by Plan Adoption Subcommittee

### Endorse the Plan

- A community's legislative body officially endorses the plan giving it two years to adopt the plan.

There are four ways to adopt the Action Plan from the proposed attachment to the Interlocal Agreement:

- Option 1 – Append the entire Action Plan to the local comprehensive plan with supersede language such as “The actions and recommendations of the Gateway 1 Corridor Action Plan shall take precedence and supersede any conflicting provision of the comprehensive plan.
- Option 2 – Append the essential elements of the Action Plan, identified as the Executive Summary and Chapter 9, to the local comprehensive plan with supersede language such as “The actions and recommendations of the Gateway 1 Corridor Action Plan shall take precedence and supersede any conflicting provision of the comprehensive plan.
- Option 3 – Append to the local comprehensive plan the Executive Summary and a modified version of Chapter 9 that meets the threshold requirements as described below.
- And Option 4 – Append the Executive Summary to the local comprehensive plan and integrate the actions from Chapter 9 into the local comprehensive plan. If integrated actions are modified, the threshold requirements must be met.

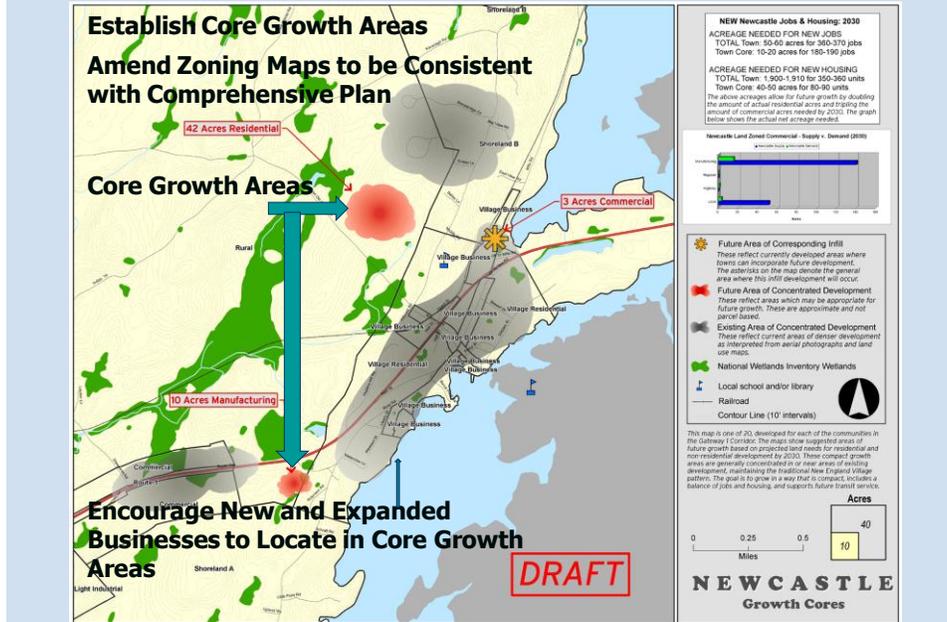
It is important for towns to know that if the community needs more time to work on its comprehensive plan, it can join the Corridor Coalition initially with a vote to “endorse” the Action Plan.

When a town becomes part of the Corridor Coalition it will be required to begin implementing the intermediate actions outlined in the action plan.

One of these basic actions is to establish core growth areas through zoning amendments.

The core growth area example shown in this slide, along with existing areas of concentrated growth, would be the area of Newcastle where future growth would be targeted.

# Intermediate Community Actions



When a town becomes part of the Corridor Coalition it will be required to begin implementing the intermediate actions outlined in the action plan. One of these basic actions is to establish core growth areas through zoning amendments. The core growth area example shown in this slide, along with existing areas of concentrated growth, would be the area of Newcastle where future growth would be targeted.

## Intermediate Community Actions

**Preserve & increase mobility & safety** – front & rear access; alternative routes; connectivity in-town; road, sidewalk, & bike plans in core areas...



**Create jobs-housing balance** – zone areas adjacent to core for higher density, expand sewer & water & community septic...



**Support alternative passenger & freight modes**

**Conserve rural lands & wildlife habitat** – adopt acquisition strategies, conservation subdivision regulations, overlays for habitat, building permit limits...



**Preserve visual & community character** – visual impact & commercial design standards...



Another example of implementing intermediate actions is preserving and increasing mobility.

This can be done by requiring frontage and rear access roads, identifying alternative routes for local travel, increasing the number of connecting roads in in-town areas, and preparing official street, sidewalk, and bike plans.

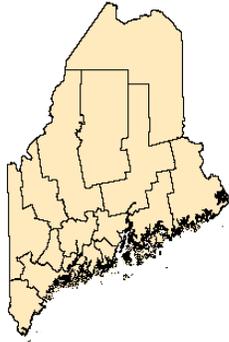
There are other tools that can be used to create a jobs-housing balance, support alternative passenger and freight modes, conserve rural lands & wildlife habitat, and preserve visual and community character, which we will discuss in greater depth at Workshop 4.

The state is also required to implement actions as part of the Corridor Coalition.

To preserve and increase mobility and safety, Maine DOT will work with the Corridor Coalition to implement projects identified in the Action Plan and work toward the creation of a jobs/housing balance in the Corridor by supporting the construction of sewer and water projects.

MaineDOT has programmed 1.3 million dollars for Action Plan implementation once the Corridor Coalition forms.

## State Actions



Work With Corridor Coalition to Incorporate High Priority Construction Projects

Provide Technical Services and Financial Support to Implement Corridor Action Plan

Support the Goals of the Gateway 1 Communities Through the Corridor Coalition



The state is also required to implement actions as part of the Corridor Coalition. To preserve and increase mobility and safety, Maine DOT will work with the Corridor Coalition to implement projects identified in the Action Plan and work toward the creation of a jobs/housing balance in the Corridor by supporting the construction of sewer and water projects. MaineDOT has programmed 1.3 million dollars for Action Plan implementation once the Corridor Coalition forms.

# Community Incentives



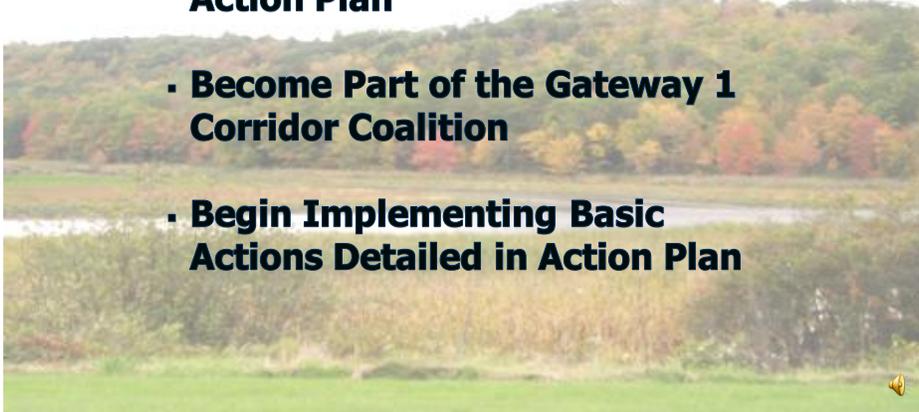
Gateway 1 is an incentive based plan in which state government agrees to recognize the achievement of locally developed milestones with dollars to help further implement the plan.

Some of these incentives like funding for sewer and water facilities and for master planning are dependent on preliminary actions, but these local efforts are critical to implement a Community Centered Corridor so the trends of the past several decades can be reversed.

In addition to receiving money from the state to implement the plan, MaineDOT will allow the Corridor Coalition to prioritize transportation improvements within the corridor; an unprecedented move by a state agency in Maine.

## Next Steps for Communities

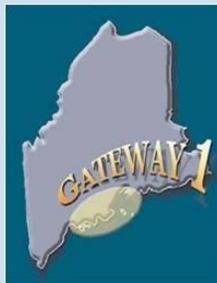
- **Adopt or Endorse the Corridor Action Plan**
- **Become Part of the Gateway 1 Corridor Coalition**
- **Begin Implementing Basic Actions Detailed in Action Plan**



The next step for communities begins with officially adopting the Gateway 1 Corridor Action Plan in one of the formats noted earlier. Then towns and cities will appoint a local representative to the Corridor Coalition Steering Committee and begin implementing the basic actions detailed in Chapter 9 of the Plan. It is envisioned that the Corridor Coalition could become operational as early as the spring of 2011.

## For More Information

Rob Nelson  
Email: [rnelson@ecologicaldev.com](mailto:rnelson@ecologicaldev.com)  
[www.gateway1.org](http://www.gateway1.org)



For more information about Gateway 1, feel free to contact Rob Nelson or visit the Gateway 1 website at [www.gateway1.org](http://www.gateway1.org).



**Newcastle 2030 Visioning  
Workshop 4**

- **Review & Discuss Gateway 1 Actions**
- **Review & Discuss Alternative Comprehensive Plan Policies**
- **Begin Synthesis of Community Vision and Comprehensive and Gateway 1 Plans**



**We Welcome Your Input**

**Please contact  
Mark Crummett  
Chris Doherty  
Ben Frey  
Kensell Krah  
Rob Nelson  
Alan Pooley**

**Thank you!**

**Please join us on January 13<sup>th</sup>  
for the fourth Newcastle  
Community Engagement &  
Planning Workshop!**