

QUALIFYING FOR STATE INCENTIVES

Reference to State Action	STATE INCENTIVE	QUALIFYING ACTIONS
	<i>Proposed: Access to Gateway 1 project dollars “signing bonus”</i>	<ul style="list-style-type: none"> • Sign Gateway 1 Memorandum of Understanding
S1.3	Bonus prioritization points for highway reconstruction and transportation mobility projects; reduce local match requirement.	<p>The following actions to preserve and improve mobility:</p> <ul style="list-style-type: none"> • L1.1 Limit the number of new access points per mile • L1.2 Require new, non-residential development along state highways to provide shared vehicular access connections to abutting lots • L1.3 Require new highway-oriented development to incorporate frontage, service, and/or rear access roads • L1.7 Require new subdivisions -- residential and commercial – in designated growth areas to reserve rights-of-way to adjacent vacant lots for future connection <p>The following actions to create jobs and jobs-housing balance:</p> <ul style="list-style-type: none"> • L2.1 As part of Comprehensive Plans and implementing ordinance, designate well-defined core areas as the primary “growth areas” for jobs and mixed use (including housing) development. At the same time, reduce excessive commercial zoning along state highways to a reasonable level, with most inside the primary growth areas. • L2.3 Depending on the location of primary job and mixed-use growth areas, adopt floor area ratio (FAR) policies that enable FAR of at least 0.7 in downtown and at least 0.4 in cores on highway corridors outside of downtown • L2.4 Open most core areas to mixed-use development, including multi-family housing, at densities commensurate with existing and planned sewerage capacity • L2.6 Legalize accessory apartments <p>The following actions to conserve rural lands and wildlife habitat:</p> <ul style="list-style-type: none"> • L3.1 Develop and adopt a common Comprehensive Plan definition for rural areas across municipal boundaries • L3.2c Adopt residential development standards consistent with the definition of rural areas, and distinctly different (much lower density and/or use of conservation subdivisions) than
S4.2	Give priority attention to funding for new or expanded transit for communities that have made significant progress, individually or together, implementing measures described in L2 of this table.	
S4.3	Amend state law (Ch. 23, section 1807) to eliminate the requirement that a transit system has to have been operating for at least three years before receiving funds under the Transit Bonus Program, if communities, individually or together, have made significant progress toward implementing measures (such as are listed under Local Actions) that meet the intent of the 2008 STPA Rule,	

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		<p>standards that apply in designated growth areas.</p> <p>The following actions to preserve visual and community character:</p> <ul style="list-style-type: none"> • L5.1 Designate undeveloped or lightly developed, visually Distinctive and Noteworthy segments of Route 1 and 90 corridors as rural or limited growth areas in Comprehensive Plan <p>Sign Inter-Local Agreement establishing a unified Corridor entity (to be named)</p>
S1.5	Make Federal and state financial assistance available to municipalities for the construction of local interconnecting street system that relieves local trips on state arterials	<p>The actions indicated for S1.3 above, plus:</p> <p>The following actions to preserve and improve mobility:</p> <ul style="list-style-type: none"> • L1.8 Adopt an “official plan” (aka Official Road Plan) for future streets and open space networks in designated growth areas as part of a Comprehensive Plan • L1.6 The “official plan” should achieve a link-to-node ratio of more than 1.10
S1.6	Bonus points awarded in Transportation Enhancement Fund competitions for traffic calming projects in municipalities with adopted Official Plans	<p>The following actions to preserve and improve mobility:</p> <ul style="list-style-type: none"> • L1.4 Identify local and collector roads used as informal bypasses around Rt. 1 that, due to their residential nature, would benefit from traffic calming (speed humps, roundabouts, etc.); implement in consultation with local residents • L1.7 Require new subdivisions -- residential and commercial – in designated growth areas to reserve rights-of-way to adjacent vacant lots for future connection • L1.8 Adopt an “official plan” (aka Official Road Plan) for future streets and open space networks in designated growth areas as part of a Comprehensive Plan • L1.6 The “official plan” should achieve a link-to-node ratio of more than 1.10 • L1.9 Prepare a master sidewalk plan to cover designated growth areas (can be part of Official Road Plan)
S2.2	Municipalities whose land use ordinances encourage compact development, through allowed residential density and floor area ratio standards, are eligible for financial assistance to increase	<p>The following actions to create jobs and jobs-housing balance:</p> <ul style="list-style-type: none"> • L2.1 As part of Comprehensive Plans and implementing ordinance, designate well-defined core areas as the primary “growth areas” for jobs and mixed use (including housing) development. At the same time, reduce excessive commercial zoning along state highways to a reasonable level, with most inside the primary growth areas. • L2.3 Depending on the location of primary job and mixed-use growth areas, adopt floor area

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	<p>public or quasi-public wastewater capacity</p>	<p>ratio (FAR) policies that enable FAR of at least 0.7 in downtown and at least 0.4 in cores on highway corridors outside of downtown</p> <ul style="list-style-type: none"> • L2.4 Open most core areas to mixed-use development, including multi-family housing, at densities commensurate with existing and planned sewerage capacity • L2.6 Legalize accessory apartments <p>The following actions to conserve rural lands and wildlife habitat:</p> <ul style="list-style-type: none"> • L3.1 Develop and adopt a common Comprehensive Plan definition for rural areas across municipal boundaries • L3.2c Adopt residential development standards consistent with the definition of rural areas, and distinctly different (much lower density and/or use of conservation subdivisions) than standards that apply in designated growth areas.
<p>S2.3</p>	<p>Sponsor a pilot, mixed-use master planning and implementation program for designated core areas, with financial assistance to municipalities that have identified appropriate core areas with the intention of providing enhanced passenger and freight transportation by alternative modes</p>	<p>The actions indicated for S1.3 above, plus:</p> <ul style="list-style-type: none"> • L2.9 Adopt a strategy in the municipality’s Comprehensive Plan to prepare a mixed-use master plan for a clearly identified core area, backed by a capital improvement program to extend infrastructure, provision for appropriate transit and/or alternative freight modes, and a private-public partnership to implement
<p>S3.1</p>	<p>Support local/regional Transfer or Purchase of Trip Rights program by (a) capitalizing the program with a no-interest loan and (b) reducing or eliminating other mitigation requirements for projects in the municipality needing a state Traffic Movement Permit</p>	<p>The actions indicated for S1.3 above, plus:</p> <ul style="list-style-type: none"> • L2.8 Enact local or participate in regional Purchase-and-Transfer of Trip Rights program customized to the Mid-Coast region, with coverage at least 0.5-mile deep either side of state arterial and major collector roads. Under the program, state highway corridors will be divided into well defined downtowns, primary commercial/industrial growth areas outside of downtowns, transitional segments that may be needed for commercial/industrial development within 10 to 20 years, and rural segments