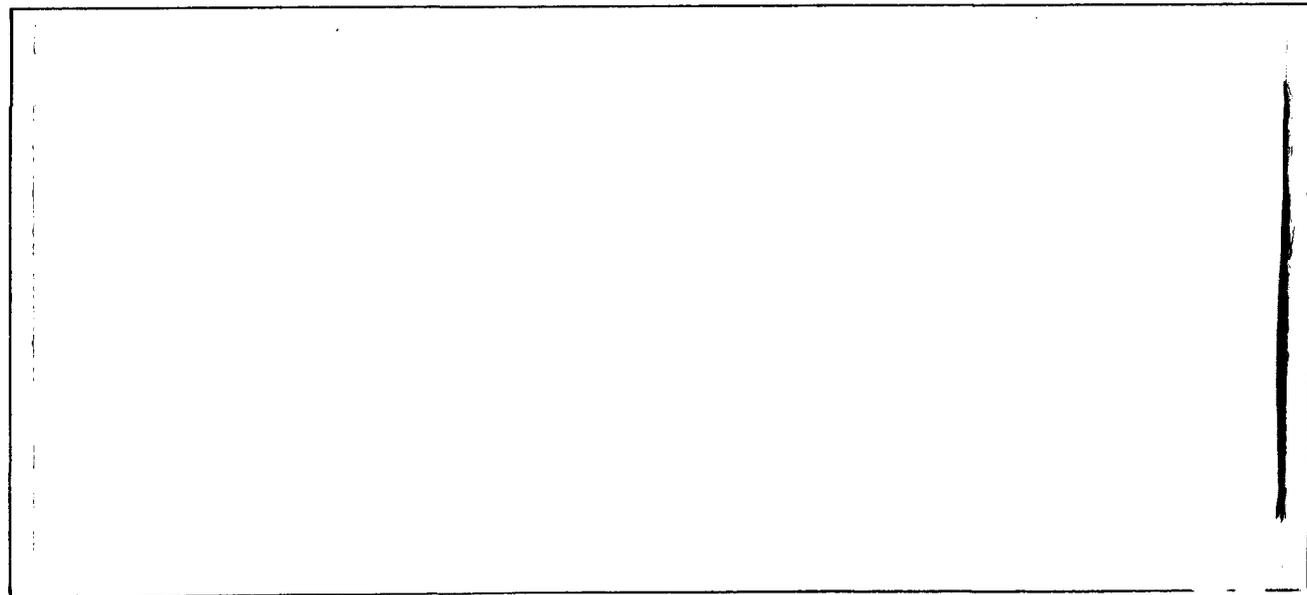


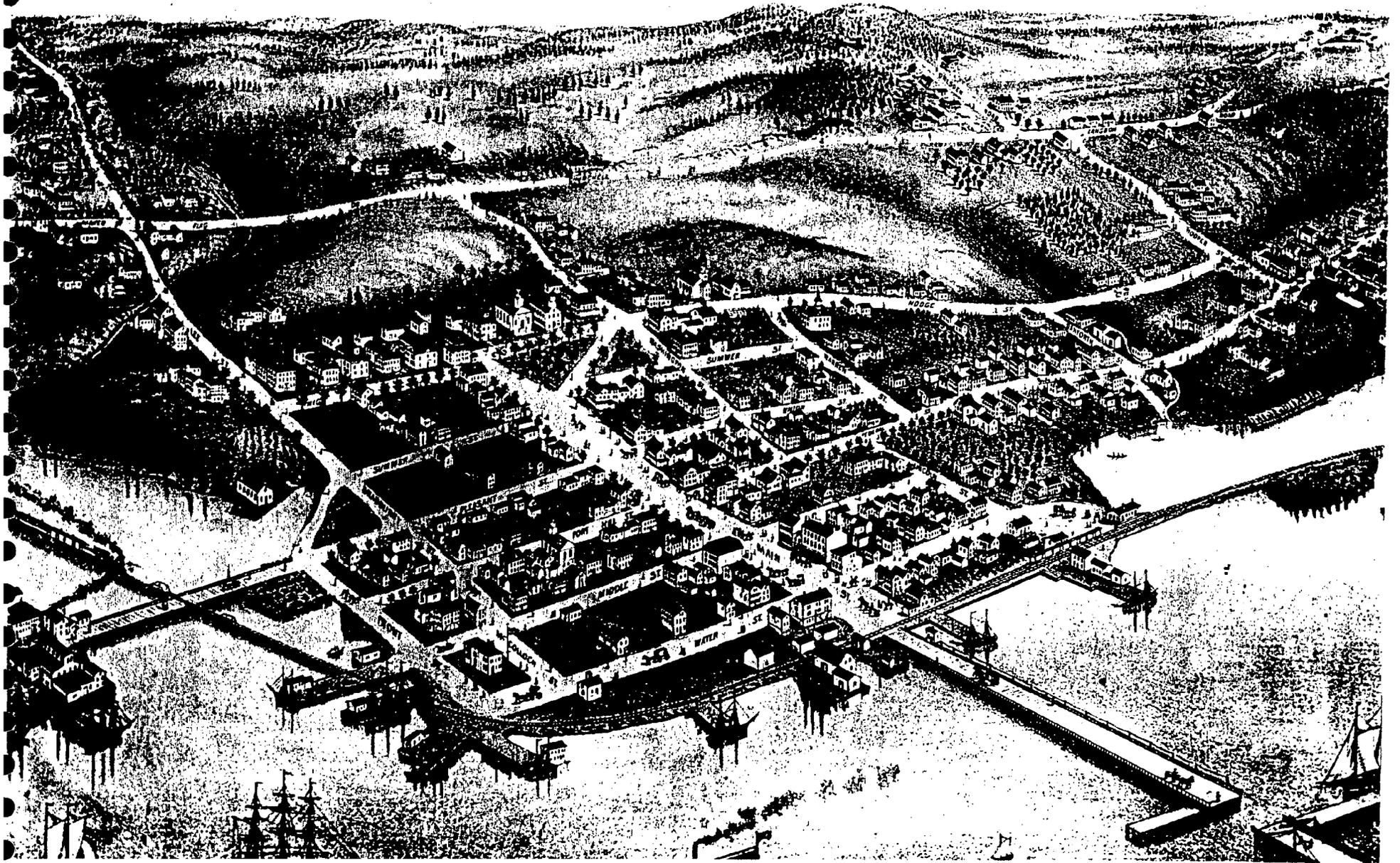
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RIVERFRONT STUDY



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WISCASSET, MAINE



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Dominie, Holly.
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Report of the
Wiscasset Waterfront Committee
to the Board of Selectmen
and the Citizens of Wiscasset, Maine /

Prepared by

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Land Use Consultant

Stroudwater Design Group
Landscape Architects & Planners

in conjunction with

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Ann Beattie

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Willaim Bowers

Don Brewer

Brobeck Collection/C3 Gallery

Katherine Brown

Kerstin Brown

Carriage Motors, Inc.

Coastal Business Center

Oscar Cronk

Edgcomb Inn

Tim Ellis

Fairfield of Wiscasset

Bill & Claire Gardener
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LaGarage Restaurant
Seaver Leslie
Marion Lowndes
Maine Coast and Color Works
Frank Menair
William and Jodi Morison
Paul and Sharon Mrozinski
New Cargoes
Pendleton's Market & Pharmacy
Penguin Computing
Harry E. Percival, Jr.
William & Donna Phinney
Margeurite Rafter
Red's Eats
Joe Reed
JoAnn Reidy
Roy Farmer Association

Cheryl Rust
S. & P. Bait Company
Sarah's Pizza and Cafe
Russel Schneider
Sheepscot River Pottery
Walter & Betty Sherman
Mary Minor Smith
Margaret Stetson
Martha Stetson
James & Dean Sutter
The Butterstamp Workshop
The Marston Housr Bed & Breakfast
Richard Thomas
Dan Thomas
Treats
Tree House Tavern
Two at Wiscasset Antiques
Grace Valentine
Village Hardware
Nate Whitaker
Wiscasset Bay Gallery
Wiscasset Hardware Co., Inc.
Wiscasset Home Laundermat
Wiscasset Newspaper
Ruth Wright

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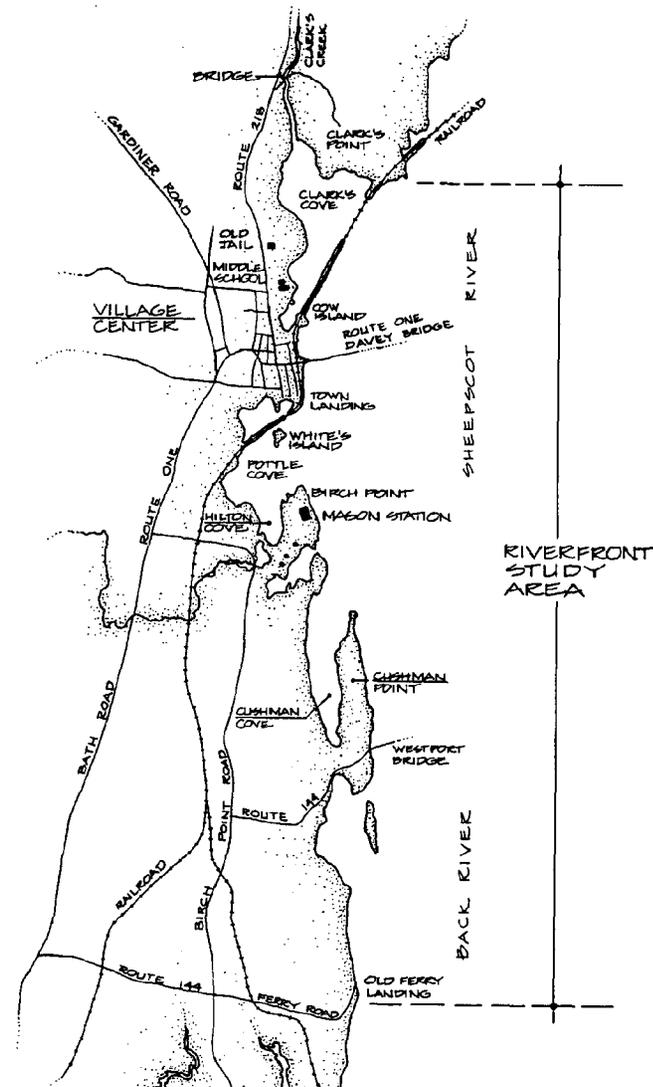
FORWARD

With the passage of the Comprehensive Plan in March of 1989, the residents of Wiscasset clearly stated the qualities of their town that they value and wish to preserve, as the town continues to develop. Among those qualities are several relating to the riverfront:

- ▶ Wiscasset's rich history and appearance of a small coastal town in a rural setting;
- ▶ The rural landscape that surrounds the historic village and its associated wildlife habitat, floodplains, scenic views, recreational areas and open space;
- ▶ Open access to the Sheepscot River; and
- ▶ The commercial and recreational character of the village waterfront.

The Comprehensive Plan established a number of long-term objectives and policies intended to direct future growth in a balanced and responsible manner that would protect these qualities.

Using the Comprehensive Plan as guidance, the Selectmen initiated a process that would result in a master plan recommending ways to preserve these qualities and meet future needs for public access, parking and open space along the riverfront. The Board appointed a Waterfront Committee which convened in April, 1989 and defined the study area to include the shoreline properties from Clark's Creek, south to the Old Ferry Landing (Exhibit 1).



*Exhibit 1
Study Area*

In December, 1989 the Selectmen, Town Engineer and Town Planner asked consultant Holly Dominie to organize a design team for helping the Committee refine its ideas into a workable plan. She and the town's planner and engineer selected the Stroudwater Design Group and Woodlot Alternatives to assist her.

Town staff and officials and a number of residents interested in the future of Wiscasset's riverfront have all worked together in this process to develop a common "vision" for guiding the future of the riverfront. All have shared the same sense of privilege associated with the planning of an area containing such a significant share of the historical, visual and environmental qualities which residents wish to protect and preserve. All have recognised the inherent challenge in protecting these qualities in the face of competing demands and changing land use.

Throughout this study a special effort has been made to learn directly from people their opinions about what the waterfront is now and could be in the future. This has been accomplished by conducting informal workshops with local officials, waterfront landowners, and business owners within the Village Center. A high priority has been placed on listening to their concerns, trying to understand the many "visions" of what the waterfront could be from those who have influenced its past and present and will be involved with the evolution of it's future. There were clearly some conflicting values that had to be addressed. As a result of the public workshops, a collective "vision" has been formulated that is expressed in the recommendations of this study.

Town Staff and The Design Team met several times to review the inventory and analysis, clarify issues, and develop alternative approaches to the collective "vision" for the area of the Village Waterfront. In July of 1990 three alternatives for the Village Waterfront were presented to the residents of Wiscasset. The townspeople reviewed and discussed the alternatives, and chose those ideas that they found to be the most desirable, practical and achievable. These ideas were then refined by the Design Team and incorporated into the final Master Plan for the Village Waterfront. This plan is incorporated into the Riverfront Study.



WISCASSET, MAINE

VILLAGE WATERFRONT AREA-1990

PURPOSE

This document presents a Riverfront Study for the Sheepscot River from Clark's Point to the Old Ferry Landing. It includes a master plan for making improvements to the Village Waterfront. It is intended to function as a working reference to guide and coordinate the broad range of future planning and design decisions by those groups and individuals who are responsible for the future of the riverfront. The Study offers a framework for decision making and provides clear standards for implementing both short and long term changes and improvements that will influence the physical access, environmental quality and visual character of the riverfront.

This Study recommends distinct and understandable goals, guidelines for the riverfront, and specific plans for the village

waterfront and Old Ferry Landing. It recommends how to provide and improve access to the Sheepscot River while protecting the natural, visual and historic character of the riverfront.

The Riverfront Study contains information on the quality of natural and built conditions and the types of uses which best fit those conditions and the goals of the community. It identifies the major issues and specific ways in which competing demands can be resolved. Except for the village waterfront, it emphasizes principles and policies over detailed solutions. In this way the recommendations provided by the Study can remain flexible as information and unforeseen events arise.

THE PROCESS

In preparing the Riverfront Study a five step process was followed. Those steps included:

- ▶ Inventory and analysis of the study area;
- ▶ Community workshops;
- ▶ The development of several schematic master plans for the Village Waterfront;
- ▶ The refinement of the schematic plans into one final Master Plan for the Village Waterfront; and
- ▶ The development of design and planning principles for the riverfront.

The following is a brief summary of the process.

THE WORK PLAN

The Design Team assembled existing data, inventories and studies available from federal, state, local and private sources; and organized and evaluated that information to determine its relevance to the development of the Riverfront Study. Once the review of existing information was completed, additional data, inventory and field surveys necessary for a comprehensive analysis were identified and completed. An initial walking survey of the town waterfront with town officials was first conducted to identify specific issues and concerns, followed by a more thorough field survey of the entire study area. This survey identified important natural features (i.e. vegetative cover and wildlife), cultural features (i.e. development patterns and historical sites) and visual characteristics.

At the completion of the field surveys, the Design Team consolidated its data and utilized an overlay method of analysis to identify four areas of distinct character within the study

area. These areas (Exhibit 2) were identified for having distinctly different physical and visual traits:

Clark's Creek
Village Waterfront
Village Harbor
Back River

From this analysis the Design Team developed a preliminary concept for the purposes of discussing the type of activities that the residents of the Town would be interested in encouraging along the riverfront. This discussion took place at a public meeting in March 1990 where participants brought forward several concerns and a variety of personal "visions" that they were interested in exploring. Meeting participants directed the Design Team to limit conceptual master planning to the Village Waterfront only.

Subsequently, the Design Team worked closely with residents in a series of workshops to develop and refine their ideas for the future of the Village Waterfront. A number of workshops with local and state officials, as well as land and business owners along the waterfront were conducted. The workshops provided an understanding of the issues and concerns that were important to each group.

The workshops provided the basis for development of several alternative conceptual plans for the Village Waterfront. The concepts were presented to town residents on July 18, 1990 in a public workshop forum to discuss the possible activities that might be appropriate for the Village Waterfront. This meeting provided a basis for refinement of the assumptions and recom-

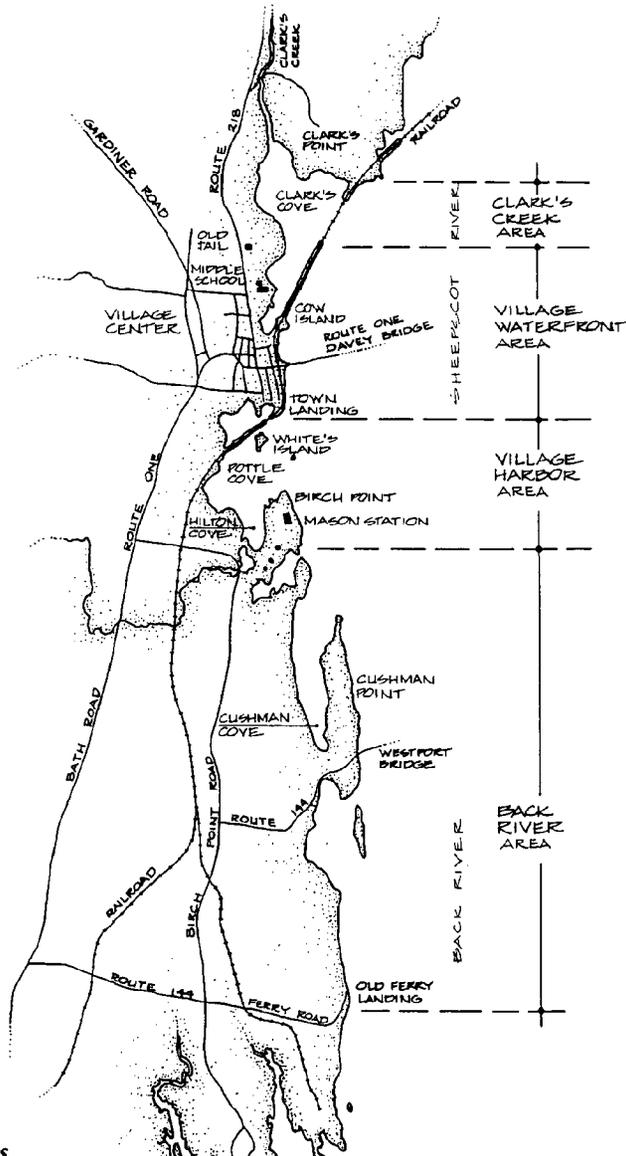


Exhibit 2
Character Areas

mendations for the final Village Waterfront Master Plan. These assumptions and recommendations expressed how residents of the Town currently use the waterfront; what they perceive as its most valued characteristics and greatest problems; and what their expectations are for its the future.

In addition to the workshops, a written opinion survey was taken of the participants at the March 1st public meeting to set community priorities.

RIVERFRONT PLANNING OBJECTIVES SURVEY

At the March 1, 1990 public meeting, participants were asked to rank the relative importance of a number of planning objectives found in the Comprehensive Plan, and those that were found to be of potential interest to the Town after the inventory and analysis process. The intent was to determine the kinds of uses which are deemed most appropriate for the riverfront. A special statistical consultant, Mr. Kenneth W. Fredette, was hired to assist in the tabulation and interpretation of the survey results.

It should be noted that the survey is exploratory in nature and was conducted to help set priorities of those who attended the public meeting. These results were used in conjunction with the opinions expressed in the comprehensive plan and the workshops with waterfront residents to formulate a town concensus on what should be accomplished along the waterfront.

The survey data indicated, and the March 1st discussion reinforced, that respondents placed a higher priority on pro-

<i>Category</i>	<i>Total Average Quality Points</i>
Habitat Protection (Wildlife/Rare Plants)	0.83
Visual and Historic Character Protection	0.78
Environmental Protection	0.76
Community Character	0.63
Land Uses That Depend Upon Waterfront Locations	0.58
Public Access and Use	0.53
Economic Development	0.48

*Exhibit 3
Survey Results*

tecting habitat and the visual and historic character of the town and its environment, than on encouraging public access or economic development (Exhibit 3).

This information indicates that the residents of Wiscasset place a high priority on maintaining the qualities of the town that define the quality of life for residents. Activities that are perceived to alter or change those qualities, such as Economic Development or increasing Public Access are not considered to be of high priority by the residents. They are satisfied with the way things are.

The survey then asked the respondents to rank the relative

importance of selected objectives within each category. These results reveal more specifically the concerns and priorities of the respondents regarding each general category. These results indicate the following:

HABITAT PROTECTION

The protection of wildlife habitat received the highest priority rating of the seven categories listed in the survey. Within this category the respondents indicated that the protection of critical or significant habitat areas (.90) was most important as compared to protecting travel corridors (.59) or adequate space (.61) for wildlife.

VISUAL AND HISTORIC CHARACTER

Maintaining the view (.80) and the appearance of a historic coastal village (.76) in a rural setting (.72) was indicated as being the most important character to protect when discussing visual and historic character. Conversely, respondents indicated that the visual character of an undeveloped, wooded riverfront setting (.62) was not as important. This would infer that residents appreciate the mixture of the existing colonial architecture intermixed with significant areas of field and forest along the riverfront.

ENVIRONMENTAL PROTECTION

The maintenance of a healthy, functioning environment (.82) is also important to survey respondents. Of particular importance is the maintenance of wetlands, floodplains and tributaries (.84) that influence the water quality of the Sheepscot River.

COMMUNITY CHARACTER

The community character of the village center was not given a high priority rating by the respondents (0.63). They did indicate, however, that if issues of community character were considered, then the village center should appear and function in a logical, unified and attractive manner (.73).

WATER DEPENDENT USES

The survey found that while protecting wildlife habitat and the environment had a higher priority than water dependent uses, efforts should be made to ensure that appropriate sites were available (.77) for marine related activities. A working waterfront (.67) was not seen as an important priority over other water dependent uses.

PUBLIC ACCESS AND USE

Public access (0.53) was considered to be of one of the lowest priorities of the seven surveyed planning objectives for the riverfront. The survey did indicate though, that if public access to the water (.70) is considered, that it should cause little disruption to the community (.84); that it should connect the village center with surrounding neighborhoods and special sites (.81); and that parking associated with public access sites should be kept to a minimum (.80).

TAX BASE DIVERSIFICATION

This planning objective received the lowest priority level (0.48) of the survey. The improvement of the waterfront for eco-

nomc activity is clearly not a direction that the respondents would like the waterfront to proceed in.

In summary, this survey data clearly suggests that habitat protection, particularly of critical or significant habitat areas is of high priority when considering the future of the riverfront. Residents are equally concerned about maintaining the appearance of the rural and historic qualities of the village. The survey also indicates that they will be more tolerant of impacts to the visual character of the waterfront if it is compatible with the type of visual mix that currently exists between the natural and built environments along the village waterfront. They have also indicated that protection of the riverfront environment should be given a priority over encouraging further economic development of the riverfront, which would result in the addition of increasing numbers of buildings and related improvements along the shoreline. Public access is not a well received development along the riverfront unless it is village oriented and has very little impact on community life.

This is a brief description of the data from the survey conducted in March, 1990, and what the data infer about the community "vision" of what the riverfront should be. A more detailed explanation of the survey may be found in the Appendix.

GROUP WORKSHOPS

The workshops provided a better understanding of how the residents perceive and would like to use the village waterfront area. They provided an opportunity for residents within the Village Waterfront Area, local officials and interested State agencies to express their "visions" for the village waterfront.

The process involved dividing residents of the village waterfront into small groups where they could discuss specific issues common to their neighborhood area. Three workshops targeted:

- ▶ Landowners north of Lincoln Street to the old jail
- ▶ Landowners south of Lincoln Street to Whites Island
- ▶ Business owners in the village

Individual meetings were also held with local officials, Central Maine Power, the Railroad Division Director for the Department of Transportation and the owner of Whites Island.

Each workshop group was asked to discuss their personal views of proposed improvements along the waterfront, what they liked or disliked about current conditions, and what type of future direction they would like to see for the waterfront. The three topics generating the most discussion centered on who the waterfront is for, the impact of the reactivated rail line on the waterfront, and how best to provide adequate parking and public facilities for water related uses. In general the following observations were made:

WATERFRONT USES

- ▶ Future management and direction of the waterfront should accommodate foremost the needs and desires of the people who live in town. Priority should be given to residents who use existing facilities along the waterfront, such as the Town Landing.

- ▶ The impact of tourists needs to be better managed. Many of the issues which currently confront the waterfront, such as parking, public access and traffic congestion are seasonal impacts that occur at peak vacation times.

- ▶ The establishment of a train stop on the waterfront for freight or passengers, should be discouraged, at the present time.

- ▶ Public toilets should be located closer to the central business area of the village.

- ▶ Opinion is divided on the use of the Creamery Site. Ideas range from a passive viewing area to a joint venture development for extra boating slips.

PARKING AND ACCESS

- ▶ The number of parking spaces needs to be increased in the village area. Small lots tucked between existing buildings is the most desired. Parking lots along the waterfront are not desired.

- ▶ The demand for water access at the Town Landing has exceeded its capacity to effectively provide parking for boaters accessing the Sheepscot River.

- ▶ Pedestrian movement across Route One needs to be improved to reduce pedestrian/vehicular conflicts. Opinion is divided as to the best resolution for this issue. Considerations are: an underpass, an overpass or a pedestrian free zone.

- ▶ Developing more public access sites along the riverfront is not encouraged because of the current problems that tourism inflicts upon the town and the informal understandings that currently enable local people to use private lands for river access. The concern is that those problems will not lessen through additional public access but will rather spread and possibly increase. If the only effect of increased public access were that townspeople would have an enjoyable place to stroll and access other parts of town, then the support would be higher.

HABITAT

- ▶ Joppa Cove and Whites Island areas should be maintained in a natural setting. Habitat enhancement actions by landowners are encouraged.

VISUAL CHARACTER

- ▶ Visual intrusion by the sewage treatment plant is intolerable. New additions to the plant should be more architecturally sensitive than the existing plant buildings to the town and plantings should be used to create a visual buffer around the perimeter of the plant. Other places such as the Town Landing are not visually attractive either.

The results generated from the public workshops, were incorporated by the Design Team into the development of three alternative design concepts for the Village Waterfront. These concepts were presented to town residents in July, 1990 within a workshop format. During this public meeting, participants were able to review the plans, ask questions and make com-

ments on each of the proposed concepts. Participants were asked to evaluate how well each design concept addressed their concerns and interests expressed in the previous workshops. The final Village Waterfront Master Plan reflects the results of this process, and incorporates what participants believed to be the best aspects of each alternative.

ORGANIZATION

The remainder of this report is organized to document the findings, conclusions and recommendations of the Riverfront Study.

Chapter 4, "Evolution of the Waterfront" presents an historical overview of the major events that have occurred along the riverfront so that the present environment can be understood in terms of the decisions of the past.

Chapter 5, "Setting and Key Issues", discusses the current condition of the riverfront and the issues that residents find to be important along the riverfront.

Chapter 6, "Inventory and Analysis", discusses the characteristics of the natural and built environments. Specifically, access, the development pattern, and natural and built fea-

tures of the environment are discussed. This analysis discusses the key elements which create the image of a small New England coastal village surrounded by open space.

Chapter 7, "Riverfront Concept", summarizes the analysis of key elements and illustrates the key planning concepts and actions that form the overall guidelines for the design improvements along the waterfront.

Chapter 8, "Design and Planning Principles", presents a detailed description of the specific opportunities, constraints and recommendations within each of the four identified character areas along the riverfront.

Chapter 9, "Village Waterfront Master Plan", presents a detailed description of the schemetic concepts and the Final Master Plan for the Village Waterfront. The timetable for the final master plan is described in "Implementation Plan", (appendix A).

EVOLUTION OF THE WATERFRONT

The origin for the name Wiscasset is believed to have come from an Indian locative word meaning "confluence of three rivers" or "the outlet of the bay". The definition for the term "Wiscasset" continues to be debated among today's scholars. However, little doubt exists that the rich natural resources within the Sheepscot River corridor and the Town's access to the open ocean had a significant influence on Wiscasset's prosperity and development (Exhibit 4).

Historically, the infertile and rocky conditions of the soil, together with a short growing season, minimized the role that farming has played in the development of coastal communities like Wiscasset. The meager life-style offered by farming could not compare to the riches and abundant opportunities that were available in lumber, fishing and shipping along the rivers and the open ocean.

At the debouchure of the Sheepscot River, productive fishing grounds produced such quantities of giant cod, mackerel and flounder that by 1623, permanent fishing camps were established at Arrowsic Island, Sheepscot, Damariscotta, Pemaquid and St. Georges. Eighty-four families were known to have settled along the shores around the Kennebec and Sheepscot Rivers by 1630. Great schools of salmon, shad, alewives, striped bass, as well as beds of oysters could be found in the upstream waters of the Sheepscot River.

This plentiful bounty encouraged settlements along the banks of the Sheepscot River and in 1660 George Davie and his brother established a homestead at the current site of the Lincoln County jail. However, colonial expansion was inhibited by the Indian Wars from 1625 until 1725, the end of the

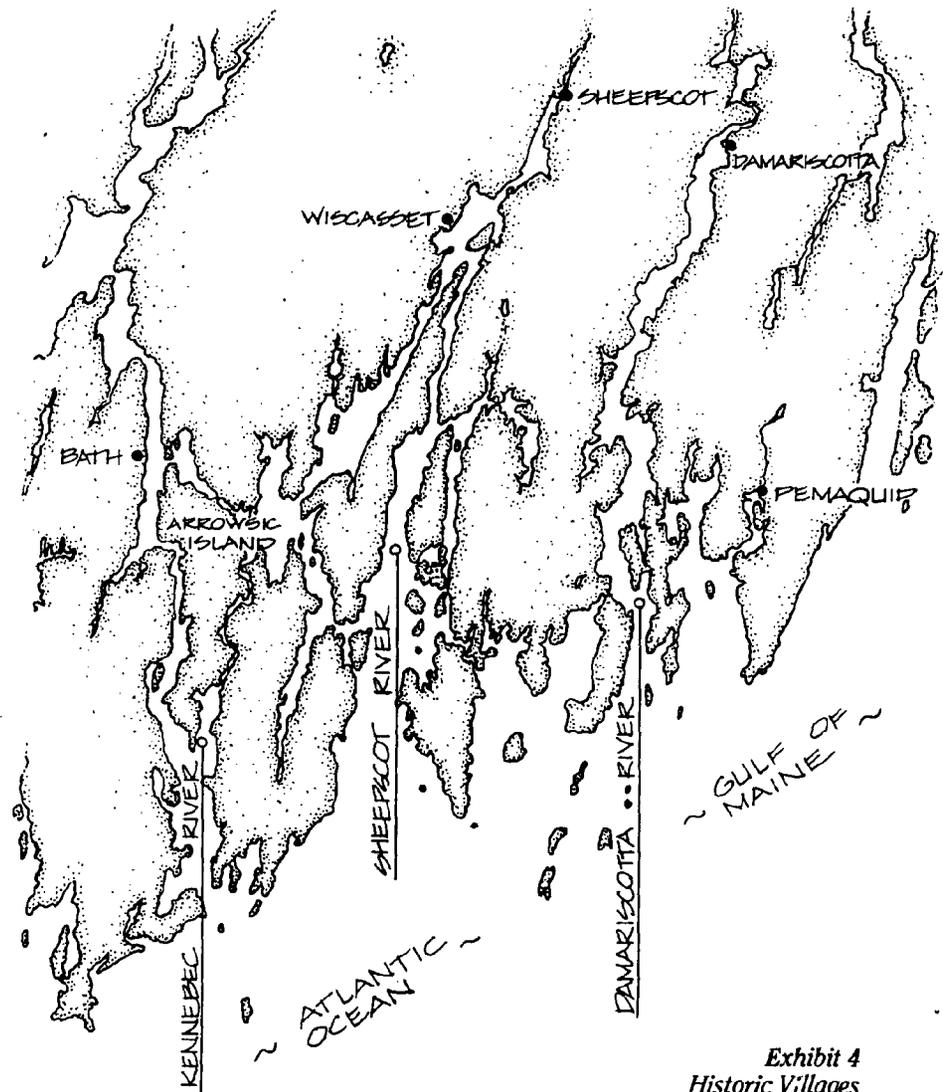
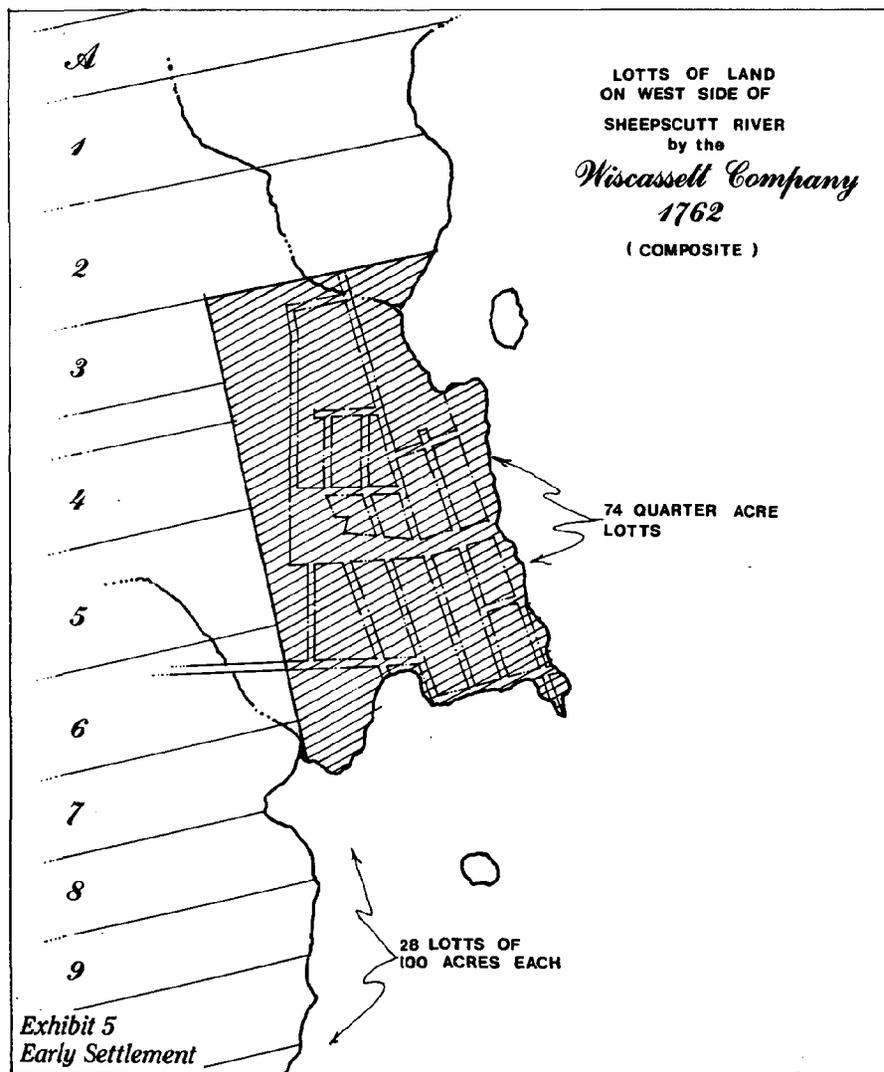


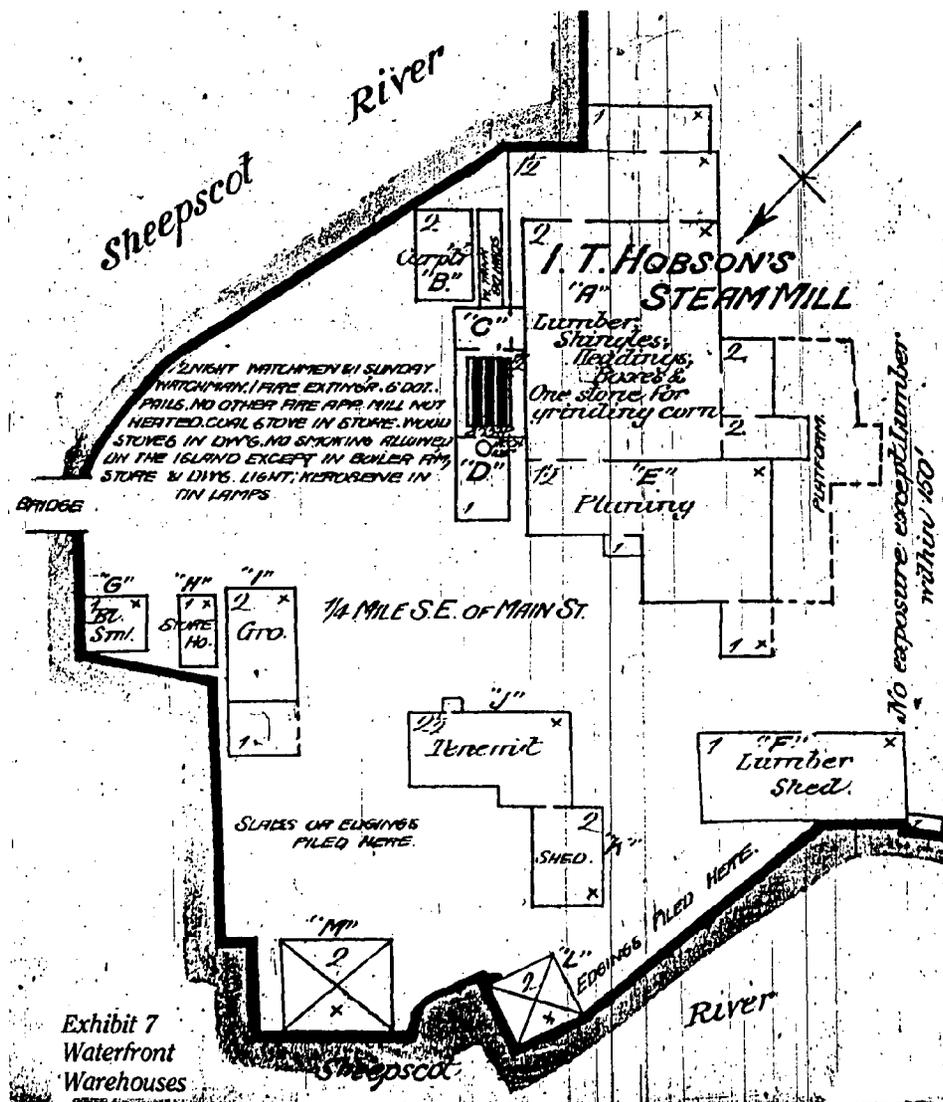
Exhibit 4
Historic Villages



Governor Dummer's Indian War. Resettlement in the confines of Wiscasset started again in 1729 with Robert Hooper and his family moving to the Cushman Point area. They were followed by several other settlers throughout the 1700's.

During the 1730's the Boston Company, attracted by the deep harbor and natural resources, bought the rights of the Davie heirs and invested much of their energies and money into the development of Wiscasset. Through their efforts roads were built, jetties constructed and a village development pattern began to evolve (Exhibit 5). The waterfront at this time maintained its natural configuration and direct access to the shoreline was common. Growth and progress occurring in the early to mid 1700's established Wiscasset as a shipping port. This enabled the town to take advantage of the economic growth that was to occur after the Revolutionary War in the shipping and lumber industries and establish itself as a regional economic center.

The beginning of the nineteenth century brought a remarkable and prosperous expansion to the shores of the Sheepscot River. The successful development of the fishing and lumber industries brought an increase in demand for lumber to build ships, and a need to expand shipping for the export of fish and lumber, as well as the import of salt, spices and other goods for commerce. With its vast forests, rich fishing grounds and a deep water port that rarely froze during the winter months, Wiscasset was a business center with no equal east of Portland. Shipping flourished and the by-products of commerce enriched the



These early mills manufactured planks, barrel staves, box shooks and shingles for export directly to England, Scotland and the West Indies.

The need to meet the increased demand for wood products encouraged the specialization of the waterfront for the manufacturing and shipping of goods. This resulted in the construction of numerous mills and warehouses that were built out into the river along the waterfront (Exhibit 7). The construction of large mills and piers dominated the shoreline and blocked the water's edge from the street. The specialization of the waterfront and its physical separation from the village encouraged the development of an alternative economic area within the village center for the transaction of every day commerce.

The development of steam powered portable mills in the mid 1800's contributed to the rapid reduction of the magnificent forest along the Sheepscot. Portable mills made it possible to harvest and mill vast quantities of wood at interior sites and eliminated the need to locate on the river for power and transportation. This resulted in the overharvesting of timber along the Sheepscot River. Concurrently, the construction of mill dams, the pollution of waterways and the overfishing of local fisheries led to the decline of the fishing industry. Together, the despoiling of the resource base for both the fishing and lumber industries so severely curtailed commerce that the economic livelihood of the residents of Wiscasset steeply declined.

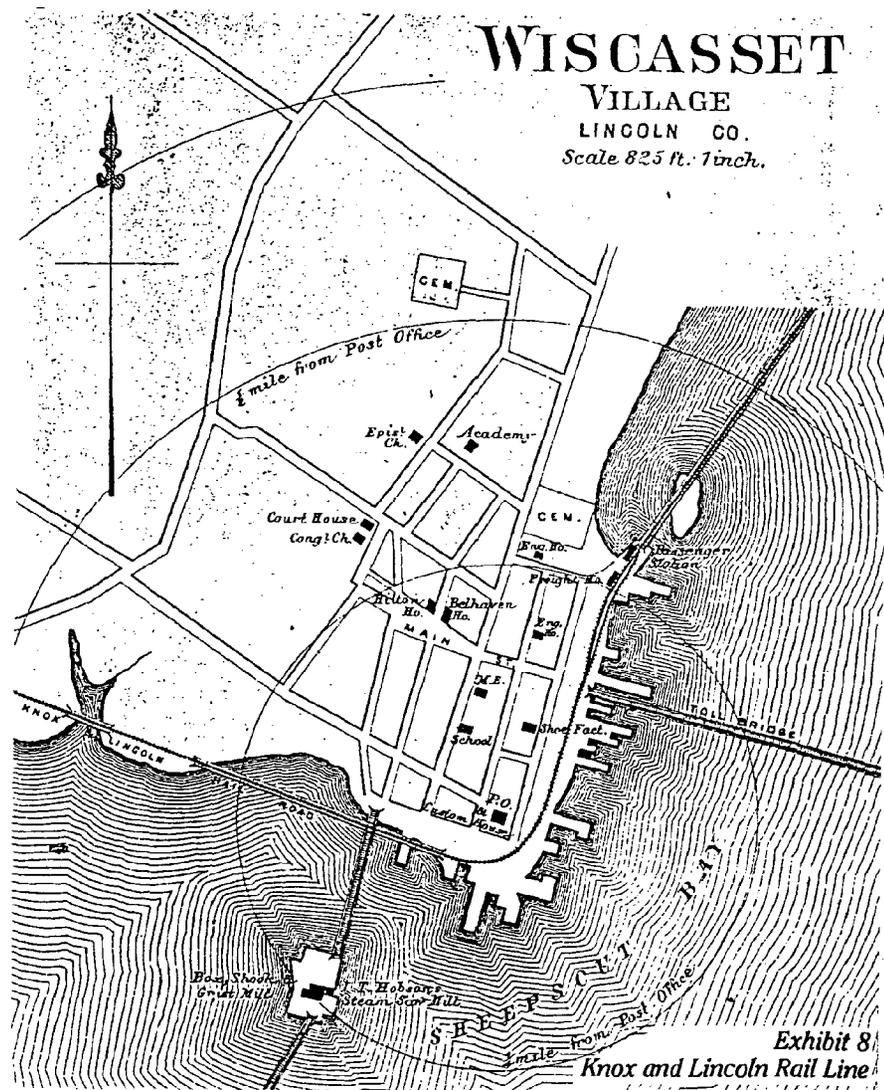
As many local lumber mills closed in the 1870's, they were quickly replaced by brick yards that took advantage of the

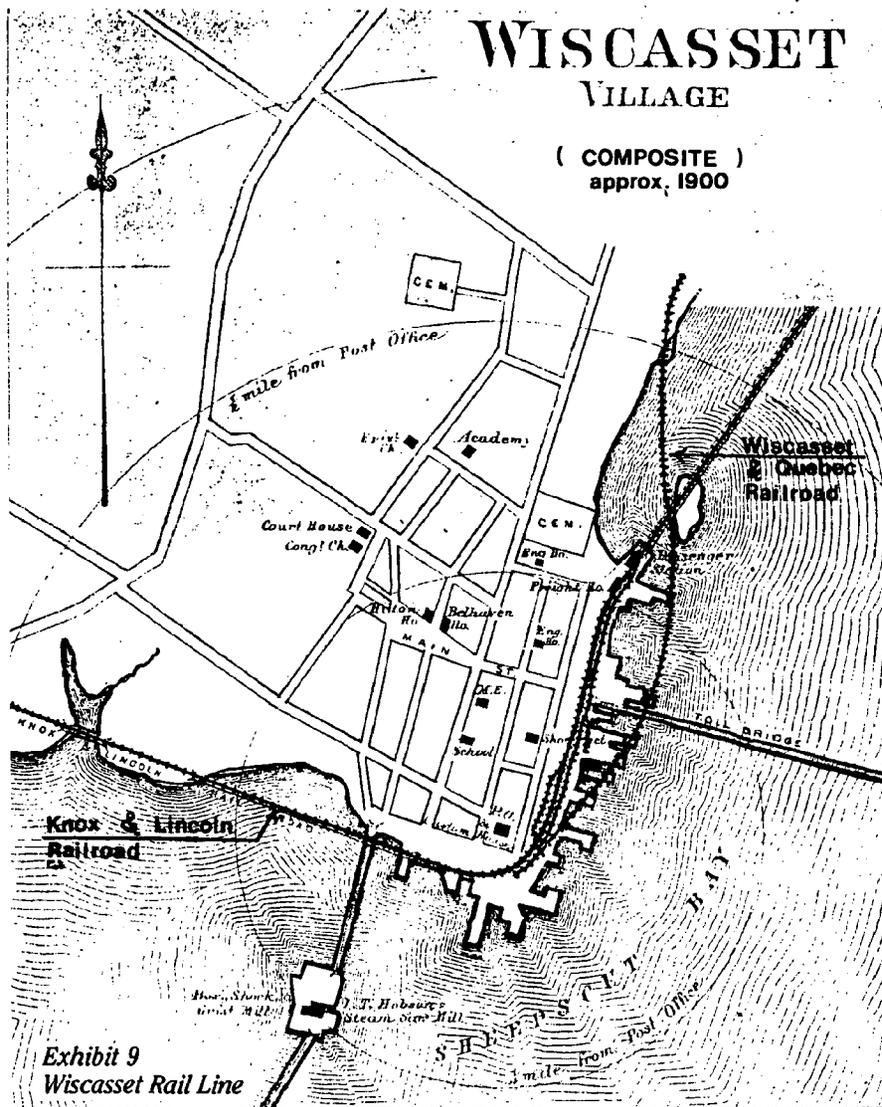
abundant amount of local clay soils. These yards never provided the economic strength that the lumber and fishing industries had; they only delayed the economic decline of the town. The most profitable of the brick yards was the Tucker & Savage yard located along the river's edge at the foot of the hill where the narrow gauge rail line traverses the Middle School site.

The decline of these industries precipitated a corresponding decline in the town's prominence as an important economic port. The economy never fully rebounded to the robust levels of the early 1800's, settling instead into a stable residential community with a diverse mix of commercial and retail business concentrated in the village center.

The hope to regain some of its previous economic vitality was sparked when the Knox & Lincoln Railroad extended the standard gauge rail in 1871 from Woolrich to Rockland, thus completing the Boston to Rockland run. By this time the waterfront area had lost its vitality and several mills and warehouses along the waterfront were razed and additional land created to satisfy the spatial needs for the rail line (Exhibit 8). These changes effectively severed the waterfront from the town as the shoreline road became functionally less useful and its economic importance further diminished, being overshadowed by the village center.

The Knox & Lincoln Railroad was never a financial success and its construction placed the town of Wiscasset in severe debt until the early 1900's when it was purchased by Maine Central Railroad and later by Guilford Industries. Guilford Industries abandoned the line in 1979 and The Maine Department of





Transportation (MDOT) purchased it in 1989. In June of 1990 MDOT leased the line to the Massachusetts Central Railroad to run freight from the Dragon Cement plant, in Thomaston, to the State Pier at the Mason Station.

With equal ambition, the Wiscasset & Quebec Railroad Company (WQRC) planned to construct a narrow gauge rail line from Wiscasset to the St. Lawrence region that would eventually become the eastern terminus of a coast to coast rail line (Exhibit 9). The rail line was to carry shipments of coal and lumber from Quebec to the Port of Wiscasset and be shipped down the Sheepscot River to other ports of call. The *Hesper* (built in 1918) and the *Luther Little* (built in 1917 at Somerset MA.) were purchased by the WQRC to ensure that shipping would be readily available from their rail terminus in Wiscasset. However, because of legal battles and the lack of sufficient capitalization the rail line never proved profitable, and the *Hesper* and the *Luther Little* were grounded at their current location at the village waterfront. The Wiscasset & Quebec Railroad Company finally succumbed in 1933 due to competition from changes in the modes of shipping freight from rail car to trucking. Remnants of this line are still visible at the Creamery site and along the shoreline north of Route One.

The evolution of Wiscasset's waterfront is a story of people living and working in close proximity to the water for hundreds of years. It is obvious that the abundant natural features of lumber, fish and a deep water harbor played a major role in the settlement and growth of Wiscasset, and ultimately led to its heyday in the early 1800's as a major shipping port. The waterfront prospered and changed dramatically during this time as areas were filled and several mills, warehouse and

other buildings were built along its shores to meet the demands of commerce. However, the elements of industrialization: the overharvesting of natural resources, environmental pollution and the introduction of new technologies, eventually brought an end in the late 1800's to the robust resource-based economy. Wiscasset failed to keep pace with these changes. The resulting decline in the economy and shipping lessened the importance of the waterfront as an area for commerce. This precipitated its neglect and decline, which was further punctuated by the construction of the rail line along the waterfront. As the village depended less on the waterfront for transportation and commerce, buildings were vacated, became unsightly and were removed. Wiscasset eventually evolved into the stable residential community that exists today. The last warehouse on the waterfront, known as the Creamery Building, was disassembled in June of 1990. Only the grounded schooners and a number of remnant piers remain from the active shipping port of the 1800's. (Exhibit 10).

This type of boom and bust cycle is typical of American commercial waterfronts. The evolution of Wiscasset's waterfront provides a clear perspective of the changes that have taken place in response to the dynamic economic and technological influences that have occurred over the years. Historically, this response has been a disjointed and incremental process, characterized by a number of loosely related decisions and actions by hundreds of landowners and entrepreneurs. The lack of vision and management of the waterfront in adapting to successive demands for new functions in the past has led to many of the incentives and constraints associated with the use and enjoyment of the waterfront today.

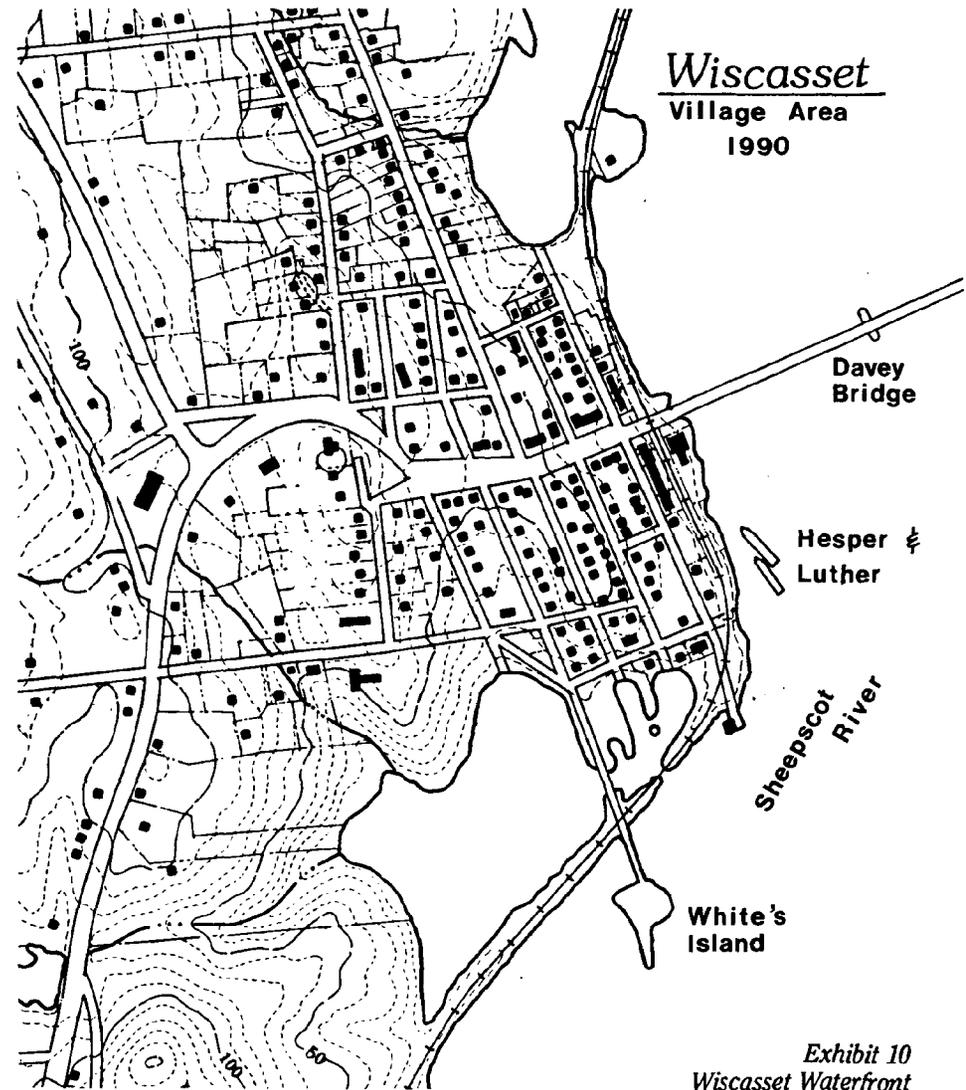


Exhibit 10
Wiscasset Waterfront

Wiscasset is fortunate, either by chance or through direct intention, to have maintained its historic architecture, small town character and pedestrian scale of its village center. These qualities are important particularly along the riverfront. For it is along the riverfront that these attributes coexist and form a special community resource that is unique in its potential to concurrently provide diverse opportunities for economic growth, public enjoyment and civic identity for Wiscasset residents.

The quality of life that Wiscasset currently enjoys can be attributed to a balance between the types of economic uses feasible along the riverfront and the types of uses that instill civic pride and public enjoyment. This balance was established during a slower, less complicated time when changes in land ownership and economic development occurred at a less rapid pace and smaller scale.

However, the effects of a rapid increase in the recreational use and the encroachment of urban development along the waterfronts of several southern and mid-coast Maine communities has raised concern over the future of this balance and the direction that the Wiscasset riverfront may take.

Most residents agree that it is important that Wiscasset's riverfront remain attractive and accessible with a healthy natural environment. They also agree that its physical development should be reflective of the Town's values and ideals, and that marine related uses be given a priority when considering the future development of the riverfront. Important in all of these concerns is the issue of

accessibility. What type of activities should have access to the water? How much of the riverfront should be accessible to the public?

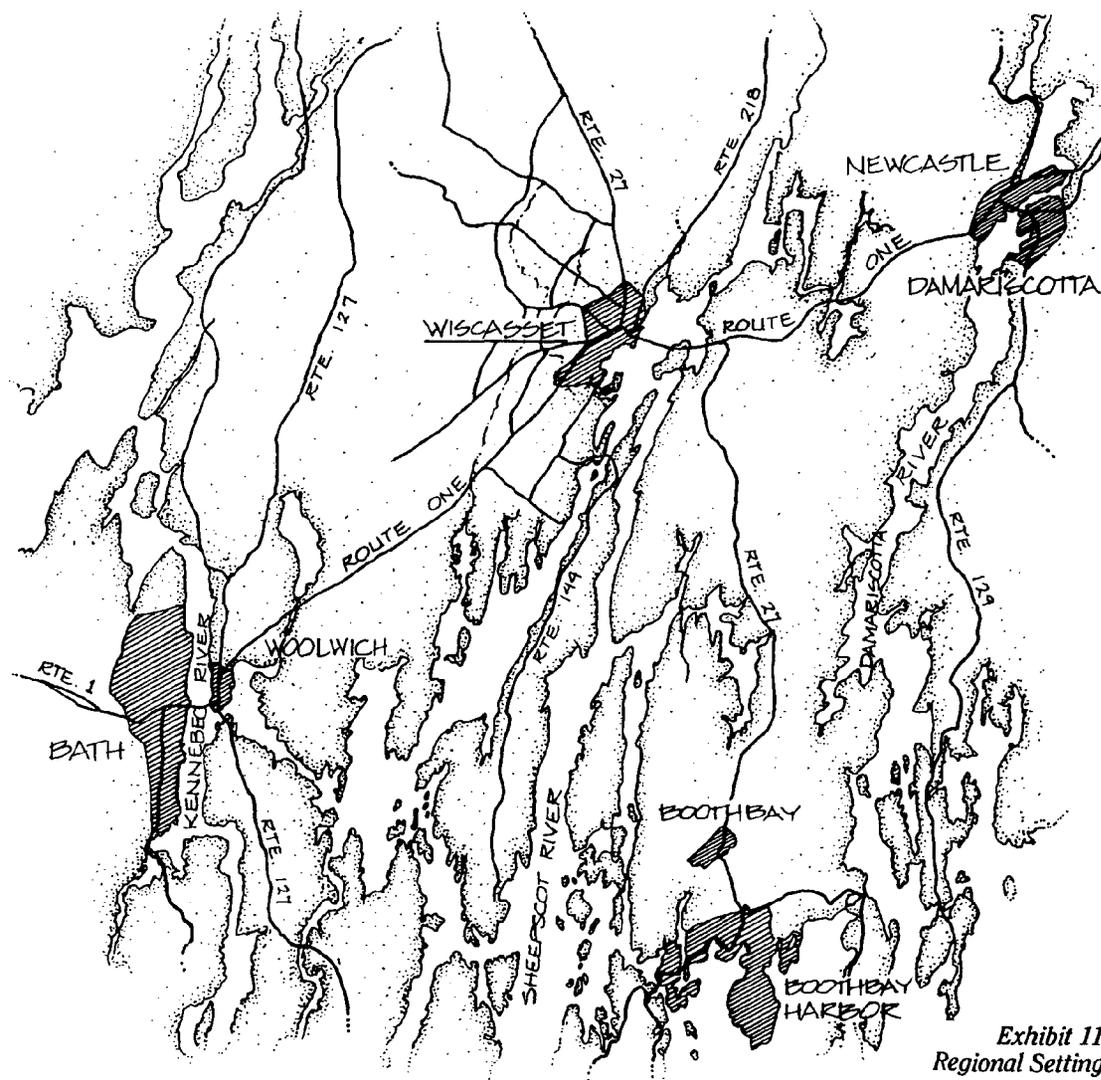
SETTING AND KEY ISSUES

SETTING

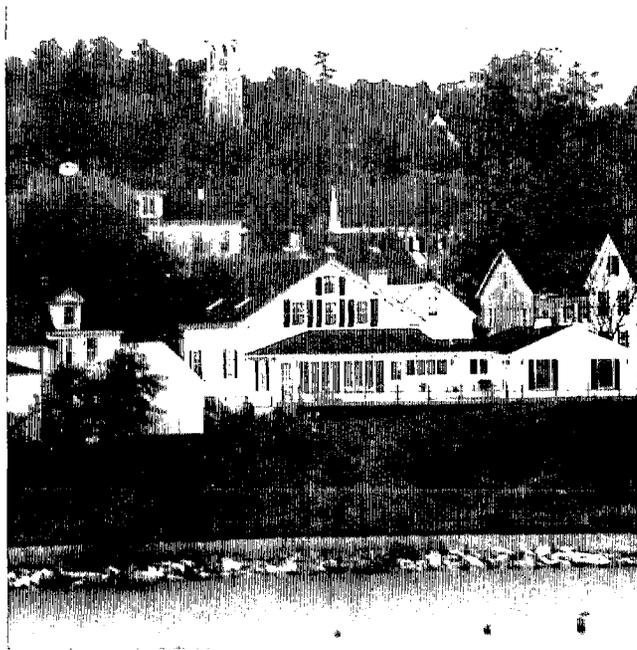
Wiscasset's waterfront is special. Located on the Sheepscot River, approximately fourteen miles inland from the ocean, few communities can boast of a deep water, working waterfront which has maintained significant areas of productive wildlife habitat, abundant natural and architectural beauty, and numerous historic sites (Exhibit 11). The approximately nine miles of continuous shoreline within the study area offers a variety of economic, scenic and recreational opportunities to visitors and town residents alike.

Listed in the National Register of Historic Places, the village center is the central hub of activity along the riverfront. Historically, this has served as the center for economic activity and expresses the historic, intimate and pedestrian charm of a small coastal community that Wiscasset is known for. North and south of the village center the urban fabric of town gives way to large areas of woodland and open meadows. Quality wildlife habitat is particularly abundant in the Clark's Creek and Back River areas.

The waterfront supports a small, active marine and shipping trade at the Town landing and State Pier, as well as several opportunities for pleasure boating. Spectacular views of the Sheepscot River and the village center exist from several vantage points along the riverfront. All of this activity occurs within the framework of a small New England coastal town with a rural character and abundant open space. This gentle, natural setting with its recreational, cultural and economic amenities is one of the



*Exhibit 11
Regional Setting*



*Exhibit 12
Village Center*

reasons why Wiscasset is so special (Exhibit 12).

Over the years the importance of Wiscasset as an economic center has steadily declined, while the interest in the quality of life within the town as a residential community has grown. The increase in the number of people wishing to visit or reside in Wiscasset has brought pressure upon the town's ability to maintain the historic, visual and environmental characteristics that define the town's quality of life. These are attributes that the residents have identified through numerous workshops and the Comprehensive Plan, as being important to the well being of the town.

To date the town has successfully provided a healthy balance between natural and built conditions. But this balance can not be taken for granted. The overflow from already crowded southern Maine towns and people's desire to live in more rural areas have made Lincoln county the State's fastest growing county. (1990 U.S. Census) This trend is expected to continue. The challenge for the town will be to manage continued growth in such a way as to maintain the high quality standard of living in the face of increasing demands for those qualities. With forethought, careful planning and dedicated attention to the details of implementation, it can be accomplished.

KEY ISSUES

The Comprehensive Plan gives explicit guidance about the kind of attention that townspeople would like given to their waterfront and it's associated land uses. The important issues facing the waterfront are those which threaten

to diminish its environmental quality, easy access to the river, historical image and visual character. The following is a brief description of the key issues as identified through the public workshops, the Comprehensive Plan and observation by the Design Team. Specific issues relating to the village waterfront will be discussed in Chapter 8, "Design and Planning Principles".

PUBLIC ACCESS TO THE RIVERFRONT

PEDESTRIAN

- ▶ Poorly articulated pedestrian circulation routes across Route One hinder the movement of pedestrians and vehicles in the waterfront area. Current crossings are poorly defined and difficult for pedestrians to navigate with high seasonal traffic volumes.
- ▶ Reactivation of the rail line may generate the potential for pedestrian/train conflicts that have not existed in recent years.
- ▶ The lack of public property in some areas restricts public access to the water.
- ▶ Incidents of vandalism and rowdy behavior on the waterfront restricts the enjoyment of the riverfront by town residents.
- ▶ Many of the public sites that provide pedestrian access to the riverfront are auto-oriented and not inviting to the pedestrian.

VEHICULAR

- ▶ Circulation conflicts with the reactivated rail line will periodically impede vehicular access to the waterfront area.
- ▶ Lack of parking in the village inhibits vehicular access for waterfront users.
- ▶ Seasonal increase in the number and type of vehicles creates competition for limited parking spaces, limiting vehicular access for water uses.
- ▶ Inefficient circulation patterns by people from out of town looking for parking adds to the congestion on village side streets.
- ▶ Seasonal traffic volume on Route One impedes attempts to cross this traffic corridor.

PARKING

- ▶ Lack of adequate parking does not support the full use of available square footage of retail/office space in the village.
- ▶ Fluctuation in demand creates the seasonal lack of adequate number of parking spaces, particularly in the village center.
- ▶ The inefficient layout of existing parking lots contribute to the inadequate number of parking spaces.

- ▶ *Appropriate signage to efficiently direct drivers to existing available parking is lacking.*
- ▶ *Inadequate enforcement of parking regulations encourages congestion of some lots.*
- ▶ *Lack of designated parking spaces for boat trailers and buses creates a shortage of parking spaces for cars around the town landing area.*

RAILROAD

- ▶ *The reactivation of the line may necessitate the redefinition of appropriate crossings to provide a safe environment along this corridor.*
- ▶ *Reactivation of the rail line will create a number of conflict points between rail and pedestrian movement, and may impede the availability of public access to the waterfront.*
- ▶ *Increases in the use of the rail line will have some negative effects on the quality of life for residents and quality of wildlife habitat areas.*
- ▶ *The designation of MDOT lands, adjacent to the rail line corridor, exclusively for rail line activity would eliminate several recreation, public access and service uses that have become established while the rail corridor was in a state of abandonment.*

- ▶ *Activities associated with the rail line, such as, parking storage and repairs could potentially have a negative effect on environmental, visual and the historic qualities valued by town residents.*

HISTORIC AND VISUAL CHARACTER

NATURAL FEATURES

- ▶ *Future development along the riverfront could remove substantial portions of woodland and open fields that would diminish the important natural component of the visual character.*

BUILT FEATURES

- ▶ *Future development along the riverfront that is not in character with the existing built environment could diminish the image of a small New England coastal village.*
- ▶ *Deterioration, modification or removal of existing historic structures, remnants and historic sites could diminish historic and visual character.*

VISUAL QUALITY

- ▶ *The Town wishes to protect the impression of a small New England coastal town of predominantly 18th and 19th century architecture and surrounding open space.*

- ▶ Changes in existing land use patterns would alter the relationship within existing historic development patterns between the density of built structures, related open space and wooded areas.
- ▶ Unrestricted and/or inappropriate public access could contribute to the physical deterioration of some natural areas.
- ▶ Incremental encroachment by development on visually sensitive areas along the shorefront would have a negative cumulative affect on the visual integrity of the area.

HABITAT

- ▶ Inconsistent zoning along the riverfront does not provide adequate protection for shoreline habitat.
- ▶ Encroachment by development within the proposed width of the Water Resource Protection District affects habitat quality.
- ▶ Mapping and classification of important nesting and habitat sites within the Sheepscot River corridor is important to the maintenance and management of healthy wildlife populations.
- ▶ Allowing indiscriminate public access into sensitive habitat areas by hikers and/or motorized vehicles, will diminish and destroy the quality of wildlife habitat

necessary for maintaining and managing healthy wildlife populations.

MARINE RESOURCES

- ▶ The Town Landing and the Old Ferry Landing need to be improved to accommodate the increasing demand for water access by a variety of groups.
- ▶ The Town wishes to protect major stretches of saltwater marshes and tidal flats to ensure a sound environmental base that will support commercial harvesting of marine resources.
- ▶ Physical improvements along the Village Waterfront should give priority to accommodate water-related uses.

DIRECTION

The direction provided by these issues is clear: the unique natural features, visual character and historic qualities are of great importance to the residents of Wiscasset. Because of these attributes and the quality of life that they collectively provide, the town of Wiscasset is a desirable community to live in.

There are at the same time certain aspects of growth and change that threaten these qualities. They are: tourism, the rail line, and new development to meet housing and commercial needs. The impact that they will put on the town to maintain its unique quality of living can be

accommodated if there is a commonly understood set of objectives and a coordinated set of management policies. The purpose of this study is to recommend such a set of objectives and policies.

INVENTORY AND ANALYSIS

INTRODUCTION

To ensure that the values expressed through the workshops and in the comprehensive plan were incorporated into the Waterfront Access Plan, the Design Team conducted a thorough inventory and analysis of the existing conditions, features and policies in effect within the study area. It specifically reviewed and studied the natural features, the visual character, the historical and cultural features, and the zoning and ownership patterns that existed within and adjacent to the study area.

The Design Team compiled the data and analyzed it using an overlay method that identified four distinct character areas along the Wiscasset riverfront. These areas were identified as: Clark's Creek, Village Waterfront, Village Harbor and the Back River (Exhibit 13). Each character area was defined by a unique combination of natural, visual, historical and development pattern traits. These zones were important in the analysis of the study area because they provided cohesive physical units for developing planning and design principles for areas along the riverfront. The following text describes the findings and conclusions of this inventory and analysis and highlights important implications for planning and managing the riverfront.

INVENTORY

PUBLIC ACCESS

Pedestrian

The principle paths for pedestrian movement along the

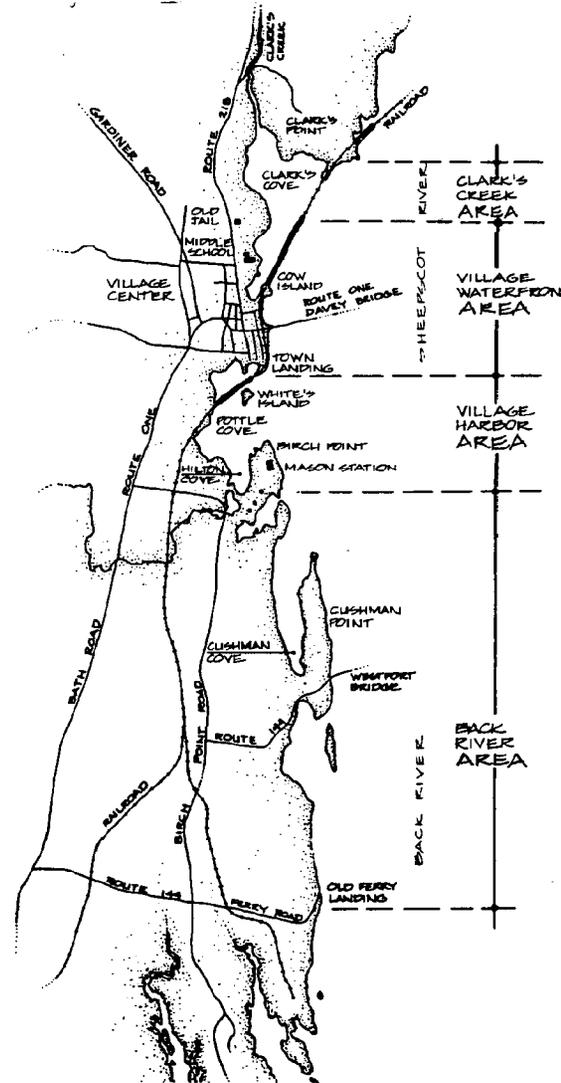


Exhibit 13
Character Areas

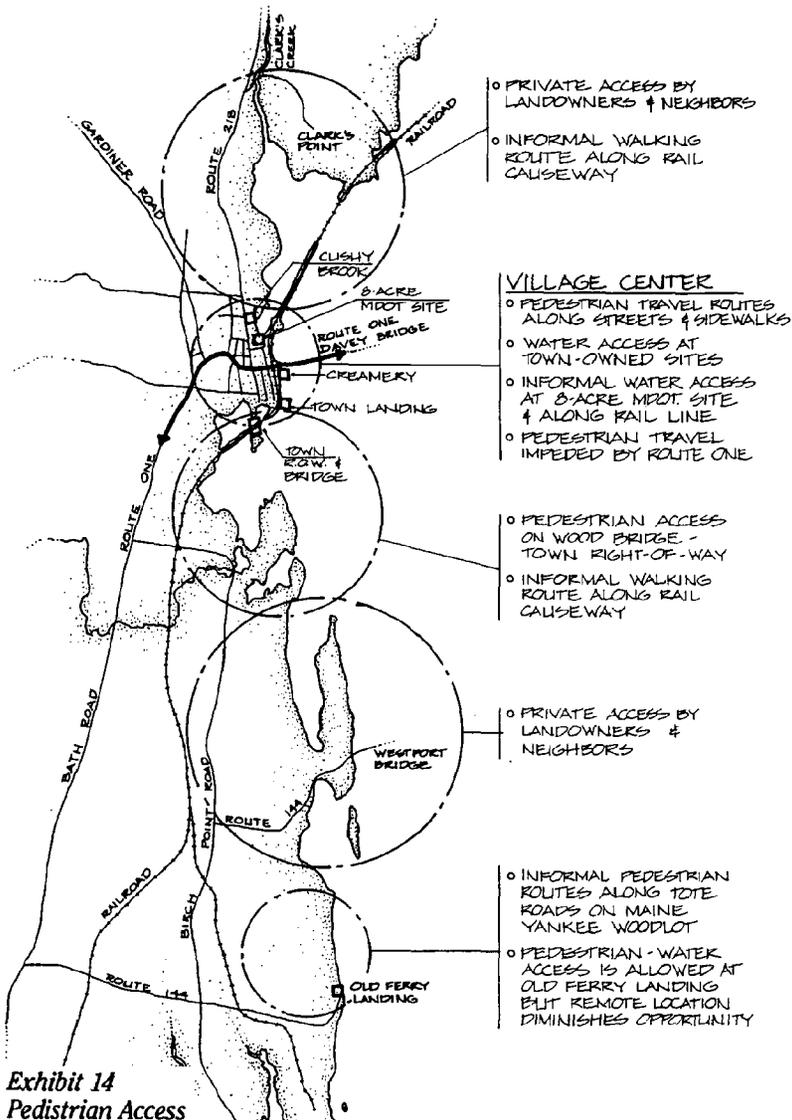


Exhibit 14
Pedestrian Access

riverfront conform to the existing street grid within the village center and along Route 218 from the Clark's Creek bridge to the village center (Exhibit 14). Several informal routes exist along the rail causeways, the rail bed of the narrow gauge line and along the shoreline between the Creamery site and the Town Landing. Pedestrian movement around the village harbor is inhibited by land ownership patterns and existing topography along the shoreline. Informal paths also exist south of the Mason Station along Cushman Hill and the Maine Yankee woodlot, north of the Old Ferry Landing.

The majority of river access sites along this system of paths and walks are concentrated along the Village Waterfront. These sites are scattered along the shoreline and vary from such informal points as the Clishy Brook site, with an occasional visitor, to the more improved Town Landing which handles a high number of visitors seeking access to the river. No formal pathway system, other than existing roads or "desire lines" exists, which links these sites together to create a continual walking experience. Seasonally high traffic volumes on Route One impede pedestrian movement through the village and along the waterfront travelling in a north-south direction. Pedestrian access to the waterfront occurs along and across the rail bed in a random fashion without being confined to any particular routes or crossing points.

Additional town access exists at the terminus of several village street right-of-ways. However, because of the limited space and long term established use of these areas by abutters, the practicality of using these sites for public

access is limited. A few sites exist north and south of the Village Waterfront where public access is available on a more informal basis to landowners, neighbors and friends.

North of the village center, in the Clark's Creek Area, access to Clark's Creek and the Sheepscot River is limited to the bridge crossing at Clark's Creek. No formal access sites have been developed in this area. However, the Town owns a small parcel of land, just west of the bridge, that it has improved as a turn-around for snow plows during the winter months. No other lands are publicly owned. Residents in the area also access the shore of the Sheepscot River along the abandoned rail bed on an informal basis. This trail corridor is enjoyed by abutting land owners for passive recreational uses (i.e. walking, bird watching etc.).

South of the Village Waterfront Area, access to the riverfront is limited. Within the Village Harbor Area, access is provided by a town right-of-way from the base of Pleasant Street to White's Island, continuing across the harbor to Birch Point. This right-of-way is sixteen feet in width and has been improved by the Town with a wood pedestrian bridge to White's Island. The Island, however, is privately owned and public use is not openly encouraged. The remainder of the land around the Harbor is privately owned, with Central Maine Power being the largest land holder. Town residents frequently use the existing train causeway to traverse the harbor area. This activity will become restricted in autumn of 1990, when the standard gauge rail line is reactivated.

In the Back River Area, formal access is available at the Old

Ferry landing at the end of Ferry Road. The usefulness of this site for pedestrian access is limited because of its remote location. Several informal pedestrian access routes exist along the many tote roads and paths that crisscross this area.

The types of pedestrian environment along the riverfront fall into two general categories. The areas north and south of the Village Waterfront Area are characterized by travel routes that follow the shoulders of existing roadways, and by informal use of pathways that traverse private property to access the water's edge. In general, these travel routes function well to serve the type of low level, local pedestrian use that occurs in these areas. The Village Waterfront, on the other hand, is characterized by a much higher level of pedestrian travel along the river and to specific access sites. This pedestrian environment is more concentrated with a larger number of people trying to access the waterfront either by foot or by car. The concentration of activities and users trying to access the area generates a number of conflicts and the need for a more clearly defined and efficient pedestrian system.

VEHICULAR (Exhibit 15)

The roadway network within the riverfront study area can be characterized as two distinct types:

- ▶ The compact grid in the village center.
- ▶ Linear roads that radiate from the village center,

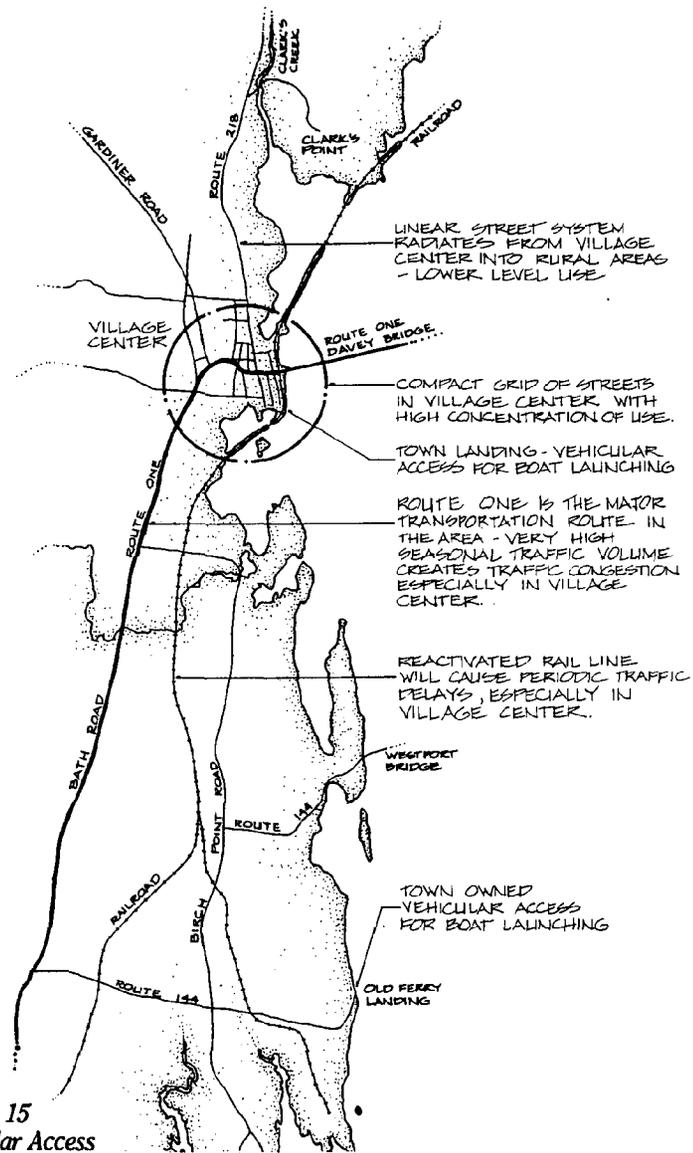


Exhibit 15
Vehicular Access

such as, Route 218 and Birch Point Road that parallel the riverfront.

Route 218 and Birch Point Road provide access from the village center to remote water access sites at the Clark's Creek bridge and the Old Ferry Landing. These roads traverse a rural landscape and provide an adequate level of vehicular access to the water for the Clark's Creek, Village Harbor and the Back River Areas.

The network of streets in the village center, however, has a much higher demand on it to provide adequate access to a variety of destinations. Concentrated within the village center are the numerous shops, offices, restaurants, residences, Yacht Club and the Town Landing which all depend on this network of streets for vehicular access.

The primary vehicular circulation route in the village center is the Route One Corridor. High seasonal traffic volumes along Route One impede vehicular traffic flow attempting to cross or enter Route One. Circulation is impeded further by the large numbers of people attempting to find parking near the Town Landing and other businesses; the increase influx creates an increased demand for parking which is not met by existing supply. As stated in the previous section, the majority of water access sites in town are concentrated in this area. Thus most people who want to access the waterfront have to come here. Also a number of other attractions are concentrated in this area of town.

PARKING

In the Clark's Creek, Village Harbor and Back River Areas, and in the less developed areas of the Village Waterfront Area, parking is adequately accommodated by on-site lots for the many residences and business within these areas. An exception to this is the limited public parking available at the Old Ferry Landing, a boat launch facility at the southern boundary of the Back River Areas. This lot is extremely undersized for the type and extent of use that it receives and this effectively limits the number of people able to access the river from this location.

In the more developed area of the Village Waterfront Area, an inadequate number of parking spaces throughout the village center is a persistent problem in the peak summer and fall travel and vacation seasons. The most visible result of the limited parking available in the village center is that the seasonal parking demand creates congestion along streets in the village center as visitors and residents attempt to find parking and often park illegally out of frustration. This problem is particularly acute in the area of the village south of Route One and near the Town Landing, as an increased number of fishermen, visiting boaters, residents and patrons of nearby shops and restaurants all attempt to use the limited parking available.

One of the less obvious effects that limited parking has on the village center is that it has hindered the full use of the upper floors of many commercial buildings that cannot provide enough parking to satisfy existing zoning requirements.

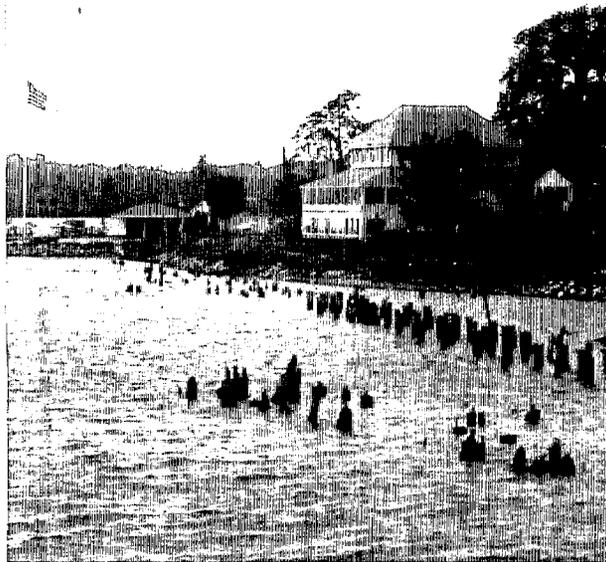
The relative amount of open land available along the waterfront would appear to offer some relief by offering the opportunity to create additional parking spaces. However, this type of land use along the waterfront contrasts with a number of policy statements listed within the Comprehensive Plan and expressed at the workshops.

RAILROAD

Two existing rail lines traverse the riverfront study area. The former Wiscasset and Quebec rail line follows the contour line of the shore from the Creamery site in the Village Waterfront Area, northward to the mouth of Clark's Creek where it heads inland into Alna. Since its abandonment in 1933 this rail line has become overgrown with vegetation or removed to accommodate construction associated with private residences, the Middle School, the Sewage treatment plant and Route One, which now truncates the rail line. A substantial part of this rail line exists today as remnant pilings along the shore of the village waterfront. (Exhibit 16)

Currently, the rail bed is informally used by local residents for hiking along the shoreline. It offers many spectacular views across the mouth of Clark's Creek and the Sheepscot River, as well as pleasant view up the several streams and creeks valleys along the shore. Consideration has been given to restoring the Wiscasset & Quebec rail line from Alna to the Davey Bridge. However, given the physical obstructions that exist between these points this plan seems highly unlikely.

*Exhibit 16
Narrow Gauge Rail*



The second rail line is the standard gauge rail line owned by the Maine Department of Transportation (MDOT). This line extends across the Village Harbor, northward along the Village Waterfront and across the mouth of Clark's Creek. The rail causeways north and south of the Village Waterfront are frequently used by the public to walk from the White's Island area to the shore along Hilton Cove and from Cow Island to Clark's Point. This rail line will be reactivated in the autumn of 1990 and its effect on the riverfront is expected to be minor, but has still not been determined. However, use of the causeways for significant pedestrian movement is likely to discontinue.

VISUAL ACCESS

Visual access to the riverfront is another type of access which is highly important to town residents. Although harder to define or protect than pedestrian, vehicular, commercial or recreational access, it is arguably the most important because it is available for all residents and visitors to enjoy regardless of land ownership patterns or other barriers to physical access along the riverfront. The riverfront is highly visible by nature, however, the type of visual access varies from location to location.

The Clark's Creek Character Area is highly visible from the Route One bridge, the village waterfront and higher elevations within Town. Because of the high degree of visual access to and from this area, the visual significance of this zone is high. Many views of the rural and undeveloped areas of Clark's Creek are available from Route One, Route 218, and by boat from the river.

The Village Waterfront Area is highly visible from Route One coming into and out of Town. Views from the Route One Bridge headed west are of a compact and traditional and picturesque coastal Maine village. Traveling east, views are through the village streets and to the river and opposite wooded shores. Many town residents enjoy the unique opportunity of walking out onto White's Island where the shoreline, the Village and its Skyline may be viewed. (Exhibit 17)

The Village Harbor Area is visible at a distance while approaching Wiscasset from the west on the Route One

bridge. It is highly visible from the streets in the village center and from White's Island. It is an important area visually because it is viewed on a daily basis by town residents and by tourists visiting the village center. Its shoreline is also visually prominent from the water for boaters using the yacht club and Town Landing.

The Back River Area is visually prominent from the Edgecomb Bridge, the Westport Bridge, the Old Ferry Landing and from areas around the Mason Station. It is important visually because of the "wilderness" setting that it provides in pleasant contrast to the more developed areas of the Town.

HISTORIC AND VISUAL CHARACTER

Historic Character

In the 1800's the Wiscasset riverfront was the focal point of a vibrant economic community. Many shipbuilding and lumber mills rimmed the harbor and large numbers of wooden piers were built out into the river for shipping. Captain's houses were built up on the slopes above the harbor and many of the existing buildings today in the village center were built at this time. Although the economic vibrancy of the riverfront has declined many of the historic remnants remain along the riverfront.

The village waterfront contains a number of the noted historic buildings and sites along the river. This area is associated with the village center, and together they encompasses the rich history and culture of the town. The Village Waterfront lies within the Historic District of the

*Exhibit 17
The Village Skyline*



town and contains several important historic sites within its boundaries. The most prominent of these along the waterfront are the *Hesper* and *Luther Little* shipwrecks just north of the Town Landing. The area of the Village Waterfront contains many other significant historic sites. Among the more notable are the Old Jail House, remnants of the narrow gauge rail line, the site of the Round House for the rail line and the Kingsbury Shipyard Site on the Back Cove (ME 491-11). A number of historic sites can also be found north and south of this area.

North of the Village Waterfront, several important historical and cultural features exist within the Clark's Creek

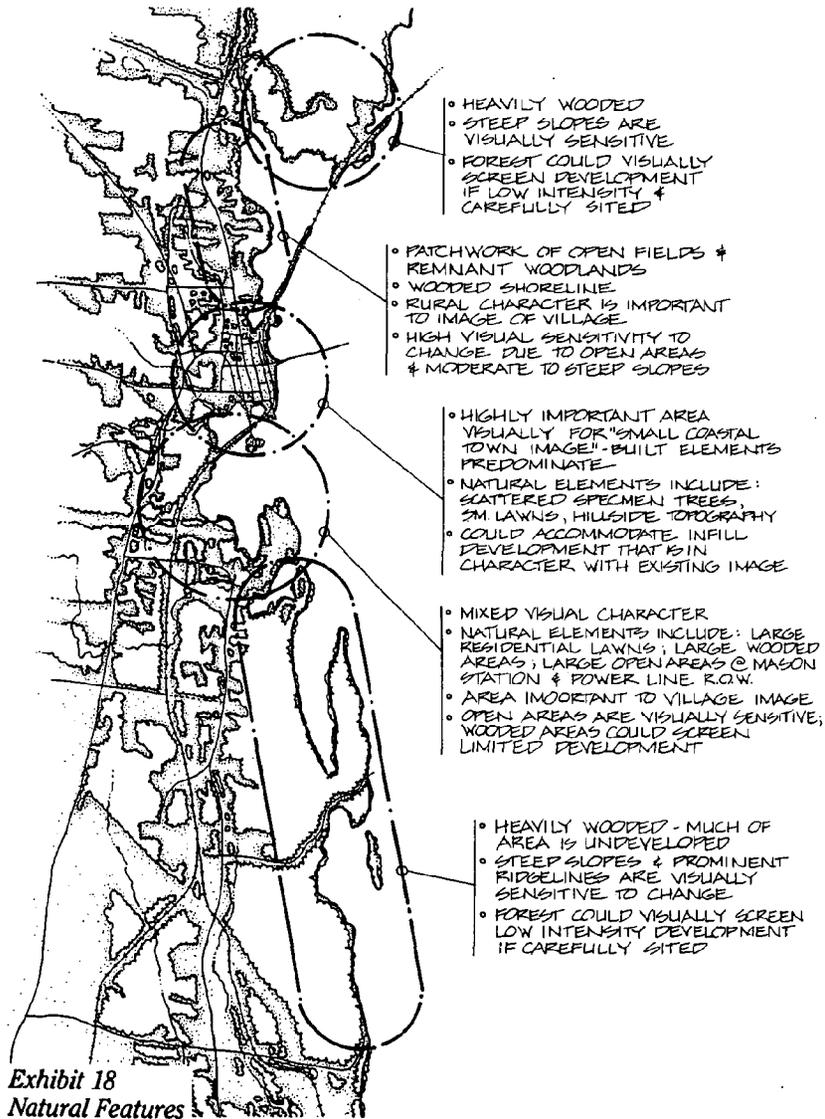


Exhibit 18
Natural Features

Area. During the late eighteenth, early nineteenth century several sawmills and gristmills were located at the mouth of Clark's Creek. The Maine Historic Preservation Commission has registered the Sutter Dam Site (ME 491-01) at the mouth of Clark's Creek. The remnants of the dam are still visible today at low tide. A historical site of local importance not listed by the Commission is the narrow gauge rail line that runs along the Wiscasset shoreline from the Creamery Building site, north to the Wiscasset/Alna town line.

Few historic remnants exist south of the Village Waterfront that depict the activity that once occurred here. The Maine Historic Preservation Commission has identified two sites in the Village Harbor Area: The Capt. Williamson House Site at Hilton Cove (ME 491-19) and the Williamson's Mill Site at the mouth of Ward Brook (ME 491-05). The one noted by the State in the Back River Area is the Bailey Site along Route 144 at the Cowseagan Narrows (ME 491-18). More may exist but have yet to be identified and recorded.

Contributing to the historic character of the riverfront is the historic development pattern which evolved as the village grew. The relationships that developed between buildings and open space, and streets and the river currently give Wiscasset it's grace and elegance. Consideration should be given to maintaining both these specific historic sites and the less easily defined historic development patterns that provide the Town with its current historical charm. Future growth and utilization of the

waterfront area should be developed to respect the historical heritage that the residents value.

Visual Character

• Introduction

The Wiscasset riverfront has a diversity of physical conditions that together create a dynamic visual environment. These physical conditions range from areas dominated by natural elements to areas composed entirely of built elements. The following discussion highlights the most important of these:

• Natural Features

(Exhibit 18)

Undeveloped areas throughout the riverfront are dominated by a diversity of natural features: shoreline, coves, stream outlets, hills, woodland and meadows. These areas provide both contrast to the built environment and distinctiveness to the riverfront. During the course of development along the riverfront, these natural areas have remained undeveloped and, as a result, add to its physical beauty. Many of the natural areas serve either as backdrops to development or in certain areas frame an entire area. Their presence has helped reinforce the functional organization of the village and enhance its visual interest and level of amenity. Several individual components of the natural environment are especially important in defining the visual character of the riverfront. These are:

Topographic - This feature provides an important visual backdrop for the village center and the riverfront area. The ridge line is especially important to the

visual character of the riverfront because of its prominence. Physical changes along the ridge line will be easy to detect and could negatively impact the existing visual quality for the riverfront area and the village center.

Steep Slopes - Provide a dramatic contrast with the two dimensional plane of the river. They are usually wooded and present a rugged character along the water that contrasts with the clean, built line of the village center. Changes in the wooded character of these areas could have a substantial negative visual effect because of their prominence.

Open Space and Vegetative Pattern - During the course of development of the village, numerous open fields and woodlots developed in association with buildings and roadways. This pattern of open fields and wooded areas provides a sense of the rural way of life. These areas provide visual interest by framing views, serving as a backdrop and providing a contrast to the built environment.

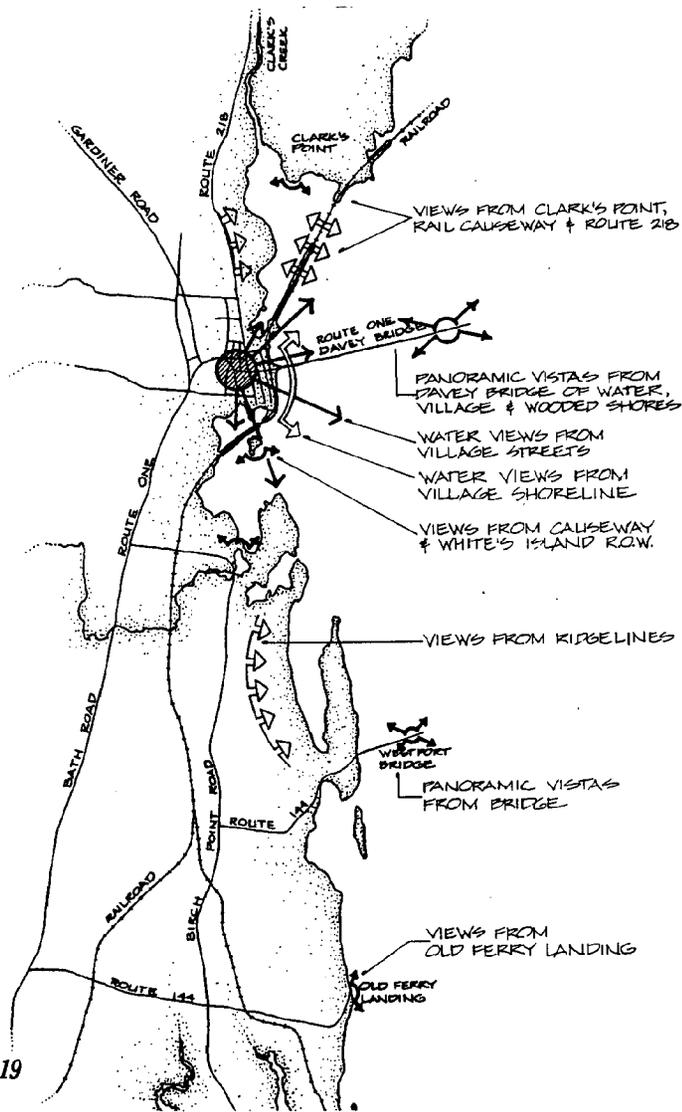
• Views

(Exhibit 19)

Two different types of vistas exist along the riverfront: those across expansive natural areas and those within and from built areas. Significant vistas across expansive natural areas include:

- View from Hilton and Pottle Cove shoreline back toward the village center.

Exhibit 19
Views



- ▶ View from atop the bluffs of Cushman Hill out across Cushman Cove and the Back River.
- ▶ View across the Village Harbor from the causeway.
- ▶ View across the mouth of Clark's Creek from the narrow gauge rail bed and the causeway.
- ▶ View from Clark's Point down the Sheepscoot River.

Significant vistas from developed areas.

- ▶ Vistas from Route 218 out toward the mouth of Clark's Creek.
- ▶ Vistas from village streets of the Sheepscoot River, Village Harbor and the Mason Station.
- ▶ View from Route One of the Sheepscoot River and the Mason Station.
- ▶ Views from the Davey Bridge of the Village Center and adjacent shoreline.

BUILT FEATURES

(Exhibit 20)

The riverfront area is dominated by the 18th and 19th century architecture of the village center. Almost all of the buildings constructed during this time form a consistent, coherent visual environment and relate well to their sites. Their presence has created the functional organization of the village and defined its pedestrian scale and historic charm. Several individual components of the built environment are especially important in defining the visual character of the riverfront. Those are:

Historic Development Pattern - The visual character of the village center is strongly influenced by the way

buildings and intervening open spaces relate to one another. In a simple way the perpendicular grid of streets in the village center has resulted in the tight clustering of buildings, constructed in a consistent pattern located parallel to the street with intervening small lawns and open spaces. Conversely, several radial streets leave the village center and parallel the river resulting in a more varied pattern of development. This varied pattern includes buildings parallel and close to the road, captains homes at the edges of the village center sited to respond to topography and views, and farmsteads forming small clusters of buildings often far from the roadway. The changing character of this development pattern forms a composite which is basic to the visual character of a small New England village.

Skyline - The village center skyline is distinct and forms an important element to the visual character of the riverfront. It is dominated by the church steeple, the roof lines of former Captain's homes and mature trees within the village center. Collectively, these elements influence form the village skyline and reflect the important institutions at the time when the village evolved - the church, the court house and the leaders of the community.

Landmarks and Focal Points - Several structures and buildings along the riverfront serve as landmarks and focal points along the riverfront. Landmarks are important to the image of the riverfront because they are visually prominent and distinctive built elements

that contribute to the cultural and historic identity of the village. Focal points are also visually prominent elements that provide a sense of orientation along the riverfront.

Significant landmarks along the riverfront are:

- ▶ The church steeples that punctuate the village sky line.
- ▶ The Mason Station at Birch Point.
- ▶ The *Hesper* and *Luther Little* Schooners grounded at the village waterfront. (Exhibit 21)

Significant focal points along the riverfront are:

- ▶ The Davey Bridge.
- ▶ The rail causeways north and south of the village center.
- ▶ The Sewer Treatment Plant on Cow's Island.

The development of additional landmarks or focal points along the riverfront should respect the established character. New landmarks or focal points along the riverfront would help define the location of certain activities along the riverfront, assisting in its organization and function.

Gateways and Entrances - Within the study area, three important gateways exist that serve as entrances into the waterfront area. The Route One - Railroad area serves as the primary entrance for people accessing the village from the east. This area does not provide a positive visual image in keeping with the village center. The poorly defined parking areas and

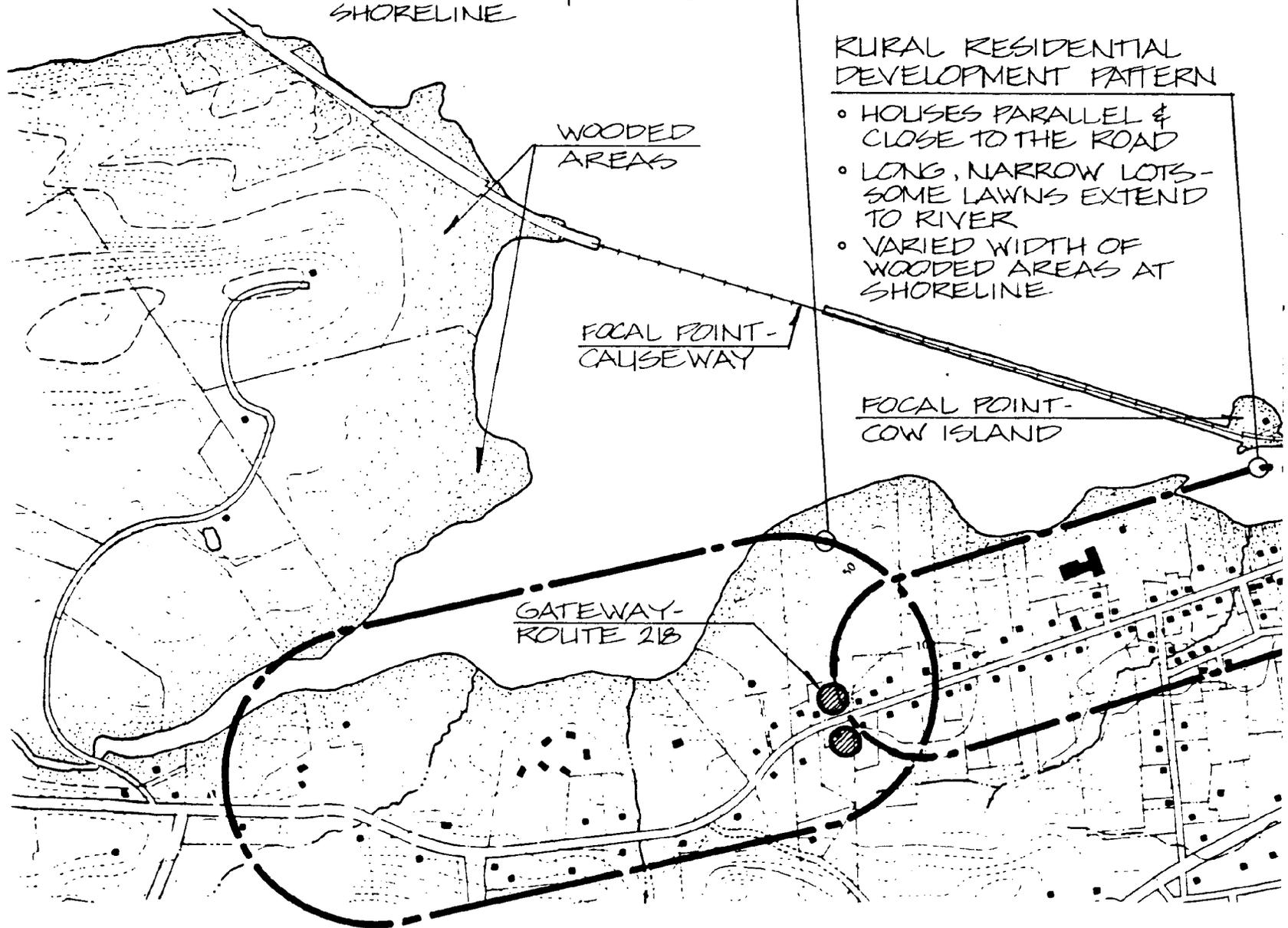
RURAL DEVELOPMENT PATTERN

- SOME HISTORIC FARMS / CLUSTERED FARM BUILDINGS
- LOWER DENSITY - MORE OPEN SPACE
- LARGE FIELD AREAS & WOODED SHORELINE

FOCAL POINT -
DAVEY BRIDGE

RURAL RESIDENTIAL DEVELOPMENT PATTERN

- HOUSES PARALLEL & CLOSE TO THE ROAD
- LONG, NARROW LOTS - SOME LAWNS EXTEND TO RIVER
- VARIED WIDTH OF WOODED AREAS AT SHORELINE



WOODED
AREAS

FOCAL POINT -
CAUSEWAY

FOCAL POINT -
COW ISLAND

GATEWAY -
ROUTE 218

VILLAGE DEVELOPMENT PATTERN

- COMPACT STREET GRID
- CLUSTERED BUILDINGS PARALLEL TO STREETS
- SMALL LAWNS & SCATTERED TREES

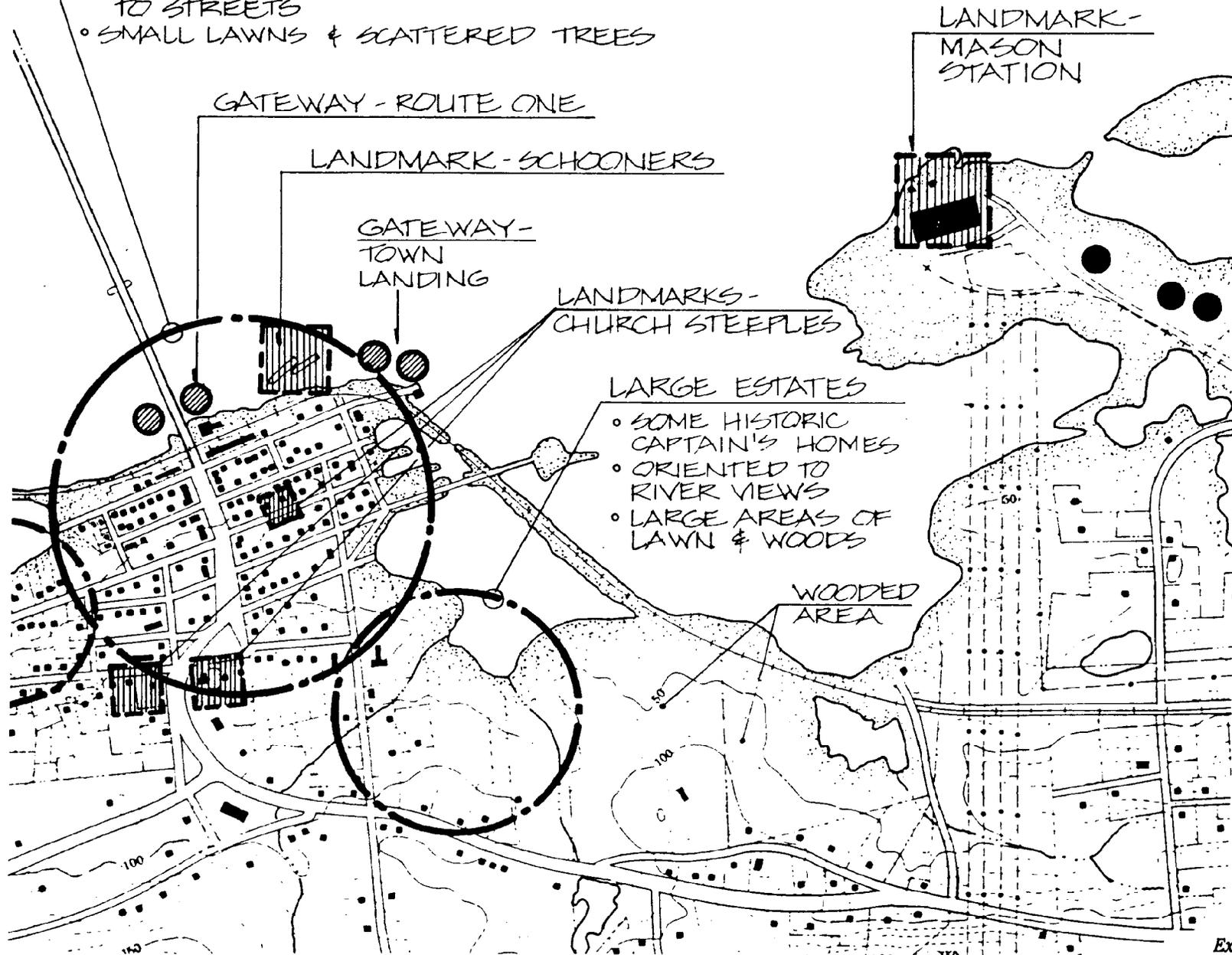
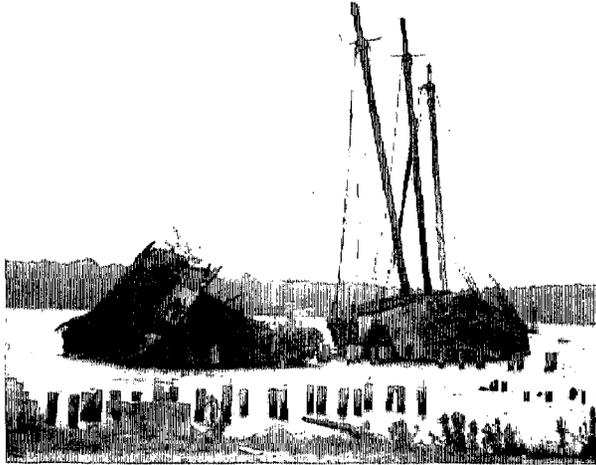


Exhibit 20
Built Features

*Exhibit 21
Hesper and Luther Little Schooners*



unkempt vegetation on either side of Route One do not provide a positive sense of arrival and welcome to complement the high visual character of the village center.

The Town Landing provides another major gateway to the village center for recreational and commercial boats that approach the Town from the Sheepscot River. This gateway lacks clear visual definition and needs further articulation to establish a strong identity.

The third, and final gateway into the village is along Route 218 at the area of the Old Jail House. This area begins a pleasant arrival sequence that transitions from the rural, open areas on the outskirts of town through a moderately developed area, that terminates

in the village center. This sequence is very successful as it is.

Materials - Early construction of the village was usually wood clad or brick. In areas where earlier architecture remains, wood, brick and stone continue to be the dominate building material.

VISUAL CHARACTER SUMMARY

Together, the historic, natural and built features combine to create the visual image of a traditional coastal New England village in a rural setting. The combination of the elements described above create a number of unique visual images along the shoreline. The differences and similarities among these visual images and their location has led to the classification of the riverfront into four distinct visual character areas presented in this study.

The Clark's Creek Area is characterized by the configuration of the shoreline, the moderately to steeply sloping banks, and the visual contrast between mature trees and open farm fields which create a high degree of visual enclosure and strong visual interest.

The visual character of the Clark's Creek Area is a mixture of significant areas of undisturbed woodland interspersed by a limited number of open fields and single family residences along it's shoreline. Along the south slope of Clark's Point, steeply sloping, wooded banks descend sharply down to a rocky, cobble shore with pronounced ledges that extend into the cove. This area offers a number of pano-

ramic views across the Sheepscot River to Edgecomb, and across the cove to the Village Center. At the mouth of Clark's Creek the visual setting is much more intimate and the view is much more defined. On the eastern shore of the Creek heavily wooded banks descend sharply onto projections of ledge that slope into the water. Mature hemlock and pine lean out from these banks towering over the water, reinforcing the enclosed cove and directing views along the channel of the creek. On the western shore of the creek mature woodlands of pine and oak begin to give way to working farms and single family residences towards town. The land is gently rolling with several small streams and swales traversing open fields and remnant pockets of woodland. The views become much more open as you proceed south toward the Village Center. Mature pine and red oak line the shore over emergent grasses. The abandoned narrow gage rail bed forms a linear landform that parallels the western shore, at times merging with the natural shoreline and at times forming an isolated white spine defined by it's rubble ballast base.

Views into and from the Clark's Creek cove of the undeveloped wooded shoreline, with a few scattered houses and farm fields are what helps create the image of the small village center with a defined edge surrounded by rural land.

The visual character of the Village Waterfront can be defined as a contrast between physical development and natural features. Along the northern edge, the visual character of this area forms a transition from the rural open fields and remnant pockets of woodland into a more

structured form of residential development around the small cove north of the village center. This area is defined by single family homes, set back from the shoreline by areas of lawn which sweep down to a naturalized edge along the western shoreline of the Sheepscot River. The houses that wrap around the cove, create an inwardly focused, intimate visual setting. This setting is in sharp contrast with the railroad causeway and the gravel parking lot just east and south of the cove. Although these latter areas are not particularly visually pleasing, they do provide a number of vantage points for open, panoramic views out over the Sheepscot River and up toward the Village Center.

The visual character along the village waterfront, although completely urban in character, is comprised of similar contrasts. This area, a relatively narrow strip of land directly adjacent to the village center, offers panoramic views out over the Sheepscot River and Village Harbor. However, taken by itself, it is a relatively barren area lacking in any substantial visual appeal. Views from the Town Landing are panoramic out over the Village Harbor and the Sheepscot River. Again, however, there is little visual connection made between the Town Landing and the village center. The historic, intimate and pedestrian scale of buildings and streets in the village center does not extend down to the village waterfront edge. The lack of vegetation along the village edge also contributes to its somewhat negative visual character. In addition to these elements, the historic ship wrecks, just offshore, provide a counterpoint of historic interest that speaks of picturesque abandonment and maritime history. Above the immediate shoreline edge at the village Center exists the

composite of narrow streets, historic buildings and pleasant pedestrian character that gives Wiscasset its reputation as the "prettiest village in Maine".

This sense of separation between the village waterfront and the village center is further reinforced by the fact that several of the waterfront businesses orient toward the town center along Federal Street and away from the waterfront.

This area, with the compact village center and clear transition to village residential and rural surroundings, contains the essence of the visual character which is valued by the residents of Wiscasset.

The Village Harbor Area is an area of diverse land uses and contrasting visual character which are brought into close visual relationship because of their location around the sloping shoreline of the Harbor, Pottle Cove and Hilton Cove. The enclosed configuration of the harbor creates a visual character that is defined by the diverse land uses along its rim.

The character of the shoreline south of the village center is moderately to heavily wooded, with views to several large and visually prominent residential estates. This wooded and residential shoreline character dominates the northern portion of the area.

The visual character of the southern shore is visually dominated by a clear cut that accommodates high voltage power lines which run westward from the Mason Station.

The lack of vegetation within this utility right-of-way is a severe visual intrusion upon the otherwise pastoral landscape. This condition presents the only truly negative visual impact within this character area.

The building mass and industrial character of the Mason Station at the southeast terminus of the harbor, provides an interesting counterpoint to the visual character of the historic village across the harbor, the wooded residential character along the western rim of the harbor, and the more natural appearing landscape south of the power plant. In addition to these areas, there exists, an historic mill pond formed by the damming of Ward Brook before it enters Hilton Cove. This particular area has a park-like landscape character which offers views across the harbor to the village and the Mason Station. This Area, with its visual diversity, enclosed configuration and continued use as a boating and mooring area, is important to the visual quality of the riverfront. The northern, wooded portion of the harbor shoreline also provides the southern "visual boundary" of the historical village center.

The visual character within the Back River Area is rugged and heavily wooded. The slopes of Cushman Hill descend steeply into Cushman Cove and the Cowseagan Narrows down rocky bluffs and onto cobble shores. The steeply sloping terrain offers spectacular views across Cushman Cove and the Cowseagan Narrows to Westport. This area is totally undeveloped and provides a rugged beauty that contrasts sharply with the developed visual character of the Village Center. The shores of Cushman Point retain the same rugged character although this peninsula has

been subdivided into single-family residential housing lots. From the house lots and access road, the dense woodlands offer only an occasional filtered view out over the water.

It should be noted that this area is highly sensitive to visual impact because of its steep slopes and visually prominent ridge line. Goals for the preservation of existing visual quality and the inherently sensitive quality of this area should be carefully evaluated before change and growth occur in this area.

HABITAT (Exhibit 22)

Upland Habitat

Within the Riverfront Study Area the Sheepscot and Back River corridors contain a diverse array of high quality wildlife habitat:

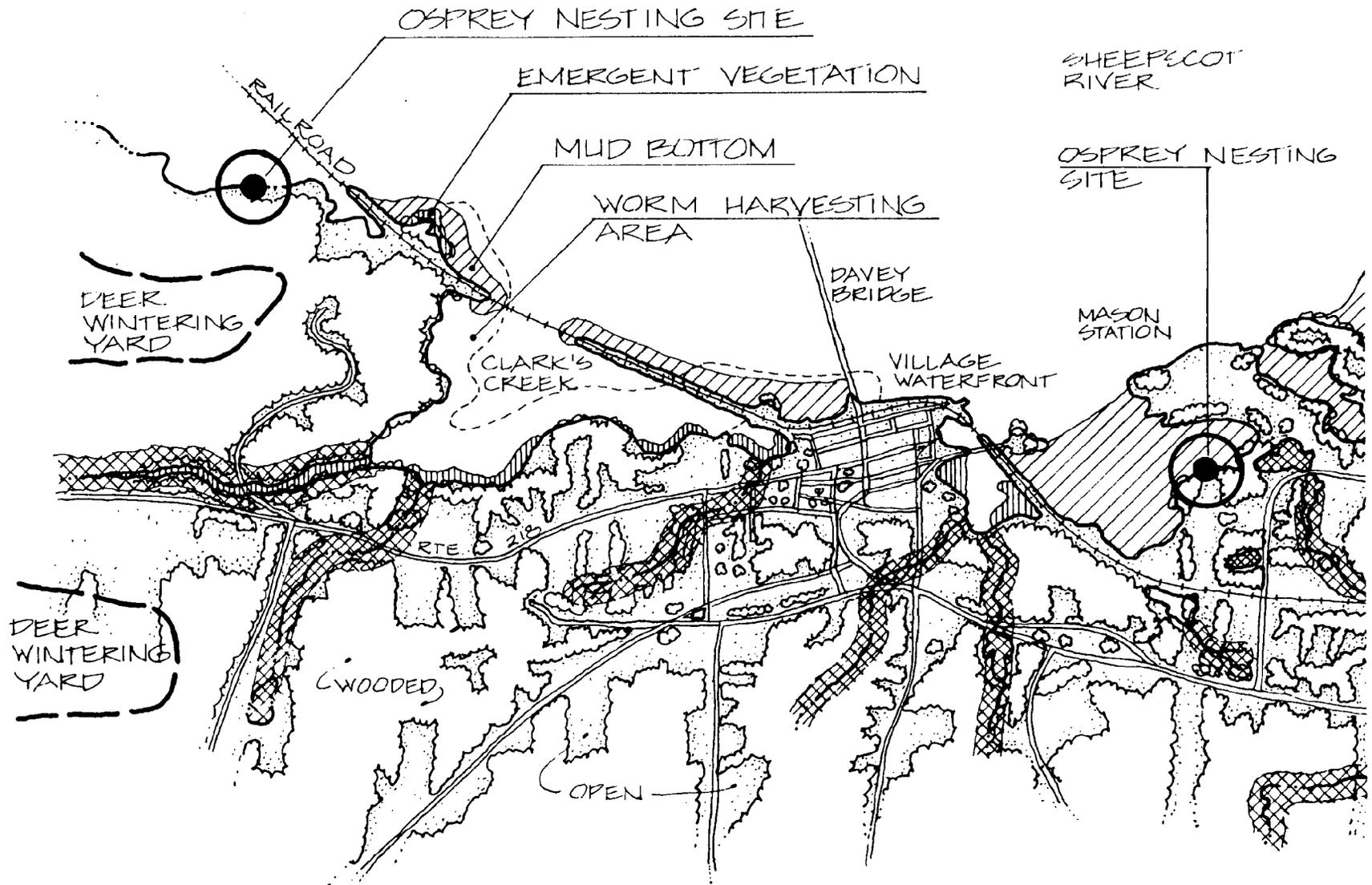
Clark's Creek Cove and the adjacent portion of the Sheepscot River are classified as a Class "C" coastal wildlife concentration area by the Inland Fish and Wildlife (IF&W). Areas with a Class "C" rating are significant because of the abundance and diversity of wildlife they support, and their importance to rare species. The rating system used by the IF&W is a three tier system based on the value of coastal wildlife relative to other areas that are rated within the State, as well as, the relative abundance and diversity of species a particular area supports. A Class "C" rating is significant at a local level and is defined as an area with moderate species abundance or diversity.

(see appendix for definitions).

The relatively steep, south-facing slopes of the upland area located between Clark's Point and the mouth of Clark's Creek are dominated with a forest cover primarily composed of a mixture of white pine (*Pinus strobus*) and red oak (*Quercus rubra*). Much of this area has reverted back from former agricultural uses to distinct patches of paper birch and aspen woodland on the hillsides. Remnants of old orchards are apparent from stands of existing Apple trees (*Pyrus malus*) that are scattered along the hillside. Hemlock (*Tsuga canadensis*) and white pine dominate the wooded area immediately along the eastern shore of Clark's Creek. Deer are often observed within these forested areas because of the cover and the food source they provide. A deeryard, located to the northwest of Clark's Creek, has been rated by Inland Fish and Wildlife as having a high (D3) value. A second deeryard immediately north of Clark's Point has received a moderate rating of (D2).

Bald eagles (*Haliaeetus leucephalus*) were observed roosting in the pines near Clark's Point on several occasions and feeding along the shoreline of the cove. Although no active nests are known to exist within the survey area, eagles often frequent open water areas, particularly during the winter months when they concentrate along the unfrozen, tidal waterways.

Scattered residential development has fragmented much of the natural character of the shoreline south of the Clark's Point Road Bridge. Most of this development has occurred immediately, alongside Route 218 and has not



OSPREY NESTING SITE

EMERGENT VEGETATION

MUD BOTTOM

WORM HARVESTING AREA

DAVEY BRIDGE

SHEEPECOT RIVER

OSPREY NESTING SITE

MASON STATION

VILLAGE WATERFRONT

CLARK'S CREEK

DEER WINTERING YARD

DEER WINTERING YARD

WOODED

OPEN

RTE 212

RAILROAD

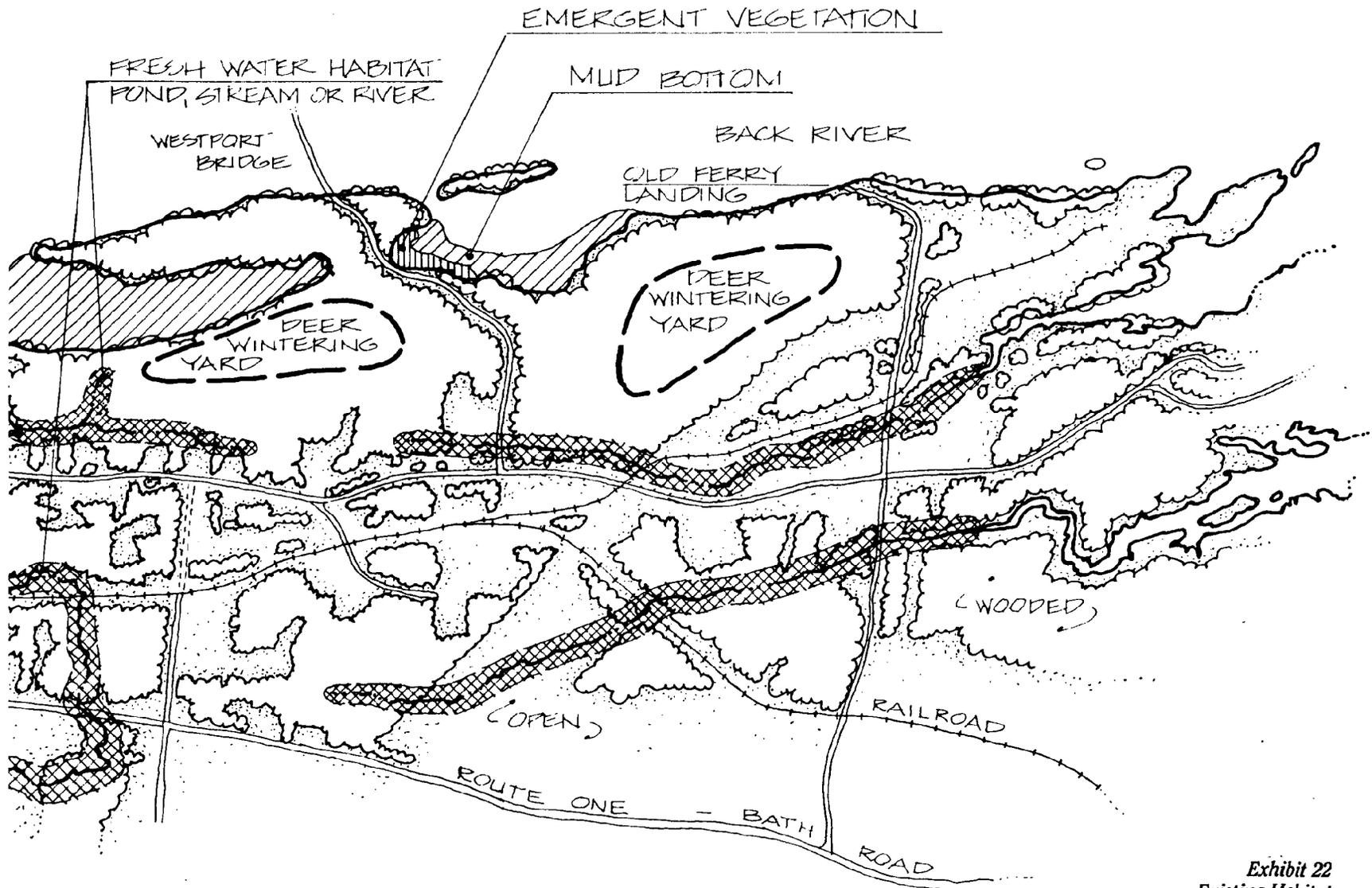


Exhibit 22
Existing Habitat

directly impacted the rivers edge. Several existing hay fields extend from behind the roadside homes to a narrow strip of red oak and white pine that still remain along the shoreline. Some portions of the southern end of this section, however, contain extensive shoreline stands of oak and pine that provide food and habitat cover for a variety of animals that frequent the area (see appendix I)

Development within the Village Waterfront Area has had a marked influence on the quality and type of natural habitat found within this area. The development pattern within this study area transitions from an open, rural-residential land use pattern with open yards and fields and wooded shoreline north of the village center, to the more urban character and intense development pattern associated with the village center.

North of the village center one finds a mix of hardwood stands, open fields and several perennial streams that flow into the Sheepscot River. South of the Middle School the shoreline area begins to become more intensely developed with the Wiscasset municipal sewage treatment plant located on Cow Island, the Town Landing, and accessways to both the southern end of the Maine Central Railroad causeway and the Davey Bridge across the Sheepscot River dominating the waterfront. Existing trees and shrubs in this area are limited to what is found within private yards and undeveloped portions of properties.

South of the treatment plant, along the waterfront to the base of Pleasant Street, little natural habitat remains to support any significant level of bio-diversity within this

area. Remnant pieces of land are all that is left of what was once a wooded shoreline. The development of the waterfront along this section of shoreline has reduced the ability of this area to support any significant wildlife to the point where the Department of Environmental Protection has classified this area as non-redeemable.

This ecozone is predominantly affected by the high degree of adjacent land use, the general water quality of the Sheepscot River and the level of tidal flushing through the railroad causeway located north of the treatment plant and immediately south of the Town Landing.

Within the Village Harbor Area, the IF&W has identified the Hilton Cove area as a Class "C" coastal wildlife concentration area. The area is defined as an area with moderate species abundance or diversity.

The southern edge of Pottle Cove is overshadowed by an extensive power line right-of-way extending northwest from Central Maine Power's (CMP) Mason Station located on Birch Point. Because of the placement of the power lines, patches of pine and oak are relatively small and scattered along the steep, north-facing shorefront of Pottle Cove. A shallow, relatively undisturbed tidal pond, approximately two acres in size, is located adjacent to the western shoreline of Pottle Cove, northwest of the railroad track. This pond is dominated by cord grass.

Ward Brook drains through an emergent freshwater marsh, northwest of Birch Point Road, into a freshwater pond located at the southwest end of Hilton Cove. The pond was

created by the damming of Ward Brook on ledge outcrops located along the edge of the tidal cove. Water levels in the pond and upstream marsh are regulated by this structure. A small stand of cottonwood (*Populus deltoides*) is located north of the pond. The pond itself is primarily surrounded by maintained lawns extending along the entry drive to the Mason Station.

Birch Point forms the eastern boundary of Hilton Cove. Present natural features of the Point have been heavily influenced by continued development of this Point for commercial use. Today it is dominated by the Mason Station, an electric generating plant. A stand of paper birch skirts the Power Station along the southern end of Hilton Cove, while several small stands of aspen and pine are scattered along the shoreline edges of the Point. An osprey (*Pandion haliaetus*) nest was located within the Hilton Cove area.

Within the Back River Area, IF&W has identified Cushman Cove as a Class "B" coastal wildlife concentration area. This is a regionally significant area of the Maine coast. Class "B" areas are defined as areas with high species abundance or diversity, or areas of importance to a State listed Special Concern, Indeterminate Status, or Watch List species.

This area is relatively undeveloped and characterized by steep, east-facing slopes predominately forested with white pine/red oak/sugar maple forest cover association. Hemlock, red oak and several miscellaneous hardwood and softwood species are scattered throughout the shoreline slopes. The area between Cushman Cove and Birch Point

Road north of Route 144 (Westport Island Road) is dominated by the forested slopes of Cushman Hill. The northwest facing slope of Cushman Hill is more gradually sloped than the steeper, eastern side. Paper birch and other mixed hardwoods dominate the upper slopes, while white pine and red maple (*Acer rubrum*) dominate the lower portions. A wetland dominated by red maple is located along the bottom of the hill. The area of Cushman Hill includes a fairly extensive deer yard that has been mapped and identified by IF&W. The exact extent and value of the deer yard habitat is not known at this time and will require further study by IF&W.

South of the Westport Island Road lies another fairly extensive wooded area. The immediate shoreline slopes are steep and predominantly covered with white pine, while the more inland areas are dominated by a mixture of white pine, red oak, trembling aspen, paper birch, with scatterings of balsam fir (*Abies balsamea*), red spruce (*Picea rubens*), and hemlock. A second mapped deer yard extends south to Ferry Road. The extent and value of the habitat within this deeryard will require further evaluation by IF&W. A public boat launching site of limited size is located at the Ferry Landing site.

This ecozone is predominantly affected by the topography of the shoreline area, absence of development, and the general water quality of the Sheepscot River.

The area between the Mason Power Station and the Old Ferry Landing is relatively undeveloped and characterized by steep, east-facing shoreline slopes and pine/oak forest.

The steep, rocky slopes have prevented easy, direct access to the shore and thus, the subsequent development of the shoreline area. Appropriate multiple-use management of the forest resources will provide the critical support necessary to maintain local wildlife, timber and recreational resources. Proper management of the wooded slopes will also maintain and enhance the existing aesthetic quality of the Town.

Marine Habitat

Marine resources encountered within the study area are fairly common in this part of Maine and provide an important economical asset to the Town. Maintaining the health of significant marine habitat areas is important to the character and liveliness of Wiscasset.

The natural features within the Clark's Creek Area are strongly influenced by the water quality of Clark's Creek and the many perennial streams that enter the Sheepscot River. A causeway and bridge, constructed by the Maine Central Railroad extends approximately 4500 feet across the mouth of Clark's Creek Cove from Cow Island to the southern tip of Clark's Point. Tidal flow within the cove area has been restricted to an approximately 1100 foot gap in the earthen and rock causeway. This limited opening has reduced the ability of this area to properly flush itself of sediment and nutrient runoff from adjacent shores.

Shoreline flats within this character area provide habitat for marine worms that have been traditionally harvested by local fishermen. The immediate intertidal zone is primarily rocky with patches of bladder wrack (*Fucus vesicu-*

losus) and knotted wrack (*Ascophyllum nodosum*) often found washed up on the rocks. Cordgrass (*Spartina alterniflora*) is located in small patches immediately along the shoreline south of the Clark's Creek outlet. Black ducks (*Anas rubripes*) were noted to regularly feed within the strips of emergent vegetation immediately along the shore, while red-breasted mergansers (*Mergus serrator*), white-winged scoters (*Melanitta fusca*), pintails (*Anas acuta*), common goldeneyes (*Bucephala clangula*) and buffleheads (*B. albeola*) were often noted further offshore in the cove and river.

Despite periodic closings of the local mudflats, the marine resources of Wiscasset and the Sheepscot River are generally regarded as exceptionally clean and healthy. This is directly influenced by the lack of upstream industry. Water quality within the Sheepscot River drainage has a significant effect on the entire Wiscasset shoreline, and the continued well-being of those dependent on the utilization of these finite natural resources. Maintaining the quality of this resource base is dependent upon the level and support for the prudent regulation of point and non-point pollution sources within the Sheepscot River watershed.

Within the Village Waterfront Area development along the shore has had a marked influence on the quality and type of wildlife and habitat found from the treatment facility causeway southward to the Town Landing, as well as, the tidal areas situated between the railroad causeway and the shore west of the Town Landing.

Mudflats, traditionally used by local fisherman as worm-

harvesting areas, continue to extend from the Clark's Creek Estuary, southward, along the shoreline to an area immediately south of the Edgcomb Bridge. The productivity of these flats has been diminished over time because of persistent runoff and changes in the water chemistry in this area. Joppa cove, approximately 430 feet across, directly west of the treatment plant is dominated by mudflats with patches of cordgrass along the outer edges. Siltation of this cove has occurred rapidly over the last several years due to a large volume of sediment runoff from sites upstream. A narrow strip of cattails (*Typha angustifolia*) now exists along the southern edge of the cove. Along the cove's western edge a small perennial stream traverses through several private yards before emptying into it. The cove area currently provides regular roosting habitat for herring gulls (*Larus argentatus*), black backed gulls (*Larus marinus*), and ringed-billed gulls (*Larus delawarensis*).

West of Whites Island, the causeway on which the former Maine Central Rail line runs, extends approximately 2000 feet from an area just south of the Town Landing to a point north of Pottle Cove. The extension of the railroad causeway across the harbor creates a protected tidal area situated between the causeway and the shore. Tidal flows in this area are severely restricted due to the earthen and rock causeway. Access to White Island can be gained by traversing a wooden bridge to the island from the railroad causeway.

This tidal area contains the remaining evidence of former piers and wharves. Salt marsh grass (*Spartina patens*) has become established on the remnants of these former

structures. Cordgrass is located throughout much of the remainder of the tidal wetland. Large areas of red oak and white pine ring the western edge of the tidal flats and extend upland along two perennial streams that drain the east-facing slope of the village shoreland.

Black ducks were noted to regularly feed within these areas of emergent vegetation located immediately along the shoreline, while mallards (*Anas platyrhynchos*), red-breasted mergansers, white-winged scoters, common goldeneyes and buffleheads were regularly observed both in the cove and river areas.

Development within the Village Waterfront Area provides both positive and negative planning attributes. The level of development has significantly reduced the biological diversity of the shoreline edge and it's ability to regenerate quality wildlife habitat. On the other hand, it offers easy access to the shoreline providing a unique opportunity for both year-round residents and seasonal guests to appreciate and enjoy the unique natural features of the Town. The tidal river and shoreline is a natural centerpiece for the town to use in providing any number of passive recreational uses that would directly benefit many of the local citizens and businesses. In addition, there exists a number of locally original and distinctive educational opportunities involving the numerous and readily accessible, natural and historic features of Wiscasset. The proximity of the shoreline mudflats to the Middle School provides a unique and ready-made laboratory which could allow many young students the ability to develop a better appreciation for both the ecology of the tidal waters and the history of Wiscasset.

In the Village Harbor Area it is not uncommon for black ducks to regularly feed within the narrow strips of emergent vegetation located immediately along the shoreline, while red-breasted mergansers, white-winged scoters, common goldeneyes, and buffleheads were regularly observed both in the coves and river. Common Loons (*Gavia immer*) were often noted well into the central portions of the river. A narrow, sheltered cove extends approximately 2000 feet along the southern edge of Birch Point. No direct public access by land to this tidal cove is available, providing feeding opportunities with limited disturbance for mallards, red-breasted mergansers, white-winged scoters, common goldeneyes and buffleheads.

The quality of the marine resources within this area is predominantly affected by the adjacent land use, and the general water quality of the Sheepscot River.

Within the Back River Area, Cushman Point is a narrow, relatively steeply-sloped peninsula of land extending from, and running parallel to, the main Wiscasset shoreline. The Westport Bridge crosses the Cowseagan Narrows to Westport Island across the southern end of Cushman Point. Cushman Cove is a long, narrow body of water, approximately 3400 feet long, that separates the majority of Cushman Point from the mainland. The narrow cove is approximately 1000 feet across at its widest point. Development of the shoreline area has been hampered by the extreme steepness of the surrounding shoreline. Much of this tidal area is too deep to accommodate emergent vegetation. The cove provides feeding opportunities with

limited disturbance for red-breasted mergansers, white-winged scoters, common goldeneyes and buffleheads. Emergent vegetation is more available within the small cove that is enclosed by the southern end of Cushman Point, and is located immediately south of the Westport Island Road. Black ducks and mallards were noted to feed along this section of shoreline.

ANALYSIS

PUBLIC ACCESS

The Comprehensive Plan clearly states that "...ample parking and ready access to and from the Sheepscot River" is a goal that the Town wishes to achieve as part of its growth management objectives. With over nine miles of shoreline along the Sheepscot and Back Rivers such a goal would appear to be easily met. Traditionally, local fishermen, wormers, boaters and residents have accessed the waterfront at such public facilities as the Town and Old Ferry Landings and from several private properties where landowners have not objected to local access. However, increases in recreational boating, residential development and the number of tourists over the last five years has brought a proportional increase in the demand for access to the water. This has begun to exceed the capability of existing facilities and the willingness of neighbors to allow free access across their property. Conflicts have occurred frequently between visitors and residents for limited access to the waterfront.

Through the study of the riverfront area and conversations with town residents, the Design Team has identified a number of physical, institutional and psychological barriers which currently inhibit access and enjoyment of the riverfront:

Physical Barriers - Physical barriers are generally considered to be the most imposing in restricting

access. Such barriers generally include bridges, highways and railroad lines. These types of infrastructure improvements along the riverfront make it easy to get near the shoreline but difficult to actually reach it. Wiscasset's riverfront has a number of such physical barriers along its shoreline.

Institutional Barriers - This type of barrier occurs where physical access is possible but is not allowed because of obstacles created by legal, political or economic conditions. Institutional barriers generally include: utility plants, waste water treatment facilities and military facilities. The private ownership of property can also be considered an institutional barrier. Institutional barriers tend to be exclusionary or self-contained, and depending on their use may hinder or preclude access to the water all together.

Psychological Barriers - This barrier often stems from impressions of the riverfront's accessibility, safety, users and general activities associated with areas of the riverfront.

Several of these "barriers" have existed as part of the character of the riverfront but were never considered to be barriers to water access by local residents. However, because of changes in either their use or an increase in demand, a number of these physical elements currently pose impediments to citizen access and enjoyment of the riverfront.

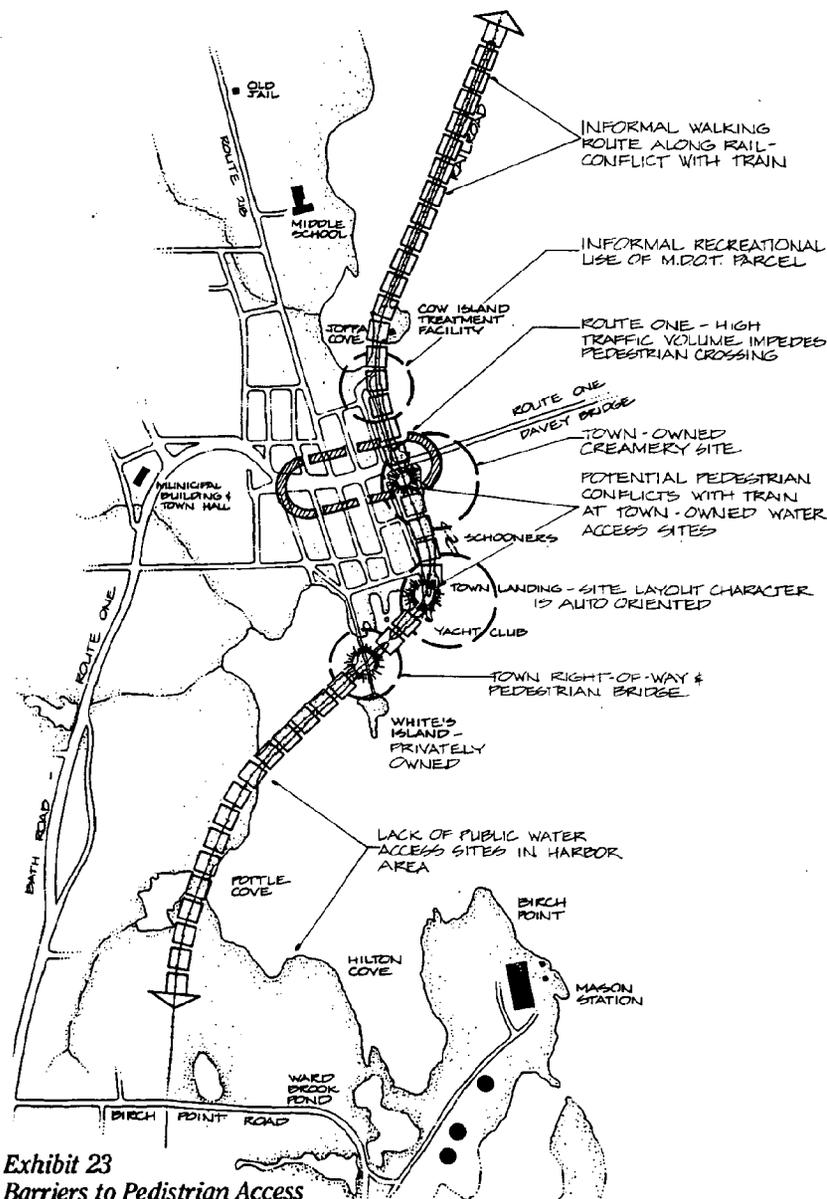


Exhibit 23
Barriers to Pedestrian Access

Pedestrian
(Exhibit 23)

The most impacted by these barriers is the pedestrian movement along and access to the riverfront. Several physical, institutional and psychological barriers exist along the riverfront that impede pedestrian access and enjoyment. These barriers either deter or directly limit the access to areas along the riverfront.

The physical barriers found along the riverfront that impede pedestrian access are:

Route One Highway and Bridge - The abutment for the Davey Bridge creates a physical barrier for pedestrian movement traveling in a north-south direction along the village waterfront. Adequate clearance for pedestrians does not exist between the base of the bridge span and the elevation of the shoreline to allow people to travel along the riverfront without crossing Route One at grade. Traffic on Route One has more than doubled since 1980, and is particularly heavy during the summer months. This inhibits easy crossing for people trying to access either side of the village waterfront. Traffic volumes are expected to continue to increase in the region, along with the demand for tourism and recreation.

The establishment of a separate grade crossing for pedestrians and vehicles would be the most efficient solution to reduce the conflicts between pedestrian and vehicular movement across Route One. However,

because of costs, shoreline configuration and the concern for personal safety, the development of such a crossing is prohibitive. An at grade solution, either through proper traffic signals or the crossing guard currently used, appears to be the most feasible solution at this time.

MDOT Rail Line - Since its abandonment in 1979, pedestrian movement along and across the rail line has become commonplace. Concerns for pedestrian/rail conflicts and the issue of liability could significantly reduce pedestrian access to the water if physical barriers, such as chain link fencing, are erected. Discussions with Massachusetts Central Railroad have indicated that they do not intend to erect any type of barriers along the rail right-of-way at this time.

The rail causeways from Cow's Island to the southern tip of Clark's Point, and from White's Island to the shoreline of the village harbor are currently traversed by pedestrians wishing to access either shore from the village waterfront. These access opportunities will be curtailed with the reactivation of the rail line.

More random pedestrian crossings of the MDOT rail line frequently occur around the Yacht Club, the Town Landing, the Creamery Site, and along the tracks between the Town Landing and the Creamery Site. This free movement is not expected to be curtailed by the projected one train trip per day. If the number of daily rail trips increases substantially, every effort should be made to assure that pedestrian access to the

waterfront is maintained.

Because of sight-line concerns at the town landing, pedestrian access to the landing from the parking area above the landing off Water Street should be controlled by the use of planned access points across the railroad tracks.

Rocky Bluffs / Steep Slopes - The shoreline of Wiscasset has several areas of steep slopes and rocky bluffs that impede physical access to the water. These areas are particularly prevalent in the area of Cushman Cove and around Clark's Creek. Although such natural land configurations obstruct physical access, they do offer spectacular view points for visual access along the ridge and from the water. Such areas should be respected and physical access to the water from the land side not encouraged.

Several institutional barriers also exist which impede pedestrian access to the water. Those are:

Property Ownership Patterns - The lack of publicly owned property along some sections of the riverfront is a significant institutional barrier to public access. The majority of town owned lands that provide public access to the water are located along the village waterfront. A limited number of opportunities for public access exist north and south of the village center. The concentration of town owned land in the village center is due to an historical pattern of land ownership established as the town developed and provided public

services for it's residents.

The benefit of such a pattern is that clustering of public access sites in the village waterfront reinforces the historic land use pattern of the town. This reinforces the village center as the focus of the town, and helps maintain the rural character that currently surrounds it by removing development pressures for water access from the areas of Clark's Creek, the Village Harbor and the Back River. This has helped preserve the image of a traditional historical village within a rural setting that the town wishes to maintain.

Conversely, by having the majority of access points clustered in this fashion, the result has been that an increase in the demand for water access has overrun the ability of these facilities to accommodate the demand for parking and vehicular access. Efforts to accommodate these needs, by increasing parking and improving streets, has resulted in diminishing the pedestrian orientation at these sites along the waterfront. Very little pedestrian amenity, such as benches or trash receptacles exists, and in places adequate pedestrian linkages are lacking. Excess demand for water access - primarily boat launching - should be accommodated by the development of other sites either within the village center or at another location in order to reduce the congestion and demand for the facilities in town.

Waste Water Treatment Plant - Access to the shoreline around Cow's Island is physically possible but is

restricted because the waste water treatment plant occupies this site. This site provides a number of good vantage points for viewing the village, Clark's Point and the surrounding views across the river, and is relatively secluded. The existing physical conditions currently discourage access to this area because of fencing and occasional odors. The facility will be expanded in the early 1990's. Improving public access to this section of shoreline is not considered by townspeople to be essential to their enjoyment of the waterfront.

Mason Station - Access to the shoreline around the Mason Station is physically possible but is restricted because of issues of liability and the activities that occur there. Unlike Cow's Island, access to Birch point is much more significant because of its deep water pier and the opportunity to relieve some of the boating congestion and associated parking problems at the area of the Town Landing. An opportunity exists for the Town to discuss with CMP the possibility of achieving water access for recreational boating as part of CMP's plans to improve the facility for the shipping of cement products. If a boat launch area is developed on CMP property, the opportunity would also exist to extend pedestrian access to this location on the harbor.

Psychological barriers also exist along the riverfront, which cause town residents to avoid using certain areas even when the opportunity exists. Discussions with several residents have pointed out the following perceptions about

the riverfront:

- ▶ The village waterfront is a place residents would not visit at night because of the groups of young adults that congregate at the town landing, as well as other areas along the waterfront.
- ▶ If access along the riverfront is expanded for residents' enjoyment, it will eventually be over used by tourists and local young adults.

Psychological impediments can only be totally removed by educating the public about the amenities to be found along the waterfront. The active participation of local law enforcement and residents working together will help ensure that the proper use of the riverfront occurs. The riverfront is a local resource the community need not give up the use to other groups on the assumption that improvements to the waterfront will encourage undesirable activities to occur. Such activities can be eliminated or deterred through proper design, planning and most of all, community involvement in the development and maintenance of the riverfront.

Vehicular **(Exhibit 24)**

A number of physical barriers exist along the riverfront that impede vehicular access. These barriers are:

Route One - The volume of seasonal traffic on Route One reduces the ability of vehicles traveling along the

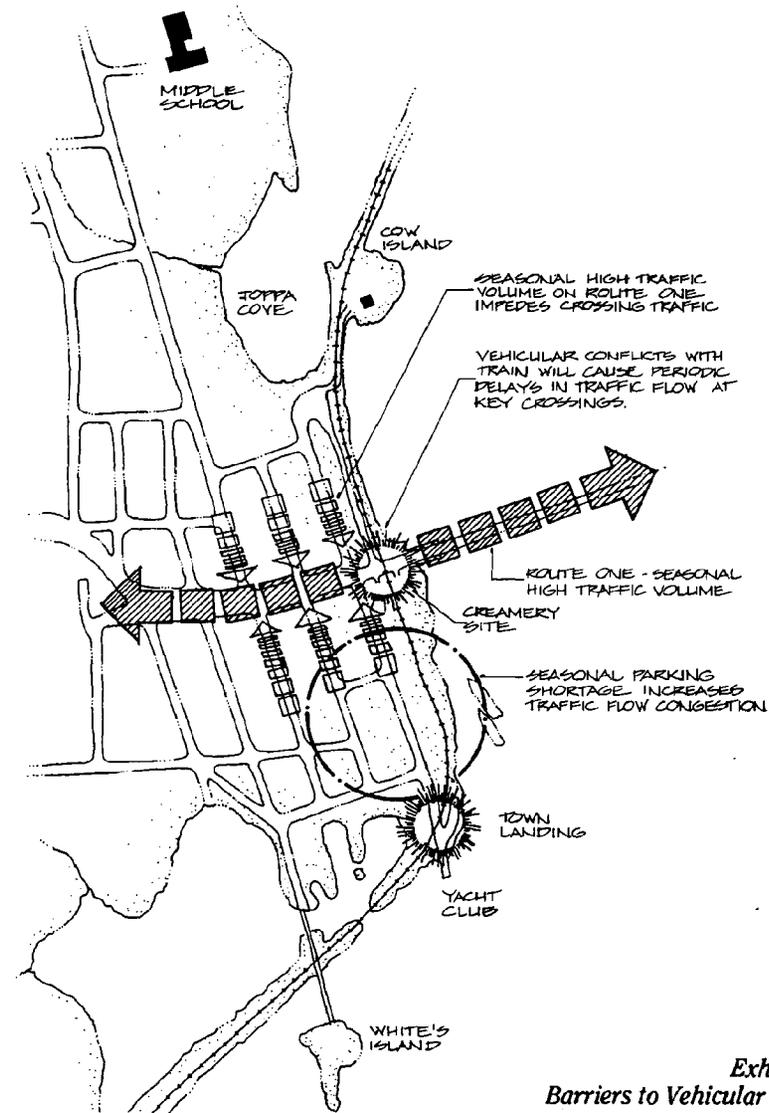


Exhibit 24
Barriers to Vehicular Access

side streets within the village center to access Route One, as well as other parts of the village center. Proper traffic signalizing at one or more intersections in the village center to allow adequate traffic flow from side streets appears to be the best option at the present time. This type of solution could improve both vehicular and pedestrian traffic flow problems in the village and along the village waterfront.

MDOT Rail Line - The reactivation of the rail line is expected to bring no more than two rail trains through town per day (one round trip). Traffic flow along Route One will be stopped during each train passage. The effects of this will be to create a periodic increase in traffic congestion along Route One and the village side streets. Periodic delays will also occur at the access drive to the Town Landing and Yacht Club. The initial number of trains passing through town, and the initial length of these trains is expected to have a minor effect on the seasonal traffic flow along Route One and vehicular access to the waterfront (conversation with MDOT). However, if the number of trains and the length of trains increases over time, the effect on the town will become more pronounced.

Parking

Inability to park close to the riverfront serves as a physical barrier for people who depend upon motorized vehicles for mobility. This is particularly true for the elderly and the handicapped, as well as for people who live outside the town and desire access to the riverfront. The Comprehensive Plan states that adequate parking for public buildings

and river access sites is an objective of their growth management policy. Parking north and south of the village center is easily accommodated on individual lots, which is traditional of the land use pattern found in these areas. Land parcels north and south of the village center average in size from five to fifteen acres, with several parcels of twenty acres or more. Should future facilities for water access north or south of the village center be desired, there is ample land available to provide adequate parking, at present time. To assure public access in the future, the Town may consider the purchase of a parcel.

Parking needs within the village center are accommodated by a number of small lots with five to fifteen spaces tucked in between buildings, and by a number of on-street parking spaces along several of the side streets. This system has worked well in keeping a balance between providing parking and maintaining the pedestrian and historic character of the village center. This existing, historic development pattern within the village center was established at a time when transportation needs were satisfied either by foot or by horse. Consequently, buildings were clustered tightly together in response to a slower more laborious mode of transportation. Today, this historic development pattern provides a scale and historic charm in the village that town residents wish to maintain. This type of development pattern, because of the inherent lack of available sites suitable for the creation of additional parking, precludes the development of an adequate number of parking spaces that would efficiently meet current and seasonal demands. The availability of parking within the village center is inadequate to meet the demand during the summer and

fall months. The lack of parking spaces in the village center has also hindered many existing businesses from using the upper floors of their buildings because of an inadequate number of spaces to satisfy existing zoning standards. The lack of adequate parking is further complicated by:

- ▶ Insufficient parking for boat trailers which use the Town Landing. Often these trailers are found parked along the side streets close to the Town Landing, occupying one or more parking spaces.
- ▶ Random layout of some parking areas within the village center. A properly designed layout of these lots could increase the number of parking spaces.
- ▶ Insufficient signage to direct visitors to the closest parking lot available. Because the lots within the village center are small and tucked away between buildings it is difficult for people unfamiliar with the town to find a parking space. While some may argue that this result is desirable, it leads to cars travelling up and down the residential side streets and adding to the already congested traffic flow. Many park where they please, simply out of frustration.

To resolve the parking problem within the village center several have suggested using the open land along the waterfront for parking or the creation of a satellite lot at the edge of the village center. To resolve the parking problem by either, creating large satellite parking lots or siting parking along the water would diminish the village character of Wiscasset by disrupting the balance between

vehicular and pedestrian uses.

Any solutions proposed for the resolution of this problem, should respect the existing development pattern within the village and the wishes of residents to avoid siting large parking areas on the waterfront. If additional lots are created, they should be relatively small in size, fit within the historic development pattern and be located such that pedestrian access from them to the village center is feasible.

Railroad

Two rail lines traverse the study area of the Wiscasset riverfront. The former Wiscasset and Quebec narrow gauge rail line has been abandoned since 1933. Since its abandonment, the condition of the rail bed has been one of general disrepair. Today it is characterized by areas of erosion, overgrowth of vegetation, removal of sections of the bed and the conversion of significant sections to other land uses (the Middle School ball fields and single-family residences). Currently, sections of the remaining rail bed are used for informal recreation access to the shoreline by local residents. This type of opportunity for informal access along the river could become more important in the future if the parcels of land abutting the river are sold and subdivided. Development of these parcels may result in the loss of the informal understanding that currently exists between neighbors which allows for pedestrian access along the river.

A private group is attempting to purchase the entire length of the rail bed from the Middle School to the Alna/Wiscasset town line for the purpose of restoring rail service along

the existing rail bed. It hopes to use the line for light rail passenger and freight service. Given the legal, monetary and physical obstacles that exist to achieving this task it appears that its near term realization is highly unlikely. However, significant support for this endeavor has been expressed at several of the riverfront study workshops. Therefore, the option to pursue this plan should be left open.

The second rail line that traverses the riverfront is the standard gauge line currently owned by MDOT. The Town has stated in its Comprehensive Plan that the reactivation of the MDOT rail line should be the first priority for use of this line. It also has stated that it wishes that parking and other facilities associated with the reactivation of this line not increase traffic congestion, degrade the environment or have adverse effects on existing neighborhoods.

The Maine Department of Transportation has signed a contract with the Massachusetts Central Railroad to upgrade the line and begin hauling freight in the Autumn of 1990. Discussions have also taken place concerning the feasibility of passenger service along this line for tourists and for workers commuting to Bath Iron Works. The potential effects on the town are many, the most noticeable of those being upon traffic circulation, the riverfront environment and adjacent neighborhoods.

The effect upon traffic circulation will probably be the most noticeable felt by the town. Trains which will pass along the village waterfront must cross two existing major traffic flow routes in town: Route One and the access road

to the Town Landing and Yacht Club. The traffic flow on both routes will be interrupted and delayed by the train as it either arrives or leaves the State Pier at the Mason Station. On Route One this will cause traffic to stack up in both the village center and on the Davey Bridge. Such delays could be substantial during peak flows of vehicular traffic. The full effect of such traffic delays on the Town can not be measured at this time. It can be assumed, however, that increase in traffic congestion caused by train delays will be noticeable, especially during peak vehicular travel times. The Town should negotiate with Massachusetts Central Railroad on issues of scheduling and train length to reduce this effect.

The town could be further affected by traffic congestion if the eight acre site adjacent to the treatment plant is ever developed as a commuter lot for BIW workers taking the train to work. The location of a commuter lot on this site is appealing because of its accessibility to Route One. Conversely, its appeal is tarnished by the fact that traffic circulation in this area is already at capacity. For this reason, MDOT has no plans to use the site for this purpose.

Reactivation of the rail line will have an effect on the environment and wildlife along the riverfront as well, especially at Clark's Point and the Village Harbor area. The serenity of the wildlife habitat in these areas will be disrupted. This is especially true for the Clark's Point area where Osprey, Bald Eagles and a number of coastal ducks have been observed to using the area for feeding, nesting and the rearing of young. Several deer yards are also located in this area and the effect of the train on these yards

is unknown at this time. The Village Harbor area, although already affected by development, also provides substantial summer and winter habitat for coastal ducks, osprey and herons. The extent of the effect upon these areas will vary depending upon the particular type of wildlife and the number and length of train trips through these areas.

A reactivated rail line can also be expected to have an effect on the residential and commercial neighborhoods along the riverfront. Trains passing along the riverfront can be expected to generate noise, dust and odors from exhaust. In addition to these sensory impacts, a reduction is also likely to occur in the random pedestrian access over the tracks to the water's edge, which is now enjoyed by neighborhood residents. It is unclear at this time what uses may occur on the MDOT parcel, however, any use of this parcel for rail related parking or storage of equipment and material could diminish the visual quality of the riverfront and views from some residences to the water.

Visual Access

The level of visual access along the riverfront is quite high. Access can be obtained from a number of vantage points within the village center, along Route 218, from the Route One Bridge and a number of points along Cushman Point and the Back River areas. The quality of these views is very good and their type varies from open, panoramic views from the waterfront to more filtered views from various secondary roads. Maintaining a high degree of visual access along the riverfront is important because it is a type of access that is available for all residents and visitors to enjoy regardless of land ownership patterns or other bar-

riers to physical access along the riverfront. Future development along the riverfront could reduce the ability to see the riverfront from a number of areas.

HISTORIC AND VISUAL CHARACTER

Historic Character

The urban context of a waterfront is partly determined by its heritage. In light of the fundamental role the navigable waters of the Sheepscot River played in the development of the town of Wiscasset it comes as no surprise that many of its rich resources of historical and cultural significance are located along the Village Waterfront. The type and importance of these resources varies depending on their age and location. Some of the more well known historical sites are:

<i>Study Area</i>	<i>Historical Sites</i>
Clark's Creek	Sutter Dam (ME 491-01) Wiscasset and Quebec Rail Line
Village Waterfront	Kingsbury Shipyard (ME 491-11) Old Jail House WQR Round House Site Hesper Schooner Luther Little Schooner Wiscasset and Quebec Rail Line
Wiscasset Harbor	Capt. Williamson House Site (ME 491-19) Williamson's Mill Site (ME 491-05)
Back Cove	Bailey Site (ME 491-18)

These historical and cultural resources enhance the use and enjoyment of the riverfront by providing a unique element of community identity and civic pride. Depending on the historic designation, ownership and condition of these and other historic sites, the heritage of the waterfront can either produce many opportunities or prohibit the use of sections of the riverfront altogether. A good example of this is the *Hesper* and *Luther Little* schooners. These schooners provide the Town with a unique historic amenity that is strongly associated with the identity of Wiscasset. However, they are deteriorating rapidly and deterring use of the adjacent waterfront.

The Comprehensive Plan states a strong intent to protect the town's appearance as a small New England coastal community with historic architecture and abundant open space. Of particular importance is the protection of the "impression of a historic rural way of life". Many who refer to Wiscasset's historic character, scale and elegance often give credit to specific historic sites and buildings as important references to Wiscasset's heritage, while overlooking one of the important cornerstones of Wiscasset's historical character and charm - its historic development pattern. The historic development pattern is what provides the village center with that feeling of pedestrian scale, dramatic views down narrow streets to the Harbor and Sheepscot River, and the small town atmosphere that everyone enjoys. It is the spatial relationships of building to building, buildings to roads and buildings to the river, that people first see, experience and subsequently identify as the elegance, scale and neighborliness of Wiscasset. These relationships form the basis for describing Wiscas-

set as that small New England coastal community surrounded by abundant open space. The traditional rural setting for the coastal village is directly related to the spatial relationships that Wiscasset's historical land use pattern has established over the years.

The spacial qualities formed by Wiscasset's historic development pattern has created a rhythm between open space, woodlots and buildings difficult to regulate or recreate under standard zoning policies. The influence that the historic development pattern has on the appearance of Wiscasset is especially evident along the shoreline between Clark's Point and Birch Point. In this area, the historic development pattern is clearly expressed as the compact village center surrounded by residential neighborhoods which blend into a rural landscape. One can clearly see the closely spaced buildings of the village, the ship captains' homes with sweeping lawns to the waters edge and the agrarian quilt of farmstead, open field and woodlots that collectively creates the image of the rural New England coastal village the Town wishes to protect. However, the concerns for parking, building setbacks and road standards, which dominate the development process today, no longer produces this type of rural development pattern. Given that growth and development pressure may eventually result in the acquisition and subdivision of a number of the larger riverfront parcels in accordance with current zoning laws, this historic quality may be diminished. Accordingly, Wiscasset should consider the establishment of a special riverfront zoning district or other regulatory method to maintain the qualities of this development pattern.

Visual Character

Vision is an active sense that responds to physical forms, movement, colors, textures and contrasting elements. Collectively these elements produce the visual interest of a particular landscape and influence how people perceive its visual character. When assessing the visual character of an area such as the riverfront of Wiscasset, it is important to realize that the natural and built features along the riverfront only partially determine its description. The determination of an area's visual character is equally influenced by viewer exposure, viewer sensitivity and visual interest.

- ▶ Viewer exposure refers to the position of the observer in relation to the scene that he/she is observing. The perception of the riverfront's visual character will vary with the distance, elevation and movement of the viewer at the time of observation. As distance increases, the ability of the viewer to see detail of an object decreases. The higher the point of observation, the greater the range of vision for the viewer. For moving observers, the viewing time, combined with the speed of travel determines what objects can be seen on a particular route.
- ▶ Viewer sensitivity refers to how distinct viewer groups differ in their perceptions of the visual environment. Indirectly, people's values, opinions, experiences and preconceptions influence their impression of a waterfront's visual appearance. Viewer sensitivity will vary between individual viewer groups. The comprehensive planning process helped to develop a consensus

among town residents that Wiscasset's rural character and small New England coastal village setting is valuable and should be maintained. This consensus was used as the bench mark for assessing viewer sensitivity along the riverfront.

- ▶ Visual interest in a landscape can be attributable to its form, texture and special features. Conceptually, landscapes are made up of edges and spaces. The edges give form to what the eye sees by providing spatial definition. In this respect, perhaps there is no stronger edge than where land and water meet. The two-dimensional configuration of the water's surface is in sharp contrast to the vertical elements found along the shoreline.

These three elements, viewer exposure, viewer sensitivity and visual interest, were used to evaluate how each of the four study areas might be influenced by visual change. "Visual change" for this study is defined as changes to the existing physical setting significant enough to alter the historic visual character that the Town wants to preserve. Although there are certain features that are common to the entire shoreline, the physical traits of each area creates a unique visual setting. Appreciation of each setting is defined by the assortment of physical elements composing a waterfront and by the viewer response to these elements.

The Wiscasset riverfront study area is designated as a Coastal Scenic Area by the State Planning Office (WI01). The visual quality of the riverfront corridor remains quite high throughout the entire study area. Clark's Creek,

Village Harbor and the Back River areas have similar degrees of edge complexity, a strong sense of enclosure, a number of good views from higher elevations and a predominately forested/agrarian visual character. All three are highly sensitive to potential impacts on visual quality from improperly sited new development because of several areas of steep slopes that are visually prominent from a number of different viewing angles. The Clark's Creek and Village Harbor Areas, are the most vulnerable because of large areas of cleared open space on these slopes. Conversely, the Back River Area because it is heavily wooded is able to provide a limited degree of buffering against the potential for negative impacts from new building.

The Village Waterfront, together with the Village Center, has a well defined traditional New England character that provides a strong pedestrian and urban scale, a clearly articulated skyline, and an established palate of traditional colors, materials and construction methods. The Village Waterfront has a rich visual texture produced by the combination of building materials, vegetation and unique features found only in this area. Materials such as wood, granite and brick provide a blending of colors and textures, as well as firm lines and structure to the view of the waterfront. Vegetation, on the other hand, softens the hard appearance of shoreline structures. The visual excitement of the village waterfront is enhanced by the presence of features, such as moorings, the yacht club and the schooners that are found only along the water. Often these structures are visual landmarks and serve as a focal point within the waterfront setting.

Because of its already developed nature, this Area has a high ability to absorb the potential for negative visual impacts, provided that the proposed development is similar to the existing character of the Town. Within this Area considerations of the scale of proposed buildings, colors, building materials etc. will minimize the impact to the historic visual character of the Town.

HABITAT

Upland Habitat

Wiscasset is fortunate to have a fairly diverse array of high quality natural habitats along the coastal corridors of the Sheepscot and Back Rivers. This study found the Back River ecozone to have the highest level of species abundance and diversity of the four coastal ecozones studied. The IF&W rated this area as a Class "B" habitat, with state significance. The Clark's Creek and Village Harbor ecozones were each found to have a lesser degree of species abundance and diversity and were rated as a Class "C" habitat area by the IF&W. These areas were found to be important habitat zones at the local level. The Village Waterfront ecozone was found to be too greatly affected by development patterns associated with the village center for any remaining areas of wildlife habitat to be significant for their biological productivity.

The habitat types encountered within the Clark's Creek, Village Harbor and the Back River ecozones can generally be described as being typical for a White Pine/ Northern Red Oak / Red Maple forest cover association, which is common for this region of the State. Northern Red Oak,

Eastern White Pine and Red Maple are the predominate tree cover found within this type of forest cover association. Common tree associates are white ash, paper birch, yellow birch, sugar maple, beech, hemlock and black cherry. Typical understory shrubs found within this association are witchhazel, alternate - leaf dogwood, maple leaf viburnum and an occasional cluster of mountain laurel. Wildlife species found within the study area are typical of the type of wildlife associated with the White Pine/Northern Red Oak/Red Maple forest cover and the marine resources common for this region of Maine (see appendix—II). Significant wildlife resources within these areas, as defined by IF&W, include deer wintering areas in the Clark's Creek and Back River ecozones, several osprey nest sites associated with the Clark's Creek, Village Harbor and the Back River ecozones, concentrations of marine worms within the Clark's Creek and Village Waterfront ecozones, and several clam flats within the Village Harbor and Back River areas. General coastal wildlife concentration areas also exist within the Clark's Creek, Village Harbor and Back River ecozones. No rare or endangered plants were identified at the time of this inventory. The characteristics for each ecozone are summarized in the appendix.

Many of the wildlife habitat resources are in generally good health due to the relative stability of current development patterns within the shoreline area, current availability of suitable habitat, and the good water quality of the Sheepscot River upstream from the town. The quality and health of each of the ecozones is directly tied to the proper management and development of land within and adjacent to the river corridor; the proper management of the general

water quality of the Sheepscot River; and the appropriate degree of tidal flushing within Clark's Creek Cove and the Village Harbor.

An important aspect of proper land management for habitat preservation is the maintenance of existing shoreland vegetative buffers and minimizing further disturbances within these areas. Sufficiently wide vegetative shoreland buffers that have a diversity of vegetative layering from grasses and forbs to understory shrubs and trees to tall canopy trees, provide critical riparian and coastal edge habitats for many species of wildlife identified within the four ecozones. The success of these buffer areas in maintaining wildlife populations is based on the relative availability of the proper type and level of habitat critical to those species found within these ecozones. Proper habitat includes a land base with resources necessary to provide adequate levels of food, water and shelter. Shelter includes among other things, the cover necessary for nesting and raising young. A greater degree of habitat diversity allows for a greater diversity in wildlife species, and will contribute to the overall vitality of the natural community-at-large.

Given these needs, the clearing or harvesting of timber within these shoreland areas should be regulated to minimize the extent of forest canopy openings. In addition to its aesthetic impact, the maintenance of adequate softwood cover and oak mast production in this area is essential to the continued prosperity of the white-tail deer found in this area, not to mention black duck and other wildlife. The maintenance of large diameter shoreline pines and

oaks will also provide regular roosting perches for bald eagles, osprey, blue herons and other birds.

The existing quality and diversity of habitat within these four coastal ecozones is a direct result of the continuous and intricate interactions between the natural resources of the upland areas and those resources within the tidal river systems. If that process is disrupted too severely, as in the Village Waterfront area, the ability of that area to support a significant level of bio-diversity will be severely limited.

Marine Habitat

The water quality of the Sheepscot and the Back Rivers is an important contributing factor for the health of the many locally valued natural resources found today. Historically, the water quality of these tidal rivers has been an important economic asset to the Town. Maintaining the quality of these rivers is critical to the continued economic well being and quality of living that the Town now enjoys.

The Comprehensive Plan states that one of the town's growth management policies is to maintain clean, open waters to support commercial fishermen, recreational boaters, swimmers and wildlife habitat. An important first step toward achieving this goal is the action currently being taken to improve the capacity of the Town's wastewater treatment plant on Cow's Island. The capacity of the facility will be increased by five hundred percent to a half million gallons per day of treated wastewater. Completion of this expansion is expected to be completed in 1993.

Equally important to maintaining the integrity of the

water quality and natural habitat associated with these rivers is the preservation of adequate vegetative buffers along the shores of the riverfront. Such vegetative buffers control erosion, limit nutrient runoff and moderate water temperature. These are important factors in maintaining water quality and aquatic habitat. Proper watershed management along intermittent and perennial streams to control sediment and nutrient runoff from point and nonpoint sources outside the shoreland buffers should also be implemented to maintain quality habitat.

Construction of the earthen and rock causeway for the rail line has resulted in the formation of several small cove-like areas with a restricted level of tidal action. The reduction in tidal action has resulted in the degradation of water quality for several areas in the Village Waterfront and Village Harbor that previously had an adequate tidal change to remove excess sediments and nutrients. An improvement in water quality in these areas could be achieved through creating additional openings in the existing causeways and thereby increasing the extent of tidal flushing for these coves. This increased flushing capacity would raise the natural ability of the coves to purge themselves, but might result in the loss of some existing mudflat area due to increased tidal scouring of area(s) immediately adjacent to the new openings. Providing additional tidal access to the cove area west of the Town Landing would likely benefit the quality of the tidal habitat with a minimal loss of mudflat areas. Actual overall advantages and disadvantages would depend on the location and size of the opening(s).

Maintaining the existing distribution, diversity and abundance of Maine's coastal wildlife depends on the continued availability of undisturbed, biologically productive marine habitats. Local support of rigorous shoreland zoning procedures is essential in maintaining these resources for Wiscasset's present and future benefit.

RIVERFRONT CONCEPT

INTRODUCTION

The Village Waterfront Master Plan is the central focus for riverfront improvements. The Riverfront Concept was developed to ensure that the proposed master plan conforms to an overall strategy for planning and managing the riverfront. It responds to the issues and opportunities identified in public meetings, public workshops and in the Comprehensive Plan.

The Riverfront Concept Plan (Exhibit 25) illustrates the key planning and management goals for specific areas along the riverfront. The Concept Plan focuses on existing riverfront assets that residents wish to protect. The proposed goals can be used to guide the future direction of the riverfront. The following section describes more fully the goals recommended to manage the riverfront.

PUBLIC ACCESS

Several physical, institutional and psychological barriers have been identified as restricting public access or enjoyment of sections of the Wiscasset riverfront. Several of these "barriers" have existed for years and only recently have they been considered obstacles. Changes in use and the increase in the demand for water access have helped create a number of seasonal barriers as well. Such barriers can be eliminated either through physical changes or modifications in use or management. The following goals are recommended to improve access to the river:

PEDESTRIAN

- ▶ Encourage or develop access only in areas where landowners support it.
- ▶ Allow only low impact pedestrian access in areas north and south of the village waterfront where existing land use densities are low.
- ▶ Maintain option(s) for resident pedestrian access routes along the riverfront by encouraging landowners to voluntarily place public access easements on their properties as they sell, develop, or conserve them.
- ▶ Improve the attractiveness and safety of the pedestrian environment along the village waterfront.
- ▶ Provide attractive, safe and well-defined pedestrian crossings at major roadways and rail lines.
- ▶ Improve pedestrian access, where it is deemed appropriate and desirable, by encouraging the purchase of additional waterfront properties.
- ▶ Improve access and enjoyment of the riverfront by eliminating psychological barriers through public education and participation in the construction and maintenance of proposed improvements.
- ▶ Encourage pedestrian use of the riverfront through increased community awareness and appreciation of

IMPORTANT VISUAL/HABITAT AREA

- PROTECT HABITAT & VISUAL QUALITIES
- DISCOURAGE DEVELOPING GREATER PUBLIC ACCESS

KEY IMAGE AREA

- VILLAGE FRAMED BY RURAL & FORESTED AREAS
- PROTECT DEVELOPMENT PATTERN, VISTAS & FOCAL POINTS/LANDMARKS

HIGH QUALITY HABITAT AREA

OPPORTUNITY TO ENHANCE AQUATIC HABITAT & WORM HARVESTING

CONSIDER SCENIC HIGHWAY DESIGNATION FOR R.I.E. 218

GATEWAY / CREAMERY
IMPROVE VISUALLY & FOR PUBLIC USE TO RELIEVE CONGESTION AT OTHER SITES

MDOT PARCEL
IMPROVE FOR COMMUNITY USE

TOWN LANDING

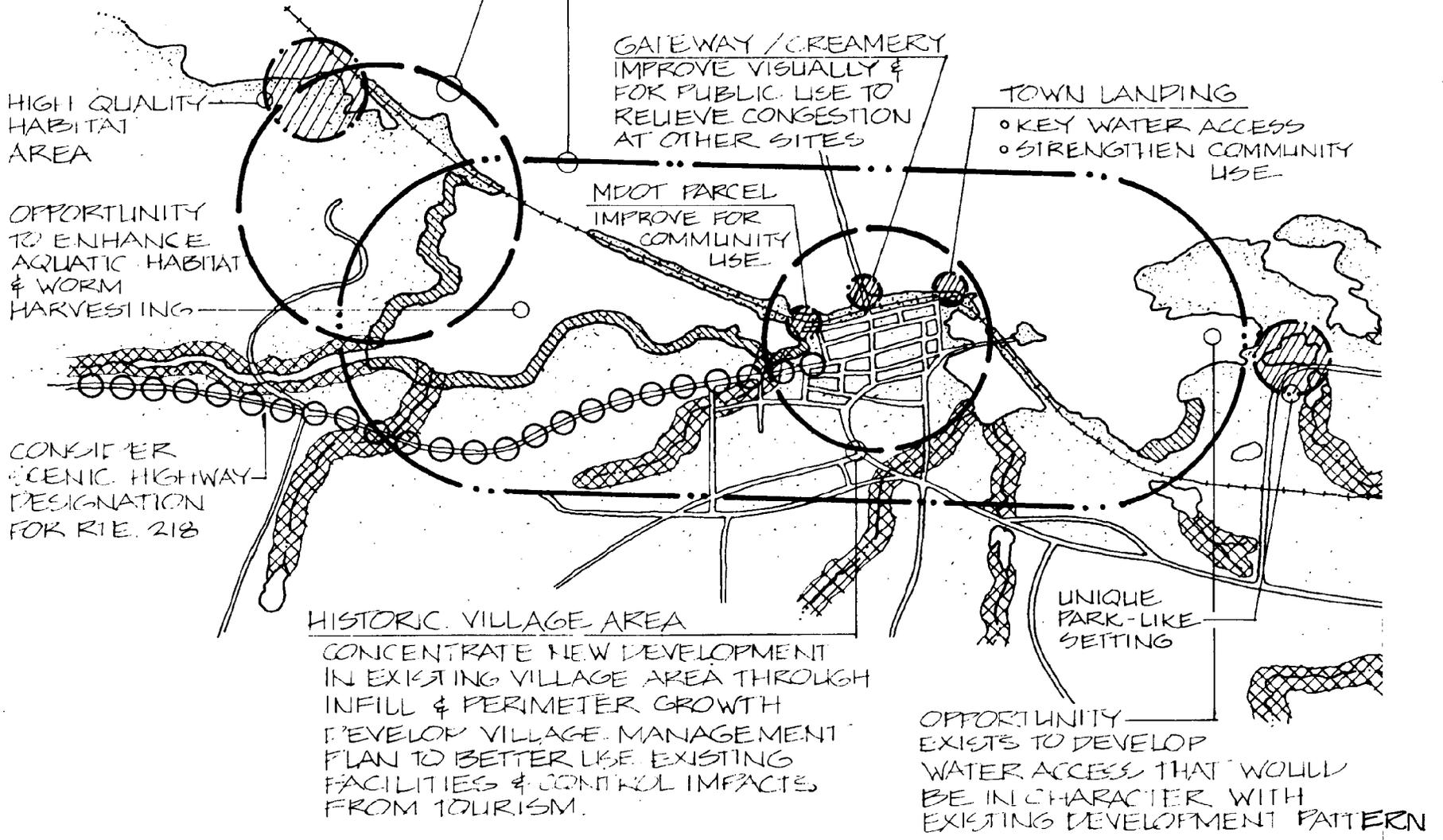
- KEY WATER ACCESS
- STRENGTHEN COMMUNITY USE

HISTORIC VILLAGE AREA

CONCENTRATE NEW DEVELOPMENT IN EXISTING VILLAGE AREA THROUGH INFILL & PERIMETER GROWTH
DEVELOP VILLAGE MANAGEMENT PLAN TO BETTER USE EXISTING FACILITIES & CONTROL IMPACTS FROM TOURISM.

UNIQUE PARK-LIKE SETTING

OPPORTUNITY EXISTS TO DEVELOP WATER ACCESS THAT WOULD BE IN CHARACTER WITH EXISTING DEVELOPMENT PATTERN

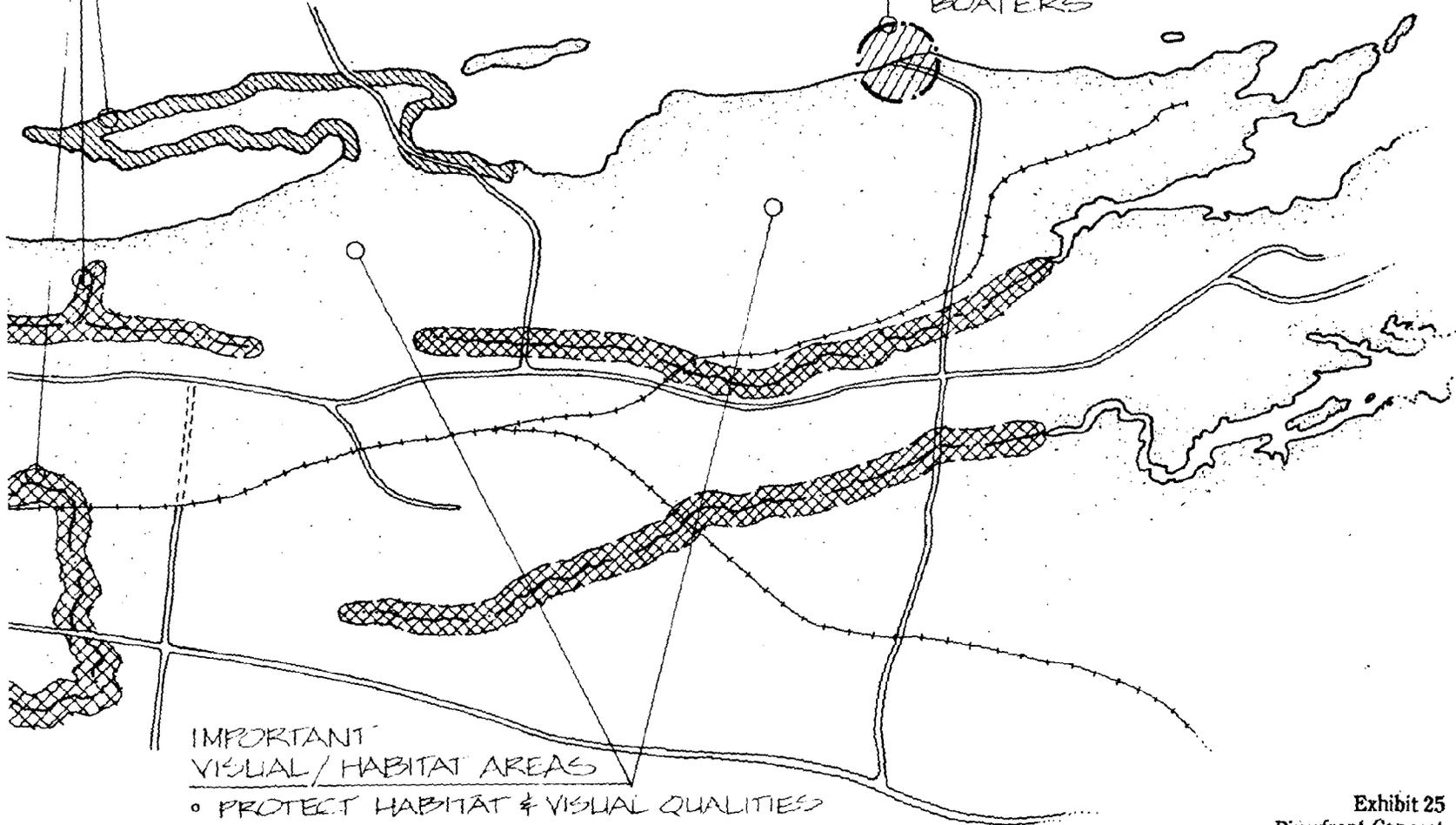


MARINE HABITAT IMPACT AREAS

- PROTECT WATER QUALITY THROUGH MAINTAINING SETBACKS TO BUILDINGS & MAINTAINING VEGETATIVE BUFFERS
- EXTEND RESOURCE PROTECTION DISTRICT TO SHORELINE AREAS DESIGNATED SHORELINE RESIDENTIAL.

KEY WATER ACCESS POINT

- IMPROVE FOR GREATER CAPACITY TO RELIEVE CONGESTION AT TOWN LANDING
- ORIENT FOR USE BY VISITING BOATERS



IMPORTANT VISUAL/HABITAT AREAS

- PROTECT HABITAT & VISUAL QUALITIES
- DISCOURAGE DEVELOPING GREATER PUBLIC ACCESS

the amenities found along the riverfront.

VEHICULAR

- ▶ Improve vehicular access along the riverfront through better management of existing facilities.
- ▶ Encourage public access at institutional properties along areas of shoreline where compatibility of uses is possible.

PARKING

- ▶ Limit the development of new parking facilities along the riverfront. Residents have strongly stated a desire to maintain the riverfront for other uses.
- ▶ Encourage the use of other river access sites during peak use times to relieve the concentration of demand for parking at village waterfront sites.
- ▶ Encourage the development of additional parking within the riverfront corridor that respects the character of the historic development patterns.
- ▶ Upgrade existing parking facilities through a clearly defined organization as part of an overall parking plan.
- ▶ Consider developing an overall parking management plan for areas along the riverfront.

- ▶ Improve the efficiency in parking use through proper signage and enforcement.

RAILROAD

The reactivation of the rail line will have an effect on the use and enjoyment of the riverfront, particularly in the area of the village. Impacts, such as traffic delays and pedestrian conflicts can be reduced through discussions with the Maine Coastal Railroad and the town. Impacts such as dust and noise, however, are inevitable but can be mitigated by physical improvements along the right-of-way. The following goals are recommended to mitigate those effects:

- ▶ Control pedestrian/train conflicts at points of high pedestrian activity by installation of appropriate signage, aesthetic barriers or a combination of the two.
- ▶ Limit the speed of the train as it traverses through the village to twenty miles an hour.
- ▶ Maintain current community uses for access and parking on the rail right-of-way.
- ▶ Encourage the railroad to limit disruption of surrounding neighborhoods, the environment and the visual character of the waterfront.

VISUAL ACCESS

- ▶ Protect visual access to the riverfront from existing public viewpoints.

HISTORIC AND VISUAL CHARACTER

HISTORIC CHARACTER

Wiscasset's historical and cultural heritage is very rich and contributes extensively to its current elegance, scale and charm as a small New England coastal community. Much of this amenity can be attributed to the fine examples of 18th and 19th century architecture found within the village center and scattered along the coast. A significant factor in the appearance of this historic rural way of life is the historic development pattern that evolved with the construction of the village. The following goals are recommended to help maintain that historic impression:

- ▶ Encourage the preservation of the many historic sites which are currently not protected by the historic district.
- ▶ Respect the cultural and historical heritage of the waterfront when improving the area to accommodate modern needs and uses.
- ▶ Protect the exiting historic development pattern that currently gives Wiscasset its distinctive coastal village look from the water and the Davey Bridge.

- ▶ Develop guidelines for use along the riverfront to manage and maintaining the historic character that exists, as properties are sold and developed.

VISUAL CHARACTER

The visual character of Wiscasset's riverfront is a blending of its historical and natural heritage. Maintaining that visual character will be determined by actions which regulate development and human activity. The following goals are recommended to help maintain that small, rural New England coastal town image:

- ▶ Protect those landmarks, focal points and views along the riverfront that define the identity of the Town.
- ▶ Maintain important vistas and views.
- ▶ Protect important spatial relationships found in the historic development pattern along the riverfront.
- ▶ Maintain important patterns of existing vegetation.
- ▶ Develop appropriate performance standards to maintain and enhance the visual appeal of the riverfront.
- ▶ Improve the visual character of important visual gateways into the village.

WILDLIFE HABITAT

UPLAND HABITAT

Wiscasset's upland habitat resources are generally in good health. This is partially due to the relative stability of the development patterns within the town. The continued quality and health of these areas is dependent upon the proper management and development of land. The following goals are proposed to help maintain healthy wildlife habitat while development continues:

- ▶ Discourage public access to areas which will be negatively impacted by human encroachment. Not all areas of the shoreline need public access to be enjoyed for their visual, historical and natural amenity. Areas that are sensitive are best left alone.
- ▶ Identify and protect important productive habitat areas.
- ▶ Maintain important travel corridors between deer yards and areas of important wildlife habitat.
- ▶ Improve wildlife habitat wherever possible.

MARINE HABITAT

The marine resources found along the Sheepscot and Back Rivers are of good health and high quality. The water quality of these tidal rivers is an important contributing

factor to their condition. Historically, water quality has always been an asset for the town and maintaining that quality is critical to the continued economic well being and quality of living that residents now enjoy. The following goals are recommended to improve and maintain the quality of marine resource found along these rivers:

- ▶ Improve protection of the existing natural resources by re-zoning areas of Shoreland Residential District (SR) to Resource Protection District (RP) as recommended in the Comprehensive Plan.
- ▶ Maintain mature vegetative growth along the river to regulate water temperature and control erosion.
- ▶ Maintain proper setbacks along tributary streams.
- ▶ Control runoff and erosion into the Sheepscot and Back Rivers and their tributaries.
- ▶ Enhance aquatic habitat areas along the riverfront.
- ▶ Develop guidelines for properties along tributaries and rivers to inform people about responsible activities that maintain water quality.
- ▶ Encourage an active role by the Chewonki Foundation to help improve and protect the quality of the marine environment

DESIGN/PLANNING PRINCIPLES

INTRODUCTION

The Riverfront Design Concept provided goals and concepts for the overall management of the river corridor. The intent of this section is to address specific concerns and issues that are unique to each study area. This is especially pertinent to the Village Waterfront where the three design alternatives and the Waterfront Master Plan are discussed and specific actions recommended.

CLARK'S CREEK

LOCATION AND CHARACTER

Clark's Creek is the northern most section of the study area, extending from the southern tip of Clark's Point to the northern property line of the Old Jail Museum. Clark's Point is an area with significant parcels of undisturbed woodland and steeply sloping banks that extend down to cobble shores. The area is interspersed with a limited number of open farm fields that yield to single-family residences as one gets closer toward the village center. It's historic development pattern, significant areas of woodland and numerous farms provide an important part of the rural small town image and feeling that Wiscasset wishes to maintain.

PUBLIC ACCESS

Issues of pedestrian access, vehicular access and parking have never been a concern in the area of Clark's Creek. Access to the water for riverfront landowners and neigh-

bors is easily obtained through their own property adjacent to the river. Parking is provided on individual lots. Because access is so readily available for residents in this Zone the need to develop public access is not strong at present. Conditions for public access for this area can be summarized by the following:

Assets and Opportunities

1. Existing snow plow turn around area could be used for parking by residents wishing to put a canoe in at Clark's Creek.
2. Existing rail bed offers the opportunity to maintain pedestrian access to the water if the pressures of future development warrant the need to protect access to and along the river.
3. Existing visual access provides a number of high quality views of Clark's Creek and several natural wooded areas that contribute to the perception of Wiscasset being a small New England village in a rural setting.
4. The opportunity exists to reduce some of the vehicular congestion in the village center by establishing alternative methods of access to the center for residents in this area, such as a bike route or walking path to town.

Liabilities and Constraints

1. Present land owners and residents prefer not to encourage greater use of the snow plow turn around

and the narrow gauge rail bed for pedestrian access to the area.

2. Existing high quality wildlife habitat at Clark's Point would be diminished by increased pedestrian access in this area. Steep slopes along Clark's Point make pedestrian access difficult and erosive.
4. Future development along Route 218 that is poorly designed could reduce visual access to the water and Clark's Point. Currently, several views are available from Route 218 between existing residences. Increased densities along this road could reduce visual access to the water.

Recommendations

1. Maintain the existing physical condition of the snow plow turn around area and continue its informal use by town residents. Minor improvements such as trash receptacle or an improved path to the creek may be considered if the future level of use of the area warrants it. Use of this area to relieve some of the water access pressure within the village center is not recommended. Its use should be low key in keeping with the sensitivity of the area.
2. Maintain the current level of informal use of the narrow gauge rail bed by town residents.
3. Encourage landowners to voluntarily provide for the possibility of future formal public access along the narrow gauge rail line through easements. The high

level of amenity associated with the waterfront properties found in the Clark's Creek Area make these parcels highly susceptible to future development pressures. If developed, the high cost of building could precipitate the need for a higher unit density than the current one residence found on five to ten acres of land. By acquiring just one or two parcels of land it would not be difficult for a developer to amass the land area needed to build a subdivision of ten to fifteen units. This is particularly true for areas where sewer lines are proposed, thus removing the density restriction that results from poor soils. A development of this size would easily result in an additional forty to sixty new residents that would want access to the water and village center. Thought should be given to ways to minimize the vehicular impact on the village center and accommodate the increased demand on access to the riverfront.

4. Maintain important visual access points from Route 218 and other areas. The ability to be able to see quick views, as well as a number of panoramic views along Route 218 to the Sheepscot River is a strong positive amenity that contributes to Wiscasset's small town charm and character. The potential for this opportunity may decline as the area continues to develop and subdivisions replace the current land use pattern. Important visual access corridors should be protected either through special zoning provisions or through the planning review process. The establishment of appropriate design guidelines that can be used within the site review process would be an important instrument in this endeavor.

HISTORIC AND VISUAL CHARACTER

The historic and visual character of the Clark's Creek Area forms the northern terminus of the rural setting for the village center. While only a few historic sites exist here, the historic development pattern for this area is quite strong. The Clark's Creek area has a predominately forested/ agrarian visual character and is highly sensitive to the potential for visual impact because of significant areas of clearing and steep slopes.

Assets and Opportunities

1. The historic development pattern of the village is an important element of Wiscasset's heritage that contributes significantly to its current image. This pattern consists of single-family residences and small farms close to the road on five to ten acre lots, which sweep down to the river. Steps should be taken to protect the unique visual balance that this area provides to the town as well as the significant heritage that it represents.
2. The mix of built and natural features combine to create the predominately forested/agrarian visual character of this area which contributes to Wiscasset's image as a rural New England town.
3. The number of open views and vistas across the river is important to the perception of abundant open space and rural character.
4. The narrow gauge rail line is an important historic

remnant along the riverfront. This line provides town residents with a link to the town's heritage and an opportunity for future reuse as an active rail line or for passive recreation.

Liabilities and Constraints

1. The historic development pattern in this area will be difficult to maintain under conventional zoning and development practices. The town is proposing to increase the allowed densities in this area concurrently with expanding sewer service along Route 218. These two actions will increase the ability to develop these parcels and will eventually result in increased densities in this area. Improperly designed or laid out development could significantly alter the established development pattern and the image it creates.
2. There are no regulations that stipulate that maintaining the forested/agrarian visual character or existing vistas will be considered during the planning review process, as riverfront parcels are sold or developed.
3. Open fields, wooded slopes, topographic ridge lines and shorelines are especially sensitive to visual impact from development.
4. The original narrow gauge rail bed has been subdivided to a several different property owners. This poses a variety of economic and legal constraints for the physical preservation or reuse of the line.

Recommendations

1. Establish performance standards, contract zoning, mandatory open space zoning, transfer of development rights districts or other regulations that will maintain the historic development pattern and the visual character of the area. Give special consideration to mitigating impacts to visually sensitive wooded slopes, open space, shorelines and topographic ridge lines.
2. Designate important views and view corridors from Route 218 and from the river. Develop policies and mechanisms to preserve them as development occurs.
3. Encourage greater community recognition and preservation of the Wiscasset & Quebec rail bed as an historic site.
4. Request review and consideration by Maine Historic Preservation Commission to have the Wiscasset & Quebec rail bed placed on the National Register of Historic Places.
5. Work cooperatively with the recently reactivated Wiscasset and Quebec Railroad Company to assist in their plans to restore the historic use of the narrow gauge rail line.

HABITAT

The overall quality of upland and marine habitat within the Clark's Creek area is high. The existence of such habitats

forms one of the areas most obvious and highly valued characteristics. The continued health of these habitats and the wildlife populations they support is dependent upon the continued health and stability of water quality in the Sheepscot River and the maintenance of existing wooded shoreline areas.

Assets and Opportunities

1. Wildlife observed to be nesting and/or feeding in this area, including deer, osprey, eagle, and several species of duck. Such wildlife populations close to the village offer a unique opportunity for observation and enjoyment that is valued by town residents.
2. Fish, shellfish and marine worms harvested from the Sheepscot River and Clark's Creek Cove provide an economic livelihood for local fishermen. Protecting and improving the environmental integrity of these resources is important to their livelihood.
3. Improvement of the sewage treatment plant by 1993 provides the opportunity to improve some of the marine habitat, such as marine worm harvesting areas which had declined due to pollution from plant overflow. The resulting water quality improvements can best be maintained by complementary actions which control runoff of silts, fertilizers and pesticides from new development.

Liabilities and Constraints

1. The lack of a continuous Resource Protection District in Clark's Creek will allow some shoreline areas to be

more impacted by development than others.

2. Because current shoreland resource protection regulations allow certain types of development to encroach into the shoreland zone, sensitive habitat may not be adequately protected in Clark's Creek.
3. Future development on Clark's Point could reduce the amount of needed habitat for the existing deer yards in this area and impact the eagles that are found nesting there in the winter months.
4. Reactivation of the rail line will disrupt some of the sensitive habitat areas.
5. Increase pedestrian access in areas such as Clark's Point could disrupt wildlife in sensitive habitat areas - i.e. deer yards during winter and breeding months.
6. Runoff from lawns and other developed areas could negatively impact the water quality of the Sheepscot diminishing the ability of wildlife to reside in this area.

Recommendations

1. Upgrade the Shoreland Residential District (SR) to Resource Protection District (RP) to extend protection of upland habitat areas and to help protect water quality along the Sheepscot by reducing and filtering runoff.
2. Identify and protect wildlife corridors that are essential for maintaining wildlife populations. This is

particularly important for deer yard areas.

3. Encourage landowners to work voluntarily with the Chewonki Land Trust to place conservation easements to protect wildlife habitat on their land.
4. Minimize the extent of clearing of land for buildings, lawns, roads and septic systems. This will help maintain significant wooded habitat areas and reduce the impact of such development on the visual character of the area. Limited lawn areas can provide improved habitat for species which prefer "woodland edge" environments.
5. Limit any future development of access into sensitive habitat areas to low impact only uses with no motorized vehicles.
6. Create performance standards for including the evaluation of development impacts on habitat when reviewing development applications.
7. Encourage the involvement of existing nonprofit environmental groups in town, such as the Chewonki Foundation and the Blue Bird Association of Maine, to help develop and establish a community-based habitat/wildlife education and improvement program. The wildlife habitat in this area could be protected and improved through education, management and improvement efforts sponsored by such organizations.
8. Establish erosion and sedimentation control stan-

dards throughout the watershed that will help maintain naturally vegetated buffers along tributaries of the Sheepscot and Back Rivers. Such buffers will help maintain water quality and provide habitat and travel corridors for wildlife in the area.

VILLAGE WATERFRONT

LOCATION AND CHARACTER

The Village Waterfront is the most densely developed of the four riverfront study zones. Extending from the Old Jail House property at its north, to the White's Island area at its south, this Area is associated with many of the historical and architectural examples that give Wiscasset its historical charm. The character created by the composite of built and natural features differs greatly between the northern and southern parts of this area. At its northern edge, open fields and remnant pockets of woodland transition into the more structured residential and commercial development pattern associated with the village center. It is this composite of built and natural features and the transition from one character type to the other that combine to create the unique qualities of this area.

PUBLIC ACCESS

Issues of pedestrian access, parking, vehicular circulation and the impact of the reactivated rail line are all issues which effect the Village Waterfront. Pedestrian access within this zone occurs mostly along existing roadways and informal paths along the waterfront. Conflicts occur

crossing Route One and the reactivated rail line. Vehicular access to the waterfront becomes an issue during the summer months when boaters, tourist and residents all desire access to facilities in the village. Parking is inadequate to meet demand during this time. Public access for this area can be summarized by the following:

Assets and Opportunities

1. Informal access along the entire length of the village waterfront shoreline exists for pedestrians.
2. Several Town-owned properties, such as the Town Landing, Creamery Site, Ancient Burial Ground, Clishy Brook right-of-way and the Middle School, preserve access to the water for residents.
3. Vehicular access to the water is readily available at the Town-owned Town Landing and the Creamery Site. Informally, access has been allowed by MDOT along the rail right-of-way next to the river.
4. Parking for water access is provided by the Town at the Town Landing and Creamery Site. Informally, MDOT has allowed parking along the rail right-of-way that parallels the river between Route One and Joppa Cove.
5. The existence of the railroad right-of-way along the waterfront has maintained visual access and acceptance of informal pedestrian access along the village waterfront.
6. The existing narrow gauge rail bed offers the opportu-

nity to maintain pedestrian access to the water as the pressures of future development warrant the need to protect access to and along the river.

Liabilities and Constraints

1. Pedestrian access along the waterfront is dependent upon the ability to be able to traverse across private property. If the land becomes posted or fenced off, access will be denied.
2. Although several town-owned sites exist for public access along the waterfront they are not part of a pedestrian circulation system that allows easy access between sites.
3. Access to the water at town-owned sites is well developed and convenient for vehicles. The level of amenity for pedestrians at these sites is low, thus discouraging this type of access and use.
4. Seasonally high traffic volumes create problems for pedestrian movement across Route One, as well as circulation problems for vehicles in the village center.
5. Parking is inadequate to meet the demand during the summer months.
6. Reactivation of the railroad line will create periodic conflicts for vehicular and pedestrian movement along the waterfront.

Recommendations

1. Pursue purchasing additional lands along the waterfront to maintain pedestrian access (see Village Waterfront Master Plan).
2. Improve pedestrian linkages between existing town-owned properties along the waterfront.
3. Improve pedestrian amenity along the waterfront to encourage greater use and enjoyment of these sites.
4. Establish a convenient and safe method for pedestrians to cross Route One traffic.
5. Improve parking within the village center either through additional spaces, better layouts of existing lots or better management of existing facilities. The development of additional parking immediately on the waterfront should not be encouraged.
6. Control pedestrian movement along some portions of the rail line where site distances are inadequate to defined crossing points.

HISTORIC AND VISUAL CHARACTER

The Village Waterfront contains a number of noted historic buildings and sites along the river. The blend of natural and built features within this area creates the image of the coastal New England Town along the water. The visual character varies from the rural residential setting at the north blending into the compact built

environment of the village center.

Assets and Opportunities

1. The historic development pattern north of the village center consists of single-family residences close to the road with lawns that sweep down to the waters edge. This area functions as an important positive gateway *into the village and steps should be taken to protect its unique character.*
2. The village center provides a historic backdrop to the village waterfront. This has a strong positive influence on the visual character of the waterfront.
3. *The village center has a number of built features that produce a visually diverse and complex skyline as viewed from the waterfront. The combination of its several landmarks and traditional building materials makes this location unique along the riverfront.*
4. The compact nature of the village center has reinforced its economic functions and preserved rural character north and south of the village center.
5. *The Hesper and Luther Little are important historical landmarks that provide a unique identity for the town.*

Liabilities and Constraints

1. The historic development pattern in the northern part of the Village Waterfront may be difficult to maintain under conventional zoning and development prac-

tices. Parcels of land along the river may eventually be subdivided and this development pattern lost, as current planning and review process does not consider maintaining this pattern.

2. Expansion of the village center with out respecting the existing character and development pattern may *diminish the image of the small coastal village along the river.*
3. The visual character of the two major gateways into the village from the waterfront, at the Davey Bridge and the Town Landing, are poorly defined and lack strong visual identity.
4. The wastewater treatment plant is a negative visual intrusion on the waterfront. This facility contrast visually with the existing built and natural character found along the shoreline.
5. *The Hesper and Luther Little, although strong visual land marks, are in a serious state of decline. Their existence in this location limits the options for other uses on the waterfront.*

Recommendations

1. Revise existing zoning so that new development will complement the historic development pattern found within the village.
2. Expansion of the village center, through new development, should respect and maintain the character of

the existing historic development pattern in this area in order to keep the image of a small coastal community.

3. Create a more pleasant and memorable entry experience at the Davey Bridge and the Town Landing through physical design improvements.

4. Screen the existing wastewater treatment plant with a vegetative buffer of native plant material. Proposed expansion of the facility should be architecturally sensitive to the existing character to the town.

5. Salvage important artifacts from the *Hesper* and *Luther Little* before they fully deteriorate and are lost. Remove the deteriorated hulls of the ships from the waterfront area to avoid safety problems and allow for better use of the area and greater visual access to the river.

HABITAT

Existing habitat conditions in the norther part of the Village Waterfront are similar to those found within the Clark's Creek Area. South of the treatment plant little natural habitat remains to support significant populations of wildlife. The characteristics of habitat found in this area can be summarized as follows:

Assets and Opportunities

1. The existence of various species of ducks and shore birds along shoreline areas near the Middle School

offers the opportunity to develop wildlife educational programs and direct observation by students.

2. Improvement of the Sewage Treatment Plant offers the opportunity to improve the shoreline habitat around Cow's Island.

3. The compact nature of the village center has resulted in the preservation of quality habitat areas north and south of the center.

Liabilities and Constraints

1. The existence of the railroad causeway restricts tidal flushing of Joppa Cove and thereby decreases quality of water and marine habitat.

2. The lack of significant vegetation along the village waterfront minimizes wildlife habitat in this area.

Recommendations

1. Discuss with MDOT and Maine Coastal Railroad the possibility of upgrading shoreline habitat conditions along the rail line through low native shrub plantings.

2. Improve the visual character of Cow's Island Sewage Treatment Plant through plantings of vegetative buffers to screen views. Indigenous plant material should be used that provide food and cover for wildlife.

3. Discuss with MDOT the feasibility and the availability of State funds for reestablishing a second opening in the rail causeway to increase the flushing of water

borne sediments out of Joppa Cove. This will increase tidal flushing and improve water quality and marine habitat.

4. Encourage the voluntary improvement of wildlife habitat around Joppa Cove through additional plantings which provide wildlife food and cover.
5. Protect existing shoreland habitat through extending the Shoreline Protection District to cover shoreline through Joppa Cove. Encourage residents to increase vegetative buffer widths along the shoreline in the cove.
6. Contained future development within the framework of existing roads and developed areas.
7. Encourage the involvement of local environmental groups, such as the Chewonki Foundation and the Bluebird Association of Maine in the development of community based programs for improving habitat in this zone.

VILLAGE HARBOR

(Exhibit 30)

LOCATION AND CHARACTER

The Village Harbor is located immediately south of the Village Waterfront, and extends from the White's Island Bridge along the rim of Pottle and Hilton Cove to Birch Point and across to the southern shore of a small estuary

just south of Mason Station. This is an area of diverse land uses and contrasting visual character which is brought into close relationship by the enclosed configuration of the harbor shoreline. The northern shore of the harbor is heavily wooded with views to several large visually prominent residential estates. The southern shore is dominated by the industrial complex of the Mason Station and its associated infrastructure.

PUBLIC ACCESS

Issues of pedestrian access, vehicular circulation and parking are of moderate concern here. Of greater concern is the use of the harbor for boat moorings and the potential of this area to relieve some of the demand for boat access at the Yacht Club and Town Landing. Public access for this area is summarized by the following:

Assets and Opportunities

1. The existing bridge in the town right-of-way to White's Island and the rail causeway provide pedestrian access to points within the Harbor area from the village center. Access to these areas provide a unique perspective of the harbor shoreline and the village center.
2. A high level of visual access to the harbor area exists from the village center, Route One and the water. Views of the wooded north and west harbor shores contribute to the perception of Wiscasset as a small New England coastal village in a rural setting.
3. Interest is high in this area for the development of an

additional boat launch facility that will service the boaters who moor boats in the harbor and reduce congestion at the Town Landing. This could be accomplished through Town purchase of property or cooperative development with CMP of shorefront not needed for use by Mason Station.

4. Opportunity exists to consider future development of a harbor overlook in cooperation with CMP near the Old Mill Pond on Ward Brook. This location offers both historic interest, excellent views over the harbor, and the opportunity for a canoe launch.

Constraints and Liabilities

1. Reactivation of the rail line will curtail use of the causeway for informal pedestrian access to the shoreline of Pottle Cove.
2. The existence of the rail causeway, as well as large areas of mud flats and shallow water limit the areas suitable for developing additional boat launch facilities.
3. Power generation and shipping activities at the Mason Station may present obstacles to developing public boat launch facilities or a harbor overlook on CMP property.

Recommendations

1. Continue to discuss with CMP the feasibility of developing a public boat launch facility at the Mason Station. Such a facility would help to relieve the demand

at the Town Landing and improve the access for boaters who currently moor their boats across the harbor from the Town Landing near the shoreline of Birch Point. A facility at this location would complement the historic development pattern and existing land uses currently found in this area.

2. Discuss with CMP the possibility of establishing a harbor overlook and overflow boat trailer parking at Ward Pond to compliment any facilities at the Mason Station.

HISTORIC AND VISUAL CHARACTER

The historical and visual character of the Village Harbor is a composite formed by a variety of land uses. The combination of open lawns and forested areas that characterize the north and west shores of the harbor forms the southern terminus of the rural setting for the village center. Few registered historic sites exist along the harbor but views of several large estates and sea captains' homes sited above the harbor add historic and visual quality to the area. Sensitivity to visual impact from development also varies with the different land uses found; the highest sensitivity being associated with the area of large estates and the lowest sensitivity associated with the Mason Station.

Assets and Opportunities

1. The historic development pattern is important along the area containing large estates and sea captains' homes.

2. Variety in land use types have resulted in visual variety and greater visual interest. Mason Station is an example of the type of large facility that is often visually unattractive and out of scale with its landscape context. However, because of the interesting building form, prominent location, attractive building materials, and relatively distant viewer exposure, this structure is a strong focal point that contributes to the impression of a working waterfront. In spite of the many positive attributes of this complex, its size and industrial character result in varied opinions over whether this facility is an attractive feature on the waterfront.
3. The combination of the shoreline configuration and the surrounding ridge line create a sense of enclosure and inward focus of views, as well as a strong "sense of place" throughout much of the village harbor.
4. The important views from the village center and Route One into the harbor, with its boating activity, contribute to the impression of a small coastal town.

Liabilities and Constraints

1. The historic development pattern in the area of large estates will be hard to preserve under current zoning and development practices without added protection.
2. Parcels along the north and west shores of the harbor may eventually be subdivided. Currently no regulations exist to incorporate considerations for historic visual quality into the planning review process.

3. The enclosed shoreline configuration, sloping topography and large areas of open lawn give this area a high degree of visual sensitivity to further development.
4. Expansion of facilities at the Mason Station may have a negative impact on the visual character of the harbor area if siting and design does not respect current views and visual character in the harbor area.
5. The clear cut for the power lines connecting to the Mason Station forms a scar that detracts from the visual character of the shoreline.

Recommendations

1. Establish performance standards that will minimize the impact new development will have on the historic, visual and natural character of this area. Give special consideration to the highly sensitive ridge lines, open area and sloping topography.
2. Assure that the expansion of the Mason Station facility for cement handling is accomplished in a fashion that is compatible with the surrounding visual quality. New structures should be designed and sited in such a way as to blend with the height and colors of the existing facility, and to minimize visual access from the village center.
3. Request CMP to reestablish the shoreline vegetation along the CMP power line clear cut to the extent that this is practical and compatible with power line management. This would provide a unified setting

along the shoreline by completing the band of vegetation encircling the harbor.

HABITAT

The Village Harbor Area is classified as a Class C wildlife habitat area by the IF&W. The overall quality of the upland and marine habitats are high. Several areas support ducks, osprey and a number of wading birds. The upland habitat supports wildlife typical of the forest type association found in the area.

Assets and Opportunities

1. Wildlife, such as osprey, ducks and other shore birds, commonly observed in this area and from the village waterfront, provide opportunities for observation and enjoyment.
2. The wildlife base in this area is high and could become more productive if vegetation along the shoreline is properly managed and is improved for wildlife feeding and nesting areas within the harbor.
3. Water quality within the harbor would be improved by reopening the causeways of the standard gauge rail line to allow a proper level of water exchange between tides.

Liabilities and Constraints

1. The lack of a continuous shoreland resource protection district in the village harbor could allow the re-

moval of forest cover from areas that currently provide wildlife habitat.

2. The establishment of public vehicular access for boat launching may remove some habitat or nesting sites, depending on where such a facility is sited.
3. The reactivation of the rail line will result in limited disruption of wildlife habitat. However, the wildlife observed in this area is generally adaptable to minor intrusions.
4. Adequate tidal flushing, necessary for good water quality, is restricted by the rail causeway in the protected tidal area west of White's Island. The causeway in this area contains only one of two previous openings located to the east of White's Island. This means that water, silt and any water-borne pollutants entering the tidal area from two tributary streams on the western shore must travel over 1,000 feet before they leave the tidal area. These pollutants often settle out before being carried out of the harbor area with the tide.
5. Runoff from lawns, construction and other human activities is an important issue in the village harbor because of the high number of tributary streams entering the river. Some of these tributaries extend for a considerable distance inland thereby increasing the potential that activities throughout the watershed could effect water quality in the Sheepscoot River.

Recommendations

1. Extend the Resource Protection District (RP) to cover all shoreline areas that have not been substantially impacted by building activities. This will added to the protection of upland habitat and water quality.
2. Locate additional public access in areas that have already been impacted by human activity to limit impact on existing habitat areas.
3. Mitigate the impact of the rail line on existing wildlife by improving habitat areas for cover and feeding. Encourage the involvement of the Chewonki Foundation to assist landowners that wish to increase and maintain wildlife habitat along the shore and tributaries of the Sheepscot.
4. Request MDOT to pursue actions to reopen the former opening in the rail line causeway or install new culverts through it to increase tidal flushing in areas that currently have sluggish water exchange rates. This will improve water quality and reduce siltation.
5. Maintain vegetative buffers along tributaries that flow into the Sheepscot River, such as Ward Brook. This will help maintain the water quality of the Sheepscot River and provide additional habitat area for wildlife.

BACK RIVER

LOCATION AND CHARACTER

The Back River Area is the southern most part of the study area. It extends from the two small tidal coves south of the Mason Station, down to the Old Ferry Landing. This area is primarily undeveloped with a small number of single-family residences atop Cushman Point. This area offers a rugged beauty that contrasts sharply with the Village Harbor and Village Waterfront. The steeply sloping terrain provides spectacular views across the Back River and Cowseagan Narrows.

PUBLIC ACCESS

Pedestrian access, vehicular access and parking have been sufficient in the past to accommodate local use. Informal pedestrian access has occurred along the several tote roads and woodland paths that traverse across private property. Access to the water was readily available for the occasional boater that would use the Old Ferry Landing. Currently, over use of some of the facilities at the village waterfront have pushed access issues out into this area. Public access for this area can be summarized by the following:

Assets and Opportunities

1. Improvement of the existing boat launch facility at the Old Ferry Landing offers the opportunity to reduce some of the traffic and parking congestion at the Town Landing. This will help wormers and other commercial fishermen to maintain their livelihood.

2. Visual access within this area provides spectacular views from wooded bluffs along the shoreline.

3. Existing old tote roads provide a good trail system for informal resident use.

Liabilities and Constraints

1. Existing ledge and steep slopes at the Old Ferry Landing site limits the amount of space for vehicular access and parking.

2. Because of its seclusion, improvements to the Old Ferry Landing site might encourage activities of vandalism and loitering.

3. Swift currents at the Old Ferry Site limits its accessibility for boaters at certain tides.

4. Steep slopes would make increased pedestrian access difficult and erosive.

5. Existing high quality wildlife habitat would be diminished by increased pedestrian access in this area.

Recommendations

1. Improve the Old Ferry Landing site to provide an alternative water access site for boaters. Because of ledge and other site limitations at the Old Ferry Landing Site improvements for parking and boat storage will be best accommodated up the hill at the Maine Yankee woodlot property. Discuss with Maine Yankee about the development of a plan for these

proposed improvements should continue. (Exhibit 26)

2. Provide adequate security once these improvements are made. This could be accomplished with increased lighting and police surveillance at the site.

3. Maintain the orientation of the floats to compensate for currents in the area.

4. Do not encourage pedestrian access into the areas of Cushman Hill. Occasional access by local residents is appropriate and will not adversely affect wildlife populations or erode soils.

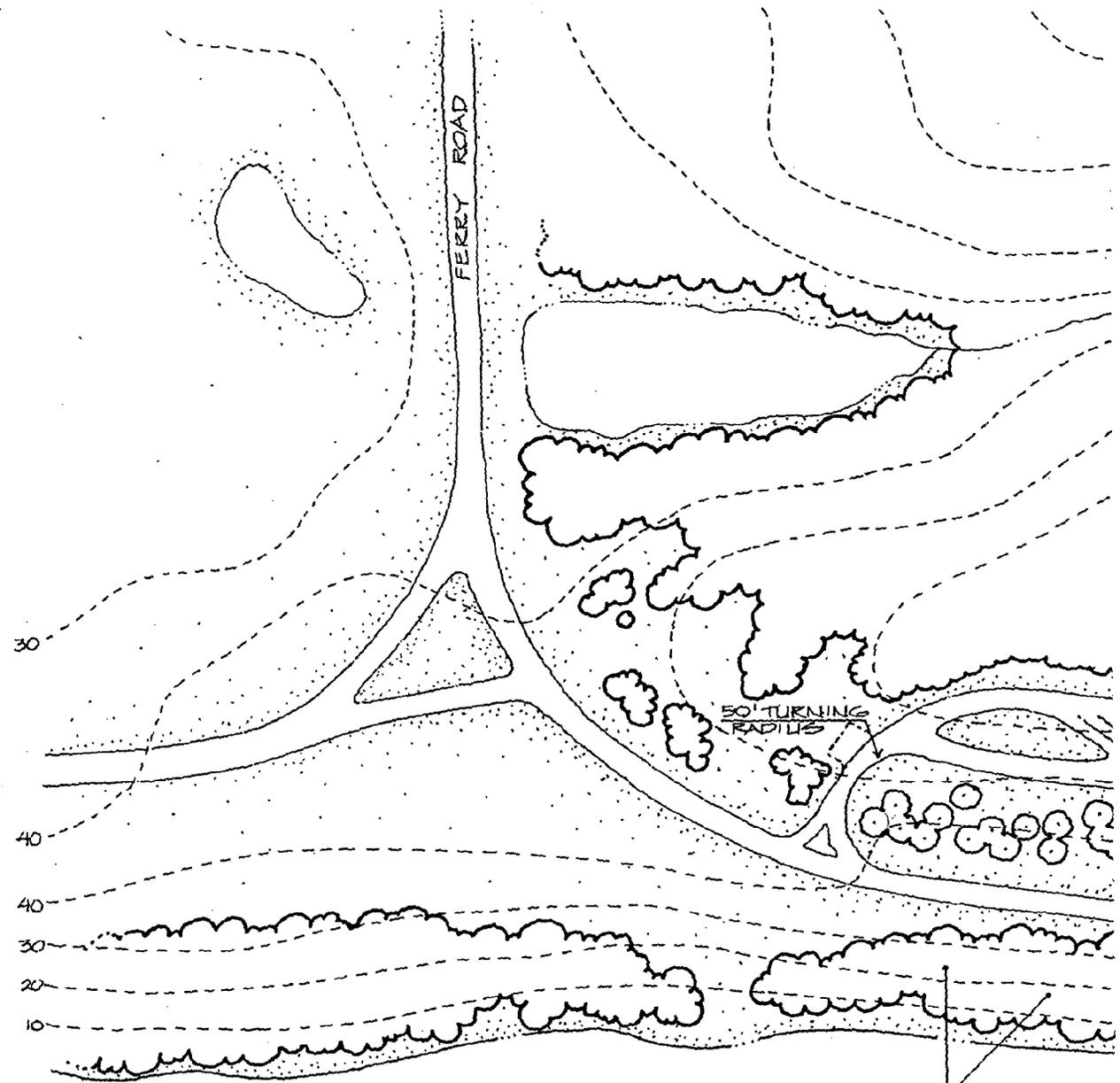
HISTORIC AND VISUAL CHARACTER

The historic and visual character of the Back River is characterized by its rugged rocky bluffs and wooded plateau. Few historic sites exist within this area. Few houses exist along the shoreline of this area, yielding a natural contrast with the more developed portions of the village center. The character of this area can be summarized as follows:

Assets and Opportunities

1. The natural wooded character of this area contributes to the image of the rural landscape.

2. The heavily wooded character is able to provide buffering against negative visual impacts by future development if buildings are properly sited.



FERRY ROAD

30

40

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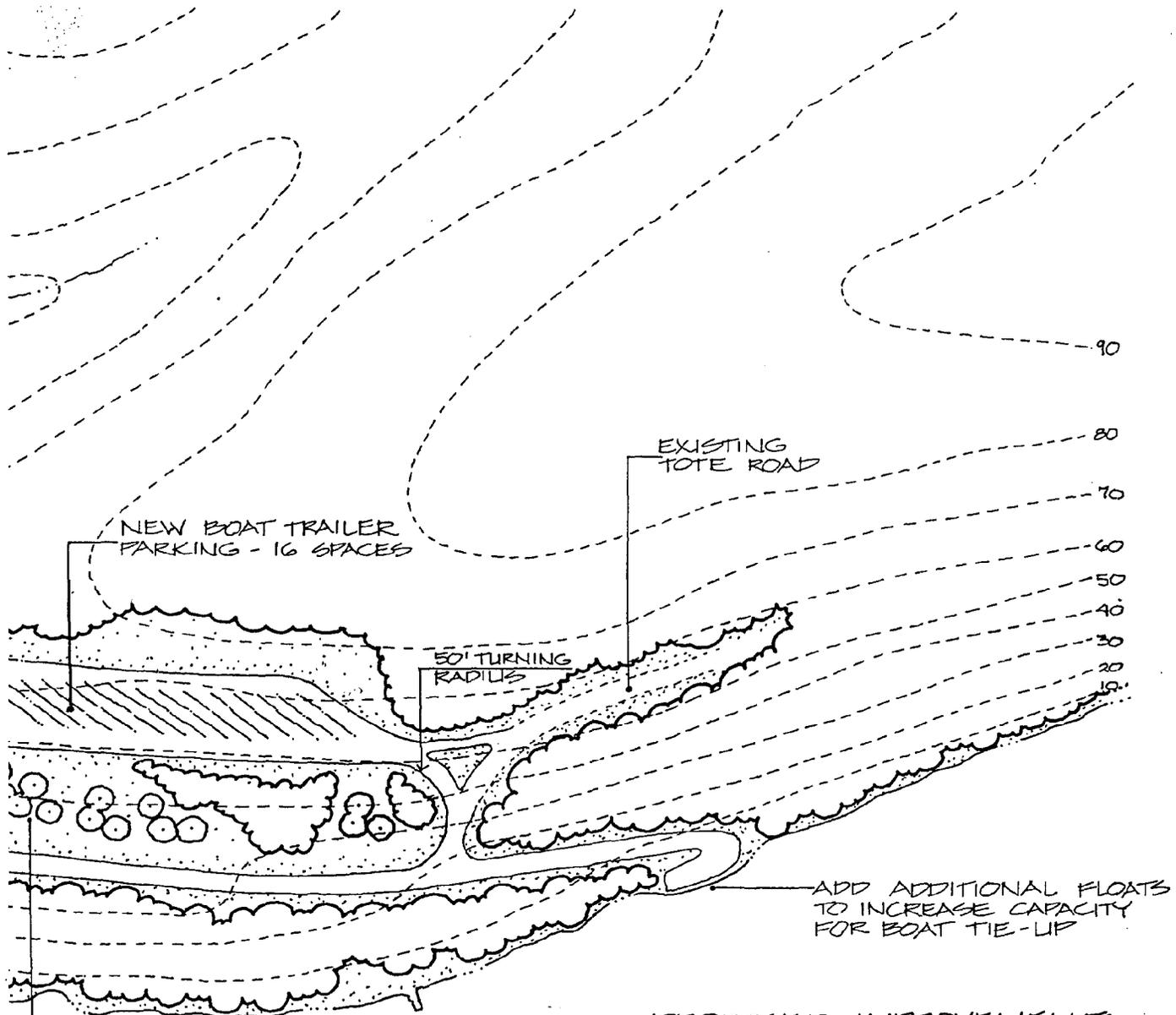
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10

50' TURNING RADIUS

BACK RIVER

MAINTAIN EXISTING VEGETATION FOR VISUAL BUFFER



NEW BOAT TRAILER
PARKING - 16 SPACES

EXISTING
TOTE ROAD

50' TURNING
RADIUS

ADD ADDITIONAL FLOATS
TO INCREASE CAPACITY
FOR BOAT TIE-UP

26 CANOPY TREES
FOR PARKING LOT VISUAL
SCREENING; ALLOW NATIVE
SHRUB LAYER TO RE-ESTABLISH

PROPOSED IMPROVEMENTS
OLD FERRY LANDING

WISCASSET, MAINE 10-16-90
STROUDWATER DESIGN GROUP

Exhibit 26
Old Ferry Landing
Improvements

3. *The secluded nature of this area provides a pleasant contrast to the more developed areas of town.*
4. *Several spectacular vistas and views can be experienced at a number of points in this area.*

Liabilities and Constraints

1. *Improperly sited development could negatively impact areas of steep slope or ridge lines, diminishing the remote character of the area.*
2. *The proposed improvements at the Old Ferry Landing, if improperly developed, could result in a negative visual experience along the river counter to the positive image that currently exists.*

Recommendations

1. *Maintain the existing visual character in this area by performance standards which regulate the impact that new development will have on the visual character of the area. Give special consideration to mitigating impacts to visually sensitive slopes and ridge lines.*
3. *Site and design the proposed physical improvements at the Old Ferry Landing to minimize visual impacts.*
4. *Protect important views and view corridors through proper design and layout of new development.*

HABITAT

The overall quality of upland and marine habitat within

this area is the highest of the four character areas. The IF&W has rated Cushman Cove as a "Class B" coastal wildlife area for its high species abundance and diversity. The existence of high quality wildlife populations and habitat are an important asset, as well as creating the strong natural visual character which is valued by town residents.

Assets and Opportunities

1. *Wildlife observations in this area include the existence of several large deer wintering yards, and two special areas offering unusually good, undisturbed feeding and nesting grounds for a variety of ducks and shore birds. These two areas are Cushman Cove and the sheltered cove just south of Birch Point. The existence of such high quality wildlife areas within easy access of town offers a valuable opportunity for nature walking and observation.*

Liabilities and Constraints

1. *The lack of a continuous Resource Protection District along the Back River will allow some shoreline areas to be more impacted by development than others.*
2. *Because current shoreland protection regulations allow certain types of development to encroach into the shoreland area, sensitive habitat may not be adequately protected.*
3. *Future development in this area could reduce the amount of needed habitat for the existing deer yards*

and impact important areas of nesting and cover for certain species.

4. Increased pedestrian access, especially during the winter and spring, would disrupt wildlife in sensitive areas.

Recommendations

1. Upgrade the Shoreline Residential District (SR) to Resource Protection District (RP) to extend protection of upland habitat areas and to help protect water quality along the Sheepscot River.
2. Identify and protect wildlife corridors that are essential for maintaining wildlife populations. This is particularly important for deer yard areas.
3. Limit the clearing of building windows and the establishment of lawn areas associated with development in this area. This action will help maintain significant wooded habitat areas and reduce the impact of such development on the visual character of the area.
4. Minimize any future development of access into sensitive habitat areas and limit to low impact uses only. Motorized vehicles in these areas should be prohibited.
5. Encourage the involvement of existing organizations in the town, such as the Chewonki Foundation and the Blue Bird Association of Maine, to help develop and establish a community-based habitat/wildlife educa-

tion and improvement program. The wildlife habitat in this area could be protected and improved through education, voluntary management and improvement efforts sponsored by such organizations.

VILLAGE WATERFRONT MASTER PLAN

INTRODUCTION

At the public meeting on March 1, 1990 participants directed the Design Team to look in detail at the future direction of the village waterfront. Through a number of workshops with residents, three design concepts were developed that represent their views of what the waterfront should or should not be in the future. These concepts vary from a least impact solution of limited changes along the shore, to a more intensified proposal for limited development. These alternatives are discussed below, and followed by the final plan that includes the most preferred features from all of the alternatives.

CONCEPT "A"

This concept proposes relatively low-impact improvements to the village waterfront. Generally, it represents a vision that supports the present type and level of use while making small steps in key areas to improve its visual appeal and functional efficiency. Basic improvements include:

- ▶ Improving the pedestrian environment at the Town Landing.
- ▶ Improving the Creamery Site to a parklike setting as the "gateway" to the village center.
- ▶ Landscaping improvements to the shoreline north of Route One.

- ▶ Improving parking and Route One crossing problems in the village center.

The following text outlines the specific improvements proposed in Concept "A":

TOWN LANDING

Concept "A" proposes a number of minor changes at the Town Landing to improve pedestrian access and make the facility more attractive for people. These include:

- ▶ Providing additional benches and picnic tables on the existing observation deck to increase comfort and enjoyment.
- ▶ Placing large planters with flowering annuals on the observation deck to increase its visual appeal. Planters are to be stored during the winter in the existing restroom building.
- ▶ Improving the edge of the wood deck along the parking lot with facing board or granite curbing.
- ▶ Removing the excess paving at the northwest corner of the lot for added green space and plantings. This paved area does not provide additional parking because of its configuration.
- ▶ Installing a fence and shrub safety barrier along the westerly edge of the parking lot, adjacent to the rail bed.

- ▶ Installing indigenous plant material in areas at the Town Landing for aesthetic, pedestrian and habitat enhancement. Plantings should be designed so as not to impair views.

This Concept also proposes to improve the convenience for boaters using the Town Landing by:

- ▶ Installing a new bulkhead along the existing boat launch ramp next to the Yacht Club and securing the floats along bulk head to assist in launching boats. Floats will serve as short term boat tie-up.

CREAMERY SITE

Concept "A" proposes to improve the Creamery Site by creating a landscape area with a small viewing deck and shelter for sitting. Changes are proposed to improve the pedestrian environment in this area and develop a more pleasing gateway into the village from the Davey Bridge. These improvements include:

- ▶ Removing the existing wood decking and pilings of the Creamery Building and replacing them with a smaller wood deck for community viewing of the river. The deck should be handicap accessible.
- ▶ Building a small single-story wood frame sitting shelter on the deck. This structure would take its form from existing architecture within the village.
- ▶ Creating a pedestrian walkway through the site con-

necting the deck with the Port Wiscasset site and existing sidewalks.

- ▶ Landscaping with low shrub and tree plantings which do not block views. Plant material that is indigenous to the area and will provide food and cover for migrating birds and other types of wildlife in the area is recommended.
- ▶ Acquiring the small parcels north and south of the Creamery to expand the green space and provide a more attractive gateway into the town from the Davey Bridge.
- ▶ Relocating the existing plaque commemorating the *Hesper* and *Luther Little* to the improved green space south of the viewing deck.

MDOT 8-ACRE PARCEL

Access to this site has become an important part of village life and the Town should seek to maintain this access by:

- ▶ Requesting MDOT's permission to continue use of parcel by local residents for water access, passive recreation and parking.
- ▶ Improving the layout of the parking area and landscaping the remainder of this parcel so that it does not obscure residential views.

- ▶ Increased plantings should be installed to improve visual quality and habitat in this area.

COWS ISLAND WASTEWATER TREATMENT FACILITY

The location of the existing wastewater treatment facility is an eyesore for many residents. This facility will be improved in 1993. The following steps should be taken to reduce its negative visual impact on the waterfront:

- ▶ Planting a tree and shrub buffer around the perimeter of the island to screen the treatment facility, and improve the general visual character of this area. Plant species which are indigenous and provide food and cover for wildlife are recommended.
- ▶ Reviewing the treatment plant expansion plan to insure that architecture of any new structures blends with the existing built character of the village.

VILLAGE WATERFRONT SHORELINE IMPROVEMENTS

Concept "A" also suggests the following improvements to the visual and natural character of the portions of the waterfront that connect these major sites:

- ▶ Installing plantings on lot 60 (located just north of Route 1) site that complement those on the Creamery Site and which complete the aesthetic improvement

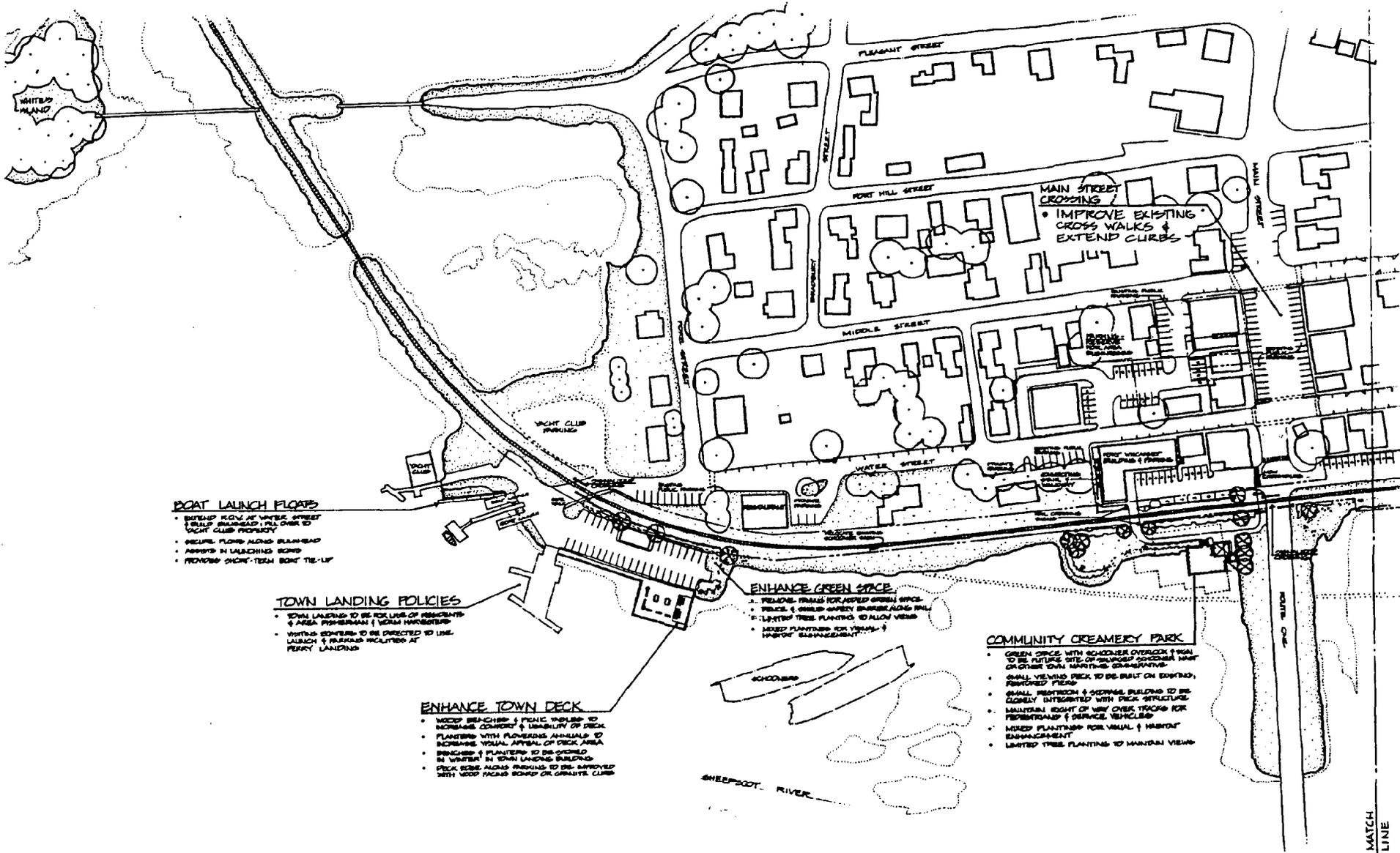
of the village gateway at the Davey Bridge.

- ▶ Planting low naturalizing shrubs on MDOT property along Joppa Cove and rail line north of Route One for visual and habitat improvements, providing that MDOT approves.
- ▶ The shoreline between the Town Landing and Creamery Site is privately owned and is to remain unimproved upon owners request.
- ▶ Asking MDOT to reopen the rail causeways north of Cow Island and south of White's Island to increase tidal flushing and improve water quality and marine habitat.

PARKING

Concept "A" proposes creating additional parking spaces by more efficiently designing existing lots. The following recommendations provide only a partial solution to the parking problem, and are the least expensive options available to the Town:

- ▶ Encouraging private business owners to redesign and connect parking lots for greater capacity and efficiency in parking.
- ▶ Coordinating with adjacent land owners to redesign parking within the MDOT and rail right-of-way north



BOAT LAUNCH FLOORS

- BUREAU ROW AT WATER STREET
- BUILD BUREAU / PULP OFFICE TO YACHT CLUB PROPERTY
- SECURE FLOOR ALONG BUREAU
- APPROX IN LAUNCHING BAYS
- PROVIDE SHORT-TERM BOAT TIE-UP

TOWN LANDING POLICIES

- TOWN LANDING TO BE FOR USE OF RESIDENTS & AREA FISHERMAN / YACHT HARBOUR
- VISITING BOATS TO BE DIRECTED TO USE LAUNCH & BUREAU FACILITIES AT PERRY LANDING

ENHANCE TOWN DECK

- WOOD BENCHES & PICNIC TABLES TO INCREASE COMFORT & USABILITY OF DECK
- PLANTING WITH FLOWERING ANNUALS TO INCREASE VISUAL APPEAL OF DECK AREA
- BENCHES & PLANTERS TO BE SHIELDED BY WHARF IN TOWN LANDING BUILDING
- DECK EDGE ALONG FISHING TO BE IMPROVED WITH WOOD FACING BOARD OR GRANITE CURB

ENHANCE GREEN SPACE

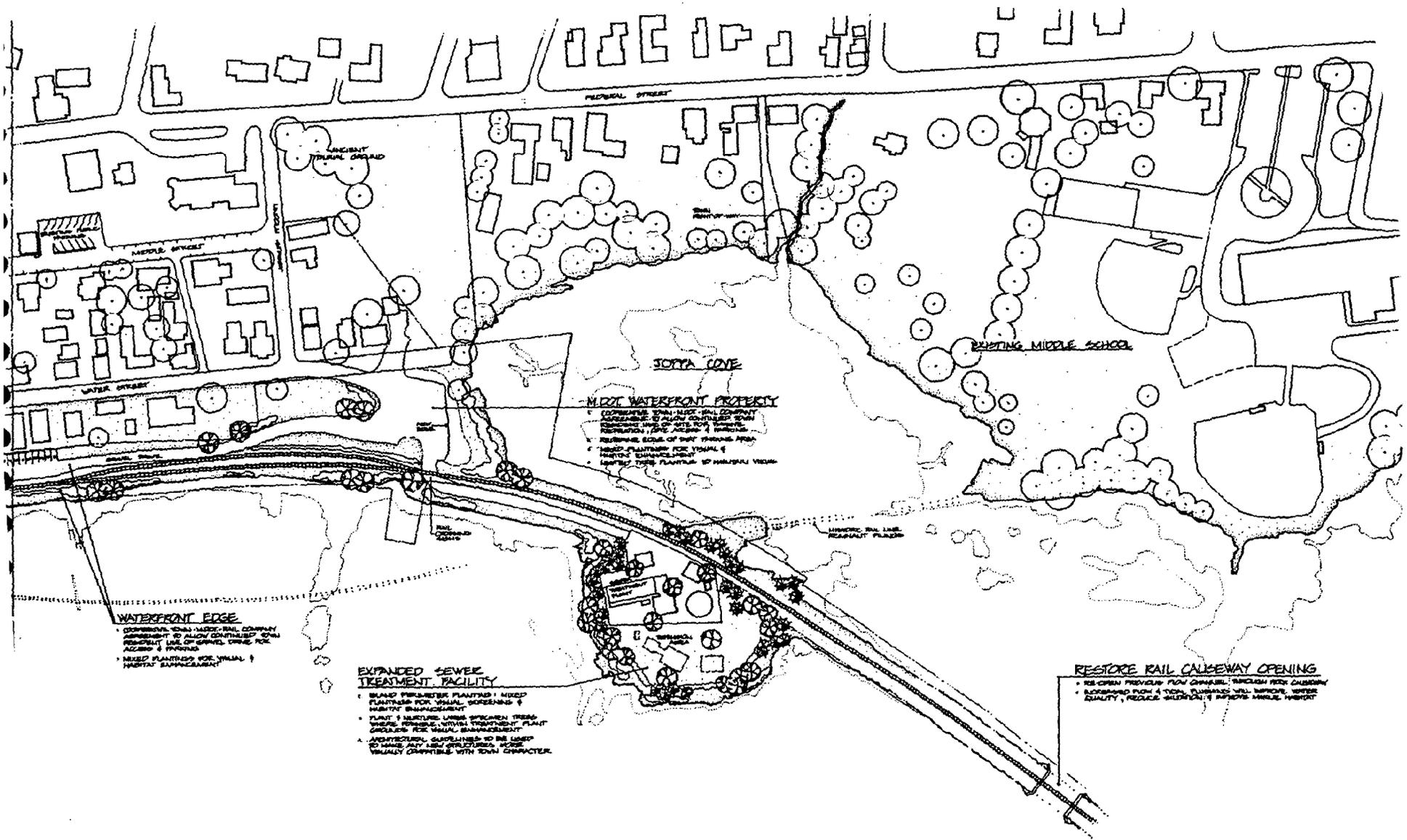
- FILLING FRAMES FOR ADDED GREEN SPACE
- PERCELE & SMALL GRASSY SPACES ALONG RAIL
- PLANTING TREES PLANTING TO ALLOW VIEWS
- MIXED PLANTING FOR VISUAL & HABITAT ENHANCEMENT

COMMUNITY CREAMERY PARK

- GREEN SPACE WITH SCHEDULE OVERLOOK & MAIL TO BE FUTURE SITE OF SCHEDULED SCHEDULE MAIL OR OTHER TOWN HARBORING CONCEPTS
- SMALL VIEWING DECK TO BE BUILT ON EAST END, REMOVED FLEET
- SMALL RESTROOM & STORAGE BUILDING TO BE CLOSELY INTEGRATED WITH DECK STRUCTURE
- MAINTAIN RIGHT OF WAY OVER TRACKS FOR PEDESTRIAN & SERVICE VEHICLES
- MIXED PLANTING FOR VISUAL & HABITAT ENHANCEMENT
- LIMITED TREE PLANTING TO MAINTAIN VIEWS

CONCEPTUAL WATERFRONT PLAN - "A"
 WISCASSET, MAINE SCALE: 1" = 50' JULY 18, 1990

MATCH LINE



CONCEPTUAL WATERFRONT PLAN - "A"
 WISCASSET, MAINE SCALE 1" = 50' JULY 15 1987

of Route One for better efficiency.

ROUTE ONE CROSSING

Concept "A" also proposes to maintain the existing use of a crossing guard during peak traffic season and make minor improvements in pedestrian routes. The following are recommendations for improvements with minimum cost to the Town:

- ▶ Creating new cross walks for pedestrians crossing Route One near creamery site and paint all crosswalks frequently to maximize visibility.
- ▶ Improving safety at major Route One pedestrian crossings by extending the sidewalk and curbing to the edge of the travel lane. This will improve people/vehicle visibility and extend the pedestrian safety zone.

CONCEPT "B"

Concept "B" proposes a more aggressive approach to improving the waterfront and suggests a greater number of physical changes. This concept supports a "vision" of the village waterfront that includes:

- ▶ Developing small marine-related commercial facility at the Creamery site and its immediate vicinity.
- ▶ Improving the Town Landing and the MDOT parcels so that they function as community parks.

- ▶ Managing the impacts of tourism on the town more actively.

The following text outlines in greater detail the improvements included in Concept "B":

TOWN LANDING

Concept "B" proposes a number of improvements to pedestrian and vehicular access at the Town Landing. The pedestrian environment is also improved to increase the enjoyment of residents who use this area. These improvements include:

- ▶ Installing a new bulkhead along the existing boat launch ramp next to the Yacht Club and securing floats along the bulkhead to assist in launching boats. Floats will serve as short term boat tie-up.
- ▶ Extending a float pier out from the existing observation deck to expand capacity for short-term boat tie-up.
- ▶ Encouraging the use of the Town Landing by residents, area fisherman and worm harvesters. Transient boaters with trailers would be directed to use the launching facility at the Old Ferry Landing, which is to be improved under this Concept.
- ▶ Constructing a viewing shelter at the corner of the existing observation deck. This shelter would provide seating and shade for people wishing to enjoy the

views along the river. It would also improve an important gateway into the village by boat.

- ▶ Adding more benches and picnic tables as well as planters for flowering annuals to the existing observation deck.
- ▶ Reducing the paved area to expand green space and create a more park-like setting. This will remove eight parking spaces.
- ▶ Installing tree and shrub plantings along the railing line for visual improvement and a safety buffer for pedestrians.
- ▶ Establishing a signalized railroad crossing at the access drive.

CREAMERY SITE

Concept "B" proposes improving the Creamery Site for marine related uses and a community green space that would commemorate the marine history of the waterfront. This proposal suggests a small marine center and wharf, expanded parking for the marine center and extra spaces for village activities, a commemorative green space south of the marine center, and a strongly defined pedestrian environment. These improvements would be constructed as a joint venture between the Town and a contractor selected by the town through a proposal process. The town would develop strict guidelines for dictating the kinds of facilities

and design features that a private developer would include in his or her proposal. Examples of guidelines that could be included are:

- ▶ Establish deep water access
- ▶ Preserve public access to and across the site
- ▶ New construction to respect existing historical and visual character and views
- ▶ Priority given to marine-related services and uses (i.e. ice, gas and bait)
- ▶ No parking along the waterfront. Parking to be located at the rear of the facility and made visually attractive

Site improvements might include:

- ▶ Constructing wood pier or extending the fill from the Davey Bridge abutment to provide an area for parking. The finished parking deck would be lower in elevation than the Route One road bed and screened by trees and other plantings.
- ▶ Constructing a wood pier with boat slips and appropriate buildings for water related businesses and a public restroom. Such uses might include marine and boating supply shops, ice house, gasoline, bait supplies, and a local fresh fish market. Public toilets would also be included and public access along the pier would be maintained. A small marina would also be built for town residents, fishermen, and boaters. A

boat slip at the end of the pier would be available for larger ships and cruise boats that may wish to stay over night.

- ▶ Coordinating Parking, pedestrian and vehicular circulation with the Port Wiscasset Site across the railroad tracks to expand parking and improve pedestrian and vehicular circulation in the area, and in the area along the village closer to the waterfront.
- ▶ Purchasing small parcels south of the Creamery Site and developing a community green space to commemorate the marine history of the waterfront. The masts and other artifacts from the schooners would be part of this park.
- ▶ Removing schooner debris would improve the appearance of the waterfront and the ability of the area to flush itself from built-up silt deposits.
- ▶ Making landscape improvements for aesthetic and habitat reasons.

MDOT 8-ACRE PARCEL

Concept "B" proposes a more direct tack for maintaining resident access to this site through the following recommendations:

- ▶ Purchase the MDOT lot and developing a neighborhood green space and improving parking for village use. MDOT would need to maintain a right-of-way through this lot so that it can service the rail line and

store some material for repairs if necessary.

- ▶ Constructing a wooden pedestrian bridge from the MDOT lot to the Middle School site should be considered *if* the use of the Middle School changes. This would allow people to park at the Middle School and access the waterfront more conveniently.
- ▶ Landscaping with plants that improve visual quality and habitat.

COW ISLAND WASTEWATER TREATMENT FACILITY

The following steps could be taken to reduce the negative visual impact of the wastewater treatment facility:

- ▶ Planting a tree and shrub buffer around the perimeter of the island to screen the treatment facility, and improve the general visual character of this area. Plant species which are indigenous and provide food and cover for wildlife are recommended.
- ▶ Reviewing treatment plant expansion plan and suggest architectural guidelines for any new structures to make sure that they blend in with the existing built character of the village.

JOPPA COVE AND TOWN RIGHT-OF-WAY

Through the workshops a number of residents inquired if there was some way to improve the appearance and use of the Clishy Brook right-of-way. The following is suggested:

- ▶ Locating a bench as a cove overlook for neighborhood use at Clishy Creek. No pathway or physical designation should be developed, in order to respect abutting landowners' wishes to avoid unnecessary foot traffic along their property and reduce security problems.

VILLAGE WATERFRONT SHORELINE IMPROVEMENTS

Concept "B" also suggests the following improvements to the visual and natural character of the rest of the waterfront:

- ▶ Installing plantings on Lot #60 site which complement those on the Creamery Site to complete the aesthetic improvement of the village "gateway" at the Davey Bridge.
- ▶ Encouraging landowners along shore between the Town Landing and the Creamery Site to install plantings that would improve its visual character and stabilize the shoreline.
- ▶ Requesting MDOT to reopen the rail causeways north of Cow's Island and south of White's Island to increase tidal flushing and improve water quality and marine habitat in these areas.

PARKING

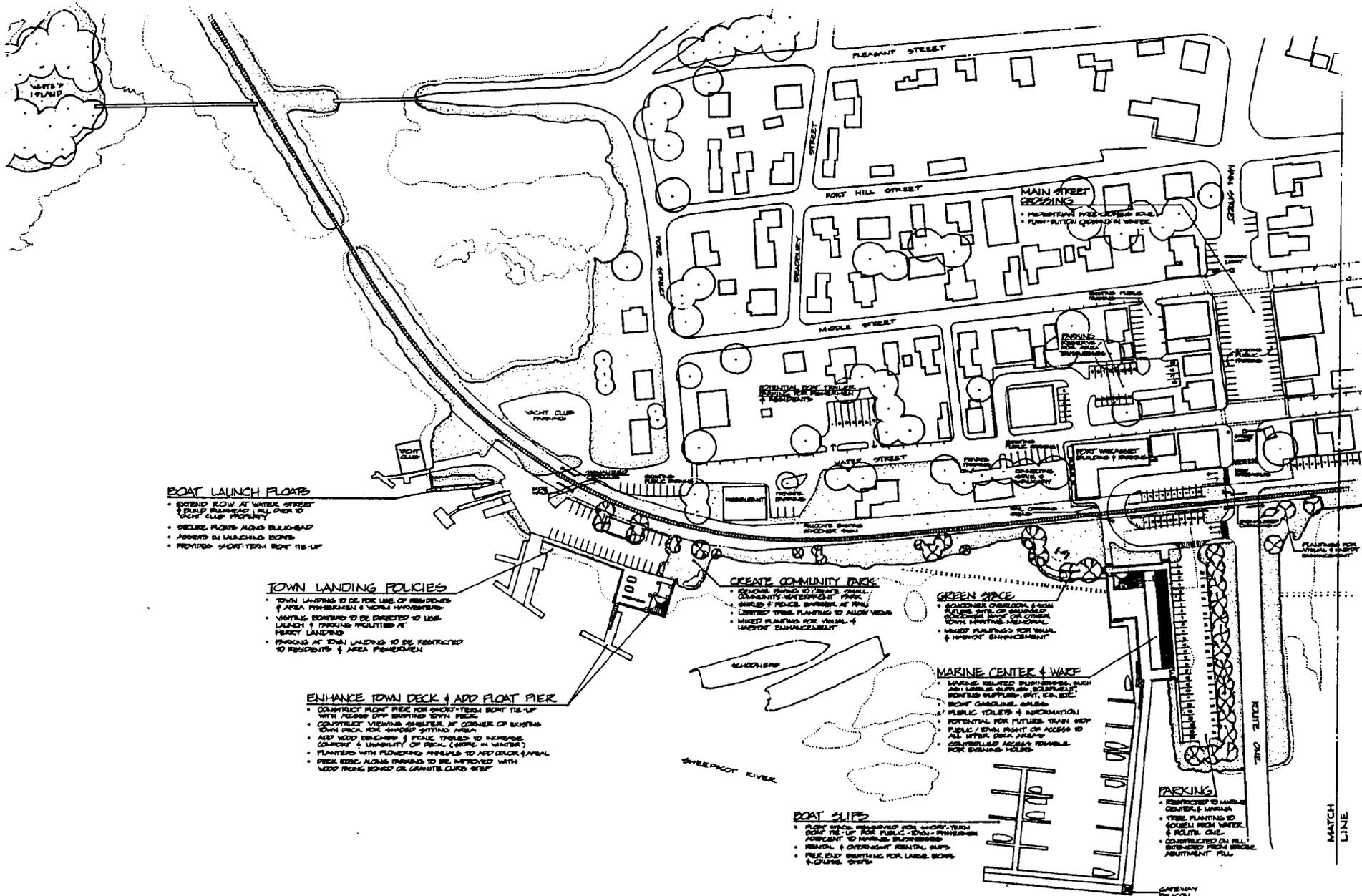
Concept "B" proposes to provide additional parking spaces by acquiring additional land within the village center and

more efficiently design existing parking areas. The following are recommended:

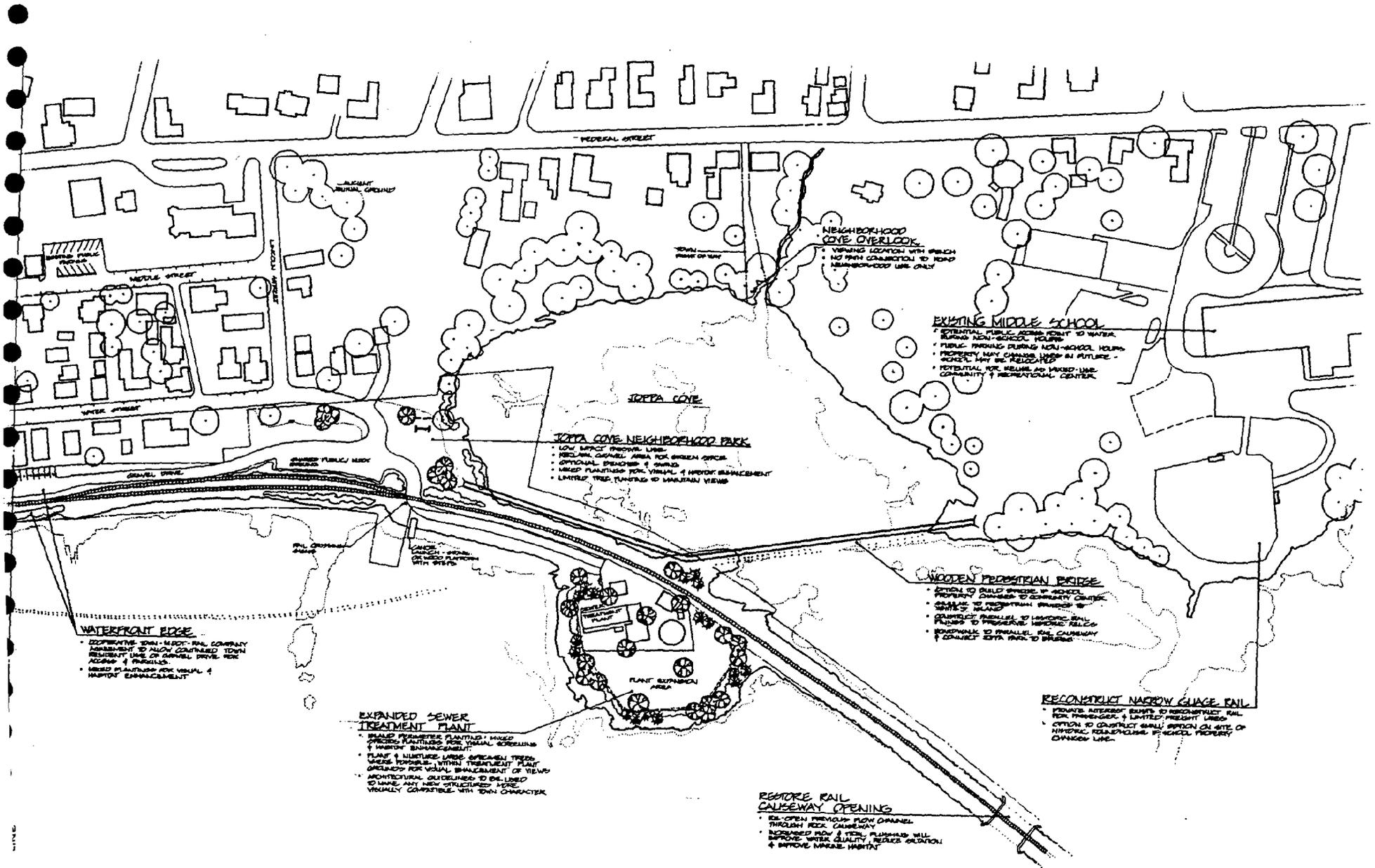
- ▶ Purchasing lot 75 on Water Street and improving it for boat trailer parking to be used by local wormers. This would relieve some of the pressure currently on the parking at Town Landing and assure fisherman of a reliable parking area.
- ▶ Improving the facility at the Old Ferry Landing to accommodate additional boat trailer parking in order to relieve the parking congestion at the Town Landing.
- ▶ Working with the owners of Haggett's Garage and adjacent business owners to redesign and connect parking lots for greater capacity and efficiency.
- ▶ Purchasing the MDOT parcel at Joppa Cove and improving its parking capacity.
- ▶ Coordinating with MDOT and adjacent land owners north of Route One to redesign parking within the MDOT right-of-way for better efficiency.
- ▶ Providing additional parking at the Creamery Site for shared recreational and marine center needs.

ROUTE ONE

Concept "B" suggests reducing the number of pedestrian/vehicular conflicts on Route One in the village center by



CONCEPTUAL WATERFRONT PLAN - "B"
 WISCASSET, MAINE SCALE: 1" = 50' JULY 18, 1990



CONCEPTUAL WATERFRONT PLAN - "B"
 WISCASSET, MAINE SCALE: 1" = 50' JULY 15, 1990

establishing a pedestrian "free zone" and making some minor physical improvements at cross walks. These recommendations include:

- ▶ Improving safety at major Route One pedestrian crossings by extending the sidewalk and curb edge to the travel lane to improve pedestrian/vehicular visibility and extend the pedestrian safety zone.
- ▶ Developing pedestrian free zone through proper signalization and timing of lights that would allow people within the village center to cross Route One at timed intervals. This system would not impede the traffic movement on Route One and would allow for safe and easy access across this corridor. At most times MDOT believes that it would be more efficient than the existing crossing guard system.

CONCEPT "C"

Concept "C" presents alternative concepts for only three sites along the waterfront. It proposes solutions to the issues of parking, improving the Creamery Site and eliminating the problems for pedestrians trying to cross Route One. Some of these solutions are combinations from suggestions found in Concepts "A" and "B"; others are unique ideas not traditionally considered. The following text describes these alternatives:

YACHT CLUB PARKING LOT

Concept "C" explores the possibility of improving the

parking lot at the Yacht Club to accommodate a greater number of boat trailers and cars. This concept assumes that if such improvements were completed by the Town that residents would be able to use this lot when events at the Yacht Club were not scheduled. Suggested improvements would include:

- ▶ Coordinating with the Yacht Club to enlarge and redesign the existing Yacht Club parking lot. Improvements would include an expanded fill area to increase parking, a more efficient layout of the existing parking spaces, and the use of an existing right-of-way off Fore Street for improved circulation.
- ▶ Managing the new lot cooperatively to provide parking for Yacht Club and Town residents and fishermen, possibly using a parking permit system. A number of parking spaces would be permanently reserved for Yacht Club members.
- ▶ Purchasing lot 75 on Water Street and improving it for car parking only.

CREAMERY SITE

Concept "C" proposes to improve the Creamery Site for marine related uses. This proposal suggests a two-phase development that would maintain the foot print of the existing Creamery Building deck and leave the option open for future expansion in conjunction with a selected developer. Included in this proposal would be a smaller scale marine building and parking area than in Concept "B".

Also proposed are a commemorative area for the Schooners, and a more integrated vehicular and pedestrian environment with the Port Wiscasset Building. Because of the limited building space suggested in this proposal, it is assumed that some commercial/retail area will be needed in the Port Wiscasset Building to make this concept successful. These improvements might include:

- ▶ Purchasing the small adjacent land parcel and advertising and choosing a "preferred developer" to develop a marine related business to possibly include a pier to deep water and overnight boat rental slips, development to be done to town guidelines and to include right of community access over any piers constructed. The Developer may want to consider an option which includes rental/purchase of space within the Port Wiscasset Building.
- ▶ Constructing a wood pier or extending the fill from the Davey Bridge abutment to provide an area for parking. The finished parking deck would be lower in elevation than the Route One road bed and screened by trees and other plantings. The parking area would be less than in Concept "B".
- ▶ Constructing a community viewing deck, with public restrooms, short term boat mooring space, schooner memorial on deck area, boat gas and ice concession area to be run by a private vendor.
- ▶ Coordinating parking, vehicular and pedestrian sys-

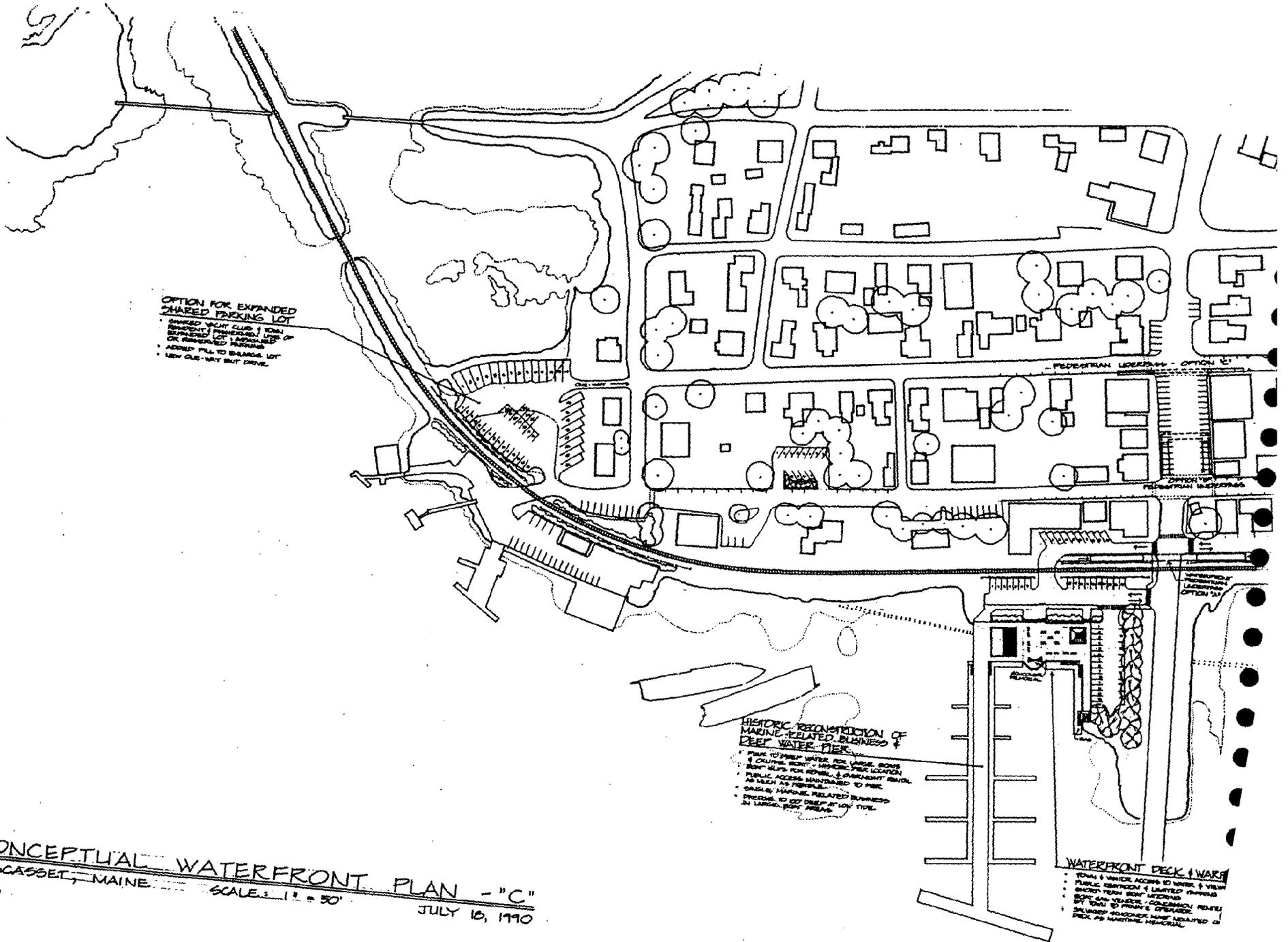
tems to with Port Wiscasset building to improve aesthetics and efficiency.

- ▶ Removing schooners and relocating masts onto new deck.
- ▶ Landscaping the site for aesthetic and habitat purposes.

ROUTE ONE CROSSING

The Comprehensive Plan calls for the consideration of a pedestrian underpass under Route One to alleviate the vehicular/pedestrian conflicts that commonly occur in the summer months. Three options were developed and presented at the meeting. Those options are:

- ▶ Option A: locating a pedestrian underpass near the creamery site parallel to the rail bed. This underpass would have a straight alignment which allows good visibility through the structure and does not eliminate existing parking.
- ▶ Option B: locating a pedestrian underpass just west of the intersection of Route One and Water Street. This alignment is u-shaped and would eliminate approximately 16 existing parking spaces.
- ▶ Option C: locating a pedestrian underpass on the east side of the intersection of Route One and Middle Street. This location offers a straight alignment, does



OPTION FOR EXPANDED SHARED PARKING LOT

- SHARED W/OUT CLUB & TOWN
- EXISTING PAVED AREA USE
- EXPANDED FOR 100 CARS OR MORE
- ADDED PULL TO BALANCE LOT
- NEW ONE-WAY BUSY DRIVE

HISTORIC RECONSTRUCTION OF MARINE-RELATED BUSINESS & DEEP WATER PIER

- PIER TO SERVE WATER FOR LARGE BOATS
- CRUISE, FERRY & HISTORIC PIER LOCATION
- BEST SITES FOR FERRY & PARALLEL BRIDGE
- PUBLIC ACCESS MAINTAINED TO PIER
- AS MUCH AS POSSIBLE
- GABLE, MARINE RELATED BUSINESS
- PRESENT TO 100' DEEP AT LOW TIDE
- IN LARGE PORT AREAS

WATERFRONT DECK & WARF

- RAMP & WALKWAY ACCESS TO WATER & VIEW
- PUBLIC RESTROOM & LIMITED PARKING
- BRIDGE FROM PIER & WALKWAY
- SIGNAGE, WALKWAY, CONCRETE, RAMP
- BY TOWN & PRIVATE OPERATOR
- BALANCED W/OUT OTHER W/OUT DECK & MARINE HISTORY

CONCEPTUAL WATERFRONT PLAN - "C"
 WISCASSET, MAINE SCALE: 1" = 50'
 JULY 10, 1990

not eliminate parking spaces and is located where the crossing guard currently assists pedestrians in crossing Route One.

FINAL MASTER PLAN

Concepts "A", "B" and "C" were presented to the Waterfront Committee and town residents at an informal workshop meeting in July of 1990. Recommendations were discussed for individual sites within each concept. through a consensus building process the attendees the selected most preferred elements from each concept for individual sites. The design team then refined and incorporated these into a draft final master plan. The Village Waterfront Master Plan is intended to function as a guide to coordinate the broad range of future planning and design decisions. It offers a framework for the town to use in decision making and emphasizes principles and policies in order to be responsive to changing needs and unforeseen events. The following text describes those improvements which are represented graphically.

TOWN LANDING

Based on the discussions of the preliminary concepts, the participants indicated a preference for:

- ▶ Improving the level of amenity for the pedestrian environment;
- ▶ Improving the efficiency for boaters;
- ▶ Creating a more parklike visual character;
- ▶ Developing a policy that gives preference to town and

local use of the Town Landing.

Specific recommendations to accomplish these improvements include the following:

Pedestrian Environment

- ▶ Constructing a viewing shelter at the corner of the existing observation deck. This shelter would provide seating and shade for people wishing to enjoy the views along the river. It would also improve an important gateway into the village by boat.
- ▶ Providing additional benches and picnic tables on the existing observation deck to increase comfort and enjoyment.
- ▶ Installing a fence and shrub safety barrier along the westerly edge of the parking lot to buffer the site from the adjacent rail bed.
- ▶ Creating a pedestrian walk with steps to allow pedestrians to walk to the Town Landing deck and viewing shelter from the sidewalk at the intersection of Fore and Water Streets.

Boat Access

- ▶ Installing new bulkhead along existing boat launch ramp next to the Yacht Club. Secure floats along bulkhead to assist in launching boats. Floats will serve as short term boat tie-up.

- ▶ Extending a float pier from the existing observation deck to expand capacity for short-term boat tie-up.

Visual Character

- ▶ Reducing the excess paved area at northwest corner of lot to expand green space at the Town Landing and create a more park-like setting.
- ▶ Installing large planters on observation deck with flowering annuals to increase its visual appeal. Planters are to be stored during the winter in the existing restroom building.
- ▶ Installing indigenous plant material at the Town Landing for aesthetic, pedestrian and habitat enhancement. Views should not be significantly impaired by these plantings.
- ▶ Improving the edge of the wood deck at the parking lot with facing board or granite curbing.
- ▶ Retaining the option to further increase the park-like setting by removing additional paving after additional parking has been provided at the Old Ferry Landing and through development of infill lot(s) in the village center.

Management Policies

- ▶ The town shall encourage or consider restricting the use of the Town Landing to residents, area fisherman and worm harvesters. Visiting boaters would be directed to use the launching facility at the Old Ferry

Landing, which is to be improved under this Concept.

- ▶ The town shall advertise the availability of the Old Ferry Landing launch site in the State Directory as a free public boat launch facility in Wiscasset, as a way of attracting visiting boaters there instead of in the village. The Town Landing shall not be advertised.
- ▶ The town shall discourage nonresident use of the Town Landing through reducing the number of toilets available to two. Convert vacated space within existing "depot" structure to added storage space for winter storage of planters and benches. Relocate removed fixtures to new restroom facility to be constructed at Creamery site.
- ▶ The town shall retain the option to further regulate the use of the Town Landing for boat launching and parking, if the preferred measures for controlling over use are not adequate. New measures could include hiring a summer staff person to collect launching fees (non-local users could be charged a higher fee) and ensure that parking is reserved for local use. A system of free parking stickers could be used to allow continued free use of the Town Landing by town residents and local fishermen.

CREAMERY SITE

Following the presentation of the concept alternatives, meeting participants indicated that they favored improving the site by:

- ▶ Maintaining the existing footprint of the Creamery Building for future use by town residents.
- ▶ Creating a predominantly pedestrian-oriented open space that maintains views of the river and commemorates the town's maritime heritage.
- ▶ Improving the physical character of the site and maintaining the option to improve the site to accommodate the needs of maritime activities at a later date.
- ▶ Improving the visual character of the site and its ability to function as a pleasing "gateway" to the village.
- ▶ Expanding the usable area of the site by acquiring adjacent land and/or creating additional land where filling is appropriate..
- ▶ Relieving some of the seasonal use of the Town Landing by attracting visitors to this site instead.

Specific recommendations to accomplish these improvements include the following:

Pedestrian Environment

- ▶ Improving the area of the existing wood deck and replacing it with a new deck or a bulkhead with fill or a combination of the two to create an area for community use.
- ▶ Building a small single-story wood frame sitting shel-

ter on the deck. This structure should take its form from the existing architecture of the village.

- ▶ Constructing community public restrooms to be integrated with the viewing deck structure or providing such a facility through town rental of space on the ground floor of the Port Wiscasset building. Providing public restrooms closer to shops and businesses along Route One would further deter nonresidents from using the Town Landing.
- ▶ Constructing a pedestrian walkway through the site between the community deck and Port Wiscasset and existing sidewalks. No vehicular circulation or parking would be constructed on the Creamery Site at this time.
- ▶ Purchasing the small parcel south of the Creamery Site (lot 68 and 68 A, tax map U-1) and developing a community green space commemorating the marine history of the waterfront. The masts and other artifacts from the schooners would be part of this space.

Visual Character

- ▶ Landscaping with low-growing shrub and tree plantings which do not block views. Plant material that is indigenous to the area and will provide food and cover for migrating birds and other types of wildlife is preferred.
- ▶ Acquiring additional land area between Creamery site and Route One from MDOT. This area and the parcel

south of the Creamery mentioned above would be improved with planting to provide a more attractive gateway into town from the Davey Bridge.

Management Policy

- ▶ The town shall work with Coastal Enterprises, as owners of the Port Wiscasset property, to coordinate any improvements that are made to either site.
- ▶ The town shall reserve the right to pursue "Phase Two" with a "preferred developer". Improvements to the site, including deck, plantings and other site improvements listed, comprise "Phase One" of the improvements.
- ▶ The town shall retain the option to advertise and choose a "preferred developer" to develop "Phase Two" site improvements adjacent to the community viewing deck on the small acquired parcel south of the Creamery site. Preferred uses might include a pier to deep water with overnight boat rental slips; a marine and boating supply shop selling ice, gasoline, and bait supplies; and a local fresh fish market with free boat tie-up space for fishermen. Development to be done accordingly to town guidelines, including the right of community access over any piers constructed. Developer may want to consider an option which includes rental/purchase of space within the Port Wiscasset Building as part of this preferred developer option.

Historical Character

- ▶ Relocating the existing plaque commemorating the

Hesper and Luther Little to the improved green space south of the viewing deck.

- ▶ Removing the Schooners and relocating the masts to community greenspace as maritime memorial. Workshop discussions indicate that the schooners are deteriorating more rapidly and may be lost entirely with the next large storm. Removal of the schooners would salvage important maritime artifacts for the town, improve the appearance of the waterfront and the ability of the area to flush itself from built up silt deposits.

MDOT 8-ACRE PARCEL

Based on the discussions of the preliminary concepts, the participants indicated a preference for:

- ▶ Improving the physical layout of parking for efficiency and visual considerations;
- ▶ Creating a more park-like visual character for the benefit of the neighborhood;

Specific recommendations to accomplish these improvements include the following:

Physical Improvements

- ▶ Improving the layout of the parking area by removing excess gravel area that is not needed for parking, and planting of this area to lawn.

- ▶ Installing additional plantings to improve visual quality and habitat in this area. Plantings to consist of low growing species that will not block views of the river from area residences.

Management Policy

- ▶ The Town shall initiate a process to purchase all or part of the MDOT lot to develop it as neighborhood green space and improve the layout of parking for village use. MDOT will need to maintain a right-of-way through this lot so that it can service the rail line and store some material for repairs if necessary.

COW ISLAND WASTEWATER TREATMENT FACILITY

Based on the discussions of the preliminary concepts, the participants indicated a preference for:

- ▶ Improving the visual character of the treatment plant to reduce its negative visual impact.

Specific recommendations to accomplish these improvements include the following:

Visual Character

- ▶ Planting a tree and shrub buffer around the perimeter of the island to screen the treatment facility, and improve the general visual character of this area. Plant species which are indigenous and provide food and cover for wildlife are recommended.

- ▶ Reviewing treatment plant expansion plan and assure that the architecture of any new structures blends in with the existing built character of the village.

JOPPA COVE AND TOWN RIGHT-OF-WAY

Residents of this area and others attending the meeting indicated a preference for:

- ▶ Not improving pedestrian amenity or access which could encourage greater use of private property around the cove by the public.

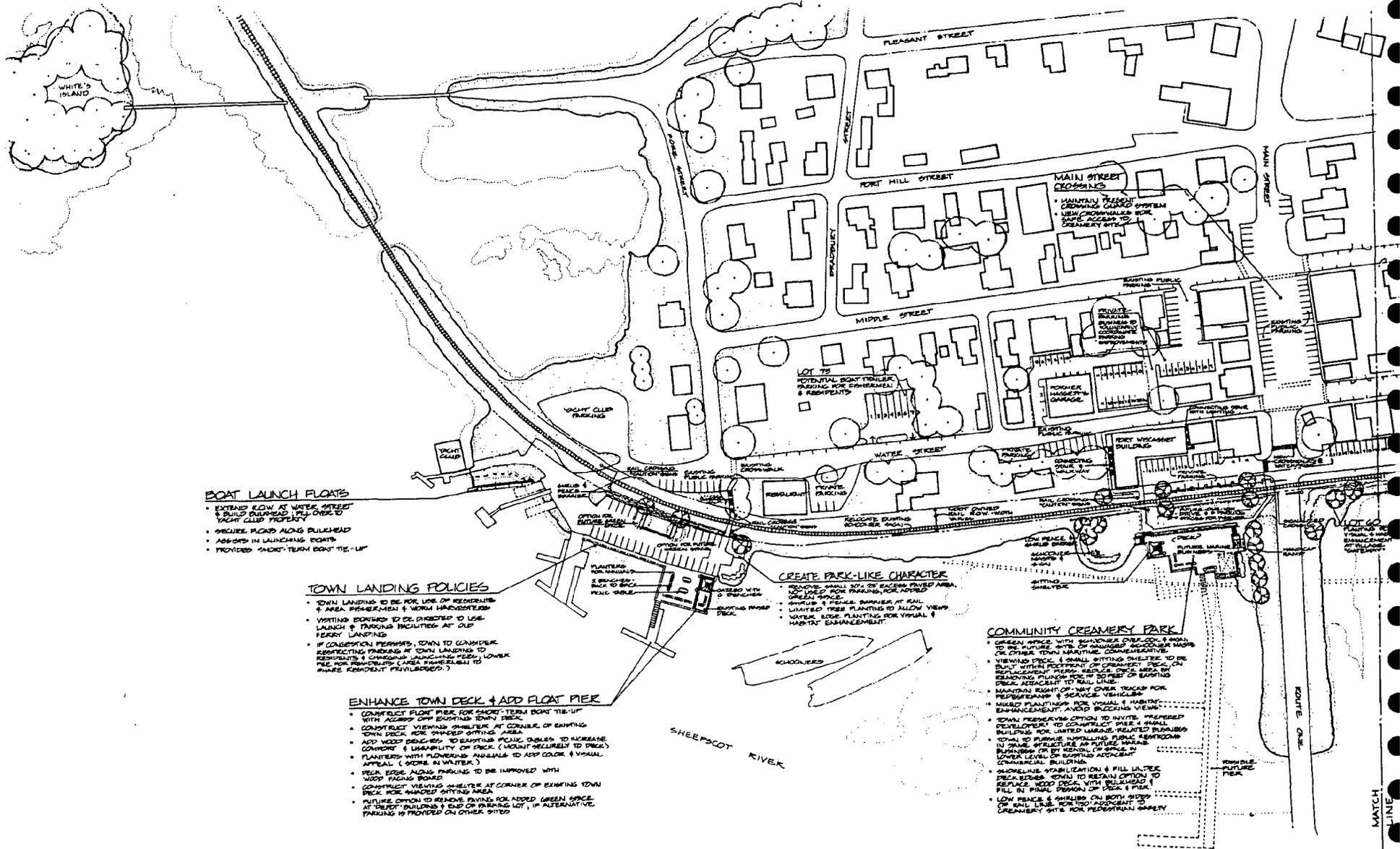
- ▶ Landowners and residents around the Cove would like to see habitat improvements along the shoreline. Specific recommendations to accomplish these objectives include the following:

Habitat Improvements

- ▶ Encouraging landowners to increase plantings along the Cove to provide food and cover for wildlife.
- ▶ Requesting MDOT to reopen the former opening in the rail line causeway or install new culverts through it to increase tidal flushing in the cove. The resulting increase in water exchange rates will improve water quality and reduce siltation.

Management Policies

- ▶ The town shall encourage the involvement of local environmental groups, such as the Chewonki Founda-



- BOAT LAUNCH FLOATS**
- EXTEND ROW AT WATER STREET & BUILD BULKHEAD, TIE-UP OF YACHT CLUB PROPERTY
 - SECURE FLOAT ALONG BULKHEAD
 - ASSURE IN LAUNCHING BOATS
 - PROVIDE SHORT-TERM BOAT-TIE-UP

- TOWN LANDING POLICIES**
- TOWN LANDING TO BE FOR USE OF RESIDENTS & AREA FISHERMEN & WORK HANDICAPPED
 - VISITING BOATS TO BE DIRECTED TO USE LAUNCH & PARKING FACILITIES AT OLD FERRY LANDING
 - IF CONSERVATION PREFERRED, TOWN TO CONSIDER RESTRICTING PARKING AT TOWN LANDING TO RESIDENTS & CHANGING LAUNCHING FEE; LOWER FEE FOR VISITORS (AREA TRAVELERS TO SHARE RESIDENT PRIVILEGES)

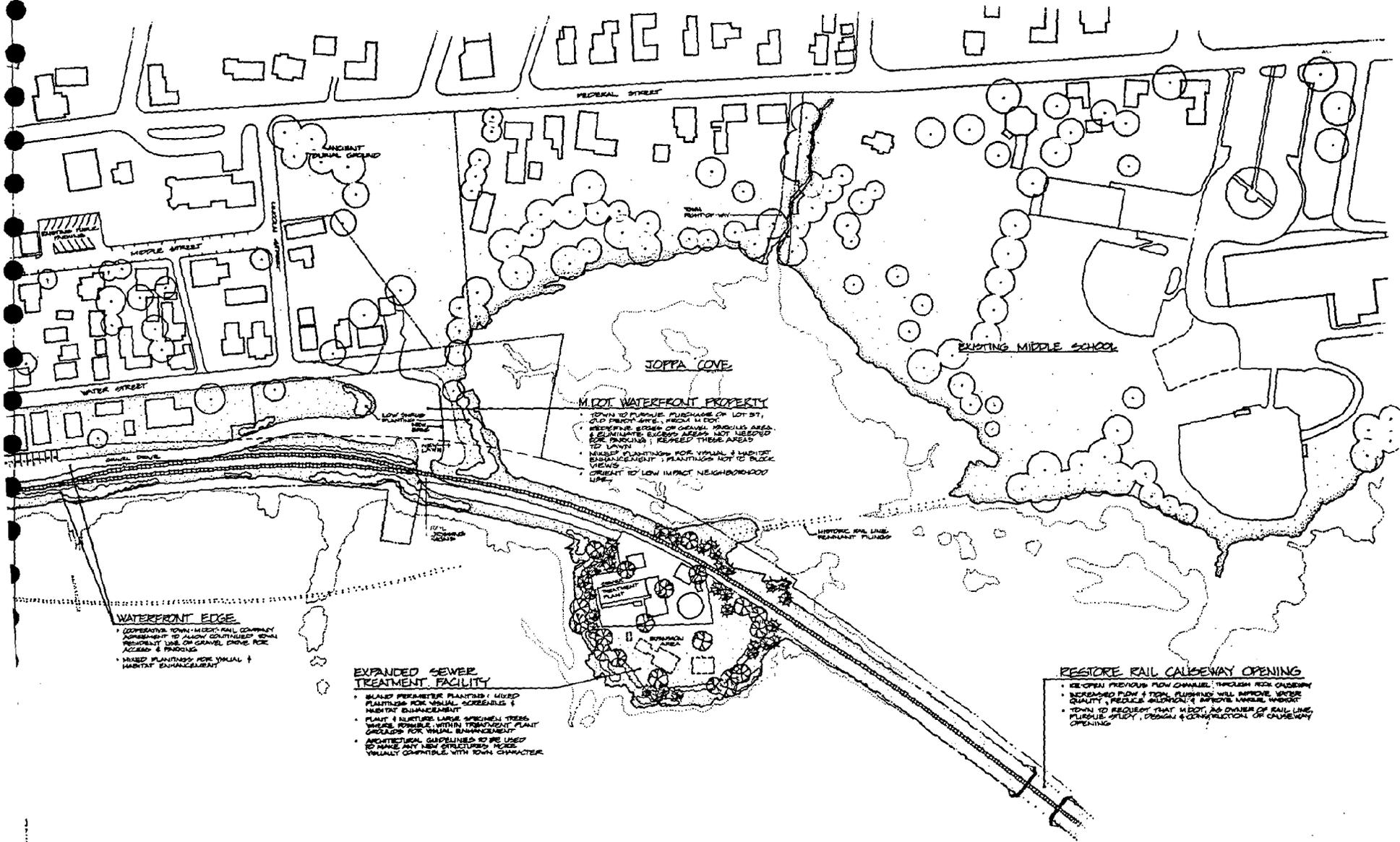
- ENHANCE TOWN DECK & ADD FLOAT PIER**
- CONSTRUCT FLOAT PIER FOR SHORT-TERM BOAT-TIE-UP WITH ACCESS OFF EXISTING TOWN DECK
 - CONSTRUCT VIEWING SHELTER AT CORNER OF EXISTING TOWN DECK FOR SHARED SITTING AREA
 - ADD WOOD BENCHES TO EXISTING PAVEMENT TO INCREASE COMFORT & USABILITY OF DECK (MOUNT SECURELY TO DECK)
 - PLANTERS WITH FLOWERING ANEMONES TO ADD COLOR & VISUAL APPEAL (GROW IN WATER)
 - PEAR TREES ALONG PARKING TO BE IMPROVED WITH WOOD FENCED BORDERS
 - CONSTRUCT VIEWING SHELTER AT CORNER OF EXISTING TOWN DECK FOR SHARED SITTING AREA
 - FUTURE OPEN TO REMAIN SAVING FOR ADDED GREEN SPACE AT "DECK" BUILDING & END OF PARKING LOT, IF ALTERNATIVE PARKING IS PROVIDED ON OTHER SITE

- CREATE PARK-LIKE CHARACTER**
- REMOVE SMALL ROW OF EXISTING PAVED AREA NOT USED FOR PARKING, FOR ADDED GREEN SPACE
 - WALKWAY & FENCE BARRIER AT RAIL YARD
 - LIMITED TREE PLANTING TO ALLOW VIEWS
 - WATER EDGE PLANTING FOR VISUAL & HABITAT ENHANCEMENT

- COMMUNITY CREAMERY PARK**
- GREEN SPACE WITH BENCHES OVERLOOK & ROWS TO BE PLANTED WITH MANAGED ACCOONER MAPLE OR OTHER TOWN MAINTENANCE COMPATIBLE
 - VIEWING DECK & SMALL SITTING SHELTER TO BE BUILT WITH FOOTPRINT OF EXISTING DECK, ON REMOVED PLANTING FOR 10' FEET OF EXISTING DECK, ADJACENT TO RAIL LINE
 - MAINTAIN RIGHT-OF-WAY OVER TRUCKS FOR RESIDENTS & SERVICE VEHICLES
 - WOOD PLANTINGS FOR VISUAL & HABITAT ENHANCEMENT; AVOID BLOCKING VIEWS
 - TOWN PRESERVING OPTION TO INVOKE PRESEVED DEVELOPER TO CONSTRUCT FREE & SMALL BUILDING FOR LIMITED MARKET-RELATED BUSINESS
 - TOWN TO PURSUE INSTALLING PUBLIC RESTROOM IN SOME STRUCTURE AS FUTURE MARKET BUSINESS OR BY DONATION OF SPACE IN LOWER LEVEL OF EXISTING COMMERCIAL BUILDING
 - SHORELINE STABILIZATION & FILL UNDER DECK BENCH; TOWN TO RETAIN OPTION TO REPLACE WOOD DECK WITH BULKHEAD & FILL IN PUBLIC PARKING OR DECK & PIER
 - LOW FENCE & SHELTER ON BOTH SIDES OF RAIL LINE FOR TROUBLE-SEEKING
 - CREAMERY SITE FOR PEDESTRIAN SAFETY

FINAL
VILLAGE WATERFRONT MASTER PLAN
 WISCASSET, MAINE SCALE: 1" = 50' OCTOBER 16, 1990

MATCH LINE



FEDERAL STREET

LANDSCAPE TYPICAL GREENING

MIDDLE STREET

JOPPA COVE

EXISTING MIDDLE SCHOOL

WATER STREET

M.I.D.T. WATERFRONT PROPERTY

- TOWN TO PURSUE PURCHASE OF LOT 571, OLD PLYMOUTH SITE, FROM M.I.D.T.
- PRESERVE BARRIERS OF COASTAL VEGETATION AREA & SCULPTURE & LANDSCAPE DESIGN NOT NEEDED FOR PARKING; REPAIR THESE AREAS TO LAND
- MIXED PLANTINGS FOR VISUAL & LIGHTED ENHANCEMENT; PLANTINGS NOT TO BLOCK VIEWS
- GREAT TO LOW IMPACT NEIGHBORHOOD USE

WATERFRONT EDGE

- COOPERATIVE TOWN-M.I.D.T. RAIL COMPANY AGREEMENT TO ALLOW CONTINUED RAIL PROXIMITY USE OF GRAVEL DRIVE FOR ACCESS & PARKING
- MIXED PLANTINGS FOR VISUAL & LIGHTED ENHANCEMENT

EXPANDED SEWER TREATMENT FACILITY

- MIXED PERIMETER PLANTINGS: MIXED PLANTINGS FOR VISUAL, SCREENING & LIGHTED ENHANCEMENT
- PLANT & NURTURE LARGE SPECIMEN TREES WHERE POSSIBLE WITHIN TREATMENT PLANT GROUNDS FOR VISUAL ENHANCEMENT
- ARCHITECTURAL GUIDELINES TO BE USED TO MAKE ANY NEW STRUCTURES VISUALLY COMPATIBLE WITH TOWN CHARACTER

RESTORE RAIL CAUSEWAY OPENING

- RE-OPEN PREVIOUS FLOW CHANNEL THROUGH RAIL CAUSEWAY
- INCREASED FLOW & TIDAL FLUSHING WILL IMPROVE WATER QUALITY, PRECLUDE ALGAE, & IMPROVE MARINE HABITAT
- TOWN TO REQUEST THAT M.I.D.T. AS OWNER OF RAIL LINE PURSUE STUDY, DESIGN & CONSTRUCTION OF CAUSEWAY OPENING

tion and the Bluebird Association of Maine in the development of information and guidelines that can be used voluntarily by private landowners to improve wildlife habitat on their properties.

VILLAGE WATERFRONT SHORELINE IMPROVEMENTS

Based on the discussions of the preliminary concepts, the participants indicated a preference for:

- ▶ Improving the visual appeal of village gateways along the waterfront.
- ▶ Improving the general visual character and wildlife habitat along the waterfront.

Specific recommendations to accomplish these improvements include the following:

- ▶ Installing plantings on lot 60 (on the shoreline at the north side of Route One) that complement those on the Creamery Site and complete the aesthetic improvement of the village "gateway" at the Davey Bridge.
- ▶ Planting low naturalizing shrubs on MDOT rail line property along Joppa Cove and north of Route One, for visual and habitat improvements. Town needs to request MDOT approval for plantings.
- ▶ The shoreline between the Town Landing and Cream-

ery Site is privately owned and is to remain unimproved upon owners request.

PARKING

Support was also given to the following recommendations:

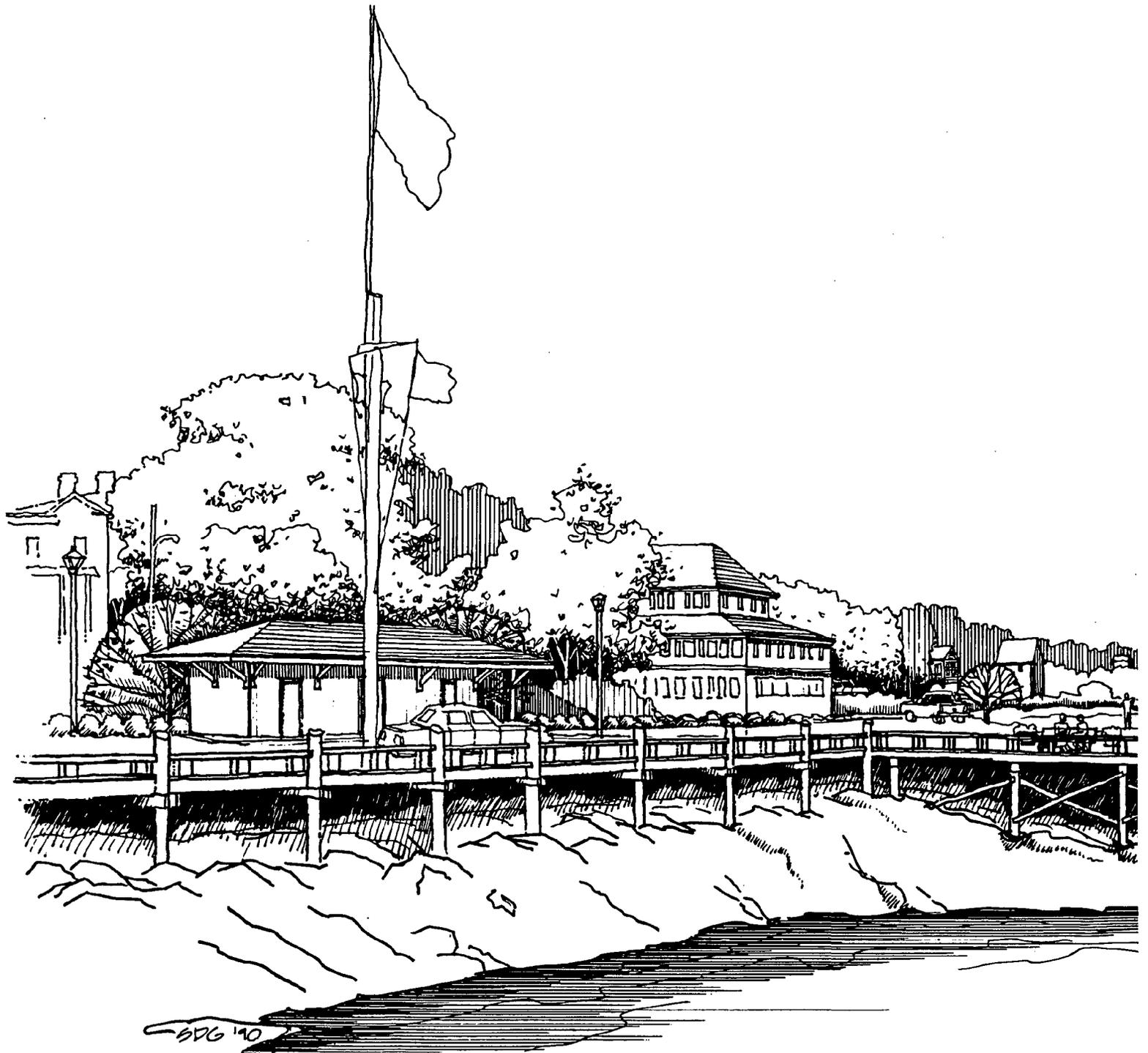
- ▶ Purchasing lot 75 on Water Street and improving it for boat trailer parking to be used by local wormers. This would relieve some of the pressure currently on parking at the Town Landing and assure wormers of a reliable place to park.
- ▶ Improving the facility at the Old Ferry Landing to accommodate additional boat trailer parking in order to relieve the parking congestion at the Town Landing.
- ▶ Working with the owners of Haggett's Garage and adjacent business owners to redesign and connect parking lots for greater capacity and efficiency in parking.
- ▶ Purchasing the 8-acre MDOT parcel at Joppa Cove (lots 57 & 58, tax map U-2) and improving for limited parking as mentioned earlier.
- ▶ Coordinate with MDOT and adjacent land owners immediately north of Route One to redesign parking within the MDOT right-of-way for better efficiency.

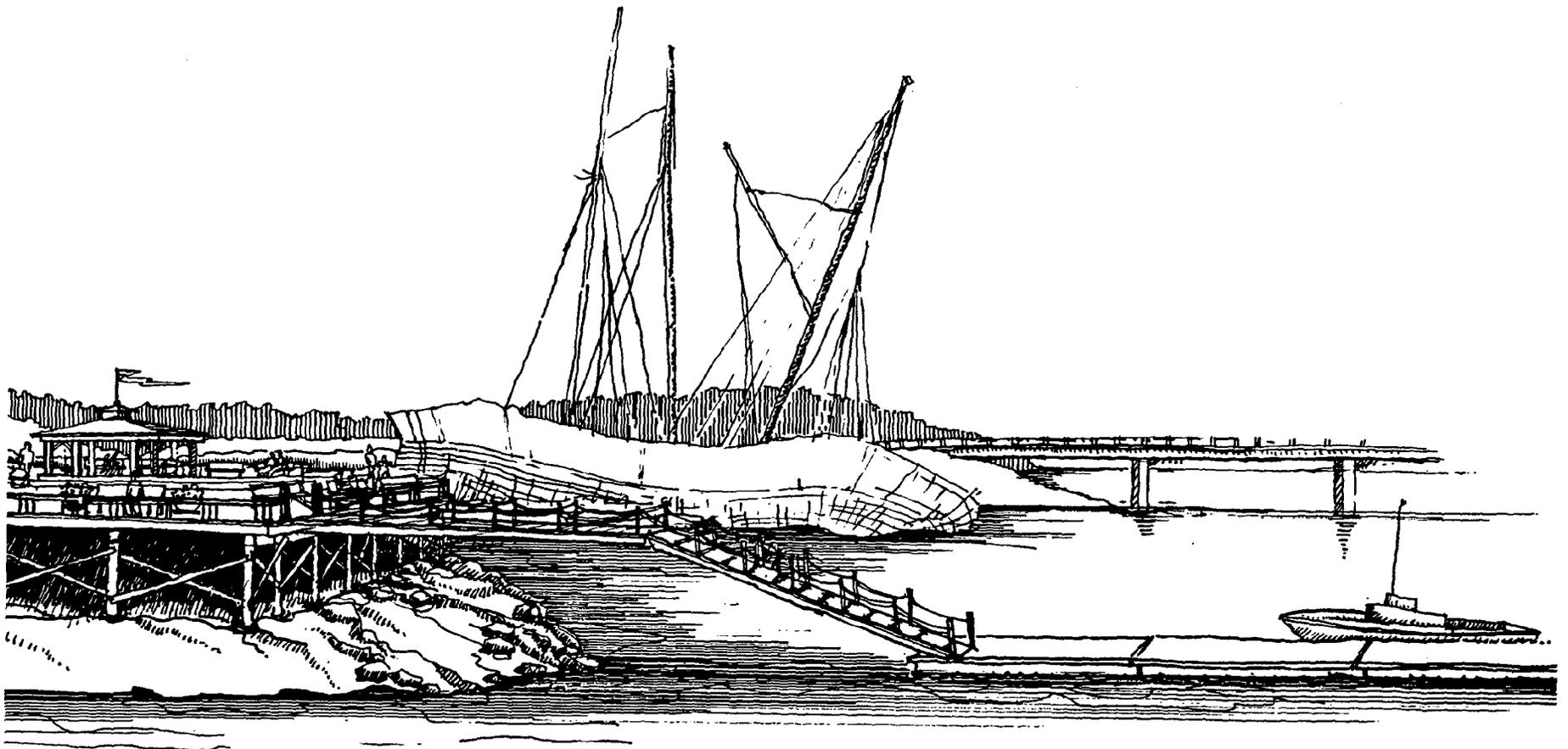
ROUTE ONE

Three possible approaches for solving this problem were given preliminary consideration and were discussed within the community workshops. These were: Minor crosswalk improvements; a pedestrian "free crossing" zone; and construction of a pedestrian underpass. The underpass option was not favored because of crime and safety concerns. MDOT has given a positive response to the idea of a "free crossing" zone which they would support if the Town requested it. This option would require the installation of two traffic lights which would stop Route One traffic on a regular cycle within a 2 block area in the village center. Participants at the workshops have expressed some reservations that installing traffic lights may cause an increase in the speed of traffic passing through the village center. Workshop participants also expressed the belief that continuing the use of a crossing guard may be the only feasible option at the present time. The following minor improvements in crosswalk areas could support this method:

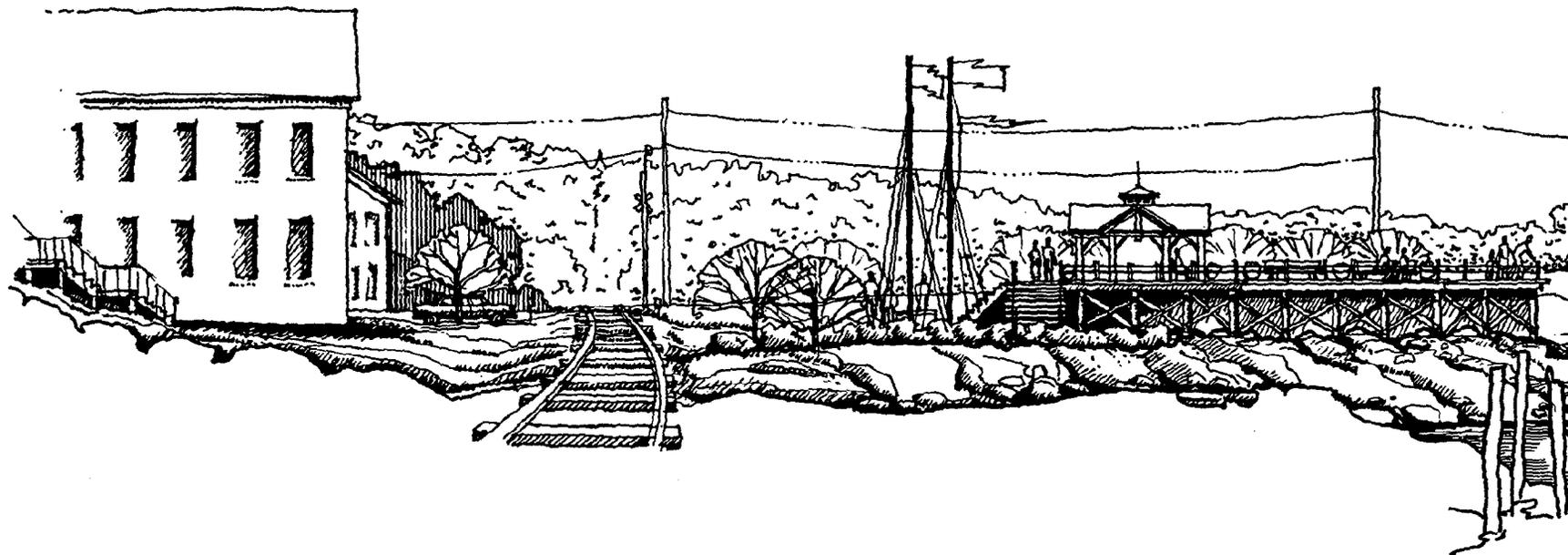
- ▶ Providing new cross walks for pedestrians crossing Route One near Creamery site. Maximize visibility of all crosswalks by frequent repainting.
- ▶ Improving safety at major Route One pedestrian crossings by extending the sidewalk and curb to the edge of the travel lane to improve people/vehicle visibility and extend the pedestrian safety zone.
- ▶ Conducting a comprehensive parking and traffic study

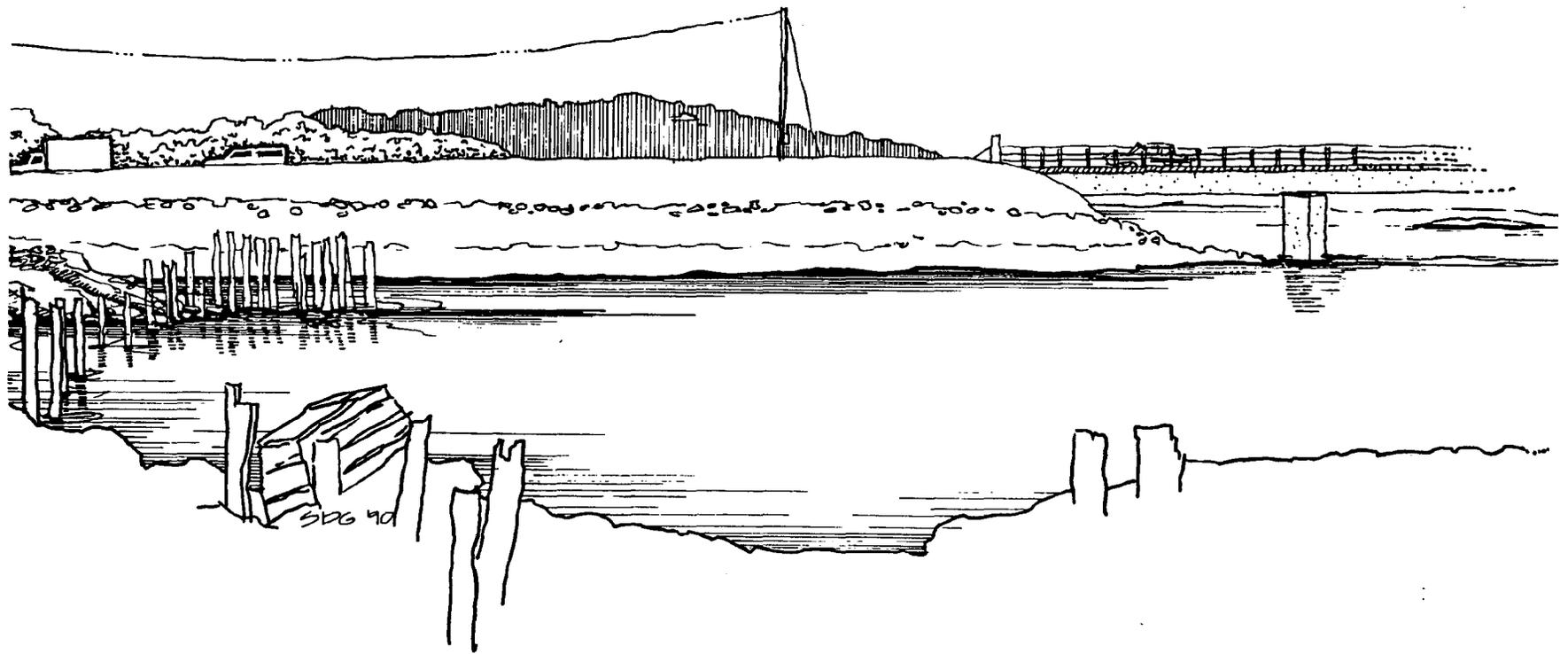
to determine the best solution for improving the pedestrian crossing, traffic circulation and parking problems created by high seasonal traffic volumes on Route One. It is beyond the scope of this study to give extensive consideration to this issue.





TOWN LANDING PERSPECTIVE





CREAMERY SITE PERSPECTIVE

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APPENDIX A

IMPLEMENTATION PLAN

Many crucial steps must be taken to implement the proposed master plan for the village waterfront. The actions needed, along with the assignment of responsibility for undertaking them, are listed below in a six-year timetable. Throughout the process, the Waterfront Committee and Town Planner Consultant will coordinate and report upon progress to the Selectmen and townspeople.

Provision is made for putting planning for the riverfront on the same timetable as comprehensive planning. The timing of specific improvements reflects the Waterfront Committee's sense of how the public views their urgency and importance, and the opportunities that currently exist for moving ahead. Briefly, priority is given to the following acquisitions and improvements:

Priority 1:

- 1990-91 Removal of ship debris and storage of masts
 Acquisition of options on DOT (Lot 62, U-1) and Haggett properties (Lots 68 & 68a, U-1)) at Creamery Site

Priority 2:

- 1991 Acquisition of Lot #75 on Water Street for Boat Trailer Parking

Priority 3:

- 1992 Acquisition of DOT and Haggett property at Creamery Site
 Floats and bulkhead at Town Landing
 Site improvements at Creamery Site

Priority 4:

- 1993 Amenities at Creamery Site and Town Landing
 Parking and bulkhead at Old Ferry Landing

Priority 5:

- 1994 Acquisition of 8-acre DOT (Lots 57 & 58, U-2)) land at Old Depot Site

Priority 6:

- 1995 Site improvements at Old Depot Site
 Site improvements along Village Waterfront Shoreline

Detailed timetable by yearly quarter (Q):

1990

- Q 4 1. The Town Planner Consultant submits those portions of the Village Waterfront Master Plan that revise the Comprehensive Plan to the State Office of Comprehensive Planning for state certification review.

2. The Waterfront Committee investigates the feasibility and potential cost of salvaging the remains of the Hesper and Luther Little for on-shore display and safely clearing the harbor of debris, and reports findings to Selectmen.

3. The Selectmen make an official request to the Maine Department of Transportation for purchase of the Old Depot site and the parcel adjacent to Creamery Property; and explore any legal arrangements needed for making improvements within the right-of-way. Town also raises funds to hire a consultant to conduct an environmental impact study of water circulation patterns in Joppa and Tuckers Coves.

5. The Waterfront Committee continues discussing with Coastal Enterprises, Inc. opportunities for integrating future use of Port Wiscasset properties with waterfront master plan objectives.

1991

Q 1 6. The Waterfront Committee incorporates any state comments that it deems important to make and presents those portions of the Village Waterfront Master Plan that revise the Comprehensive Plan for town

meeting approval, holding a public hearing shortly beforehand.

7. The Selectmen's Property Review Committee negotiates for purchase of an option adjacent to the Haggett parcel adjacent to Creamery Property; and Selectmen recommend to Town Meeting the purchase of Lot 75 on Water Street for boat trailer parking.

8. The Waterfront Committee recommends to Town Meeting an appropriation for engineering and design costs for the development of final plans, cost estimates, and permits for floats and bulkhead at Town Landing and development of the Creamery Site.

9. The Selectmen and Town Engineer discuss with the Maine Department of Transportation and Maine Coast Railroad proposed improvements and any agreements necessary for implementing the Master Plan such as landscaping within the right-of-way and signalization on Route One.

10. The Waterfront Committee and Harbor Master continue to discuss with CMP possibility of public access and parking at the Mason Station.

11. The Selectmen appoint a committee to study improvements to village parking.

Q2 12. The Selectmen's Property Review Committee negotiates an arrangement with Maine Yankee for additional parking space at the Old Ferry Landing.

Q3 13. Parking Committee reports its findings to the Selectmen.

14. The Selectmen and Town Engineer integrate Master Plan recommendations relating to the Sewage Treatment Plant with planning for facility improvements.

15. The Selectmen appoint a Committee to develop a three year capital improvement plan for making site improvements identified in the Master Plan.

16. The Waterfront Committee, Town Engineer, and Town Planner Consultant prepare guidelines and request proposals from developers and entrepreneurs exploring the possibility of jointly developing and managing the Creamery site for water-related purposes.

1992

Q1 17. Waterfront Committee recommends appropriations to Town Meeting for purchasing DOT and Haggett property adjacent to Creamery; developing the Creamery Site; constructing floats and a bulkhead at the Town Landing; and developing final plans for the Old Ferry Landing.

Q2 18. The Selectmen and Town Engineer request bids for developing the Creamery Site and constructing floats and bulkhead at Town Landing.

19. The Town Engineer develops a work plan for installing site amenities at the Town Landing and Creamery Property.

1993

Q1 20. The Waterfront Committee and Selectmen request an appropriation for amenity improvements at the Creamery Site and Town Landing, and for parking improvements at the Old Ferry Landing.

Q2 21. The Selectmen and Town Engineer request bids for any portion of the site work that requires a contractor, and directs Cemeteries

and Highways Department to undertake remaining portions as appropriate.

1994

- Q3 22. Waterfront Committee recommends an appropriation at Town Meeting for acquisition of the 8 acre Old Depot Site from DOT, and the development of final plans for making site improvements to it and the remaining portions of the village shoreline as specified in the plan.

1995

- Q1 23. The Waterfront Committee and Selectmen request an appropriation for site improvements at the Old Depot site and along the Village Shoreline.
- Q2 24. The Selectmen and Town Engineer request bids for any portion of the Old Depot or Village Shoreline site work that requires a contractor, and directs Cemeteries and Highways Department to undertake remaining portions as appropriate.

APPENDIX B

COASTAL WILDLIFE CONCENTRATIONS

Coastal wildlife concentration areas are areas identified by the Maine Department of Inland Fish and Wildlife (MDIFW) as important habitat for wildlife in Maine's coastal waters. These areas are special because of the abundance and diversity of wildlife they support, and also because of their importance to rare species.

Coastal wildlife concentration areas were identified from data collected during aerial surveys of tidal waters. These surveys were conducted during winter, spring migration, nesting, post nesting and fall migration periods. Once survey data were mapped for each season, areas with clumped observations were identified as coastal wildlife concentration areas. A rating of A, B, or C was assigned to each area denoting its value for coastal wildlife reflective to other areas.

RATING SCHEME FOR COASTAL WILDLIFE CONCENTRATION AREAS

RATING	VALUE	DEFINITION
Class - A	Significant on national or state level.	Areas with high species abundance.
		Areas with very high species diversity.
		Areas of importance to a state or federally listed Endangered or Threatened species.
Class - B	Significant within a region of the Maine coast.	Areas with high species abundance.
		Areas with high species diversity.
		Areas of importance to a state listed Special Concern, In determinate Status, or Watch List species.
Class - C	Significant on local level.	Areas with moderate species abundance.
		Areas with moderate species diversity.

An area's rating was determined by the abundance of species it supports, as well as its documented importance to rare species. This entire mapping process continues to evolve at the State. It does serve as an important measure of the health of the habitat areas along the Wiscasset riverfront.

APPENDIX C

SPECIES LIST

The following is a list of species typically found in the habitat types encountered within the riverfront study area:

MAMMALS

Masked Shrew (*Sorex cinereus*)
Smoky Shrew (*Sorex fumeus*)
Short-tail Shrew (*Blarina brevicauda*)
Snowshoe Hare (*Lepus americanus*)
Red Squirrel (*Tamiasciurus hudsonicus*)
Deer Mouse (*Peromyscus leucopus*)
Northern Red-backed Vole (*Clethrionomys gapperi*)
Woodland Jumping Mouse (*Napaeozapus insignis*)
Porcupine (*Erithizon dorsatum*)
Skunk (*Mephitis mephitis*)
Coyote (*Canis latrans*)
Raccoon (*Procyon lotor*)
Weasel (*Mustela* spp.)
White-tailed Deer (*Odocoileus virginianus*)

BIRDS

Ruffed Grouse (*Bonasa umbellus*)
American Woodcock (*Scolopax minor*)
Common Loon (*Gavia immer*)
Herring Gull (*Larus argentatus*)
Black-backed Gull (*Larus marinus*)
Ringed-billed Gull (*Larus delawarensis*)
Black Duck (*Anas rubripes*)
Mallard Duck (*Anas platyrhynchos*)
Red-breasted Merganser (*Mergus serrator*)
White-winged Scoter (*Melanitta fusca*)
Pintail (*Anas acuta*)
Common Goldeneye (*Bucephala clangula*)
Bufflehead (*Bucephala albeola*)

Osprey (*Pandion haliaetus*)
Bald Eagle (*Haliaeetus leucephalus*)
Mouring Dove (*Zenaida macroura*)
Great-horned Owl (*Bubo virginianus*)
Northern Saw-whet Owl (*Aegolius acadicus*)
Downy Woodpecker (*Picoides pubescens*)
Hairy Woodpecker (*Picoides villosus*)
Alder Flycatcher (*Empidonax alnorum*)
Tree Swallow (*Tachycineta bicolor*)
Blue Jay (*Cyanocitta cristata*)
American Crow (*Corvus brachyrhynchos*)
Common Raven (*Corvus corax*)
Black-capped Chickadee (*Parus atricapillus*)
Red-breasted nuthatch (*Sitta canadensis*)
Winter Wren (*Troglodytes troglodytes*)
Golden-crowned Kinglet (*Regulus satrapa*)
Hermit Thrush (*Catharus guttatus*)
Cedar Waxwing (*Bombycilla cedrorum*)
Red-eyed Vireo (*Vireo olivaceus*)
Northern Parula (*Parula americana*)
Yellow Warbler (*Dendroica petechia*)
Magnolia Warbler (*Dendroica magnolia*)
Black-throated Blue Warbler (*Dendroica caerulescens*)
Black-and-white Warbler (*Mniotilta varia*)
White-throated sparrow (*Zonotrichia albicollis*)
Dark-eyed Junco (*Junco hyemalis*)

REPTILES AND AMPHIBIANS

Spotted Salamander (*Ambystoma maculatum*)
Red-spotted Newt (*Notophthalmus v. viridescens*)
Redback salamander (*Plethodon cinereus*)
Northern Spring Peeper (*Hyla crucifer*)
Wood Frog (*Rana sylvatica*)
Eastern Garter Snake (*Thamnophis s. sirtalis*)

APPENDIX D

Wiscasset Riverfront Greenway Study
Survey Results Methodology
March 14, 1990

Survey Tabulation Conducted by Kenneth W. Fredette

1. 19 surveys were submitted for tabulation.
2. Each of the surveys were given a specific reference number.
3. The directions told the responder to rate the categories "using a numerical scale of 1 to 5, with 5 being the most important."
4. The numbers were manipulated on a 1 point scoring system.
1 = .20 2 = .40 3 = .60 4 = .80 5 = 1
5. The total number of responses was summed up.
6. A non-response or illegible response was not calculated into the final computation.
7. After coding the data into the computer, the data was summed together and divided by the total number of responses for that specific question. The results would range from .2 to 1, with 1 representing a perfect score.
8. The resulting scores, or "Total Average Quality Points", were then sorted by category with the highest score indicating the most important objective sought by the responders.
9. Thereafter, sub-categories within categories were manipulated by the same process with the results reported in the same way.

Wiscasset Riverfront Greenway Study
Survey Results
March 1, 1990

Category	Total Average Quality Points
1. Habitat Protection (Wildlife/Rare Plants)	0.83
2. Visual and Historic Character Protection	0.78
3. Environmental Protection	0.76
4. Community Character	0.63
5. Land Uses That Depend Upon Waterfront Locations	0.58
6. Public Access and Use	0.53
7. Economic Development	0.48
Objectives Within Category	
1. HABITAT PROTECTION	(0.83)
Important Habitat	0.90
Adequate Space	0.61
Travel Corridors	0.59
2. VISUAL AND HISTORIC CHARACTER	(0.78)
Views	0.80
Historic Sites	0.76
Village Bounded by Rural Setting	0.72
Reorientation of Village Activs. Toward River	0.63
Traditional Working Waterfront	0.62
Undeveloped River Setting	0.62
3. ENVIROMENTAL PROTECTION	(0.76)
Wetlands, Floodplains, Tributaries	0.84
Ecosystem Functioning	0.82
Undeveloped Shoreland Buffer	0.64
4. COMMUNITY CHARACTER	(0.63)
Tie Parts of Town Together (Visually/Functionally)	0.73
Movement Between Parts of Town	0.62
Social Interaction/Neighborliness	0.58
5. WATER DEPENDANT USES	(0.58)
Reserve Appropriate Sites	0.77
Working Waterfront	0.68
6. PUBLIC ACCESS AND USE	(0.53)
Least Disruptive (Landowns, Neighborhoods, Environment)	0.84
Paths Accessible From Vill., Neighborhoods, Special Sites	0.81
Limited Parking	0.80
Variety Of Activities For Year-Round Use:	0.67
Railroad Right-Of-Way	0.59
On And From Water	0.59
On Land	0.54
Easily Maintained/Managed	0.63
Permanent Access to:	0.63
Water	0.70
Land	0.54
Flexible Spaces	0.58
7. TAX BASE DIVERSIFICATION (Economic Devel)	(0.48)
Greater Economic Use of Village Waterfront	0.55
EDUCATION	
School Studies/Access	0.67
Interperative Signs	0.64

Wiscasset Riverfront Greenway Study
 Survey Results
 March 1, 1990

Sub-Category Rankings	Total Average Quality Points
Important Habitat	0.90
Wetlands, Floodplains, Tributaries	0.84
Least Disruptive (Landowns, Neighborhoods, Environment)	0.84
Ecosystem Functioning	0.82
Paths Accessible From Vill., Neighborhoods, Special Sites	0.81
Limited Parking	0.80
Views	0.80
Reserve Appropriate Sites	0.77
Historic Sites	0.76
Tie Parts of Town Together (Visually/Functionally)	0.73
Village Bounded by Rural Setting	0.72
Working Waterfront	0.68
School Studies/Access	0.67
Variety Of Activities For Year-Round Use:	0.67
Railroad Right-Of-Way	0.59
On And From Water	0.59
On Land	0.54
Undeveloped Shoreland Buffer	0.64
Interperative Signs	0.64
Permanent Access to:	0.63
Water	0.70
Land	0.54
Reorientation of Village Activs. Toward River	0.63
Easily Maintained/Managed	0.63
Traditional Working Waterfront	0.62
Movement Between Parts of Town	0.62
Undeveloped River Setting	0.62
Adequate Space	0.61
Travel Corridors	0.59
Social Interaction/Neighborliness	0.58
Flexible Spaces	0.58
Greater Economic Use of Village Waterfront	0.55

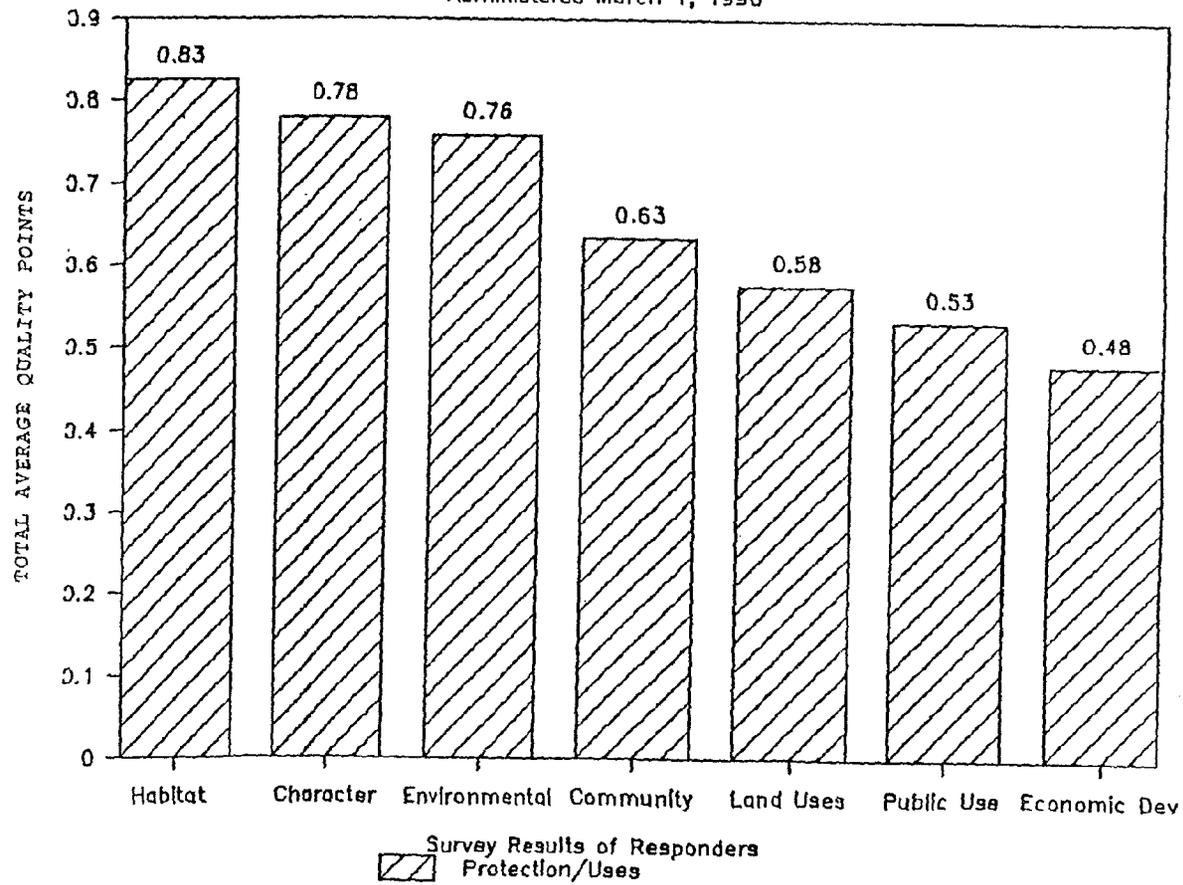
Wiscasset Riverfront Greenway Study
 Survey Results
 March 1, 1990
 Category

	Frequency
Environmental Protection	19
Habitat Protection (Wildlife/Rare Plants)	16
Visual and Historic Character Protection	19
Public Access and Use	18
Land Uses That Depend Upon Waterfront Locations	17
Economic Development	15
Community Character	18

	Frequency
ENVIRONMENTAL PROTECTION	
Undeveloped Shoreland Buffer	18
Ecosystem Functioning	18
Wetlands, Floodplains, Tributaries	19
HABITAT PROTECTION	
Important Habitat	18
Travel Corridors	18
Adequate Space	17
VISUAL AND HISTORIC CHARACTER	
Undeveloped River Setting	19
Village Bounded by Rural Setting	19
Reorientation of Village Activs. Toward River	18
Historic Sites	18
Views	19
Traditional Working Waterfront	17
PUBLIC ACCESS AND USE	
Permanent Access to:	12
Land	14
Water	14
Variety Of Activities For Year-Round Use:	12
On Land	14
On And From Water	14
Railroad Right-Of-Way	14
Flexible Spaces	16
Easily Maintained/Managed	19
Paths Accessible From Vill., Neighborhoods, Special Sites	19
Limited Parking	15
Least Disruptive (Landowns, Neighborhoods, Environment)	16
WATER DEPENDANT USES	
Reserve Appropriate Sites	18
Working Waterfront	19
TAX BASE DIVERSIFICATION	
Greater Economic Use of Village Waterfront	16
EDUCATION	
School Studies/Access	18
Interperative Signs	17
COMMUNITY CHARACTER	
Tie Parts of Town Together (Visually/Functionally)	18
Movement Between Parts of Town	18
Social Interaction/Neighborliness	18

Wiscasset Riverfront Greenway Study

Administered March 1, 1990



WISACSET RIVERFRONT GREENWAY STUDY -3/1/90

I. Rank the relative importance of each of the following greenway design objectives, using a numerical scale of 1 to 5, with 5 being the most important:

- A. Environmental protection
- B. Habitat protection (wildlife/rare plants)
- C. Visual and historic character protection
- D. Public access and use
- E. Land uses that depend upon waterfront locations
- F. Economic development
- G. Community character

II. Now rank the importance of objectives within each category in the same way:

- 1. Environmental protection
 - undeveloped shoreland buffer (250')
 - ecosystem functioning
 - wetlands, floodplains, tributaries
 - B. Habitat protection
 - important habitat
 - travel corridors *
 - adequate space
 - C. Visual & historic character
 - undeveloped river setting
 - village bounded by rural setting. *
 - reorientation of village activs. toward river *
 - historic sites
 - views
 - traditional working waterfront
 - D. Public access and use
 - permanent access to:
 - land
 - water
 - variety of activities for year-round use:
 - on land
 - on and from water *
 - railroad right-of-way
 - flexible spaces
 - easily maintained/managed
 - paths accessible from vill., neighbrhds, special sites
 - limited parking
 - least disruptive (landowns, neighbhd., env.) *
- E. Water-dependent uses
 - reserve appropriate sites
 - working waterfront
- F. Tax base diversification
 - greater economic use of village waterfront
- G. Education
 - school studies/access
 - interpretive signs
- H. Community character
 - tie parts of town together (visually/ functionally)
 - movement between parts of town
 - social interaction/neighborliness *

