

Article VIII Site Plan Review

9. Site plan review standards.

V. Additional Route 1 design standards

Notwithstanding the general provisions of the Code of Ordinances and the technical standards of Article VIII, Site Plan Review, development and redevelopment within [the Bath Road Transitional, Commercial, and Commercial Mixed Use Districts shall be consistent with the following standards](#): ~~500 feet of that portion of Route 1 extending from the Woolwich town line to Bradford Road shall be consistent with the following standards.~~

- (1) Curb cuts on Route 1. Site plans shall be designed to minimize the number of curb cuts on Route 1 to increase vehicular and pedestrian safety.
- (2) Internal Connections. Where feasible, connections between parking lots and driveways on adjacent parcels shall be provided to facilitate deliveries and minimize turning movements onto major roadways. Internal connections shall provide safe, direct access between adjacent lots in a manner that prevents them from becoming vehicular shortcuts. Cross easements shall be provided as required to facilitate circulation. The site plan shall anticipate future vehicular connections to abutting undeveloped property.
- (3) Parking spaces for seasonal uses may be developed on grass surfaces or other pervious surfaces designed for parking.
- (4) Shared Access. Shared driveways along Route 1 shall be installed where feasible to reduce the number of curb cuts and provide a safer vehicular and pedestrian environment.
- (5) The minimum number of parking spaces required in Article VIII, Section 9 C may be reduced by the Planning Board if the parking lot is to be shared by two (2) or more uses that require parking during different time periods.

[Additional standards for the Bath Road Transitional district shall also apply:](#)

- 1) [General Site Planning Principles. Good site planning shall result in an attractive, safe, and economically viable relationship between parking, signage, lighting, landscaping, and the surrounding environment. Site plans shall minimize the effects of parking, feature high-quality landscaping, accommodate pedestrian movement where appropriate, and encourage connections to nearby properties.](#)
 - a. [Proximity of Buildings to Roadways: Buildings shall be located as close to the front property line as possible to provide scale and interest to the auto and pedestrian environment. The majority of parking shall be located at the rear or side of the building.](#)

- b. Relationship to Residential Properties: The facades of buildings which abut or are visible from residential neighborhoods shall use forms, materials, and details which are residential in nature and appearance. Service areas, parking lots, outdoor storage yards, and other similar features shall avoid facing residential neighborhoods.
- c. Access Management: Site plans involving curb cuts onto major roadways shall demonstrate an adherence to sound access management principles to promote efficient traffic flow and maintain a high level of safety for pedestrians and motorists. Curb cuts shall be shared whenever possible. Cross easements connecting to adjacent land shall be reserved where feasible.
- d. No drive-thru facilities shall be permitted.
- e. Landscaping. The space between the roadway and the front of the building shall be attractively landscaped with trees, flowering shrubs, stone walls, and/or other elements. Existing healthy trees and shrubs shall be preserved or transplanted to another area of the site wherever possible. A ten foot landscaped buffer between Route 1 and the property shall be maintained.

2. Circulation Planning. All development activities shall be characterized by safe, user-friendly, and efficient traffic flow. Access management principles shall be followed to reduce the number of curb cuts, provide a safer vehicular and pedestrian environment, encourage intra-parcel travel, and minimize the number of trips on roadways.

- a. Shared Access. Entrances to abutting commercial properties shall be combined to maximum extent possible.
- b. Internal Pedestrian Connections. Safe pedestrian connections between abutting land uses shall be provided where possible to encourage foot traffic and minimize vehicular movement.
- c. Traffic Calming. Traffic calming measures shall be included where appropriate to discourage speeding within the site and between abutting properties. Measures may include speed tables, on-street parking, raised crosswalks, vertical curbing, curvilinear road alignment, roadside plantings, neck-downs, curbed islands, and signage.
- d. Pedestrian and Bicycle Movement. The circulations plan shall provide safe pedestrian and bicycle movement within the site. The plan shall demonstrate how linkage can be made to adjacent properties, both developed and undeveloped. Pedestrian and bicycle connections between abutting properties

shall be coordinated with vehicular routes to encourage foot traffic and minimize vehicular movement.

- e. Refuge Zones. Pedestrian islands shall be installed in driveways and streets where the crossing distance is greater than 32 ft.

3. Parking Areas. Parking lots shall be designed to complement adjacent buildings, the site, and the commercial district without becoming a dominant visual element. Every effort shall be made to reduce the scale of parking lots by minimizing the total amount of paved surface visible from the road.

a. Siting. Whenever possible, the majority of parking areas shall be located at the rear or sides of commercial buildings, except where parking would be located adjacent to a residential neighborhood, or when included as part of a multi-building site plan. Where land use conflicts occur, the lot shall be screened with evergreen trees, earth berms, fences, or shrubs.

b. Orientation. Parking lots shall be designed as part of the overall plan for the site, and coordinated with building entrances, lighting, and landscaping.

c. Relationship to Buildings. Paved surfaces of parking lots shall be separated from buildings by a minimum of five feet of landscaping and/or a paved walkway. The width of landscaping shall be proportional to the height of the building.

d. Screening. Where front parking is permitted between the building and the road, it shall be screened by berms, fencing, low walls, trees, shrubs, perennial masses, or a combination of elements. The ultimate height of the screen shall be 3 +/- feet to minimize the view of the vehicle while still providing a clear view of the building and signage.

e. Shared Parking. Shared parking is strongly encouraged where appropriate, particularly where abutting land uses have differing hours of peak parking demand. Cross easements may be required to allow shared parking.

f. Side Lot Parking. Parking on the side of buildings shall not extend closer to the street than the front façade. The space between the end of the parking lot and the roadway shall be landscaped according to an overall plan for the property.

g. Snow Storage. Provisions shall be made for snow storage in the design of all parking areas. The areas shall be shown on the Site Plan to avoid conflicts with landscaping, visibility, drainage, or icing.

h. Buildings in the Existing Parking Lots. The development of smaller commercial buildings on out-parcels is strongly encouraged to break up the scale of large parking areas.

4. Pedestrian Spaces. Entrances to buildings shall be designed to provide outdoor spaces for a variety of uses: seating/resting, dining, displays, and aesthetic enhancement to create a pedestrian friendly environment.

a. Planning. Outdoor use areas should be located in highly visible locations and sized to fit the anticipated uses. The design should be a collaborative effort between architect, landscape architect, engineers, artists, and other design professionals.

b. Entrances. Major entrances to new or renovated building shall be emphasized through the use of canopies, recessed entries, seating areas, decorative plantings and lighting, sculpture, and other elements.

5. Public Sidewalks. Public sidewalks shall be provided wherever possible throughout Wiscasset's Bath Road Transitional District. Existing and proposed roads and right of ways should include sidewalks, crosswalks, and pedestrian amenities to encourage a safe flow of non-motorized traffic.

a. Locations. Wherever possible, sidewalks and planted esplanades shall be provided within or near the sight-of-way on both sides of all streets to encourage safe pedestrian movement. Facilities shall be coordinated with abutting land uses to create interconnections throughout the commercial area and linkages to surrounding residential neighborhoods. Lighting and other amenities abutting walkways should be at human scale.

b. Coordination with Site Plan. All new sidewalks shall be coordinated with the Site Plan to avoid conflicts with landscaping, utilities, grading, drainage structures, signs, and other elements. Walks shall be designed to facilitate snow removal and allow year-round use. Sheet flow of stormwater across sidewalks shall be avoided. Underground storm drainage systems are strongly encouraged.

c. Accessibility. All new and renovated facilities shall be located, designed, and detailed in full compliance with the Americans with Disabilities Act (ADA), as revised.

6. Multiple Building Developments. Multiple building developments shall exhibit a high degree of coordination in site planning+, architectural design, site design, and sign detailing.

a. Master Plan. For multi-building developments, a conceptual master plan shall be prepared to show the Town the general location of future buildings, parking lots, roads

and driveways, walkways, common open spaces, utilities, service areas, stormwater management, and other components of site development. The master plan shall also show how traffic, stormwater, and utilities will be coordinated with adjacent properties. The plan shall also illustrate the measures that will be taken to preserve significant natural or cultural features, such as wetlands, specimen trees, or stone walls.

b. Phasing Plan. As part of the Site Plan application, the applicant shall provide a phasing plan that illustrates the sequence of development and what steps will be taken to ensure compatibility between current and future activities.

c. Building Orientation. All buildings in a multi-building development's shall be oriented to create usable, safe and attractive pedestrian spaces, preserve significant site features, and minimize the appearance of parking areas. Buildings may be oriented toward open spaces rather than roadways. In these situations buildings shall have major access on the space as well as a secondary access point(s) oriented to parking areas.

d. Outdoor Spaces. Multi-building developments shall include outdoor use areas such as green spaces, plazas, and courtyards. Outdoor spaces shall be designed to separate pedestrian and vehicular traffic with landscaping, grade changes, and other site features.

e. Signage. Applicants for multi-building developments shall submit a master signage plan that shows how graphics will complement and unify the proposed development. Signage plan shall also be in conformance with Article 3 of the Town of Wiscasset Ordinances.

f. Lighting Plan. Site lighting for multi-building developments shall be coordinated with all other elements of the site. See Article VIII, Section 9.E.4, Building and site illumination.

g. Landscape Plan. Landscaping for multi-building developments shall be coordinated with all other elements of the site. As part of the application for Site Plan approval, applicants shall submit a master landscape plan that shows how landscaping will be used to complement proposed buildings, reinforce circulation paths, help define pedestrian use areas, highlight entrances, provide shade, and adds seasonal interest to the landscape.

e. Shared Stormwater Management. Wherever appropriate, treatment basins shall be designed to be shared by multiple building sites to minimize the land area devoted to stormwater management.

7. Service Areas. Service areas shall be integrated into the overall site plan. They shall be designed to meet the functional needs of the facility while minimizing any traffic or visual conflicts, audible noise, or smells.

a. Locations. All facilities for service, including waste collection and storage facilities, off-street loading and unloading areas, loading docks, storage facilities, dumpsters, fueling areas, and vehicle service and maintenance areas, shall be located at the side or rear of the principal building. Locations that face public roadways or abutting residential properties shall be avoided. Overhead doors or other vehicle entrances or exits shall not be located on any façade that faces a public street or residential neighborhood.

b. Design. Service areas shall be sized to fit the specific needs of the building and its intended operations. The smallest size needed to meet the building's requirements is encouraged.

c. Screening. Service areas shall be screened to minimize visibility from sensitive viewpoints such as public and private roadways, main entrances, abutting neighborhoods, public open spaces, and pathways. Service areas shall be screened with architectural elements such as walls or fences. Screening may be further enhanced with evergreen trees, shrubs, and earth berms.

d. Service Access. Service areas shall be sited to accommodate the turning movements of vehicles used for trash pickup, deliveries, and similar functions without conflicting with other vehicles.

e. Coordination. Before Town submittal, the applicant shall contact the representatives of utility companies, fuel suppliers, trash haulers, the fire department, and others who may have input into the design and siting of service areas and facilities.

8. Buildings.

a. Drive Through Facilities. Drive through facilities shall not be permitted in the Bath Road Transitional District.

b. Buildings greater than 10,000 square feet shall not be permitted in the Bath Road Transitional District.

Additional standards for the Bath Road Commercial district shall also apply:

1) General Site Planning Principles. Good site planning shall result in an attractive, safe, and economically viable relationship between parking, signage, lighting, landscaping,

and the surrounding environment. Site plans shall minimize the effects of parking, feature high-quality landscaping, accommodate pedestrian movement where appropriate, and encourage connections to nearby properties.

- a. Proximity of Buildings to Roadways: Buildings shall be located as close to the front property line as possible to provide scale and interest to the auto and pedestrian environment. The majority of parking shall be located at the rear or side of the building.
- b. Relationship to Residential Properties: The facades of buildings which abut or are visible from residential neighborhoods shall use forms, materials, and details which are residential in nature and appearance. Service areas, parking lots, outdoor storage yards, and other similar features shall avoid facing residential neighborhoods.
- c. Access Management: Site plans involving curb cuts onto major roadways shall demonstrate an adherence to sound access management principles to promote efficient traffic flow and maintain a high level of safety for pedestrians and motorists. Curb cuts shall be shared whenever possible. Cross easements connecting to adjacent land shall be reserved where feasible.
- d. Landscaping. The space between the roadway and the front of the building shall be attractively landscaped with trees, flowering shrubs, stone walls, and/or other elements. Existing healthy trees and shrubs shall be preserved or transplanted to another area of the site wherever possible. A ten foot landscaped buffer between Route 1 and the property shall be maintained.

2) Circulation Planning. All development activities shall be characterized by safe, user-friendly, and efficient traffic flow. Access management principles shall be followed to reduce the number of curb cuts, provide a safer vehicular and pedestrian environment, encourage intra-parcel travel, and minimize the number of trips on roadways.

- a. Shared Access. Entrances to abutting commercial properties shall be combined to maximum extent possible.
- b. Traffic Calming. Traffic calming measures shall be included where appropriate to discourage speeding within the site and between abutting properties. Measures may include speed tables, on-street parking, raised crosswalks, vertical curbing, curvilinear road alignment, roadside plantings, neck-downs, curbed islands, and signage.

3) Parking Areas. Parking lots shall be designed to complement adjacent buildings, the site, and the commercial district without becoming a dominant visual element. Every effort

shall be made to reduce the scale of parking lots by minimizing the total amount of paved surface visible from the road.

a. Siting. Whenever possible, the majority of parking areas shall be located at the rear or sides of commercial buildings, except where parking would be located adjacent to a residential neighborhood, or when included as part of a multi-building site plan. Where land use conflicts occur, the lot shall be screened with evergreen trees, earth berms, fences, or shrubs.

b. Orientation. Parking lots shall be designed as part of the overall plan for the site, and coordinated with building entrances, lighting, and landscaping.

c. Shared Parking. Shared parking is strongly encouraged where appropriate, particularly where abutting land uses have differing hours of peak parking demand. Cross easements may be required to allow shared parking.

d. Snow Storage. Provisions shall be made for snow storage in the design of all parking areas. The areas shall be shown on the Site Plan to avoid conflicts with landscaping, visibility, drainage, or icing.

e. Buildings in the Existing Parking Lots. The development of smaller commercial buildings on out-parcels is strongly encouraged to break up the scale of large parking areas.

4) Service Areas. Service areas shall be integrated into the overall site plan. They shall be designed to meet the functional needs of the facility while minimizing any traffic or visual conflicts, audible noise, or smells.

a. Locations. All facilities for service, including waste collection and storage facilities, off-street loading and unloading areas, loading docks, storage facilities, dumpsters, fueling areas, and vehicle service and maintenance areas, shall be located at the side or rear of the principal building. Locations that face public roadways or abutting residential properties shall be avoided. Overhead doors or other vehicle entrances or exits shall not be located on any façade that faces a public street or residential neighborhood.

b. Design. Service areas shall be sized to fit the specific needs of the building and its intended operations. The smallest size needed to meet the building's requirements is encouraged.

c. Screening. Service areas shall be screened to minimize visibility from sensitive viewpoints such as public and private roadways, main entrances, abutting neighborhoods, public open spaces, and pathways. Service areas shall be screened with architectural elements such as walls or fences. Screening may be further enhanced with evergreen trees, shrubs, and earth berms.

- d. Service Access. Service areas shall be sited to accommodate the turning movements of vehicles used for trash pickup, deliveries, and similar functions without conflicting with other vehicles.
- e. Coordination. Before Town submittal, the applicant shall contact the representatives of utility companies, fuel suppliers, trash haulers, the fire department, and others who may have input into the design and siting of service areas and facilities.

DRAFT