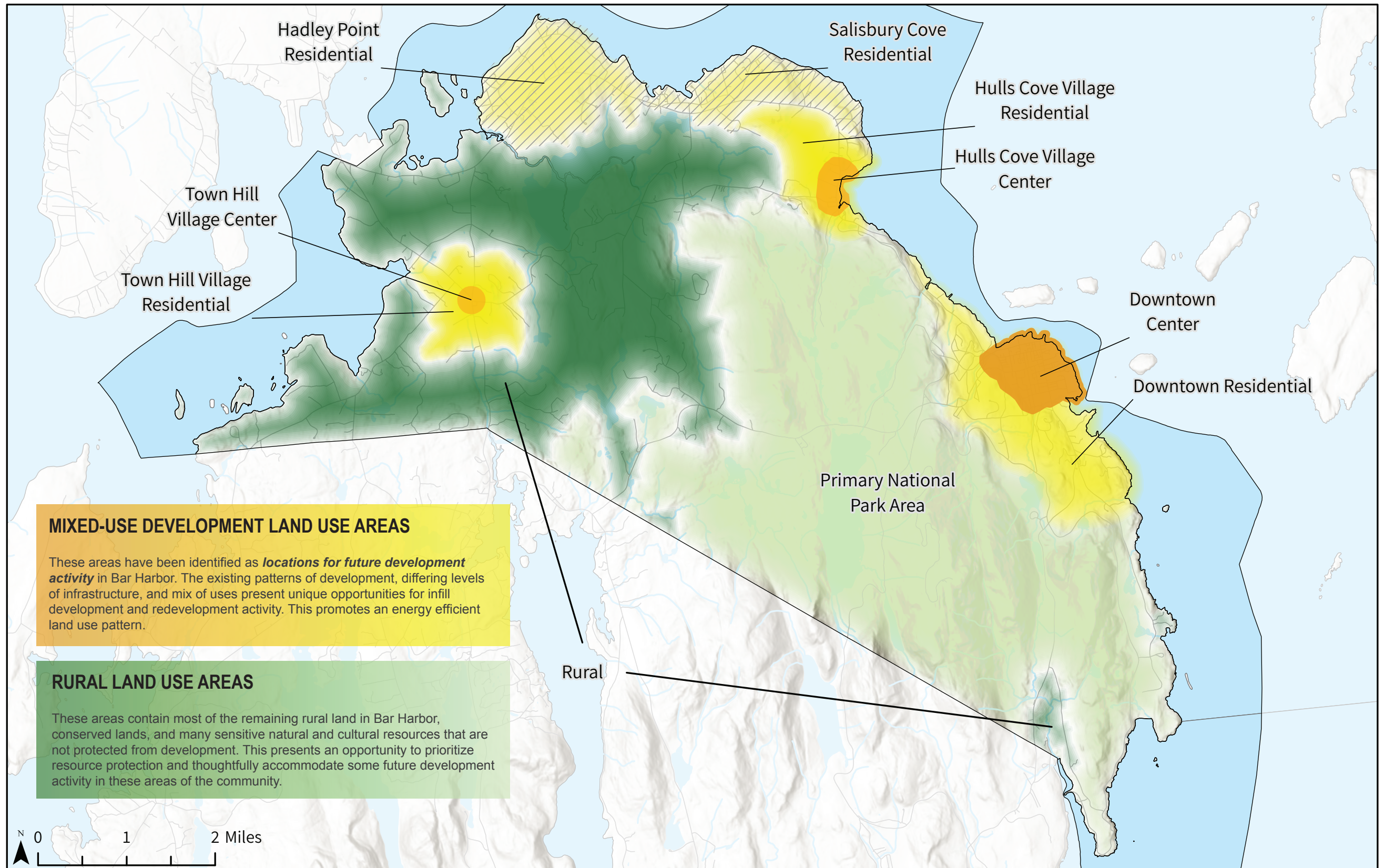


# Bar Harbor 2035: DRAFT Future Land Use Strategy Option #2



**MIXED-USE DEVELOPMENT LAND USE AREAS**

These areas have been identified as *locations for future development activity* in Bar Harbor. The existing patterns of development, differing levels of infrastructure, and mix of uses present unique opportunities for infill development and redevelopment activity. This promotes an energy efficient land use pattern.

**RURAL LAND USE AREAS**

These areas contain most of the remaining rural land in Bar Harbor, conserved lands, and many sensitive natural and cultural resources that are not protected from development. This presents an opportunity to prioritize resource protection and thoughtfully accommodate some future development activity in these areas of the community.

## FUTURE LAND USE AREAS

BAR HARBOR

DRAFT #2

- Bar Harbor Town Boundary
- Road
- Tributary
- Waterbody/Coastal Waters

- Mixed-Use Development Land Use Areas**
- Downtown Center
  - Hulls Cove Village Center
  - Town Hill Village Center
  - Primary Residential Area
  - Potential Additional Residential Area

- Rural Land Use Areas**
- Rural
  - Primary National Park Area

Data Sources: Town of Bar Harbor, Maine GeoLibrary.  
 Coordinate System: NAD 1983 UTM Zone 19N  
 Created: M. Kelly-Boyd  
 FB Environmental  
 2023





# Bar Harbor 2035: **DRAFT** Future Land Use Strategy **Option #2**

The purpose of the Future Land Use Strategy of the Comprehensive Plan is to provide a broad spatial overview of how land use, new development, infrastructure investment, and resource protection will be guided over the next 10 to 20 years to achieve Bar Harbor's vision of the future. Two Future Land Use Strategies have been drafted and were informed by public input and careful analysis of the community. This information was then discussed and refined in a series of Comprehensive Plan Committee work sessions, and is now being shared with the public to solicit additional feedback and suggestions.

The proposed Future Land Use Strategies are an effort to **minimize the fragmentation of the remaining undeveloped rural areas**, and to **focus future development near existing developed areas and municipal services** as much as possible. This is an effort to reduce the potential for **suburban sprawl**, and to ensure that future growth **contributes** to the community and does **not detract** from the community. The desire is for the rural areas to be easily identifiable from the mixed-use development areas.

Scan the QR Code  
to submit your  
feedback on the  
Draft Future Land  
Use Strategy  
Option #2!



## DOWNTOWN CENTER AND DOWNTOWN RESIDENTIAL

- The Downtown will remain vibrant and accommodate the greatest mixture of people, land uses, and activities in Bar Harbor.
- The Downtown includes a mixed-use core that is surrounded by and entwined with residential neighborhoods. It is a walkable blend of neighborhoods, commercial activity, public parks, institutional land uses, and some concentrations of seasonal tourism-based activity.
- The Downtown is served by municipal water and sewer infrastructure and presents opportunities for increasing density through new and infill development, and redevelopment activity. However, these opportunities are not unlimited and will need to be focused and guided appropriately.
- In these areas of the Downtown, a range of housing options should be enabled, promoted, and incentivized through the land use regulations. Infill housing and added density in residential areas of downtown should be developed in a manner that is compatible with existing development characteristics in each neighborhood.
- The Downtown Residential Area surrounding the mixed-use core is less dense overall and includes The Jackson Laboratory campus, some open space and undeveloped land, municipal land, and a variety of commercial uses.
- As future development takes place, protection of open space resources that exist in the Downtown Center and Downtown Residential Area should also be prioritized. Additionally, the town should work to protect the natural features and green connections that extend into or throughout the Downtown core.
- As development activity continues in the Downtown, there will also be a need to address the parking and traffic congestion problems. Investments that enhance the safety and accessibility of biking and walking in the Downtown and expand the public transit options will need to be prioritized.
- The protection and enhancement of the Downtown's historic and unique character is important, and efforts should be made to complement the aesthetic qualities of new development.
- As land use policies are revised or created in this coastal area of the community, efforts should also be made to prioritize climate resilience, energy efficiency, and sustainability as density increases.

## HULLS COVE VILLAGE CENTER AND VILLAGE RESIDENTIAL

- The Hulls Cove Village Center has some water and sewer infrastructure in place, and has been identified as an area for continued mixed use development and redevelopment activity.
- The core of this area will be designated for a mix of residential development and small-scale commercial uses at a density that is less than the Downtown.
- Regulations and infrastructure investments for this area should prioritize climate resilience, energy efficiency, and sustainability as density increases.
- The Hulls Cove Residential Area is less dense overall and would benefit from pedestrian and bicycle connections to the center.
- The proposed density is intended to efficiently use the available land, and increase the walkability and bikeability of the area.
- Efforts will be made to continue to improve bicycle, pedestrian, and transit connections between Hulls Cove and the Downtown.

## TOWN HILL VILLAGE CENTER AND VILLAGE RESIDENTIAL

- This area includes the Town Hill Village which has a center composed of small-scale commercial activity, residential development, and institutional land uses.
- While Town Hill is identified as a future growth area and there are opportunities to increase development activity it will be at a lower density than the Hulls Cove Village Center.
- The lower density envisioned for this area is because there is currently no water and sewer infrastructure available. Without this infrastructure, growth will continue to be accommodated through individual and shared well and septic systems.
- Increasing pedestrian safety, walkability, parking, and traffic calming in the core of this area is a priority.
- The Town Hill Village Residential Area includes lower density residential development surrounding the village that would also benefit from pedestrian and bicycle connections to the center.

## HADLEY POINT AND SALISBURY COVE

- Hadley Point and Salisbury Cove have been identified as potential additional residential development areas.
- Both areas are primarily residential and have frontage along Route 3, but also contain a series of internal roadways that could support new residential development.
- The lower density envisioned for these areas is due to the lack of water and sewer infrastructure. Without this infrastructure, growth will continue to be accommodated through individual and shared well and septic systems.
- As residential development increases these areas would benefit from improved pedestrian and bicycle infrastructure.
- Over time the residential development in these areas may be able to support some small-scale commercial activity.

## RURAL

- Routes 3 and 102 pass through the Rural area, and provide access to some low density residential and commercial uses and a network of protected lands, natural resources, and cultural resources.
- Carefully crafted performance standards should be adopted to protect these sensitive natural and cultural resources including the unique visual character, agricultural and forest lands, ecological areas, etc.
- The use of appropriate land use control tools and performance standards should guide future development activity in ways that also protect these important shared resources.
- Encourage the clustering of new development and the protection of adjacent sensitive resources.
- To avoid a sprawl pattern of development, access management policies and strategies should be adopted to coordinate vehicle access to developed areas along major roadways.