

MACHIASPORT COMPREHENSIVE PLAN UPDATE 2009



Prepared by the Machiasport Comprehensive Plan Update Committee

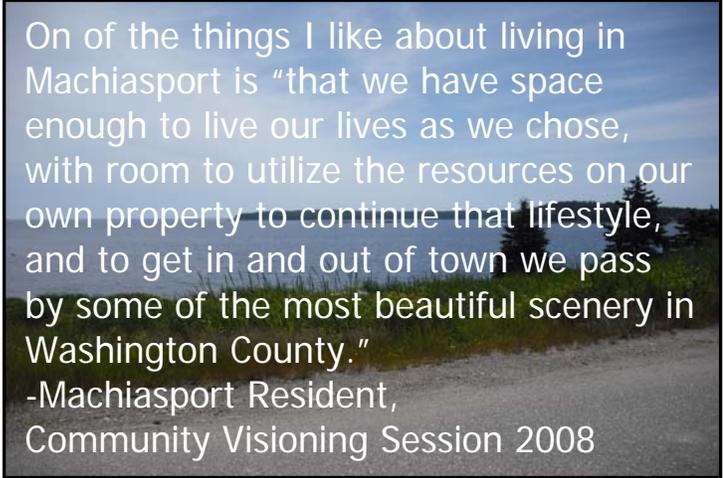
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On of the things I like about living in Machiasport is "that we have space enough to live our lives as we chose, with room to utilize the resources on our own property to continue that lifestyle, and to get in and out of town we pass by some of the most beautiful scenery in Washington County."

-Machiasport Resident,
Community Visioning Session 2008

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A. INTRODUCTION

Overview of Comprehensive Planning

The goal of municipal comprehensive planning is to protect home rule, promote the types of development that residents want, preserve the resources that residents value, support the local economy, and suggest cost savings for municipal facilities and services. This comprehensive plan was developed through the efforts of Machiasport residents. It brings together information from federal, state and local sources (including the Machiasport Maritime Plan) and presents suggestions for the town to consider based on the existing inventory of resources and trends in local and regional development.

A comprehensive plan is not an ordinance; its suggestions are advisory and non-binding. Any ordinances the town would like residents to consider must be voted on separately.

This plan is a vision and goal for the town to help plan for the future. The Comprehensive Plan Committee feels that the policies and goals outlined in the Comprehensive Plan will encourage development in Machiasport that is consistent with the nature of our rural community. However, the town is not obligated to implement any of the policies listed in the plan. Any ordinances that are developed will not take effect until voted on by the townspeople at a Town Meeting. The Comprehensive Plan includes goals and objectives. It is not a law. The only constraint with respect to a future zoning ordinance is that it must be consistent with the plan (not including shoreland zoning). That does not mean that the town must enact zoning. It only means that if the town enacts zoning in the future it must be consistent with the plan.

This Comprehensive Plan is the product of many hours with a diverse group of individuals. The Comprehensive Plan Committee is composed of a cross section of Machiasport's population. It includes small business owners, town officials and interested citizens. In developing the plan, the committee and consultant received assistance and input from various town committees, the Fire Department, school official and the public at large. The Committee wishes to express their appreciation for this assistance.

Organization of the Comprehensive Plan

The Town of Machiasport's Comprehensive Plan is divided into 11 chapters each addressing a specific subject. A summary of each chapter is included below. For each chapter, the Comprehensive Plan recommends goals that are consistent with Machiasport's Community Vision Statement, existing town and state policies, and responses to the community survey. These recommended policies and strategies are included at the end of each chapter. A complete list of goals, policies and strategies recommended by the Comprehensive Plan Committee is included as *Appendix F. Plan Implementation*.

HISTORY AND CULTURE

Machiasport is defined by its maritime setting and heritage. On its shores are etched records of early contact of Native Americans and European explorers. In addition, Machias Bay saw the first naval engagement of the American Revolution. Its many miles of coastline (82 miles) provided an abundant herring fishery and continue to provide many points of access for commercial fishermen. Historic farms and a fort are still present as is the Libby Island Lighthouse which continues to guide ships in dangerous waters that cover dozens of shipwrecks.

Chapter B. History and Culture documents the status of historic and culture resource in Machiasport. Maritime culture and related resources are particularly prominent in the history and culture of Machiasport. This chapter provides policies for the protection of important historic and cultural resource with a focus on maritime resources.

Goal: Machiasport will preserve the cultural, historic and archeological resources of its maritime heritage for future generations.

POPULATION

The year round population in Machiasport was 1160 in 2000, a decrease of 0.5% since 1990. Overall, Machiasport's population has remained stable since 1980. The State Planning Office anticipates that Machiasport will experience little or no population growth over the next ten to 15 years. The total projected year-round population for Machiasport by 2020 is 1131. If present trends continue, the expected decline in year-round population will be off-set by an expected increase in the number (and percent) of seasonal summer residents. The town estimates that the seasonal population may equal for 50% to 60% of the year-round population by 2020. Machiasport also saw an increase in the number of household during the 1990's, despite declining population. If current trends continue, Machiasport can expect more than the 40 additional year-round households by 2020.

Median household income in Machiasport is lower than the state average, but higher than in Washington County and many surrounding communities. Machiasport saw rapid growth in median household income during the 1980's, followed by less robust growth in median household income during the 1990's. There is now a lower percentage of very low income earnings (those earning less than \$15,000) than in Washington County as whole; but greater than the statewide average. At the same time, Machiasport has a significantly lower percent of households earning more than \$50,000. This income distribution is indicative of a population composed largely of working class families; and speaks to demand for workforce housing in Machiasport. *Chapter C. Population* provides relevant statistics on Machiasport current population and populations projections over the planning period.

Goal: Machiasport will use complete and current information about its population when making administrative and policy decisions.

PUBLIC FACILITIES, RECREATION AND PUBLIC SERVICES

Municipally owned facilities in Machiasport include the Fire Station and Town Office, Liberty Hall, Buck Harbor Municipal Pier, the Post Office Building, the Town Garage and Fort O'Brien School. Overall, town-owned facilities are in good condition. There is a generally high level of satisfaction with town facilities and services. Since the previous comprehensive plan, the Town has made significant public investment in the Machiasport Volunteer Fire Department, the Buck Harbor Municipal Pier and exterior renovation of Liberty Hall. The Town anticipates completion of interior renovations within 5 years. Limited opportunities for outdoor continue to be an issue in Machiasport.

Anticipated capital investments include completion of renovations at Liberty Hall, maintenance and upgrade to Bucks Harbor Municipal Pier, an expansion of the existing Town Office space, acquisition of a new brush truck for the Fire Department, development of a community recreation area near the Town Hall, and investments in roads and transportation infrastructure (see *Chapter H. Transportation*). Grant funding is available to assist with many of these investment. Budgetary information is presented in *Chapter J. Fiscal Capacity*. The locations of key public facilities are shown on *Maps 2: Public Facilities*.

Goal: Machiasport will plan for, finance and maintain an efficient system of public facilities and services to accommodate current and projected needs through the development, adaptation and implementation of a capital improvement program.

Goal: Machiasport will seek to make available a wide range of outdoor recreational opportunities for all citizens, including access to public waters.

NATURAL RESOURCES

The most significant natural resources in Machiasport are marine resources, which are basis of the local economy. Machiasport extensive tidal flats and clean marine waters yield an abundance of inter tidal, marine and avian life. Extensive mud flats support clam flats and sea worms as well as wading waterfowl and shorebirds. Machiasport has many critical natural resources, most significantly wildlife habitat. Bald eagle and various shore bird and migrant bird species are found throughout the town. The Machias River and East Machias River, both of which flow through the north part of Machiasport, are rated as high value for their fresh water fisheries and among only a handful of rivers supporting Atlantic salmon young in the United States.

Surface waters in Machiasport are a number of rivers and streams. There are no great ponds (lakes) in Machiasport. Overall, the water quality in Machiasport's surface waters is high; but issues with water quality have been identified in the aquifer near Howard's Mountain. The Town continues to work with affected property owners and the Army Corp of Engineers to identify a solution.

Information on natural resources is necessary to protect environmentally sensitive areas, and to identify opportunities and constraints for development. The natural resources of

our town contribute greatly to our quality of life. They provide open space, habitat, and recreational opportunities such as fishing, boating, ATV, horse back riding, snowmobiling, hunting, canoeing, hiking, and cross-country skiing; and are the basis of our natural resources based economy. Overall, existing regulations of critical natural resources are felt to be adequate. *Chapter E. Natural Resources* provides information on water resources, farm and forestry lands, and critical natural resources in Machiasport and establishes policies for their protection.

Goal: Machiasport will safeguard its forest resources from development which threatens those resources and preserve marginal open space whenever possible.

Goal: Machiasport will protect the quality and manage the quantity of the Town's water resources, watersheds and the Larabee Heath.

Goal: Machiasport will pursue the clean-up of the Howard Mountain water contamination and/or a suitable source of potable water for affected residents.

Goal: Machiasport will protect the Town's other critical natural resources including wildlife, offshore islands, scenic vistas, and other unique natural areas.

EMPLOYMENT AND ECONOMY

Machiasport is a rural town with a heavy dependence upon the ocean and other natural resources. The majority of businesses in town rely upon these resources or upon the two major employers, the Down East Correctional Facility and Atlantic Salmon of Maine. Nearly one in six workers are employed directly in natural resources industries. Education, healthcare and public administration (most located in neighboring Machias) also play an important role with nearly one in three worker finding employment in this sector.

Available statistic on employments, wages, and poverty describe a local workforce dominated by working class families. The nature of Machiasport's economy and its heavy reliance on natural resource-based industries also speaks to the important of home-based business and the informal economy. Efforts at local economic development should seek to build on relationships with surrounding communities; and should focus on job creation consistent with Machiasport rural character.

Infrastructure – and in particular the condition of Route 92 – is a significant issue for business development and development of retail and tourism-related businesses in Machiasport. The Town should work MDOT to seek roadway improvements as outline in *Chapter I. Transportation*. Machiasport should also work with private investors to seek development of a marina facility in Machiasport village and redevelopment of under-utilized public facilities as appropriate and in a manner consistent with the Town's Community Vision.

Goal: Machiasport will promote an economic climate that increases the number of jobs available locally.

MARINE RESOURCES

Chapter G. Marine Resources summarizes and reproduces findings from the Machiasport Maritime Plan. The importance of commercial fisheries to Machiasport cannot be overestimated. Protecting public shore and water access and maintaining a healthy balance of the industry and natural beauty is crucial especially in light of the rate of coastal development. Machiasport currently offers protection to its maritime natural resources with locally adopted shoreland zoning regulations, land use and subdivision regulations. *Machiasport Maritime Plan* recommends reviewing the existing marine districts to ensure that they protect the rights of marine and commercial marine related activities while accommodating some residential development. The town will seek to ensure that traditional use of lands and access to water are protected as development pressures increase over the planning period. Ordinances will be updated to be consistent with the minimum requirements of state and federal regulations as is mandated.

Goal: Machiasport will preserve for future generations the marine resources that are vital to Town ecology, support local fisheries, and contribute significantly to the Town's heritage and quality of life.

HOUSING

Affordable housing is defined as not costing more than 30% of household income. The data reviewed suggest that affordable housing generally available for moderate and low income residents in Machiasport.

Existing land use ordinances do not impose significant costs on the cost of building homes and the majority of people live in owner-occupied single-family housing. The desire for vacation homes on waterfront properties by non-residents has raised the value, and assessment, of many properties in town. There is a range of new housing in town, with mobile or manufactured homes often utilized. The percentage of homes owned by those in the workforce is likely to decline further while the percentage of homes owned by retirees - both those from away and natives - will increase. Significant housing issues in Machiasport include the prevalence of older housing units within the town's housing stock.

Goal: Machiasport will encourage and promote affordable, decent housing opportunities for its residents.

TRANSPORTATION

Machiasport has 24 miles of roadway, made up of 12 miles of state roads, and 12 miles of local roads. Most of Machiasport's local road are in fair condition or better. Due to the pattern of development, Machiasport has a relatively largely number of culverts; the Town anticipates that a significant proportion will need to be replaced over the planning period. Machiasport should start budgeting now for the cost of these replacements. Guard rails on a section of the East Side Road are also need to improve safety.

The major traffic flows in Machiasport, though are found state roads (Route 92 and Route 191). In general, the condition of state road in Machiasport (and in particular Route 92) is poor. The Town has identified five locations where roadways improvements are needed to enhance safety. Bike and pedestrian facilities, transit services and public parking facilities in Machiasport are currently limited or non-existent.

There are no known environmental concerns associates with the operation of transportation facilities in Machiasport; however, there are several identified community issues associated with multiple roadways uses of Route 92 as it passes through Machiasport village. The Town has identified an existing public right way that could accommodate an extension of the Old County Road. This proposed transportation improvement would by-pass Machiasport village, eliminating two sharp corners and enhance freight access to Buck Harbor. The Town should work with MDOT to see if the proposed extension may serve as a re-alignment for the portion of Route 92 passing through the village. This investment represents a strategic opportunity for transportation improvement that will also serve other community goals as expressed in the *Community Vision Statement* and *Future Land Use Plan*.

***Goal:** Machiasport will encourage, promote and develop efficient and safe transportation facilities that will accommodate our town's anticipated growth and economic development.*

FISCAL CAPACITY

Between 2003 and 2007, municipal general fund revenues and expenditures increased from \$1,189,635 to \$2,081,579. During that time, education showed the greatest dollar expenditure increase, an increase of over \$700,000, followed by Highway expenditure which grew by more than \$260,000 in the same period. Over all, expenditure grew by 100% over this period. In contrast to the increase in expenditures, property tax revenue only increased 26% percent between 2002 and 2006. The remainder was made up by an increase in intergovernmental revenue (from \$174,000 in 2003 to \$844,000 in 2007); and by the Town's ability to draw on municipal reserves.

Capital investment in Machiasport are financed through general taxation, borrowing and by pursuing state and federal grants. The town has established several reserve accounts in anticipation of capital investment. The Capital Investment Plan summarizes anticipated capital expenses over the planning period.

***Goal:** Machiasport will plan for, finance and develop an efficient system of public facilities and services to accommodate anticipated growth and economic development.*

LAND USE

The Town has undergone limited increased residential growth in outlying areas over the past twenty years, primarily along the shore. Limited commercial growth has, for the most part, occurred in and near Bucks Harbor.

The Town has made some efforts to place some control on unrestricted development through compliance with the State mandated subdivision law and Shoreland Zoning Ordinance. Some changes in local land use regulations will be necessary to address concerns raised in this comprehensive plan and any new state requirements. This chapter outlines a future land plan for Machiasport that will encourage development consistent with Machiasport's rural character.

Goal: To encourage orderly growth and development in appropriate areas of Machiasport while protecting the Town's character, making efficient use of public services and preventing development of sprawl.

APPENDICES**Appendix A. SELF ASSESSMENT CHECKLIST**

The Self-Assessment Checklist is submitted to the State Planning Office as an Appendix to the Comprehensive Plan for the Town of Machiasport in accordance with Chapter 208: Comprehensive Plan Review Criteria Rule. Explanations are provided in the space provide for elements that have been determined by the community to be not applicable.

Appendix B. EXEC. SUMMARY OF THE MACHIASPORT COMP. PLAN, 1996

This appendix reproduces the Executive Summary form the 1996 Machiasport Comprehensive Plan. A full copy of the plan is on file in the Town Office.

Appendix C. COMMUNITY VISION STATEMENT

The Community Vision Statement summarizes Machiasport's desired future community character in terms of economic development, natural and cultural resource conservation, transportation systems, land use patterns and its role in the region. The Community Vision Statement was developed at a public meeting held in January 2009 and attended by Machiasport residents. The Community Vision of Machiasport in 2025 describes a community where neighbors continue to know each other and family friendships often go back generations; where fisheries and seafood processing continue to be a valued part of the Town's heritage and the economy. And where growth occurs in a manner consistent with Machiasport overall rural character, as well as the unique attributes of Machiasport several villages and hamlets.

Appendix D. PUBLIC PARTICIPATION SUMMARY

This appendix summarizes the public participation process used by the Machiasport Comprehensive Plan Committee to solicit public participation in developing the Comprehensive Plan pursuant to 30-A MRSA §4324. The public participation process included regularly schedule public meetings, coordination of the marine resource chapter

with the Harbor Management Committee, a public Visioning Session and a public opinion survey.

Appendix E. COMMUNITY SURVEY RESPONSES

This appendix compiles the results of the public opinions survey distributed to Machiasport residents in the January 2009. Surveys were mailed to Machiasport residents from a list that combined registered voters and property owners; additional copies of the survey were made available at the Town Office. The survey was also made available online through the Washington County Council of Governments' website. The Comprehensive Plan Committee received 80 responses (a response rate of approximately 20%). All of the responses are reproduced in this appendix.

Appendix F. PLAN IMPLEMENTATION

This appendix brings together the all of the recommended goals, policies and strategies included in the Comprehensive Plan. It prioritizes how each implementation strategies will be carried out and identifies the responsible party.

Appendix G. EVALUATION MEASURES

This appendix established evaluation measures that describe how the Town of Machiasport will periodically (at least every five years) evaluate the following:

- A. The degree to which future land use plan strategies have been implemented;
- B. Percent of municipal growth-related capital investments in growth areas;
- C. Location and amount of new development in relation to community's designated growth areas, rural areas, and critical resource areas
- D. Amount of critical resource areas protected through acquisition, easements, or other measures.

Appendix H. REGIONAL COORDINATION PROGRAM

As a rural community, community life in Machiasport both affects and is affected by what happens in neighboring communities where Machiasport residents shop, play and find employment. In addition Machiasport shares responsibility for management of natural resources, including rivers and bays with neighboring communities.

The Town of Machiasport actively coordinates with neighboring communities on a broad range of issues. This appendix summarized regional coordination efforts undertaken by the Town of Machiasport for shared resources and facilities, including but not limited to lakes, rivers, aquifers, and transportation facilities; and reproduces recommended policies and strategies for continue regional coordination from relevant sections of the Comprehensive Plan.

Appendix I. COLLISIONS, 1996 – 2006

The appendix includes a series of maps that graphically represent the locations of automotive collisions by category that occurred in Machiasport between as 1996 and 2006, as reported to the Maine Department of Transportation.

LIST OF MAPS

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Map 11: <i>Proposed Land Use</i>	<i>After Chapter K. Land Use</i>

Map Disclaimer:

The information used to create the maps in this Comprehensive Plan has been derived from multiple sources. The map products as provided are for reference and planning purposes only and are not to be construed as legal documents or survey instruments. WCCOG provides this information with the understanding that it is not guaranteed to be accurate, correct or complete; that it is subject to revision; and conclusions drawn from such information are the responsibility of the user. Any user of the maps accept same AS IS, WITH ALL FAULTS, and assumes all responsibility for the use thereof, and further agrees to hold WCCOG harmless from and against any damage, loss, or liability arising from any use of the maps.

B. HISTORY & CULTURE

The purpose of this section is to:

1. Outline the history of the Town of Machiasport;
2. Identify and profile the historic, archaeological, and cultural resources of Machiasport in terms of their type and significance;
3. Assess current and future threats to the existence and integrity of those resources;
4. Assess the effectiveness of existing measures to protect and preserve those resources. Particular emphasis is placed on preserving historic and cultural resources along the shoreline as coastal development increases.

FINDINGS

Machiasport is defined by its maritime setting and heritage. On its shores are etched records of early contact of Native Americans and European explorers. In addition, Machias Bay saw the first naval engagement of the American Revolution. Its many miles of coastline (82 miles) provided an abundant herring fishery and continue to provide many points of access for commercial fishermen. Historic farms and a fort are still present as is the Libby Island Lighthouse which continues to guide ships in dangerous waters that cover dozens of shipwrecks.

This chapter documents the status of historic and culture resource in Machiasport. Maritime culture and related resources are particularly prominent in the history and culture of Machiasport. This chapter provides policies for the protection of important historic and cultural resource with a focus on maritime resources.

BRIEF SUMMARY OF MACHIASPORT'S HISTORY

Machiasport, once part of the town of Machias, attracted the attention of explorers and traders as a valuable port at an early date. Before the Pilgrims landed at Plymouth there were French and English trading posts on Cross Island (in neighboring Cutler) as well as Birch Point. Evidence of Native American settlement is also found in Holmes Bay.

Settlement occurred after extensive fires in western Maine in the 1760s forced families to seek out hay and timber lands. Fort O'Brien (see *Map 2: Public Facilities*) was built after the capture of the British ship, "Margaretta". Originally named Fort Machias, Fort O'Brien was upgraded by Massachusetts in 1777 and taken over by Congress in 1781. The Fort was attacked in 1814 by the British and abandoned. It was activated again in 1863 at the height of the Civil War and refortified. It is now a State Park on a prominent earthwork overlooking the Machias River.

Machiasport prospered with an open-water port year round in Bucks Harbor. By 1800 the Port Village included the families of Matthias Tobey, Nathaniel Phinney, Benjamin

Berry, John Sanborn, and William Sanborn. The Larrabees and Pettigrews settled Larrabee’s Cove, the Cobaths and Libbys were in Bucks Harbor and the Bryants and Millers settled Little Kennebec. Bucks Harbor was probably named for Captain Thomas Buck of Plymouth, Massachusetts, who carried the first settlers to Machias in 1763. Machiasport separated from Machias and incorporated as a town in 1826.

An early mill and shipbuilding site is located in the East Kennebec part of Machiasport on land owned in 1817 by William Holloway and now known as the Dodge place. There was another shipyard, known as the Charles Ingalls yard, in what is presently the Otto Kurz boatyard south of The Slip/Gates House. Smoked herring/sardine factories were located in several coves and islands in Machiasport and are no longer present.

The Gates House, built on the slope of a hill on the edge of the Machias River, is on the National Register of Historic Places and was named after Nathan Gates, a trader who brought the house, barn, store and wharves to their current location via the Machiasport-Whitneyville Railroad.

The population of Machiasport peaked in the 1880s, as occurred elsewhere in Washington County, at the height of an economy based on timber, fisheries and shipbuilding. As rail replaced ships as a primary means of transportation corridors of commerce went inland along with many residents of maritime communities.

Table B-1 MACHIASPORT POPULATION

Year	Population	Year	Population
2000	1160	1890	1437
1990	1166	1880	1531
1980	1108	1870	1526
1970	870	1860	1502
1960	980	1850	1266
1950	781	1840	834
1940	818	1830	688
1930	851	1820	p/o Machias
1920	1117	1810	p/o Machias
1910	1218	1800	p/o Machias
1900	1218	1790	p/o Machias

Source: US Census

Machiasport retains an indelible feature of the Maine Coast in the now automated (unmanned) Libby Island Lighthouse. Listed on the National Register of Historic Places, the Libby Island Lighthouse is all that remains of a complex of buildings that housed generations of lighthouse keepers families. The record of this historic landmark is beautifully recalled in a 1987 book by former Machiasport resident Philmore B. Wass, *Lighthouse in My Life*¹. Hervey Wass, Philmore’s father was lighthouse keeper on Libby Island from 1919 to 1940 and the book brings a now gone way of life vividly back.

¹ Philmore B. Wass. 1987. *Lighthouse in my Life – The Story of a Maine Lightkeeper’s Family*. Capital City Press, Montpelier, Vermont.

Over the course of the 20th century, fisheries change. Clamming, which has been an important economic activity for over century, continues to be important to the local economy. But, lobster has largely replace herring as the dominant commercial species. Historic weirs (last documented in 1990) that were used in the past to catch herring are no longer active. More recent aquaculture has started to play an active role. On the land side, Machiasport once has numerous saltwater farms. Over time, many have been abandoned or gone out of business. But at least four farms currently operate in Machiasport.

Historic Buildings and Places

The Maine Historic Preservation Commission maintains an inventory of important sites including buildings or sites on the National Registry of Historic Places (NRHP). They record four such listings (three already referenced above) for the town including:

- Fort O'Brien
- The Gates House
- Liberty Hall
- Libby Islands Light Station

Fort O'Brien was built after the capture of the British ship “Margaretta” in fear of British retaliation. Originally named Fort Machias, the fort was upgraded and renamed Fort O'Brien by Massachusetts in 1777. The Continental Congress took over control of the structure in 1781. Fort O'Brien suffered no further attacks during the Revolutionary War. It was next returned to active service during the War of 1812. In 1814, Fort O'Brien was captured by 900 British regulars, who removed the fort's guns and burned the barracks. Fort O'Brien once again activated (for a final time) during the Civil War when an entirely new battery was constructed just south of the 18th century fortifications. Fort O'Brien, which is now a State Historic Site under the management of the Bureau of Parks and Lands, is also listed as an archaeological site.



Fort O'Brien State Historic Site overlooks Machias Bay & the location of the first naval engagement of the American Revolution.
Photo: WCCOG

The Gates House, “so named, after the 1813 sale of Zebadee Mayhew’s house, barn, store and wharves at public auction to Nathan Gates,” according to the 1994 comprehensive plan. “From the mid-nineteenth century, the wharves were the final stop on the Machiasport-Whitneyville Railroad. The narrow-gauge wooden railed railroad was one of the first in the state. The basement facing the river was always used as a store or

trading port. The house remained in the Gates family until 1929.” The Gates House currently belongs to the Machiasport Historical Society and is open seasonally to the public.

Liberty (Town) Hall was designed and built by Andrew R. Gilson of Machias in 1873. This large two-story clapboard structure with a central square tower is an excellent example of the Italianate style of architecture. Liberty Hall was used as the town office for many years. The structure, which had suffered from neglected over the years, is undergoing major renovation funded in part through a Community Development Block



Renovations are underway way to restore Liberty Hall, One of four structures in Machiasport listed on the National Register of Historic Places.

Photo: Campaign to Save Liberty Hall

Grant. The Town anticipates that Liberty Hall will once again serve as a community center when the renovations are complete (within two to five years).

Libby Island Light Station was ordered built in 1822 by President James Monroe. Located on the Island’s side, it marks the entrance to Machias Bay. A 34’ x 36’ wood frame structure was built in 1824 and improved in 1949. The tower was built in 1848 of granite, in a conical design, a 42’ white beacon that has remained basically unaltered to this day. A number of other outbuildings were also constructed, but none survive. According to old journals at the station there were 35 wrecks from 1856 to 1902. Out of this number only 15 lives were lost owing to the efficient work and valor of the light keepers at the station. The property is currently owned by the US Coast Guard and public access is restricted.

MHPC indicates that a comprehensive survey of Machiasport’s above-ground historic resources needs to be conducted to identify those properties which may be eligible for nomination to the National Register for Historic Places.

Other historic structures

Locally significant historic buildings and sites located in Machiasport include some late 18th and early 19th century homes, a number of homes built by ship captains, two historic schoolhouses (Starboard Schoolhouse and Machiasport School House), and two historic churches. Machiasport’s historic churches, in particular, add definition to the historic pattern of development in Machiasport characterized by multiple small villages and hamlets along the coasts of Machias Bay.

Machiasport Congregational Church is a Federal style church built in 1828. The Church is actively used and is in good condition. Many prominent residents of Machiasport are buried in the historic cemetery located next to the Machiasport



Machiasport Congregational Church is one of several locally significant historic churches in Machiasport that define Machiasport's historic villages and hamlets.

Photo: WCCOG

Congregational Church, parts of which are suffering the effects of erosion.

Larabee Baptist Church was built between 1874 and 1880. The Church is active and its facilities are in excellent condition.

Machiasport Baptist Church, known as “the church across the river,” was located on the East Side of Machiasport. It was built in 1823-4 and was one of the earliest existing churches in the Machias area.

Unfortunately, since the last Comprehensive Plan, the Church has been removed. The site still contains a historic graveyard, the church bell and a plaque marking the church's former

location.

Many historic structures are clustered in the Town's two largest village centers, Buck's Harbor and Machiasport. Based on the cluster of historic buildings and the preserved historic pattern of development typical of a down east, coastal, fishing villages, Machiasport village has preliminarily designated as a “historic district” by the Maine Historic Preservation Commission (MHPC). Designation as a historic district may make the Town eligible for certain historic preservation grants. The Comprehensive Plan Committee recommends that the Town work with the MHPC, the Historic Society and interested property owners to develop a village plan for the district to guide public investment (e.g. roads, lighting) in a manner consistent with the village's historic character and the needs of the community.

In addition to historic buildings, a handful of locations in Machiasport as also noted as places with local historical significance. These include the Veteran's Memorial at the Town Office, Jasper Beach, and the former location of the “Promised Land” yacht club.

Archeological Sites

According to the Maine Historic Preservation Commission (MHPC) there are nineteen known *prehistoric archaeological sites* (Native American, before European arrival) located within Machiasport. They are all petroglyphs (rock carvings) and all located in the coastal zone. Five petroglyph sites are listed on the National Register of Historic Places. MHPC indicates that reconnaissance-level survey in the coastal zone is mostly complete but intensive-level survey and site conservation work is needed at most sites. Exact locations of the petroglyphs are not mapped in order to protect their integrity.

According to Mark Hedden², Machias Bay is located in the approximate center of the historic range of the Passamaquoddy/Malecite groups. His analysis of the petroglyphs in Machiasport reveals:

Three pecked petroglyph representations of seventeenth century European sailing vessels have been recorded among a total of nine Native American petroglyph sites clustered near the upper end of Machias Bay, Maine. The ship representations were executed near the highest utilized surfaces on tide-washed ledges that contain a record of petroglyph activity extending back an estimated 3000 years before present. The ship images are directly associated with traditional native American imagery and show the same manner of execution and the same degree of subsequent erosion and patination as the associated traditional petroglyphs. The architecture of the three single-masted ships matches the known features of small vessels used by the French, English and Dutch mariners of the first third of the seventeenth century. Small vessels of this kind were used by explorers seeking good sites for settlement and fur trading opportunities in shallow harbors along the coasts of New England and the Gulf of Maine.³

Fort O'Brien, on the National Register of Historic Places, is also designated as a *historic archeological* site (mostly European-American, after historic written records about 1600 A.D.) as is an American tidal mill. These two sites and an additional 37 shipwrecks are summarized on the following table.

Table B-2 ARCHEOLOGICAL SITES IN MACHIASPORT

Site Number	Name	Type
ME257-001	Fort O'Brien	American Fort
ME257-002	Mill	American tidal mill
ME257-003	"Caledonia"	Canadian wreck, schooner
ME257-004	"John C. Myers"	American wreck, barque
ME257-005	"GLENULLEN"	American wreck, schooner
ME257-006	"Laurissa"	Canadian wreck, schooner
ME257-007	"Mabel Purdy"	Canadian wreck, schooner
ME257-008	"Mary J. Elliot"	American wreck, schooner
ME257-009	"Rebecca W. Huddell"	American wreck, schooner
ME257-010	"William Mason"	American wreck, schooner
ME257-011	"Seabird"	American wreck, schooner
ME257-012	"Sedona"	American wreck, schooner
ME257-013	"Shawmut"	American wreck,
ME257-014	"Ximena"	American wreck, schooner
ME257-015	"Edward W. Murdock"	Unidentified wreck
ME257-016	"Scio"	American wreck, schooner
ME257-017	"John L. Bowman"	American wreck, schooner
ME257-018	"Princeport"	Canadian wreck, schooner
ME257-019	"Ella G. Ellis"	American? wreck, schooner

² Hedden, Mark H. 1996 3,500 Years of Shamanism in Maine Rock Art. In *Rock Art of the Eastern Woodlands*. American Rock Art Research Association. Occasional Paper 2.

³ Hedden, Mark H. 2002 Contact Period Petroglyphs in Machias Bay, Maine In *Archeology of Eastern North America* 30:1-20

Site Number	Name	Type
ME257-020	"F. C. Lockhart"	American? wreck, schooner
ME257-021	"Africa"	Canadian wreck, barkentine
ME257-022	"Badjr"	American wreck, oil screw
ME257-023	"Samuel B. Jones"	American wreck, steam screw
ME257-024	"Florence"	British wreck, barque
ME257-025	"D.M. Monroe"	American wreck, cargo vessel
ME257-026	"Clearmont"	British wreck, barque
ME257-027	"Fame"	British wreck
ME257-028	"Eliza Hatfield"	Canadian wreck, schooner
ME257-029	"Emma G."	Canadian wreck, schooner
ME257-030	"Julia Ellen"	Canadian wreck, schooner
ME257-031	"Lizzie B."	Canadian wreck, schooner
ME257-032	"Lyra"	Canadian wreck, schooner
ME257-033	"Mary E."	Canadian wreck, schooner
ME257-034	"Merlin"	Canadian wreck, schooner
ME257-035	"Nellie King"	Canadian wreck, schooner
ME257-036	"Phoenix"	Canadian wreck, schooner
ME257-037	"Playfair"	Canadian wreck, schooner
ME257-038	"Rowena"	Canadian wreck, schooner

Source: Maine Historic Preservation Commission

The MHPC indicates that no professional comprehensive survey for historic archeological sites has been conducted to date in Machiasport and that future field work could focus on agricultural, residential and industrial sites relating to the earliest Euro-American settlement of the town beginning in the late 1760s.

Cemeteries

The cemeteries of Machiasport provide insight into the history of the community. A number of major cemeteries (mostly on private property) are known to the town and appear on USGS maps. These include Hillside Cemetery, Bayview Cemetery, Church Hill Cemetery, Palmer Cemetery and Stuart Hill Cemetery (see *Map 2: Public Facilities*).

In addition, there are numerous additional small cemeteries and burial sites located through the community, many of which are in need of attention. However, cemeteries in Machiasport have not been comprehensively documented. The Town should work with the Historical Society, property owners and interested citizens to create a comprehensive inventory of cemeteries in Machiasport; and develop a plan to insure that cemeteries are adequately maintained.

Preservation of Historic and Archaeological Sites

Machiasport does not currently have any regulatory measures in place to preserve historic and archaeological sites in the community. As noted above, many of the community's most prominent historic sites are listed on the National Register of Historic Places. A significant number of archaeological sites (mostly including petroglyphs) are held in conservation. In addition, the Town of Machiasport is actively supporting historic restoration of Liberty Hall; and this plan recommends that the Town continue to pursue designation of Machiasport village as a historic district.

To date, these efforts have been sufficient. In addition, protection this plan recommends completing a professional survey of potential areas of historical and archaeological significance as funding allows. Once a survey has been completed, the presence of and historical and archaeological sites and artifacts should be considered when development is proposed and significant archaeological sites within the shoreland zone should be zoned for Resource Protection.

FINDINGS OF PREVIOUS COMPREHENSIVE PLAN & EXISTING POLICIES

Relative to historical and archaeological resources, the Comprehensive Plan adopted by the Town of Machiasport in 1996 found that, while Machiasport has a long documented history, historic and archaeological resources in the Town had not been fully inventoried. The Plan identified a number of properties that should be assessed in terms of their historical significance and found broad public support for historic preservation. Based on these findings, the Comprehensive Plan establish as municipal goal: “to identify and protect Machiasport’s historic and archaeological resources.”

In order to achieve this goal, the 1996 Comprehensive Plan made policy recommendations as summarized in the table below along with notes on the status of the policy recommendations. A complete list of the policy recommendation from the previous Comprehensive Plan is included in *Appendix B: Executive Summary of the Town of Machiasport Comprehensive Plan, 1996*. A full copy of the previous plan is on file in the Town Office.

Table B-3 POLICIES & STRATEGIES RELATED TO HISTORICAL RESOURCES FROM THE 1996 COMPREHENSIVE PLAN

Policies	Notes
The Town of Machiasport will promote the identification and subsequent protection of significant historic archaeological resources through voluntary registration and protection programs.	<i>This policy continues to align with municipal goals and should be continued.</i>
The Town will adopt regulations that protect identified significant historic archaeological resources from incompatible development.	<i>This policy continues to align with municipal goals and should be continued.</i>
Implementation Strategies	Notes
The Inventory of historic buildings in Town (Action Plan, 1989) for all parts of town will be updated.	<i>This strategy has not been implemented.</i>
The Town will actively seek the assistance of the Maine Historic Preservation Commission in conducting a comprehensive survey of the town’s historic above-ground resources in order to identify other properties that may be eligible for nomination to the National Register of Historic Places.	<i>This strategy has not been implemented.</i>

Policies and implementation strategies to protect historic and cultural in Machiasport are presented on the next page. They included revisions as noted above, along with additional policies and strategies that reflect changes in conditions on the ground, local priorities and State and Federal policy since the previous Comprehensive Plan was adopted.

POLICIES AND IMPLEMENTATION

In order to preserve the historic and cultural resources within the town of Machiasport, the Town has developed the following policies and implementation strategies:

Goal: Machiasport will preserve the cultural, historic and archeological resources of its maritime heritage for future generations.			
Policy	Implementation Strategy	Responsibility	Timeframe
Promote the identification and subsequent protection of significant historic archaeological resources through voluntary registration and protection programs.	Promote awareness of historic structures and artifacts including the consideration of listing on the National Register of Historic Places. <ul style="list-style-type: none"> ▪ Examine nomination of Starboard Community/School House to the national Register 	Historical Society	Immediate
	Complete comprehensive inventories of the following: <ul style="list-style-type: none"> ▪ Prehistoric archaeological resources. ▪ Historic archaeological resources. ▪ Historical resources. 	Historical Society; ad-hoc committee	Short Term 2-5 years
	Take advantage of any outside sources of funding for professionally conducted inventories (i.e. State Planning money, Maine Historic Preservation Commission Certified Local Government Program and survey grants).	Historical Society; Select Board	On-going
	Finalize designation of Machiasport village as a Historic District; and develop a village plan to guide public investment in manner that supports the village’s historic qualities.	Historical Society; Planning Board.	As funding allows
	Create a comprehensive inventory of cemeteries in Machiasport; and develop a plan to insure that cemeteries are adequately maintained.	Historical Society; Selectmen	As funding allows
	Work in cooperation with the State of Maine concerning any of the identified historical and archaeological resources within Machiasport.	Planning Board; Select Board	As funding allows
Ensure that archeological and historic sites are not unknowingly destroyed.	Potential areas and artifacts of historical and archaeological significance, especially along the coast, should be professionally surveyed and documented. The presence of and historical and archaeological sites and artifacts should be considered when development is proposed.	Planning Board; Historical Society	Short Term (2-5 years) and as funding allows
Adopt regulations that protect identified significant historic archaeological resources from incompatible development.	Zone significant archaeological sites that occur within the Shoreland Zone, such as the petroglyphs, as Resource Protection.	Planning Board; Select Board	Immediate

C. POPULATION

The purpose of this section is to:

1. Describe changes in population and household characteristics of the Town of Machiasport and compare them with similar changes and patterns occurring in the region and the State;
2. Determine how population trends will influence the future demand for housing, land, and community facilities; and
3. Predict, for the next ten years, the size and significant characteristics of the population of Machiasport, and compare with similar projections for the region, and the State.

FINDINGS

The year round population in Machiasport was 1160 in 2000, a decrease of 0.5% since 1990. Overall, Machiasport's population has remained stable since 1980. The State Planning Office anticipates that Machiasport will experience little or no population growth over the next ten to 15 years. The total projected year-round population for Machiasport by 2020 is 1131. If present trends continue, the expected decline in year-round population will be off-set by an expected increase in the number (and percent) of seasonal summer residents. The town estimates that the seasonal population may equal for 50% to 60% of the year-round population by 2020. Machiasport also saw an increase in the number of household during the 1990's, despite declining population. If current trends continue, Machiasport can expect more than the 40 additional year-round households by 2020.

Median household income in Machiasport is lower than the state average, but higher than in Washington County and many surrounding communities. Machiasport saw rapid growth in median household income during the 1980's, followed by less robust growth in median household income during the 1990's. There is now a lower percentage of very low income earnings (those earning less than \$15,000) than in Washington County as whole; but greater than the statewide average. At the same time, Machiasport has a significantly lower percent of households earning more than \$50,000. This income distribution is indicative of a population composed largely of working class families; and speaks to demand for workforce housing in Machiasport.

MIGRATION ANALYSIS

During the last decade of the 20th century Machiasport's population declined by 6 persons (Census). This decrease is quite small. The population decrease in Machiasport would have been greater, though, if not for in migration. During the 1990's, Machiasport recorded 108 deaths and only 79 births. As such, the population decrease recorded in Machiasport during the 1990's conceals a net in-migration of 29 persons – equal to 2.5% of the 2000 population.

It should also be noted that census methodology undercounts seasonal residents, who are likely to be at their other residence when the Census occurs on April 1. The Town believes that seasonal residents account for a significant and growing percent of the Town's population. With an ever extending "shoulder season," the demand that seasonal resident place on municipal services is likewise increasing.

The method of calculating net migration is shown in the formula below.

- A. 1990 Census Population = 1,160
- B. Line A plus the number of births to Machiasport residents 1990-2000 (79) = 1,239
- C. Line C minus the number of deaths of Machiasport residents 1990-2000 (108) = 1,131
- D. 2000 Census Population minus Line C to attain net in-migration = 29 persons

POPULATION STATISTICS

Population and Growth Rates

The following table shows the year-round population and growth rate by decade in Machiasport, Washington County and Maine since 1890. The population of Machiasport peaked in the 1880s, as occurred elsewhere in Washington County. The overall trend since 1900 (population: 1,437) is one of decline with a significant up tick in the 1970's followed by relative stability since then.

By and large, local trends in population mirror trends for the state and county. It is noteworthy that Machiasport saw a more significant population increase during the 1970's (in percentage terms) than either the state or county.

Table C-1 POPULATION AND GROWTH RATES

Year	Machiasport		Washington County		Maine	
	Number	% Change	Number	% Change	Number	% Change
2000	1160	-0.5%	33,941	-3.87%	1,274,923	3.83%
1990	1166	5.2%	35,308	0.99%	1,227,928	9.18%
1980	1108	27.4%	34,963	17.09%	1,124,660	13.37%
1970	870	-11.2%	29,859	-9.27%	992,048	2.35%
1960	980	25.5%	32,908	-6.48%	969,265	6.07%
1950	781	-4.5%	35,187	-6.83%	913,774	7.85%
1940	818	-3.9%	37,767	-0.16%	847,226	6.25%
1930	851	-23.8%	37,826	-9.31%	797,423	3.83%
1920	1117	-8.3%	41,709	-2.79%	768,014	3.45%
1910	1218	0.0%	42,905	-5.14%	742,371	6.90%
1900	1218	-15.2%	45,232	1.7%	694,466	5.0%
1890	1437	-6.1%	44,482	-	661,087	-

Source: U.S. Census Bureau

Over the last decade from 1990 to 2000, Machiasport saw very slight population decline. This mirrors what happened in the nearby communities. Resident population in Machiasport decreased between 1990 and 2000 in Machiasport, Washington County and some neighboring communities including Machias and Cutler. Population grew slightly in East Machias and

Whiting but by larger percentages (though a similar number of people: ~ 30) in Northfield and Roque Bluffs.

Table C-2 GROWTH RATE, MACHIASPORT & SURROUNDING COMMUNITIES

	1990	2000	% growth
Machias	2569	2353	-8.4%
Cutler	779	623	-20.3%
East Machias	1218	1298	6.6%
Machiasport	1166	1160	-0.5%
Marshfield	461	494	7.2%
Northfield	99	131	32.3%
Roque Bluffs	234	264	12.8%
Whiting	407	430	5.65%
Washington County	35,308	33,941	-3.87 %
State	1,227,928	1,274,923	3.83 %

Source: 1990 Census, 2000 Census

Population Forecast

Not surprisingly, population projections, based on past trends (provided by the State Planning Office) are for relatively flat or minor resident population growth through 2020. As the table and chart below depict, the State Planning Office predicts that the population of Machiasport will remain relatively stable with a slight increase through 2005 balanced by slight declines thereafter. The population is projected to decline slightly to 1,131 individuals in 2020.

Table C-3 POPULATION PROJECTION

	Machiasport	
Year	Number	% Change
2020	1131	-2.0%
2015	1154	-0.9%
2010	1165	0.0%
2005	1165	0.4%
2000	1160	

Source: State Planning Office

The 2005, 2010, 2015 and 2020 numbers were projected by the State Planning Office and the 2000 information is an actual number from the U.S. Census.

1990 to 2000 Population Trend & Projected 2000 to 2020 Population Trend



Source: Maine State Planning Office

The following analysis compares the analysis above provided by SPO with both a rate of growth calculation and linear regression analysis (Table C-4). Because of the low projected rate of growth in population, rate of growth calculations and linear regression analysis show similar results over the projected timeframe. The analyses that best reflect the SPO projection are those that base their estimates on the rate of population growth in Machiasport for the 20-year period between 1990 and 2000.

Table C-4 LINEAR REGRESSION AND GROWTH PER YEAR POPULATION PREDICTIONS

Timeframe on which prediction is based	Average Growth Per Year (Non-Compounded)	Machiasport Population Predictions for the year 2020	
		Using Average Growth Per Year (Compounded)	Using Simple Linear Regression
1980-2000	0.002%	1214	1216
1990-2000	0.001%	1172	1172

Source: WCCOG projected from U.S. Census figures.

Ultimately, changes in economic activity and land use, including new year-round residential development, will determine actual population growth over the next ten years. Continued in-migration of retirees and mid- to late-career professionals may in fact off-set the decline in elderly residents as a percent of Machiasport’s population that is projected by cohort survival analysis. Equally, out-migration of young adults would likely result in reduced fertility rates of the 20-year forecast period. Taking into account the relative merits of various population projections, it is fair to say that a modest population increase is most likely to occur over the next ten- to fifteen-year period.

SEASONAL POPULATION

As a scenic, coastal community, seasonal development has an impact on our community. There are no state or federal statistics on seasonal population for Machiasport. Since there are few short-term lodging options in town, Machiasport's seasonal population is comprised of largely of seasonal summer residents.

One estimate of the seasonal summer population can be arrived at through analysis of seasonal housing. During the 1990's, the overall number of households in Machiasport increased (4.82%), a reflection of more single heads of households and "empty nest" households. At the same time, the number of housing units increased even more rapidly (8.3%). The rise in the number of housing units was buoyed by a relatively rapid increase in the number of seasonal home (17.4%) over the same time period. If that trend is extended into the future Machiasport could expect as many as 95 seasonal homes by 2010 and 112 seasonal homes by 2020 – nearly twice as many as existed in 2000 (69 units according to Census figures).¹

The average household size for Machiasport residents is 2.46 persons (see Table C-8). If the average household size for seasonal residents is the same, approximately 200 additional persons may reside in Machiasport seasonally. That is equal to approximately 20% of Machiasport's year-round population.

Based on projected growth in seasonal home development, the seasonal population could increase to as many as 275 seasonal residents by 2020, may equal 25% of the projected population. The town estimates, based on recent subdivision activity and anecdotal evidence regarding the conversion of year-round to seasonal use that the seasonal population may in fact equal between 50% and 60% of the year-round population by 2020.

Seasonal residents and visitors staying in short term rental accommodations increase demands on local services; these issues are examined in the chapter on Economics and Employment. It is anticipated that seasonal residents who choose to stay year round will account for some of the future increases in population. More information on household composition and on the housing stock is presented in the housing section of this plan.

AGE DISTRIBUTION

The following statistics from the 2000 Census compare population by age groups for the Town of Machiasport, the county and the state.

¹ Recent subdivision activity seems to indicate that projected growth in seasonal home development based on historical data may underestimate the actual rate of growth in seasonal home development.

Table C-5 POPULATION BY AGE GROUPS 2000

Age Group	Machiasport		Washington County		Maine	
	Number	Percent	Number	Percent	Number	Percent
Under 5 years	46	4.0%	1727	5.1%	70726	5.5%
5 to 9 years	67	5.8%	2176	6.4%	83022	6.5%
10 to 14 years	79	6.8%	2363	7.0%	92252	7.2%
15 to 19 years	71	6.1%	2403	7.1%	89485	7.0%
20 to 24 years	75	6.5%	1813	5.3%	69656	5.5%
25 to 34 years	167	14.4%	3812	11.2%	157617	12.4%
35 to 44 years	205	17.7%	5114	15.1%	212980	16.7%
45 to 54 years	172	14.8%	5048	14.9%	192596	15.1%
55 to 59 years	60	5.2%	1960	5.8%	68490	5.4%
60 to 64 years	56	4.8%	1669	4.9%	54697	4.3%
65 to 74 years	100	8.6%	3085	9.1%	96196	7.5%
75 years and over	62	5.3%	2771	8.2%	87206	6.8%
Median age (years)	38.4	NA	40.5	NA	38.6	NA

Source: 2000 Census

Machiasport has slightly lower percentages of young residents and older residents than both the county and the state. By contrast a greater percentage of Machiasport residents are in their 20's and 30's than is true for the county and the state. The percentage of Machiasport residents over the age of 65 is comparable to state and county levels. As a result Machiasport's median age in 2000 was lower than the median age for both Washington County and the state as a whole.

HOUSEHOLD SIZE

Average household size in Machiasport is greater than in Machias, but comparable to other surrounding communities. It is marginally higher than in the County as a whole and the State. Between 1990 and 2000, the average household size in Machiasport went down 8.21% indicating the presence of more households with fewer or no children. This decrease mirrored the County trend, but was faster than the statewide rate of decline in household size. Compared to surrounding communities, the rate of decrease in Machiasport's average household size fell in the middle; households in Whitneyville and East Machias saw less decrease in average household size; while Machias and Marshfield saw higher rates of decrease; and the decline in average household size in Roque Bluffs was nearly identical (see Table C-6). Given the increase in median age, it is likely that many of these households are 'empty nests' in which the children have grown up and moved out of Machiasport or households in which childless singles or couples moved into Machiasport.

Table C-6 HOUSEHOLD SIZE & PERCENT GROWTH

Average Household Size and Growth Rate		1980	1990	2000
Machiasport	Household Size	2.92	2.68	2.46
	% growth	-	-8.22%	-8.21%
East Machias	Household Size	2.72	2.60	2.40
	% growth	-	-4%	-7.69%
Machias	Household Size	2.64	2.31	2.10
	% growth	-	-13%	-9.09%
Marshfield	Household Size	3.08	2.78	2.52
	% growth	-	-9.74%	-9.35%
Roque Bluffs	Household Size	2.9	2.44	2.24
	% growth	-	-15.86%	-8.2%
Whitneyville	Household Size	2.91	2.54	2.50
	% growth	-	-12.71%	-1.57%
Washington County	Household Size	2.86	2.55	2.34
	% growth	-	-11	-8.2 %
State	Household Size	2.85	2.56	2.39
	% growth	-	-10	-6.6 %

Source: 1990 Census, 2000 Census

While the average household size in Machiasport declined between 1990 and 2000, the total number of households grew by 4.82% - this despite a 0.5% *decline* in population over the same time period. This trend – a small population occupying a greater number of households – is in line with state and county trends as well as the trend in surrounding communities, all of which added households between 1990 and 2000. Among surrounding town, most saw more rapid growth in the number of household during the 1990's than Machiasport; the rate of growth for household was slower only in Machias.

Extrapolating the annual growth rate in the number of households from the 1990's, Machiasport can expect to accommodate 20 new household by 2010 and 41 new household by 2020, exclusive of second home development (Table C-7). If Machiasport adds new housing in proportion to the decline in household size and average household size continues to decline at its 1990's rate, Machiasport could expect as many as 20 new year-round households by 2010 and 43 new households in order to accommodate its projected population in 2020. Due to growth in seasonal resident, the expected growth in total household is even greater over the same time period. Therefore, despite a relatively stable population, growth in the number of households has potential to raise new fiscal, land use, and transportation issues for the Town of Machiasport over the next 10 to 15 years.

Table C-7 PROJECTED NUMBER OF HOUSEHOLDS

<i>Based on Annual Growth in Number of Households, 1990-2000</i>	
2000	413
2010	433
2020	455

Source: WCCOG, based on 2000 Census figures

Table C-8 NUMBER OF HOUSEHOLDS

		1980	1990	2000
Machiasport	Number	376	394	413
	% growth	-	4.79%	4.82%
Machias	Number	823	943	939
	% growth	-	14.58%	-0.42%
East Machias	Number	453	469	540
	% growth	-	3.53%	15.14%
Marshfield	Number	135	166	196
	% growth	-	22.96%	18.07%
Roque Bluffs	Number	84	96	118
	% growth	-	14.29%	22.92%
Whitneyville	Number	86	95	105
	% growth	-	10.47%	10.53%
Washington County	Number	12,222	13,418	14,118
	% growth	-	10%	5.2%
State	Number	395,184	465,312	518,200
	% growth	-	18%	11.3%

Source: 1990 Census, 2000 Census

HOUSEHOLD INCOME

Table C-9 shows the median household income for 1979, 1989 and 1999 for Machiasport, surrounding communities, Washington County, and the State. Median household income in Machiasport was higher in 1999 than in the Washington County generally; it was also higher than all but two nearby towns (Whitneyville and Marshfield). Over the 20 year period between 1980 and 2000, median household income in Machiasport grew more quickly than the State and County average; however, during the 1990's growth in Machiasport's median household income was less robust than the State and County averages. As a result, Machiasport's median household income remains at only 79% of the State level.

Table C-9 MEDIAN HOUSEHOLD INCOME & GROWTH PER YEAR: 1989 & 1999

	1979	1989	1999	Growth per year 80-00	Growth per year 90-00
Machiasport	\$9,569	\$24,412	\$29,531	10.43%	2.10%
East Machias	\$11,431	\$21,094	\$28,073	7.28%	3.31%
Marshfield	\$15,588	\$33,250	\$36,458	6.69%	0.96%
Machias	\$11,916	\$19,406	\$24,318	5.20%	2.53%
Roque Bluffs	\$8,846	\$21,875	\$21,500	7.15%	-0.17%
Whitneyville	\$12,768	\$18,750	\$30,000	6.75%	6.00%
Washington County	\$10,443	\$19,993	\$25,869	7.39%	2.94%
State of Maine	\$13,816	\$27,854	\$37,592	8.60%	3.50%

Source: U. S. Bureau of Census

Table C-10 shows the distribution of households by income category. Machiasport has a smaller proportion of household earnings below \$25,000 compared to the county, but a greater proportion as compared to the State. Machiasport also has a significantly lower proportion of household earning more than \$50,000 as compared with the State, though the percentage for households earning \$50,000 or more is comparable the County as a whole. Compared to surrounding communities, Machiasport has a lower proportion of households earning more than \$50,000 than Machias, Marshfield, and Whitneyville; and it has a greater proportion of household earning less than \$15,000 than nearby communities with the exceptions of Machias and Roque Bluffs.

Table C-11 DISTRIBUTION OF HOUSEHOLD INCOME: 1999

Household Income	Machias		E. Machias		Machiasport		Marshfield		Roque Bluffs		Whitneyville		Wash. Co.		Maine	
	Num	%	Num	%	Num	%	Num	%	Num	%	Num	%	Num	%	Num	%
\$0-\$14,999	105	21.2%	57	14.8%	42	15.5%	12	7.9%	29	31.5%	2	3.5%	1,784	19.2%	34,165	10.0%
\$15,000-\$24,999	60	12.1%	71	18.4%	49	18.1%	27	17.8%	10	10.9%	10	17.5%	1,697	18.2%	41,479	12.1%
\$25,000-\$34,999	75	15.2%	81	21.0%	49	18.1%	25	16.4%	15	16.3%	13	22.8%	1,619	17.4%	42,672	12.5%
\$35,000-\$49,999	103	20.8%	95	24.6%	64	23.6%	39	25.7%	16	17.4%	5	8.8%	1,723	18.5%	69,045	20.2%
\$50,000 or more	152	30.7%	85	22.0%	67	24.7%	49	32.2%	22	23.9%	27	47.4%	2,482	26.7%	150,070	43.8%

Source: U. S. Census

FINDINGS OF PREVIOUS COMPREHENSIVE PLAN & EXISTING POLICIES

Relative to population and demographics, the Comprehensive Plan adopted by the Town of Machiasport in 1996 found a rapid rate of growth in population. The 1996 Comprehensive Plan notes that the population of Machiasport in 1990 was similar to Washington County as a whole in many respects; and the 586% of persons in Machiasport had low to moderate incomes. There was no projected increase in the number of school aged children.

The 1996 Comprehensive Plan made no policy recommendations relative to population and demographics. A complete list of the policy recommendation from the previous Comprehensive Plan is included in *Appendix B: Executive Summary of the Town of Machiasport Comprehensive Plan, 1996*. A full copy of the previous plan is on file in the Town Office.

POLICIES AND IMPLEMENTATION

Given the importance of understanding, planning for and meeting the needs of current and future residents, the town has developed the following policies and implementation strategies to monitor its population.

Goal: Machiasport will use complete and current information about its population when making administrative and policy decisions.			
Policy	Implementation Strategy	Responsibility	Timeframe
Machiasport will monitor the size, characteristics and distribution of its population.	In conjunction with the Washington County Council of Governments, the designated census information center for Washington County, the town will gather all available population estimates, census data and other information concerning the number and characteristics of the town's population.	Selectmen; School Board	Immediate

D. PUBLIC FACILITIES, RECREATION AND PUBLIC SERVICES

The purpose of this section is to:

1. Identify and describe Machiasport's public facility and service systems;
2. Assess the adequacy of those systems in handling current demands;
3. Predict whether public facility or service system additions and improvements will be needed to accommodate the demands of the projected population; and
4. Estimate the general costs of providing the needed public facility and service system additions and improvements.

FINDINGS

Municipally owned facilities in Machiasport include the Fire Station and Town Office, Liberty Hall, Buck Harbor Municipal Pier, the Post Office Building, the Town Garage and Fort O'Brien School. Overall, town-owned facilities are in good condition. It is anticipated that existing facilities will be able to accommodate changes in population over the planning period. There is a generally high level of satisfaction with town facilities and services. Since the previous comprehensive plan, the Town has made significant public investment in the Machiasport Volunteer Fire Department, the Buck Harbor Municipal Pier and exterior renovation of Liberty Hall. The Town anticipates completion of interior renovations within 5 years. Limited opportunities for outdoor continue to be an issue in Machiasport.

Anticipated capital investments include completion of renovations at Liberty Hall, maintenance and upgrade to Bucks Harbor Municipal Pier, an expansion of the existing Town Office space, acquisition of a new brush truck for the Fire Department, development of a community recreation area near the Town Hall, and investments in roads and transportation infrastructure (see *Chapter H. Transportation*). Grant funding is available to assist with many of these investment. All anticipated facilities investments are directed to designated Growth Areas as established in the Future Land Use Plan (see *Chapter K. Land Use*). Budgetary information is presented in *Chapter J. Fiscal Capacity*. The locations of key public facilities are shown on *Maps 2: Public Facilities*.

GENERAL GOVERNMENT

Machiasport is part of State Senate District 29, State House District 32, and U.S. Congressional District 2. The government of the town of Machiasport consists of a three-member Board of Selectmen governed by a Town Charter. The town was incorporated in 1826. The Town Clerk, as directed by the Selectmen, is responsible for general administration of the town. The Selectmen act as the Board of Assessors to review tax assessment carried out by an assessor. The town's fiscal year ends on June 30 and approval for the budget is achieved through the annual town meeting/election that is held in June. Town administrative functions are located at the Town Office Building on Unity Square. The Selectmen appoint long term, short term and project committees as needed.

Appointed Boards/Committees

- Planning Board
- Recreation Committee
- Harbor Management Committee
- Maritime Committee
- Shellfish Conservation
- Board of Appeals

Elected Boards

- Board of Selectmen
- School Committee

The **Board of Appeals** hears grievances, variance requests, and administrative appeals.

The town’s **Planning Board** consists of 5 members (no alternates), some of these individuals have served in this capacity for many years. Monthly meetings are held to review subdivisions and site plans for any development proposals. The Planning Board also reviews shoreland zoning and wetland’s issues for compliance with state and local regulations.

The responsibilities of town government are divided into the following departments:

- | | |
|---------------|-------------------------------|
| Education | School Board / Superintendent |
| Public Safety | Selectmen |
| Fire | Chief |
| Ambulance | Chief |
| Public Works | Selectmen |
| Roads | Road Commissioner |
| Recreation | Selectmen |

MUNICIPAL BUILDINGS, FACILITIES AND SERVICES

Town offices are located in the Town Office Building on Unity Square. A list of town owned buildings is provided in Table D-1.

Table D-1 Machiasport Municipal Buildings & Facilities

Building	Construction	Built in	# Stories
Fire Station / Town Office	Wood	1990’s	1
Liberty Hall	Wood	1800’s	2
Post Office	Wood	1990’s	1
Town Garage	Wood		1
Fort O’Brien School	Brick	1970’s	2

Source: Machiasport Comprehensive Plan Update Committee

Fire Station & Town Office

The Machiasport Volunteer Fire Department and Machiasport Office share a facility on Unity Square. The facility was constructed in the 1990’s and belongs to the Fire Department. On one side of the building, the Fire Department maintains a three-bay garage as well as a professional-grade kitchen, bathrooms with showers, laundry facilities, generators, and limited office space. In the event of an emergency, it is anticipated that emergency services, included limited mass care, could be provided from the fire station.

The current facility is generally sufficient for the Fire Department's current need. In the medium to long-term the Department anticipates the need for additional heated in order space (to be used for drying hoses and equipment storage).

Through an arrangement with the Fire Department, the Town Office occupies the other side of the building and shares use of a common room for committee meetings. The Town Office facility

is relatively new, but space is limited. The Town Office facility provides for the general services of government. The assessors, clerk and assistant clerk's offices are all located in the town office. Voting occurs in the shared meeting room. Survey respondent indicate very high levels of satisfaction with the services offered through the Town Office and with the Town Office Hours (see *Appendix C. Survey Results*).

In the near future, the Town anticipates that additional space will be need to house public documents, provide additional office space for town employees, and allow room for residents to review public documents. The Town has begun to budget for construction of an addition to the current facility.

Liberty Hall

Liberty Hall, which served as the Machiasport Town Hall and community center until 2000, is currently under renovation. The two-story Italianate structure is listed on the National Register of Historic Places. The first two-phases of exterior renovation will be completed in the end of the year (2009). The Friends of Liberty Hall, a private non-profit corporation with municipal representation, is working to secure funding to complete interior renovations. When completed, Liberty Hall will be able to accommodate approximately 200 people. Facilities are expected to include a hall, restrooms and kitchen. It is hoped that renovation of Liberty Hall will be completed within 2 to 5 years. For more information see: www.libertyhallmaine.org.



Machiasport Town Office shares a facility with the Volunteer Fire Department. Additional Town Office space will accommodate records storage and provide adequate office space for town employees.

Photo: WCCOG



Exterior renovation of historic Liberty Hall included removal and repair of the cupola. Exterior renovations will be completed in 2009. When interior renovations are complete the hall will once again be available for community events and meeting space.

Photo: Campaign to Save Liberty Hall

Town Garage

The Town Garage is a one-story wood structure that occupies the site of the former municipal dump. The Town Garage does not provide sufficient space for in-door storage of vehicles and equipment. In 2000, the Maine Department of Environmental Protection designated replacement of the Machiasport town sand pile, which is also located on the same site, as a level 4 priority for replacement. Overall, the current facility is in adequate condition and with on-going maintenance could continue to serve in its current capacity over the remainder of the planning period.



Replacement of the Town Garage is not a priority at this time. Any future plan should include enough space for indoor storage of equipment and a cover area for salt and sand handling. Photo: WCCOG

Replacement of the Town Garage is not currently a municipal priority. However, any plans to replace the facility should include adequate space for indoor storage of vehicles and equipment and storage municipal salt and sand storage in line with DEP regulations. Such efforts should also be coupled with plans to redevelop the current site for recreational access to Sanborn Cove, as recommended in the previous Comprehensive Plan (1996).

Post Office Building

The building currently occupied by the Machiasport branch of the US Post Office was built by the town in the early 1990’s. The Post Office leases the property from the Town under terms mutually agreeable to both parties. The facility is generally in good condition; no major renovations are anticipated in the near future.

Fort O’Brien School

The Town of Machiasport owns the building occupied by the Fort O’Brien School. Fort O’Brien School is a two-story flat roofed building. It is approximately 30 years old. Overall, the building is good shape. Due to declining enrollment and uncertainty surrounding school consolidation, the status of the school over the planning period for this plan is unclear at this time (see the subsection on *Education*, below).



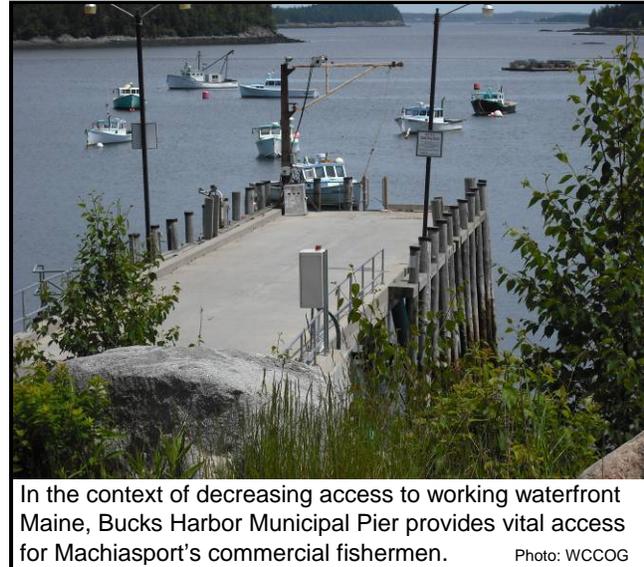
The future of Fort O’Brien School remains uncertain, but the building is in good condition. Plans for the school’s future should involve broad-based community involvement. Photo: WCCOG

The Town of Machiasport carries no debt associated with the school building. Town officials should continue to work with the School Board to ensure optimal use of the school facilities for both educational and community uses. In the event that the Fort O’Brien School closes or is faced with imminent closure, the

Town of Machiasport should convene a broad-based community working group to evaluate potential uses of the facility.

Bucks Harbor Public Pier

The Bucks Harbor Public Pier was constructed in 1997 with town funds, a Community Development Block Grant and considerable volunteer assistance. It was built for public and recreational purposes and designed for use by commercial fishermen. The pier has a cement deck and is approximately 24 feet wide by 120 feet long. It is served by a paved access road and a parking area with space for over 20 vehicles and several trailers. The pier is equipped with an hydraulic hoist, lighting, electrical service and a walkway and float. It is actively used by dozens of commercial vessels and serves the resident and non-resident commercial fleet. The pier also serves recreational users for general use, passenger pick up, and access to the islands. The maritime Operational issues associated with the Pier are discussed in the *Machiasport Maritime Management Plan*.



In the context of decreasing access to working waterfront Maine, Bucks Harbor Municipal Pier provides vital access for Machiasport's commercial fishermen. Photo: WCCOG

Machiasport Maritime Management Plan notes the need for several facility upgrades at the Buck Harbor Public pier including replacement/reinforcement of oak pilings due to worm damage, and improvements to the hoist. The anticipated costs of these improvements are included in the Capital Investment Plan (see *Chapter J. Fiscal Capacity*).

OTHER MUNICIPAL FACILITIES & SERVICES

Public Access to the Shore

The Machiasport Maritime Management Plan identifies 14 public facilities that provide access to the shore for recreational and/or commercial users. These include both town-owned and other public facilities. The table of public access is reproduced here along with recommendations for improvements. Public access points are depicted on *Map 2: Public Facilities*.

As a maritime community, access to the shore is significant to both the economy and culture of Machias. Public access points are a major source of access for commercial fishermen as well as providing important access for recreational



Sanborn Cove is one of 14 public access points in Machiasport that serve as a vital link for clambers and other marine harvesters. Photo: WCCOG

users (see Table D-2, reprinted from the Machiasport Maritime Plan). *Chapter G. Marine Resources* includes further description of public access to the shore in Machiasport as well as traditional access point used by commercial fisherman. The anticipated costs of these improvements note in Table D-2 are included in the Capital Investment Plan, as appropriate (see *Chapter J. Fiscal Capacity*).

Table D-2 PUBLIC ACCESSES IN MACHIASPORT

Point	Name	Access	Surface	Improvements Needed
1	East Side Rd./corner of State Route 191	Walk-down	Public road	-
2	Point of Flats 2	Drive-down	Public road	-
3	Big Bay	Boat-launch	Gravel road	-
4	Feather Bed	Walk-down	Public Road	-
5	Gates House	Boat-launch	Public Boat Launch	Pave ramp; improve parking area (some area to expand by moving rocks and grading)
6	Fort O'Brien Park	Walk-down	Foot path	Severely eroded; path needs to be recreated with appropriate stabilization and runoff design
7	School Nature Path	Walk-down	Foot path	-
8	Sanborn Cove	Drive-down	Gravel road	Steep road that erodes with use and is difficult to use; needs paving
9	Finn Beach	Boat-launch	Beach	Add new hot top on ramp
10	Bucks Harbor Public Pier	Pier	Pier	See above
11	Pettegrow Beach	Boat-launch	Beach	Add electric service in parking area
12	Jasper Beach	Walk-down	Gravel road	Access road needs grading
13	Gray's Beach	Boat-launch	Gravel road	Ditching and grading of road to improve drainage
14	Starboard Creek	Drive-down	Gravel road	-

Source: Machiasport Maritime Management Plan

Water Supply, Overboard Discharges, and Sewage Disposal

The Town has no municipally managed water supply. There are two public water supplies in town one that serves the Downeast Correctional Facility and one that serves Fort O'Brien School. More information about water quality ratings and threats to water quality for these two public drinking supplies is includes in *Chapter E. Natural Resources*.

Machiasport has no central sewage treatment facilities. There is one (expired) point source generator at the Atlantic Salmon of Maine site in Bucks Harbor and four overboard discharge permits. The largest of these is generated from the Correctional Facility. It discharges to Howard Cove and the permit expires in 2010. This discharge is one possible source of drinking water contamination that affects the water supply for dozens of households in the Howard's Cove area. The Town has begun exploring the possibility of creating a water district to ensure that residents in the area have access to safe drinking water.

The municipal pier provides a portable toilet for use by those in the harbor. It is maintained and

pumped out by the town from April to November.

Because of our dependence upon wells and springs for drinking water, it is crucial to install, upgrade where necessary, and maintain adequate septic/sewage disposal systems. The minimum standards for the installation of septic disposal systems established by the State of Maine must be observed.

Adequate municipal regulation of on-site wastewater systems is especially important in Machiasport given the fact that malfunctioning or under-designed septic systems and/or inadequately treated overboard discharges result in the closure of flats to commercial shellfish harvesting. Lots with no public water supply or public sewage disposal systems must meet the State minimum of 20,000 square feet or, approximately one-half acre in size. Over the past 10 years, the town has applied for and received several DEP grants through the Small Community Grant Program to correct numerous malfunctioning septic systems. See additional information about this issue in the Natural Resources chapter.

Stormwater Management System

Machiasport's stormwater system consists primarily of roadside ditches and catch basins. Sub-surface stormwater drainage pipes are located along State Roads 191 and State Road 92. The state owns and maintains the system located along State Roads 191 and State Road 92 while the town is responsible for the rest of the roads in town. More information on maintenance and upkeep of municipal stormwater facilities is included in *Chapter I. Transportation*. The anticipated costs of upgrades are included in the Capital Investment Plan (see *Chapter J. Fiscal Capacity*).

Highway Department

Machiasport has no highway department but provides year round road maintenance by contracting for services. There is one Road Commissioner annually appointed by the Selectman to oversee these activities. For more information on the Highway Department, see *Chapter I. Transportation*.

Solid Waste Disposal District Management

Solid waste is handled at the Marion transfer station. Residents arrange for removal of household waste through a local contractor. Each Maine municipality has to submit an annual report of its solid waste management practices and this obligation is provided by the Marion Transfer Station for Machiasport. The state's objective is for each municipality to recycle at least 50 percent of its household waste. If the quota is not attained, a fee is imposed, unless the municipality indicates good faith in attempting to improve its recycling rate.

Developing a reasonable progress plan that is agreeable both to the Maine Solid Waste Agency and the municipality helps to reach this goal. Many communities did not achieve the State Planning Office's (SPO) 1998 deadline for achieving 50 percent recycling. According to the State Planning Office the Marion Transfer Station had an 11.51% recycling rate in 2005 with a trend of increasing participation. Figures are not available for the Town of Machiasport itself.

Overall respondent to the Community Survey were reasonably satisfied with trash disposal services in Machiasport; however, the majority of Machiasport resident were dissatisfied or very

dissatisfied with recycling opportunities in the community (see *Appendix C*, page 16). Recycling facilities at the Bay Area Transfer Station in Machias are open to Machiasport residents. It is not clear to what extent residents make use of that facility. Recycling should be actively promoted in the community. The Bay Area Transfer Station has arrangement with other community facilities to collect recycling containers. A recycling station in town could improve the local recycling rate and reduce the cost of waste disposal for residents. The Town of Machiasport should explore the options for a municipal recycling station in Machiasport.

Services for the disposal of large items, white-wares and household toxic waste (e.g. lead paint, mercury-switch thermostats, batteries, etc.) are generally felt to be inadequate. Vehicle disposal is also problematic. In the absence of appropriate options for disposing of large items and household toxic waste, improper disposal of these items – which poses a risk to public health and the environment – occurs. The Comprehensive Plan Update Committee recommends that the Town consider an annual large item disposal day; and that the town partner with neighboring communities to explore options for improving disposal of household toxic waste.

Library Service

The Town of Machiasport does not have a public library. Parents of children who home-schooled are invited to make use of the library at Fort O’Brien Elementary School. Other residents who wish to make use of a library must pay for membership at nearby libraries in Machias (Porter Memorial and the University of Maine at Machias Library – limited to Maine residents).

Porter Memorial Library in Machias is a non-municipal library serving the area. The Library currently receives support from the Town of Machias; its facilities are available to Machias residents without charge. Machiasport residents who wish to use the library may do so by purchasing a membership. The Comprehensive Plan Update Committee recommends that the Town of Machiasport approach Porter Memorial Library and negotiate arrangements to provide library services and memberships to Machiasport residents.

Community Center

The Town of Machiasport does not currently have a community center. There is limited availability for community events to occur at the Town Office/Fire Station and at Fort O’Brien School. The Town anticipates that additional space for community event will be available when the Town Office addition is completed. It is anticipated that a renovated Liberty Hall will be able to serve as a community center as well.

PUBLIC SAFETY

Police Protection

Machiasport has no public safety department and services are provided by the Washington County Sheriffs’ Office. The Washington County Sheriffs Department provides the dispatching services for emergency services. According to the Community Service, a majority of Machiasport residents are satisfied with law enforcement services in the community (see *Appendix C*, page 18). Opinions on whether or not the community should hire an additional police or public safety officer were mixed with equal portions of the community strongly

favorable and strongly opposed (see *Appendix C*, page 10); but a large majority of respondent were in favor of working with neighboring communities to share police protection and public safety services (*Appendix C*, page 13).

Fire Protection

The fire department consists of one station. The department includes fourteen volunteers with no full-time members. With decreasing population in the region, particularly of young working families, it is increasingly difficult to attract volunteers for public safety. If this trend continues the costs of hiring this protection would be considerable. Survey respondent indicated high levels of satisfaction with the Fire Department (see *Appendix C*, page 16).

Machiasport has mutual aid agreements with the towns of Cutler, Marshfield, East Machias, Jonesboro and Machias.

The Fire Department's vehicular equipment includes the following:

- 1 Pumper truck (1986 Mack)
- 1 Tanker truck (Early 1980s; 3000 gallon capacity)
- 1 Brush truck (1946 International used in summer if burning grass/brush)

Future requirements for the Fire Department include replacement of the International with a utility truck that can hold lights, compressors and other equipment. Equipment is being updated a little bit at a time including additional turn-out gear and updating hoses.

Over the medium to long-term, the Fire Department also anticipates the need for additional space. Anticipated costs of additional space at the Fire Station and a replace utility vehicle are included in the Capital Investment Plan (see *Chapter J. Fiscal Capacity*).

Emergency Services

Ambulance services are provided through the Machias Ambulance Service. It has two ambulances; a van type, and a Type 3 box style. Given the costs of ambulance services and the low and dispersed population of our town and region, it is recognized that regional cooperation is essential to ensure adequate ambulance coverage to our residents. Community members have a generally favorable impression of ambulance services in Machiasport (see *Appendix C. Survey Results*, page 17).

Emergency Management

The Town Machiasport has an appointed Emergency Management Director and met other requirements for municipal emergency management planning as established by the National Incident Management System (NIMS) and in MSRA Title 37-B. MRSA Section 781 *et seq.* Town utilizes Incident Command System (ICS) as a standard response protocol for emergencies and participates in county-wide emergency preparedness planning and training exercises offer the Washington County Emergency Management Agency and Washington County Firefighters Association.

Enhanced 9-1-1

The Emergency Services Communication Bureau and the E9-1-1 Machiasport Addressing Committee assigned physical addresses to all property owners with structures in 2003. The switchover from Rural Route numbers has been completed. E9-1-1 service automatically displays a caller's address on a computer screen at a call-answering center. Also, the caller's telephone number is displayed on screen and can automatically be redialed if the line is disconnected. The service was implemented in 2003.

Marine Rescue

The United States Coast Guard (USCG) maintains a search and rescue station on 9 Bridge Street in Jonesport (14 nautical miles from Bucks Harbor). The area is served by three vessels:

- 1) 22-foot rigid inflatable hull;
- 2) 47-foot motor lifeboat; and
- 3) 87-foot patrol boat.

The USCG promotes safe boating through classes on boat handling, navigation, and emergency situations.

Marine Patrol

The Department of Marine Resources (DMR) maintains a presence in the area. The patrol vessel "Maine" docks at the USCG Station in Jonesport.

Harbor Master

The Harbor Master is called upon during search and rescue operations as well as general maritime regulation and enforcement; Homeland Security issues; and maritime facilities maintenance. The town does not currently provide the Harbor Master with a boat to perform these functions.

PARTNERSHIPS WITH NEIGHBORING COMMUNITIES

Over the years, the Town of Machiasport has partnered with neighboring communities to offer more effective and cost efficient public services. A few examples of on-going effort to improve public services through partnerships with neighboring communities include:

- Machiasport's ongoing participation in the Marion Transfer Station;
- Mutual aid for fire protection with the Towns of Machias and East Machias (including an arrangement under which East Machias provide first response service for fires on the East Side of Machiasport); and
- Partnership with Machias Ambulance Service for EMS response.

Respondents to the Community Survey indicated a level of support for these types of efforts. In addition, respondents strongly favored coordinating recreations programs with neighboring towns, sharing police protection and public safety services, and cooperating with neighboring towns on public works expenditures (see *Appendix E*, pg 13).

PUBLIC SERVICES AND UTILITIES

Public services and utilities in Machiasport have generally been sufficient to support the level of type of development desired by the community. As depicted on *Map 9. Transportation*, 3-phase power is available in those portions of Machiasport where there are existing concentrations of employment. Continuing issues with telecommunications infrastructure (most notable poor cell phone coverage and the unavailability of high speed internet service) are being address through a combination of public and private efforts.

Mail Delivery: The Machiasport Post Office is located at 2 Unity Square. Machiasport's zip code is 04655. Although many residents have a post office box, part of the mail is delivered through a rural carrier for home delivery.

Internet Providers: There are a number of Internet service providers with the local access numbers and several high speed carriers providing coverage to portions of the town through wireless and cable services with limited DSL service.

Electrical Service: Bangor Hydro

Telephone Service: FairPoint Communication

REGIONAL HEALTH CARE FACILTIES

MAINE COAST MEMORIAL HOSPITAL, located in Ellsworth is a 64-bed fully accredited community hospital healthcare center. They offer extended services at two major clinical centers in Gouldsboro and Southwest Harbor and four rehabilitation centers. The Active Medical Staff consists of 31 practitioners who provide a comprehensive range of medical, surgical, obstetrical, orthopedic, and ophthalmic service to the community. Outreach programs like support groups and on-going health classes are also offered.

DOWNEAST COMMUNITY HOSPITAL, <http://www.dech.org> DECH, is located in Machias. It is a 36-bed 24-hour critical care facility and has an active medical staff of 25 practitioners.

MAINE VETERANS HOME. Completed in 2005, this facility is attached to the Downeast Community Hospital and provides 30 beds for veterans needing assisted living facilities.

REGIONAL MEDICAL CENETR IN LUBEC, <http://rmcl.org>, provides a variety of health and dental services. RMCL operates clinics in Lubec and East Machias and provide physician and non-physician serves at three additional locations.

EASTERN MAINE MEDICAL CENTER, <http://www.emh.org>, is a 411 bed facility and one of only three trauma centers in the state. It is located in Bangor. Their 300 physicians provide primary care hospital services, as well as specialty and intensive services. There are other medical facilities available in Bangor, including St. Joseph's Hospital.

EDUCATION

Machiasport is part of School Union 134. Students attend Fort O’Brien School for grades 1 through 8. (Pre-school and kindergarten are also available, but not mandatory, at Fort O’Brien School). Machiasport students attend high school at Washington Academy in the neighboring town of East Machias.

In 2006 school enrollment data show a total of 116 students from the Town of Machiasport enrolled in public education. 74 students were enrolled in public education at the elementary level and 42 at the high school level (Maine Department of Education).

School enrollment numbers in Machiasport have been declining in recent years, as reflected by enrollment numbers at Fort O’Brien Elementary School. In 2000, there were a total of 101 students enrolled at Fort O’Brien School by the 2005/2006 school year enrollment had declines to 80 – despite the introduction of a pre-kindergarten program in 2003.

With declining enrollment at the Fort O’Brien School and with the on-going school consolidation efforts, there is a great deal of uncertainty regarding the future of school facilities and elementary educations in Machiasport.

The Town of Machiasport owns the building in which the Fort O’Brien School is housed; the school building represents a major investment of town resources. As such the Town has an interest in the outcome of school consolidation talks that extends beyond potential impacts on quality and cost of educational delivery. The Town of Machiasport should continue to be actively involved in discussions regarding school consolidation. Regardless of the outcome of school consolidation efforts, the Town should also work actively with school officials to ensure that school facilities are well cared for. The Town should also work with school officials to explore concurrent uses of the school (such as off-hours use of school facilities including the school kitchen for community events, rental to outside parties, et cetera).

Table C-3: ENROLLMENT AT FORT O’BRIEN SCHOOL 2000-2006

School Year	Pre-K	Kind	Grd 1	Grd 2	Grd 3	Grd 4	Grd 5	Grd 6	Grd 7	Grd 8	Total
2005-2006	2	8	16	12	4	6	7	8	11	6	80
2004-2005	14	12	3	9	5	9	11	7	9	8	87
2003-2004	7	9	8	6	8	12	14	8	10	8	90
2002-2003	0	9	5	8	14	15	10	10	13	14	98
2001-2002	0	8	8	12	14	8	9	11	14	14	98
2000-2001	0	7	13	12	9	10	9	17	11	13	101

Source: Maine State Department of Education.

Other Educational Opportunities

HEAD START is a comprehensive program for three to five year old children and their families. The Head Start Program provides developmentally appropriate classrooms which encourage self-selection and problem-solving through educational and social experiences for children. Services are offered to parents and families in the areas of health, nutrition and social services. Local Head Start programs are run out of Jonesport, Marshfield and Sullivan. The program follows the

public school calendar beginning in September and ending in May.

UNIVERSITY OF MAINE AT MACHIAS (UMM) <http://www.umm.maine.edu> This 1,000 student branch of the University of Maine System is a 10 minute drive from Machiasport, and offers Bachelor and Associate degrees in a wide range of subjects including business education and administration, recreation management, biology, environmental studies, English, and history. Many of its students are “non-traditional” (older persons returning for their degrees). The University is linked to all the other branches of the system by inter-active TV. Associate degrees in Science, Business Administration, Liberal Arts, and other subjects may be earned without entering a “traditional” university classroom. ITV is funded by a grant and administered through the University of Maine in Augusta.

The Washington County Vocational Institute was established in 1969 and became WASHINGTON COUNTY COMMUNITY COLLEGE in 2003. The Calais campus is situated on 400 acres of land overlooking the St. Croix River. Washington County Community College is one of seven institutions in the Maine Community College System. Thirty-six of WCCC's 38 catalog programs are located in Calais, training students for employment in several diverse occupations - from construction and mechanical trades to food service and business studies. Several of these programs articulate into degree programs at other colleges and Universities. The College has the capacity for 500 full-time students, while the Continuing Education Division serves an additional 400 part-time students at sites throughout Washington County.

The Training and Development Corporation's High School Equivalency Program has been active for eight years. The TDC provides classes and counseling services to people who have not completed high school. They also provide a broad range of services to both program participants and area employers. This organization provides services only to clients who meet the Program eligibility requirements. The Training and Development Corporation also administers the Migrant and Seasonal Farmworker Job Training Program.

HUSSON UNIVERSITY, <http://www.husson.edu>, offers courses through the Unobskey College located in Calais. Degree programs that can be pursued through the Unobskey College include Associate and Baccalaureate level coursework in Business Administration and Criminal Justice, as well as an Alternative Certification Program in Education and Master's level coursework in Business, Criminal Justice Administration, and School Counseling. Husson also offers year-long, non-degree certificate programs in boatbuilding through the BOAT SCHOOL in Eastport.

COBSCOOK COMMUNITY LEARNING, <http://www.thecclc.org>, The Cobscook Community Learning Center (CCLC) offers a variety of community education opportunities for people. Grounded in the philosophies of popular, folk, indigenous and experiential education, community organizing is a core value and goal of the Center. Facilities are located on a 50-acre campus in Trescott; and include an office, pottery studio, a community meeting room, computer room/library, and children's activity room and the Community Commons.

THE BOAT SCHOOL www.boatschoolhusson.net, currently operated by Husson University is located in Eastport. The Boat School offers high quality unique courses in commercial fishing,

aquaculture, marine mechanics, boat building technology, and marine and industrial coatings (specializing in “high tech” finishes). The school’s modern and well-equipped classrooms and shops are located at Deep Cove. The Boat School owns and operates multi-purpose fishing vessels that are used for instructional purposes. The facility attracts students from around the world with enrollment of 40-50. The school also provides support services to the area's expanding aquaculture industry. The school’s small, self-contained waterfront on Deep Cove, featuring a boatyard and marine-lift, is the site of cage constructing, work boats hauling for repair or maintenance, and the comings and goings of fish-farmers, fishermen, and marine researchers.

RECREATION

Machiasport offers residents and visitors a variety of recreational opportunities, many of which are focused on the water. The Machias River, Machias Bay and Little Kennebec Bay offer world-class boating and kayaking opportunities. Recreational facilities are located at Jasper Beach Park, the Fort O’Brien State Historic Site and Fort O’Brien School. As rural community, there are limited opportunities in town for residents to participate in organized recreational events in Town. Many residents enjoy informal outdoor recreational activities; organized recreation (e.g. arts and craft, et cetera) are often held under the auspices of local churches, youth groups or in informal groups. A variety of community-oriented organized recreational opportunities are available at the University of Maine at Machias for those who choose to participate.



Jasper Beach is town-owned park that provide opportunities for local resident to enjoy spectacular beauty of scenic Howard Cove. Photo: WCCOG

Parks

There is one town-owned park in Machiasport. Jasper Beach is located on a scenic cove off Route 92 between Bucks Harbor and Starboard. Facilities include a picnic areas and walking along the stony beach.

In addition, the Fort O’Brien State Historic Site is located on Route 92 just south of Machiasport village. There is also a public nature trail at Fort O’Brien Elementary School. Students on the Fort O’Brien School are currently working on a community project to develop additional recreational facilities (notably nature trails) on town-owned land behind the Fire Station & Town Office.

Recreational Access for Boating, ATV and Snowmobile Use

The Bureau of Parks and Recreation within the Maine Department of Conservation administers

the following programs which make financial assistance available to municipalities:
The Public Boating Facilities Program, which provides funds to assist in the acquisition, development or improvement of public boat facilities;

The Snowmobile Trail Grant Program, which provides funds for the construction and maintenance of snowmobile trails;

The ATV Trail Grant Program, which provides funds for the construction and maintenance of all-terrain vehicle trails.

Based on the requirements of the growth management law, the Bureau reports that it will not be able to allocate funds from these programs to towns whose comprehensive plans and implementation programs do not at least contain policy statements which directly relate to the provision of public boating facilities, snowmobile trails, and ATV trails (grants to eligible private organizations and clubs are not affected by the law). If the local plan and implementation program do not support the provision of these recreation facilities, the Bureau reports that it would find it difficult to award financial assistance to the town for them. The comprehensive plan should contain an inventory of the sites and trails currently available, a discussion of any deficiencies and problems, and one or more policies and strategies identifying the Town's course of action with respect to these types of recreation facilities.

In addition to the traditional accesses to marine waters as described in *Chapter G. Marine Resources*, the Town of Machiasport also recognize the need for recreational boating access to the Machias River. Improve facilities for recreational access to the Machias River and upper Machias Bay would create an amenity of residents of Machiasport and surrounding towns. Recreational boating facilities, such as a marina, would also help alleviate crowding in Bucks Harbor – where commercial and recreational boaters compete for space.

At present, the Town of Machiasport is underserved by public access snowmobile and ATV trails. There are a variety of private trail in Machiasport. Public access snowmobile and ATV trails in Machiasport are cooperatively managed and maintained by local snowmobile and ATV clubs and the Department of Conservation (DOC). The 90-mile multi-use Down East Sunrise Trail, which will provide access for snowmobile and ATV users as well as hikers, bicyclists, and skiers, passes just north of Machiasport along the east bank of the Machias River in East Machias. There may be a possibility to develop a similar trail along the west bank of the Machias River following the right of way of a former narrow-gauge railway that ran from Machias to Machiasport.

Adequacy of Recreation Facilities

The Maine Department of Conservation has published guidelines for the types of recreational facilities that municipalities should seek to develop and maintain. These guidelines are based upon a town's population. In the table below these guidelines and the facilities and services found locally are shown, as well as the condition and brief description of those facilities. Overall, recreational facilities in Machiasport are felt to be in good condition. The Town is currently exploring development of a recreation area behind the Town Office. With regular maintenance, town recreation facilities are expected to be adequate for the needs of Machiasport residents.

Table D-4 ADEQUACY OF RECREATIONAL FACILITIES

Guidelines for Recreation and Park Services for Municipalities with Populations between 1,000 and 1,500 People	Located In Town?	Condition¹	Description/Location/Capacity
<u>I. Administration</u>			
Recreation and Park Committee or Board	Y	-	Active town committee
<u>II. Leadership</u>			
Summer Program: Swimming Instructors	N	-	Available at UMM
Summer Recreation Director	N	-	-
<u>III. Program</u>			
Swimming Instruction	N	-	Available at UMM
Supervised Playground Program	N	-	School playground is open to the public.
Skiing Instruction Program	N	-	-
Ice skating	N	-	-
Community-wide Special Events	Y		Community Lobster Bake
Arts & Crafts Programs	Y	-	Girl Scouts, Youth group (non-municipal)
<u>IV. Facilities</u>			
<u>Outdoor Facilities</u>			
Community Recreation Area, 12-25 acres w/ball fields, tennis courts, swimming, ice skating, etc.	Y	B	Community access at school and Jasper Beach
Softball/Little League Diamond (0.75 per 1,000 pop.)	Y	A	At school
Basketball Court (0.50 per 1,000 pop.)	Y	B	Half court at school
Tennis Court (0.67 per 1,000 pop.)	N	-	(In Machias).
Multi-Purpose field: football, soccer, field hockey (0.50 per 1,000 pop.)	Y	B	¾ size soccer field at the school.
Swim area to serve 3% of town pop. (15 s.f. per user)	N	-	-
Pool – 27 sq. ft/water per user of Beach 50 sq.ft/water, 5 sq.ft/beach per user	Y	-	Ocean beaches; not ideal for swimming.
Ice Skating (5,000 s.f. per 1,000 pop.)	N		(Local ponds)
Playgrounds (0.50 per 1,000 pop.)	Y	A	At school
Picnic Areas w/tables & grills (2 tables per 1,000 pop.)	Y	B	At Jasper Beach
<u>Indoor Facilities</u>			

¹ Grade Classification System:

- A Relatively new facility, lifetime expected in excess of 20 years (with proper maintenance)
- B Facility is older and has been well cared for, lifetime expected to be in excess of 10 years
- C Older facility that may not be in the best of shape & may need minor improvements within 5 years
- D Old facility that needs considerable maintenance within 2 years and/or significant renovation
- F Very old facility that has outlived its usefulness or is in severe disrepair. This facility (or equipment) is unsafe or unusable and should be attended to very soon. Replacement may or may not be necessary (based on need assessment).

School Facilities Available for Public Use	Y	A	By Appointment
Table D-4 ADEQUACY OF RECREATIONAL FACILITIES, cont'd			
Gym or Large Multi-Purpose Room (0.2 per 1,000 pop.)	Y	A	By appointment
Auditorium or Assembly Hall	N	-	(In gym at school; Liberty Hall in future)
Public Library	N	-	(In Machias)
V. Finance (funds for operation and maintenance – not capital)			
Minimum \$6 per capita	N		

Open Space, Trails, and Traditional Access

There is currently no extensive trail system in Machiasport. A small nature trail adjacent to the Fort O’Brien School is well maintained. Presently, a community group with involvement from the school is exploring the development of a recreation area that will include trails on town-owned land behind the Town Office. Other important tracts of open space that are commonly used for recreation include Jasper Beach and the Fort O’Brien Historic Site. Both facilities are publicly owned. Larabee Heath, an area near the Mill Pond and several coastal islands are also protected through conservation easement that allow for public access with some restrictions.

In recent years, there have been some issues with restriction of public access. However, to date local residents have managed to resolve these issues cooperatively; and public acquisition of additional land for open space is not a municipal priority at this time.

Machiasport does not currently have a mechanism, such as an open space fund or partnership with a land trust, to acquire important open spaces for community use. However, several local and regional land trusts are active in Machiasport; and the Town has partnered with Land Trusts in the past to meet community goals for preservation of open space. Land trusts that hold conservation land in Machiasport or active in the local area include Maine Coast Heritage Trust, the Nature Conservancy, and the Downeast Coastal Conservancy (formerly Quoddy Regional Land Trust and Great Auk Land Trust).

Regional Recreation

Recreational resources in Washington County have an impact on the local and regional economy. Tourist-related businesses that rely on the recreational opportunities are significant sources of income to some towns in the area. In Machiasport, many businesses benefit in part from an influx of tourists to the region, especially during the summer.

Regional recreation facilities accessible to Machiasport's residents and to visitors include wildlife refuges, parks, golf courses, picnic areas, public access to surface waters, and hiking and snowmobile trails. Major regional recreational resources include:

1. Cobscook Bay State Park in Edmunds: 888 acres; more than 100- campsites and shelters are on the water's edge; boating; hot showers; picnic area; hiking and groomed cross-country ski trails, hiking trails.
2. Cutler Coast Public Reserved Land, Bold Coast Trails, maintained by the State, contains almost five miles of dramatic cliff-bound ocean shore.

3. Down East Sunrise Trail – 90 mile multi-use rail-trail from Ellsworth to Ayers Junction in Charlotte.
4. East Plummer Island Preserve and the Mistake Island Preserve in Jonesport, both managed by the Nature Conservancy.
5. Great Cove Golf Course in Roque Bluffs: 9-holes, 1,700 yards long.
6. Great Wass Island Preserve in Beals: 1540 acres of boreal forest, peat bogs, and coastline managed by the Nature Conservancy.
7. Barren View Golf Course, Jonesboro.
8. Machias Seal Island, seabird nesting site with puffin colony, boat tours from Cutler, Jonesport and New Brunswick.
9. Moosehorn National Wildlife Refuge: 16,000 acres north of Calais, 6,700 acres in Edmunds. Migratory birds, big game and 50 miles of trails.
10. Quoddy Head State Park in Lubec: 532 acres, easternmost point in the U.S., high rocky cliffs with extensive walking trails and views of Canada. The park features 4.5 miles of hiking trails, extensive forests, two bogs, diverse habitat for rare plants, and the striking, red-and-white striped lighthouse tower of West Quoddy Head Light.
11. Reversing Falls Park in Pembroke: 140 acres, trails and beach.
12. Roque Bluffs State Park: 2300-foot beach, picnic tables, grills, playground.
13. Roosevelt Campobello International Park in Campobello, N.B. A 2,800-acre park that includes the cottage and the grounds where Franklin Roosevelt and his family vacationed. The Island also has a tourist information center.

FINDINGS OF PREVIOUS COMPREHENSIVE PLAN & EXISTING POLICIES

Relative to public facilities and service, the Comprehensive Plan adopted by the Town of Machiasport in 1996 made several notable findings including that:

- “As all residents and businesses in Machiasport rely on ground water for their needs, it is imperative that this resource be protected from any more adverse impacts and the current contamination in the Howard Mountain area be contained.”
- “As the costs associated with the disposal of solid waste continue to rise, there will be additional burdens places on the taxpayers. A means of reducing these costs is to reduce the amount of disposed waste through recycling.”
- A “new Fire Station will make it possible for fire protection in Machiasport to be improved through facility use, training and a central location.”
- “Residents have expressed a desire to centralize some services in town. Locating the Town Garage adjacent to the Municipal Building will address this concern. Suggestions, looking far into the future, have included moving the Post Office and expanding public recreation facilities to the same site.”
- The Town should encourage a health center to locate in town.
- The Town should sell some its properties.

Based on these findings, the Comprehensive Plan establish as a municipal goal: “to Plan for, finance and develop an efficient system of public facilities and services to accommodate anticipated growth and economic development.” The Committee recommends continuing to pursue this goal relative to public facilities and services.

The Town also established a goal to “develop a five-year plan for public facilities. Within this plan the Town will move the present Town Garage to the Municipal site, move debris from the old dump to the newer landfill site, and permanently seal it. At the site of the old dump, the Town will pursue the restoration of the area and the reopening of the clam flats.” Based on changing municipal priorities and other actions undertaken to promote public access to the coastline, the Committee recommends that this goals be discontinued.

In order to achieve the goals set forth in 1996 Comprehensive Plan, Machiasport established municipal policies and strategies as summarized in the table below along with notes on the status of the policy recommendations.²

**Table D-5 POLICIES & IMPLEMENTATION STRATEGIES
RELATED TO PUBLIC FACILITIES FROM THE 1996 COMP PLAN**

Policies	Notes
The Town of Machiasport will plan for, finance, and maintain an efficient system of public facilities and services to accommodate current and projected needs through the development, adaptation and implementation of a capital improvement program.	<i>This policy continues to align with municipal goals and should be continued.</i>
The Town will encourage increased use of the Sanborn Cove lot to accommodate current and projected needs for public access to the coastline.	<i>The Committee recommends replacing this policy with other policies to improve public access as outlined in Chapter G. Marine Resources.</i>
The Town will, in conjunction with the current Cemetery Associations of Machiasport, organize and implement a Cemetery Improvement Plan which will survey the current burial grounds, note lots available for purchase and establish a process through the Town Office to arrange plot purchases.	<i>This policy is no longer necessary. The Committee recommends discontinuing this as a municipal policy.</i>
Implementation Strategies	Notes
The Town will actively involve itself in regional efforts to promote Washington County. The Machias Economic Summary Area, of which Machiasport is member, will be the focus of the efforts.	<i>The Committee recommends replacing this strategy with other strategies related to economic development as outlined in Chapter F. Economy.</i>
The Town will seek to improve the access road to the Sanborn Cove Lot construct parking, trails, and shelter.	<i>This strategy has not been implemented. Other actions to improve public access have been undertaken. .</i>
The Town will create a Cemetery Committee to map cemeteries, consolidate church records and establish a data base for future reference.	<i>This strategy has not been implemented. It is no longer felt to be necessary.</i>
The Town will plan for centralization of services at the Municipal site.	<i>This strategy has been partially implemented. The future Land Use Plan allows for further consolidation.</i>
Within three years, the “type” of government should be reviewed by the Comprehensive Planning Committee.	<i>This strategy has not been implemented .It is no longer felt to be necessary.</i>
The Town will create a five year plan to meet the goals of centralizing the municipal services and plan for expanded recreational facilities.	<i>This strategy has been partially implemented. Continuation of this strategy is not felt to be necessary at the present time.</i>

Source: Machiasport Comprehensive Plan, 1996

² A complete list of the policy recommendation from the previous Comprehensive Plan is included in *Appendix B: Executive Summary of the Town of Machiasport Comprehensive Plan, 1996*. A full copy of the previous plan is on file in the Town Office.

Relative to recreation, the Comprehensive Plan adopted by the Town of Machiasport in 1996 found a high level of “concern about the lack of recreational facilities and activities” and strong support for protection scenic vistas. Based on these findings, the Comprehensive Plan establish as a municipal goal: “to make available a wide range of outdoor recreational opportunities for all of its citizens, including access to public waters.”

In order to achieve these goals, the 1996 Comprehensive Plan made policy recommendations as summarized in the table below along with notes on the status of the policy recommendations.

**Table D-6 POLICIES & IMPLEMENTATION STRATEGIES
RELATED TO RECREATION FROM THE 1996 COMP PLAN**

Policies	Notes
The Town of Machiasport will seek to make available a wide range of outdoor recreational opportunities for all citizens, including access to public waters.	<i>This should be established as a municipal goal relative to outdoor recommendation with policies and implementation strategies as outlined in Table D-7..</i>
Implementation Strategies	Notes
The Town will reactivate the Committee charged with the responsibility of expanding the public access to the tidal waters for boating, fishing and other purposes. Such investigation shall consider acquisition of shore front property.	<i>Machiasport has an active Maritime Committee. Since 1996, the Town has improved public access – notably at Bucks Harbor and Jasper Beach. The Town recently adopted a Harbor Management Plan that makes additional recommendations for public access. .</i>
The Town may apply for a ROW Rediscovery grant from the Maine Coastal Program at the State Planning Office.	<i>The Town active pursues ROW rediscovery and acquisition through the Shellfish and Harbor Management Committees.</i>
The Town will, through a Recreation Committee, prepare plans for providing for the following recreational activities: ball fields, roller-blade areas, boating areas, walking and skiing trails (no vehicles allowed), bicycle trails, and outdoor basketball courts.	<i>This strategy has not been implemented. A lack of outdoor recreational opportunities continues to be a concern for community members. This strategy should be re-affirmed and implemented.</i>

Source: Machiasport Comprehensive Plan, 1996

Policies and implementation strategies relative to public facilities and service and outdoor recreation in Machiasport are presented on the following pages. They included revisions as noted above, along with additional policies and strategies that reflect changes in conditions on the ground, local priorities and State and Federal policy since the previous Comprehensive Plan was adopted.

POLICIES AND IMPLEMENTATION STRATEGIES

The Comprehensive Plan Update committee recommends the following policies and implementation strategies relative to public facilities and recreation. Recommendation for capital improvements are including in the Capital Improvement Plan.

Goal 1: Machiasport will plan for, finance and maintain an efficient system of public facilities and services to accommodate current and projected needs through the development, adaptation and implementation of a capital improvement program.			
Goal 2: Machiasport will seek to make available a wide range of outdoor recreational opportunities for all citizens, including access to public waters.			
Policy	Implementation Strategy	Responsibility	Timeframe
Municipal Facilities			
Maintain existing municipal facilities and provide for additional public facilities necessary for the safe and efficient delivery of municipal services.	The Town will address future capital funding needs for replacement items through the Capital Improvement Plan	Selectmen	On-going
Ensure that school facilities are well cared and appropriately used.	Work with school official to identify off-hours uses of school facilities, including community uses and/or revenue generation (e.g. rental of kitchen facilities to small businesses).	Selectmen / Principal	Short-term
Provide public facilities and services in a manner that promotes and supports growth and development in identified growth areas.	Work to implement the Capital Improvement Plan which identifies improvements needed to maintain public services that will accommodate anticipated growth and changing demographics in Machiasport.	Selectmen	On-going
	Locate new public facilities comprising at least 75% of new municipal growth-related capital investments in designated growth areas.		
Recreation			
Support the maintenance and improvement of the Town’s snowmobile & ATV trails.	Seek municipal grants from the State’s Snowmobile Trail Fund to improve snowmobile trails in the area.	Selectmen / Snowmobile and ATV Clubs	On-going
	Support planning for and management of the Down East Sunrise Trail.	Selectmen / Sunrise Trail Coalition	On-going
	Explore development of snow-mobile, ATV and/or hiking trails that may feed into the Sunrise Trail.	Selectmen / Snowmobile and ATV Clubs	Medium-term
Ensure that Machiasport residents continue to have access to adequate outdoor recreation opportunities.	Establish a Recreation Committee to prepare plans for providing for the following recreational activities: ball fields, roller-blade areas, boating areas, walking and skiing trails (no vehicles allowed), bicycle trails, and outdoor basketball courts.	Selectmen; Recreation Committee	Immediate
	Maintain facilities (picnic area, walking trails, parking) at Jasper Beach; and	Selectmen; Recreation	Ongoing

<p>Goal 1: Machiasport will plan for, finance and maintain an efficient system of public facilities and services to accommodate current and projected needs through the development, adaptation and implementation of a capital improvement program.</p>			
<p>Goal 2: Machiasport will seek to make available a wide range of outdoor recreational opportunities for all citizens, including access to public waters.</p>			
Policy	Implementation Strategy	Responsibility	Timeframe
	explore development of facilities at Gray’s Beach.	Committee	
	Seeking funding for a feasibility study to explore development of recreational boating facilities (e.g. a marina) on the Machias River/Machias Bay.	Selectmen	Short-term
	Develop a recreation area to include a ball field, ball diamond and off-road trails behind in the open space behind the Town Office.	Selectmen	Medium-term
	Provide education regarding the benefits and protections for landowners allowing public recreational access on their property.	Selectmen	On-going
Ensure that Machiasport residents have access to culture facilities and events.	Negotiate arrangement with the Board of Porter Memorial Library to provide library services and memberships to Machiasport residents.	Selectmen	Short-term
	Complete renovations at Liberty Hall.	Selectmen; Campaign to Save Liberty Hall	Medium-term
	Coordinate with the school system to ensure that Fort O’Brien School is as open and available for community event as possible.	Selectmen / School Board	On-going
<p>Water & Sewage Treatment and Disposal</p>			
Ensure that rural development is located on land that is capable of supporting on-site water and subsurface sewage disposal systems.	Include language in the Zoning Ordinance to require that, for structures involving subsurface sewage disposal, a plumbing permit be obtained prior to a building permit.	Planning Board/ Selectmen	Immediate
Ensure that residents in all portions of town have access to safe drinking water in their homes.	Explore development of a water district to serve those households whose drinking water has been contaminated be OBD.	Selectmen	Immediate
<p>Waste Management</p>			
Provide adequate waste disposal for the citizens of Machiasport.	Work with The Bay Area Transfer Station or other appropriate parties to explore the options for a municipal recycling station in Machiasport.	Selectmen	Short-Term
	Work with neighboring communities to improve household solid waste disposal.	Selectmen	On-going.
	Implement an annual large item disposal day or other method to improve disposal of white goods & other large waste items.	Selectmen	On-going

<p>Goal 1: Machiasport will plan for, finance and maintain an efficient system of public facilities and services to accommodate current and projected needs through the development, adaptation and implementation of a capital improvement program.</p>			
<p>Goal 2: Machiasport will seek to make available a wide range of outdoor recreational opportunities for all citizens, including access to public waters.</p>			
Policy	Implementation Strategy	Responsibility	Timeframe
	Educate school children and the general public on the importance of recycling, reduction and reuse.	School Dept.	On-going
Emergency Services			
Ensure that police, fire and ambulance services are adequate.	Continue to coordinate regional ambulance services.	Selectmen	On-going
	Expand facilities for at the Fire Department to provide additional space for vehicles and storage of special equipment.	Selectmen / Fire Chief	Medium-term
	Continue to participate in the regional approach to emergency response for hazardous materials and chemicals spills.	Fire & Police Departments/ Wash Co.	On-going
Regional Coordination			
The Town will cooperate on the delivery of regional services and endeavor to achieve economies of scale where feasible.	Continue to provide 24 hour emergency services and support grant funding efforts for facility improvements and staff.	Selectmen	On-going
	Explore options for regional delivery of local services.	Selectmen	On-going

E. NATURAL RESOURCES

The Purpose of this section is to:

1. Describe the natural resources in Machiasport including farmlands, forestlands, critical natural resources, and water and marine resources in terms of extent, characteristics, and importance to the economy and character of the Town and region;
2. Predict whether the viability of important natural resources will be threatened by the impacts of future growth and development; and
3. Assess the effectiveness of existing measures to protect and preserve important natural resources.

FINDINGS

This Chapter provides information on water resources, farm and forestry lands, and critical natural resources in Machiasport and establishes policies for their protection. The most significant natural resource in Machiasport are marine resources, which are basis of the local economy. Machiasport extensive tidal flats and clean marine waters yield an abundance of inter tidal, marine and avian life. Extensive mud flats support clam flats and sea worms as well as wading waterfowl and shorebirds. Machiasport has many critical natural resources, most significantly wildlife habitat. Bald eagle and various shore bird and migrant bird species are found throughout the town. The Machias River and East Machias River, both of which flow through the north part of Machiasport, are rated as high value for their fresh water fisheries and among only a handful of rivers supporting Atlantic salmon young in the United States.

Surface waters in Machiasport are a number of rivers and streams. There are no great ponds (lakes) in Machiasport. Overall, the water quality in Machiasport's surface waters is high; but issues with water quality have been identified in the aquifer near Howard's Mountain. The Town continues to work with affected property owners and the Army Corp of Engineers to identify a solution.

Information on natural resources is necessary to protect environmentally sensitive areas, and to identify opportunities and constraints for development. The natural resources of our town contribute greatly to our quality of life. They provide open space, habitat, and recreational opportunities such as fishing, boating, ATV, horse back riding, snowmobiling, hunting, canoeing, hiking, and cross-country skiing; and are the basis of our natural resources based economy. Overall, existing regulations of critical natural resource are felt to be adequate.

LOCATION, TOPOGRAPHY AND GEOLOGY

Located on the central coast of Washington County the town of Machiasport is situated approximately 90 miles southeast of Bangor. It is bordered on the north and west by the town of Machias, on the east by the towns of East Machias and Whiting. The municipal boundary of Machiasport abuts the town of Roque Bluffs to the west and the town of Cutler to the east, but Machiasport does not share a land boundary with either town. The land area of the town is

approximately 13,000 acres (see *Map 7: Land Cover*). See *Map 3: Topography and Flood Plains* at the end of this section for general contour elevations. The town has extensive coastal frontage on Machias Bay and Little Kennebec Bay as well as the Machias and East Machias Rivers.

Machiasport is located in a region of massive granite intrusion that was glaciated in the Wisconsin age. The glacier caused till (unsorted, poorly drained soil) to be deposited over the entire region. This poorly drained till formed bogs and ponds and altered the drainage pattern. The topography in these areas is generally a blanket deposit that conforms to the underlying bedrock topography. However, the underlying granite caused the till to be more thickly deposited on the northwest sides of ridges: on the southeast sides boulders were "plucked" and transported further south. Thick, till deposits are also found in bedrock valleys and depressions. The weight of the ice (in some places a mile thick) caused the land to be depressed in relation to the level of the sea. Marine sediments (silts and clays) were deposited in valleys and more sheltered locations. The release of pressure due to the melting allowed the land to rise slowly. This explains why silt and clay deposits can be found at elevations of 100 feet or more. See *Map 3: Topography and Flood Plains* at the end of this section for general contour elevations.

There are nineteen islands in Machiasport and Avery Rock. The islands and their ownership (if in conservation) are described in the following table.

Table E-1 ISLANDS IN MACHIASPORT

Name	Acres	# of parcels	Ownership (if in conservation)
Bar Island	47	1	-
Bare Island	70	1	-
Big Libby Island	96	1	Maine Dept. of Inland Fisheries & Wildlife
Chance Island	66	1	-
Feather Bed Island	1		-
Foster Island	55	1	-
Hog Island	31	1	Maine Dept. of Inland Fisheries & Wildlife
Ingalls Island (AKA Starboard Is.)	60	3	-
Little Hog Island	3		-
Little Libby Island	39	1	US Department of Interior
Porcupine Island	2		-
Ram Island	16	1	-
Round Island	12	1	Town of Machiasport
Salt Island	73	2	The Nature Conservancy
Scabby Island	18	1	-
Stone Island	58	1	The Nature Conservancy
Yellow Head Island	10	1	-
The Head	2	1	Maine Coast Heritage Trust

Source: Machiasport Maritime Plan

LAND SUITABILITY FOR DEVELOPMENT

The suitability of land for development varies based on soil type, soil erodibility, and slope. Development that occurs on unsuitable soils is typically more expensive; and may result in long term damage to natural resources through increased erosion, run-off and poorly performing septic systems.

Soils in Machiasport are of several types: glacial till thinly deposited in the uplands; thick glacial till on northwest slopes and in bedrock depressions; marine silts and clays in the valleys and more sheltered locations, and glacial outwash or ice contact sands and gravels. Some of these types are not particularly well suited to septic sewage disposal. Some are well suited to both septic disposal and forestry.

Soil data presented in this plan is derived detailed (SSURGO) soil survey maps compiled by the United States Department of Agriculture (USDA) Soil Conservation Service (SCS). Paper copies of the soils maps are available in the Machias office of the Soil and Water Conservation Service.

Soil Potential for Low Density Development (LDD)

Few areas of Machiasport have large tracts of land with soils that are ideal for residential development. The Natural Resources Conservation Service of the USDA has produced a handbook of Soil Survey Data for Growth Management in Washington County. This publication is available at the Machiasport Town office along with soils maps at a scale of 1 inch = 2000 feet. The Soil Survey handbook includes many tables that interpret the suitability of different soils for agricultural production, woodland productivity, erodibility and low density development.

This last interpretation – rating of soil potential for low density urban development – is provided in the table below to guide the concentration of development in Machiasport. Under this system soil potentials are referenced to an individual soil within the county that has the fewest limitations to development (depth to water table, bedrock etc.). This reference soil is given a value of 100 points. Costs that are incurred to overcome limitations to development are developed for all other soils. These costs, as well as costs associated with environmental constraints and long term maintenance, are converted to index points that are subtracted from the reference soil. The result is a comparative evaluation of development costs for the soils in the county. The overall range is large with values between 0 and 100. These numerical ratings are separated into Soil Potential Rating Classes of very low to very high. Thus in the table a soil with a Very High rating has very good potential for development.

The extent of soil types, as well as the extent of soils suitable for various type of development is presented on *Map 4: Soils Classification*. Soils map at a 1:20,000 scale or greater are useful in understanding and planning the soil resources of fields, farms, and communities, but it is not useful for planning small (less than 1 acre) plots. The pattern of soils is often very complex and, in some places, soils of one type grade imperceptibly into others. On-site investigations are needed to determine the suitability of a plot for any septic tank installation or larger development proposal.

Through Machiasport, low suitability for septic systems is the most significant constraint on low density development presented by soil conditions. This is particularly significant given the impact of failing septic systems on Machiasport marine resources.

Table E-2 MACHIASPORT SOILS SUITABILITY FOR DEVELOPMENT POTENTIAL

(soils in **bold** are considered prime farmland; soils in *italics* are only considered prime farmland if irrigated or drained)

Key	Soil Name	Suitability	Erodibility	Acres	%
AaE	ABRAM-HOGBACK COMPLEX, 15-45% SLOPES	Very Low	Highly erodible	143	1%
ACE	ABRAM-ROCK OUTCROP-RICKER COMPLEX, 15-80% SLOPES	Very Low	Highly erodible	640	4%
AdB	<i>ADAMS LOAMY SAND, 3-8% SLOPES</i>	<i>Medium</i>	<i>Not highly erodible</i>	9	>1%
AGB	<i>ADAMS-CROGHAN ASSOCIATION, 0-8% SLOPES</i>	<i>Medium</i>	<i>Not highly erodible</i>	18	>1%
BRB	BRAYTON-COLONEL ASSOCIATION, 0-8% SLOPES	Very Low	Not highly erodible	366	2%
BW	BUCKSPORT AND WONSQUEAK SOILS	Very Low	Not highly erodible	171	1%
BxC	<i>BUXTON SILT LOAM, 8-15% SLOPES</i>	<i>Medium</i>	<i>Potentially highly erodible</i>	75	>1%
CSC	COLTON-HERMON COMPLEX, 3-15% SLOPES	Low	Potentially highly erodible	9	>1%
DUC	DIXFIELD-RAWSONVILLE-COLONEL COMPLEX, 3-15% SLOPES	Medium	Potentially highly erodible	6	>1%
Go	GOULDSBORO SILT LOAM	Very Low	Not highly erodible	73	>1%
HCC	HERMON-COLTON-ABRAM COMPLEX, 3-15% SLOPES	Low	Potentially highly erodible	329	2%
HeB	<i>HERMON-MONADNOCK COMPLEX, 3-8% SLOPES</i>	<i>Very High</i>	<i>Potentially highly erodible</i>	18	>1%
HeC	HERMON-MONADNOCK COMPLEX, 8-15% SLOPES	High	Potentially highly erodible	10	>1%
HkC	HERMON-MONADNOCK COMPLEX, 8-15% SLOPES	High	Potentially highly erodible	150	1%
HSC	HERMON-MONADNOCK-SKERRY COMPLEX, 3-15% SLOPES	High	Potentially highly erodible	235	1%
HWE	HOGBACK-ABRAM-RAWSONVILLE COMPLEX, 15-60% SLOPES	Very Low	Highly erodible	528	3%
HXC	HOGBACK-RAWSONVILLE-ABRAM COMPLEX, 3-15% SLOPES	Low	Potentially highly erodible	1,924	11%
Kn	KINSMAN SAND	Very Low	Not highly erodible	19	>1%
KW	KINSMAN-WONSQUEAK ASSOCIATION, 0-3% SLOPES	Very Low	Not highly erodible	128	1%
LaB	<i>LAMOINE SILT LOAM, 0-6% SLOPES</i>	<i>Low</i>	<i>Not highly erodible</i>	95	1%
LbB	<i>LAMOINE-BUXTON COMPLEX, 0-8% SLOPES</i>	<i>Low</i>	<i>Not highly erodible</i>	653	47%
LCB	<i>LAMOINE-BUXTON-SCANTIC COMPLEX, 0-15% SLOPES</i>	<i>Low</i>	<i>Potentially highly erodible</i>	3,349	19%
LKB	LAMOINE-RAWSONVILLE-SCANTIC COMPLEX, 0-8% SLOPES	Low	Not highly erodible	1120	6%
LmB	<i>LAMOINE-SCANTIC COMPLEX, 0-5% SLOPES</i>	<i>Low</i>	<i>Not highly erodible</i>	14	>1%
LSB	LAMOINE-SCANTIC-COLONEL COMPLEX, 0-8% SLOPES	Low	Not highly erodible	1,460	8%
LTB	LAMOINE-TUNBRIDGE-SCANTIC COMPLEX, 0-8% SLOPES	Low	Not highly erodible	897	5%
NAC	NASKEAG-ABRAM-RICKER COMPLEX, 0-15% SLOPES	Low	Potentially highly erodible	315	2%
NBB	NASKEAG-RAWSONVILLE-HOGBACK COMPLEX, 0-8% SLOPES	Low	Potentially highly erodible	1,350	8%
RhB	RAWSONVILLE-HOGBACK COMPLEX, 3-8% SLOPES	High	Not highly erodible	40	>1%
RhC	<i>RAWSONVILLE-HOGBACK COMPLEX, 8-15% SLOPES</i>	<i>Medium</i>	<i>Potentially highly erodible</i>	35	>1%
RmC	RAWSONVILLE-HOGBACK-ABRAM COMPLEX, 3-15% SLOPES	Medium	Potentially highly erodible	139	1%
RNC	RAWSONVILLE-LAMOINE-HOGBACK COMPLEX, 0-15%	Medium	Potentially highly erodible	1,187	7%
SF	SCANTIC-BIDDEFORD ASSOCIATION, 0-3% SLOPES	Very Low	Not highly erodible	529	3%
SG	SEBAGO AND WASKISH SOILS	Very Low	Not highly erodible	109	1%
ShB	<i>SHEEPSCOT FINE SANDY LOAM, 0-8% SLOPES</i>	<i>Medium</i>	<i>Not highly erodible</i>	20	>1%
SJB	<i>SHEEPSCOT-CROGHAN-KINSMAN COMPLEX, 0-8% SLOPES</i>	<i>Medium</i>	<i>Not highly erodible</i>	149	1%
SkB	SKERRY FINE SANDY LOAM, 3-12% SLOPES	High	Potentially highly erodible	46	>1%
SmB	SKERRY FINE SANDY LOAM, 3-12% SLOPES	High	Potentially Highly erodible	43	>1%
SNC	SKERRY-BCKET ASSOCIATION, 3-15% SLOPES	Medium	Potentially highly erodible	190	1%
SRC	SKERRY-COLONEL-RAWSONVILLE COMPLEX, 0-15% SLOPES	Medium	Potentially highly erodible	411	2%
Ud	UDORTHENTS-URBAN LAND COMPLEX	Not Rated	Not highly erodible	157	1%
WF	WONSQUEAK AND BUCKSPORT SOILS, FREQ. FLOODED	Very Low	Not highly erodible	327	2%
Total Land Area				17,489	100%

Source: USDA-NRSC Orono, ME–Soil Survey Data for Growth Management in Washington County, ME, 1997

Highly Erodible Soils

Special consideration should be given to the removal of surface vegetation from large areas to avoid soil erosion, which is a major contributor of pollution to surface waters. Soil composition affects its susceptibility to erosion but the combined effects of slope length and steepness are the greatest contributing factors when identifying highly erodible soils.

Most development and intensive land use can and should take place on areas with slopes of less than 15 percent (representing an average drop of 15 feet or less in 100 feet horizontal distance). On slopes greater than 15 percent, the costs of roads, foundations and septic, sewer and other utility systems rise rapidly. *Map 3: Topography and Flood Plains* identifies the location of steep slopes in Machiasport.

FARM LAND AND FOREST RESOURCES

The U.S. Department of Agriculture defines prime farmland as the land that is best suited to producing food, feed, forage, fiber, and oilseed crops. It has the soil quality, growing season, and moisture supply needed to produce a sustained high yield of crops while using acceptable farming methods. Prime farmland produces the highest yields and requires minimal amounts of energy and economic resources. It is also often targeted for low-density residential development due to the suitability of well drained soils for septic systems. Very few of the soils in Machiasport are listed as Prime Farmland, the exception being a type of Skerry fine sandy loam and Hogback-Rawsonville Complex (see Table E-2 and *Map 4: Soils Classification*). Several others are classified as Prime Farmland but only if either drained or irrigated.

Blueberry production

Agriculture has never been a major commercial activity for the people of Machiasport. A few generations ago residents engaged in part-time farming and supplemented incomes from selling homegrown food products, providing food and grain for sustenance and use aboard ships. Only a few small farms remain in operation today. The most significant agricultural activity in Machiasport is blueberry production. There are approximately 100 acres in blueberry production mostly located on the East Side. None of the blueberry land in Machiasport is regularly irrigated. While the soils in Machiasport are not ideal for many agricultural uses, they are well suited for blueberry production and this activity provides some employment in town.

Woodland Productivity

Maine's forests and forest industry play a vital role in the state's economy, especially in Northern and Eastern Maine. Forested areas provide an abundant and diverse wildlife population for the use and enjoyment of all Maine citizens. Furthermore, the forest protects the soil and water and contributes to a wide variety of recreational and aesthetic experiences. The forest provides a wide variety of wildlife habitats for both game and non-game species. Loss of forestland can be attributed to development and to irresponsible harvesting techniques. When forestland ownership is fragmented, public access becomes more restricted due to increased land posting. To optimize forestland use, forests should be effectively managed and harvested.

Soils rated with a woodland productivity of medium or above are qualified as prime forestland soils. This designation does not preclude the development of these lands but only identifies the most productive forestland. These soils are rated only for productivity and exclude management problems such as erosion hazard, equipment limitations or seedling mortality. Important forest and farmland are shown on *Map 7: Land Cover*.

Timber harvesting is a relatively minor economic activity in Machiasport and is conducted mostly through selection harvest but also by shelter wood, and clear-cut methods, see Table E-3.

**Table E-3 SUMMARY OF TIMBER HARVEST
INFORMATION FOR MACHIASPORT, 1991 - 2004**

Year	Selection Harvest, Acres	Shelterwood Harvest, Acres	Clear-cut Harvest, Acres	Total Harvest, Acres	Change of Land use, Acres	Number of Timber Harvests
1991	19	0	10	29	0	3
1992	111	0	7	118	0	4
1993	71	0	0	71	0	3
1994-5	98	9	12	119	0	5
1996	311	0	60	371	0	7
1997	372	0	0	372	0	9
1998	293	0	0	293	0	8
1999	240	75	0	315	6	9
2000	145	155	0	300	0	9
2001	83	0	0	83	0	3
2003-4	32	20	0	52	0	3
Totals	1,775	259	89	2,123	6	63

Source: Year End Landowner Reports to Maine Forest Service, 2005¹

Protection of Farmland and Forest Land

The Town of Machiasport does not have protective zoning for farm or forestland; however, variety of programs provide financial incentives for landowners to keep land undeveloped and managed for long term productivity. They include the following:

- Farm and Open Space Tax Law - (Title 36, MRSA, Section 1101, et seq.) encourages landowners to conserve farmland and open space by taxing the land at a rate based on its current use, rather than potential fair market value.

Eligible parcels in the farmland program must be at least five contiguous acres, utilized for the production of farming, agriculture or horticulture activities and show gross earnings from agricultural production of at least \$2,000 (which may include the value of commodities produced for consumption by the farm household) during one of the last two years or three of the last five years.

The Open Space portion of this program has no minimum lot size requirements and the tract

¹ To protect confidential landowner information, data is reported only where three or more landowner reports reported harvesting in the town in a given year.

must be preserved or restricted in use to provide a public benefit by conserving scenic resources, enhancing public recreation opportunities, promoting game management or preserving wildlife habitat.

In 2006, Machiasport had 642 acres of land enrolled in the farmland or open space programs.

- Tree Growth Tax Law - (Title 36, MRSA, Section 571, et seq.) provides for the valuation of land classified as forestland on the basis of productivity, rather than fair market value.

According to municipal records for fiscal year 2006, Machiasport had 1,335.10 acres in tree growth tax status. These programs enable farmers and other landowners to use their property for its productive use at a property tax rate that reflects farming and open space rather than residential development land valuations. If the property is removed from the program, a penalty is assessed against the property based on the number of years the property was enrolled in the program and/or a percentage of fair market value upon the date of withdrawal.

In addition farm operators and forestland owners from Machiasport participate in soil and water conservation programs through the local NRCS office. Although no official statistics exist for Machiasport, the Town is aware of several parcels have come under active management for farmland and forestry products in recent years.

In recent years, development patterns have not significantly contributed to lose of land for farm and forestry uses in Machiasport. However, the Town should continue to encourage farm- and forest-land owners to enroll in current use taxations. Given the limited extent of high-value farmland, any future land use ordinance should also include provisions to protect remaining farmland from development; and ensure that future land use regulation continue to permit productive forestry and agriculture operations such as road-side stand, greenhouses, and pick-your-own operations.

Agricultural & forest resources policies from 1996 Comprehensive Plan

Machiasport's 1996 Comprehensive Plan found that "agricultural and forest lands are significant components of Maine rural environment, economy and way of life. These areas have value as open space, wildlife habitat, outdoor recreation opportunities, and as scenic resources." The 1996 Plan also found that "timber harvesting should be regulated to prevent erosion and sedimentation, destruction of fish and wildlife habitat and rare, unique and exemplary plant communities, as well as to prevent adverse visual impact along public roads and shore land areas."

Based on these findings, the Comprehensive Plan establish as a municipal goal: "to safeguard Machiasport's forest resources from development which threatens those resources and to preserve marginal open space whenever possible." This goal continues to align with municipal priorities and should be continued. In order to achieve the goals set forth in 1996 Comprehensive Plan, Machiasport established municipal policies and strategies as summarized in the table below along with notes on the status of the policy recommendations.²

² A complete list of the policy recommendation from the previous Comprehensive Plan is included in *Appendix B: Executive Summary of the Town of Machiasport Comprehensive Plan, 1996*. A full copy of the previous plan is on file in the Town Office.

Table E-4 POLICIES & IMPLEMENTATION STRATEGIES RELATED TO AGRICULTURAL AND FOREST RESOURCES FROM THE 1996 COMP PLAN

Policies	Notes
The Town of Machiasport will preserve and protect its rural character by actively encouraging the preservation, protection, and conservation of identified and productive forest land.	<i>This policy continues to align with municipal goals and should be continued.</i>
The Town of Machiasport will actively encourage efforts to establish tracts of productive farmland, including organic farming sites.	<i>The Town will continue to be support of farming, but it is not felt that active municipal encouragement is necessary at this time. The Committee recommends discontinuing this as a municipal policy.</i>
Implementation Strategies	Notes
The Town will make available information concerning programs to encourage the preservation of farmland and forest land.	<i>This strategy continues to align with municipal goals and should be continued.</i>
The Town will encourage the preservation of open space through tree growth and/or open space ordinances.	<i>This strategy continues to align with municipal goals and should be continued.</i>

Source: Machiasport Comprehensive Plan, 1996

Policies and implementation strategies to protect and preserve the agricultural and forest resources in Machiasport are presented at the end of this Chapter. They included revisions as noted above, along with additional policies and strategies that reflect changes in conditions on the ground, local priorities and State and Federal policy since the previous Comprehensive Plan was adopted.

WATER RESOURCES

Watersheds

A watershed is the land area in which runoff from precipitation drains into a body of water. The boundaries of watersheds, also known as drainage divides, are shown for Machiasport on *Map 5: Water Resources*. Machiasport is located in a coastal watershed associated with the Machias River and Machias Bay. The Machias River watershed has a drainage area of 474 square miles.

The portion of the watershed that has the greatest potential to affect a body of water is its direct watershed, or that part which does not first drain through upstream areas. Anything that can be transported by water will eventually reach and impact the quality of a water body. Development activities, such as house and road construction and timber harvesting, disturb the land that drains to a lake by streams and groundwater; thus these activities can pollute the watershed. Except for heath lands and blueberry fields scattered along major roads through town, the majority of Machiasport watersheds are forested.

Threats to water quality come from point and non-point discharges. Point source pollution is discharged directly from a specific site such as a municipal sewage treatment plant or an industrial outfall pipe. The largest source point-source pollution affecting water quality in

Machiasport is the sewage treatment plant located in the neighboring town of Machias. The impact of point source pollution from the Machias sewerage treatment outfall is significant in Machiasport, since it is believed to be a major factor contributing to the closure of clam flats for marine harvesters. In recent years, the Town of Machias has made significant investments to correct the problem. For more discussion of this issue, see *Chapter G. Marine Resources*.

Non-point source pollution poses the greatest threat to ground and surface water quality in Maine communities and Machiasport is no exception. The most significant contributing source comes from erosion and sedimentation as well as excessive run-off of nutrients, particularly phosphorus. In excessive quantities phosphorus acts as a fertilizer and causes algae to flourish or “bloom”. Additional contributing factors include animal wastes, fertilizers, sand and salt storage, faulty septic systems, roadside erosion, dirt roads, leaking underground storage tanks, and hazardous substances.

Marine Water Quality

The Maine Department of Environmental Protection classifies surface waters according to their desired use and water quality necessary to support that use. All of the tidal waters in Machiasport are classified Class SB. This indicates that these waters should be suitable for recreation in or on the water, fishing, aquaculture, propagation and harvesting of shellfish, industrial processing and cooling water supply, hydroelectric power generation, navigation, and as the habitat for fish and other estuarine and marine life. Discharges of pollutants to Class SB waters are regulated by state DEP wastewater permitting process. *Map 8: Marine Resources* depicts areas in Machiasport that are closed to shellfishing due to excessive bacteria loading.

As noted above, marine water quality surrounding Machiasport is affected by land uses in the town and the surrounding towns of Machias, East Machias and Roque Bluffs. There are 4 licensed overboard discharge permits in Machiasport, the largest of which discharges to Howard Cove from the correctional facility. For further discussion of marine water quality, see *Chapter G. Marine Resources*.

Rivers, Streams, and Brooks

To assess what portion of Maine's rivers, streams, and brooks meet the goal of the Clean Water Act; MDEP uses bacteriological, dissolved oxygen, and aquatic life criteria. All river waters are classified into one of four categories, Class AA, A, B, and C as defined by legislation.³ Class AA

³ 1. Class AA waters. Class AA shall be the highest classification and shall be applied to waters which are outstanding natural resources and which should be preserved because of their ecological, social, scenic or recreational importance.

A. Class AA waters shall be of such quality that they are suitable for the designated uses of drinking water after disinfection, fishing, recreation in and on the water and navigation and as habitat for fish and other aquatic life. The habitat shall be characterized as free flowing and natural. [1985, c. 698, § 15 (new).]

B. The aquatic life, dissolved oxygen and bacteria content of Class AA waters shall be as naturally occurs. [1985, c. 698, § 15 (new).]

C. There may be no direct discharge of pollutants to Class AA waters, except storm water discharges that are in compliance with state and local requirements. [1999, c. 243, § 8 (amd).]
[1999, c. 243, § 8 (amd).]

2. Class A waters. Class A shall be the 2nd highest classification.

A. Class A waters shall be of such quality that they are suitable for the designated uses of drinking water after disinfection; fishing; recreation in and on the water; industrial process and cooling water supply; hydroelectric power generation, except as prohibited under Title 12, section 403; and navigation; and as habitat for fish and other aquatic life. The habitat shall be characterized as natural. [1985, c. 698, § 15 (new).]

B. The dissolved oxygen content of Class A waters shall be not less than 7 parts per million or 75% of saturation, whichever is higher. The aquatic life and bacteria content of Class A waters shall be as naturally occurs. [1985, c. 698, § 15 (new).]

C. Direct discharges to these waters licensed after January 1, 1986, are permitted only if, in addition to satisfying all the requirements of this

is the highest classification with outstanding quality and high levels of protection. Class C, on the other end of the spectrum, is suitable for recreation and fishing yet has higher levels of bacteria and lower levels of oxygen. Segments of the Machias and East Machias River in the Town of Machiasport are tidal and do not support fresh water fisheries. All 56 stream segments rated for water quality in the town of Machiasport are classified as Class B.

Shorelands and Floodplains

Shorelands are environmentally important areas because of their relationship to water quality, their value as wildlife habitat and travel, and their function as floodplains. Development and the removal of vegetation in shoreland areas can increase runoff and sedimentation leading to an increase in the amount of nutrients and other pollutants that reach surface water. This can lead to algal blooms and closure of shellfishing areas. Steep slopes with highly erodible soils are particularly susceptible to erosion. The Shoreland Zoning Ordinance, latest revision adopted by Machiasport in 2009, was designed to provide protection to shoreland. The town is currently updating the Shoreland Zoning Ordinance to meet DEP Guidelines issued in 2006.

Floodplains serve to accommodate high levels and large volumes of water and to dissipate the force of flow. A floodplain absorbs and stores a large amount of water, later becoming a source of aquifer recharge. Floodplains also serve as wildlife habitats, open space and outdoor recreation without interfering with their emergency overflow capacity. Flooding can cause serious destruction of property and activities that increase paved or impervious surfaces and/or that change the watercourse on floodplains increase the quantity and rate of runoff that can intensify flooding impacts downstream.

The 100-year floodplains within Machiasport have been identified by the Federal Emergency

article, the discharged effluent will be equal to or better than the existing water quality of the receiving waters. Prior to issuing a discharge license, the department shall require the applicant to objectively demonstrate to the department's satisfaction that the discharge is necessary and that there are no other reasonable alternatives available. Discharges into waters of this classification licensed prior to January 1, 1986, are allowed to continue only until practical alternatives exist. There may be no deposits of any material on the banks of these waters in any manner so that transfer of pollutants into the waters is likely. [1989, c. 890, Pt. A, §40 (aff); Pt. B, §62 (amd).]
[1989, c. 890, Pt. A, §40 (aff); Pt. B, §62 (amd).]

3. Class B waters. Class B shall be the 3rd highest classification.

A. Class B waters shall be of such quality that they are suitable for the designated uses of drinking water supply after treatment; fishing; recreation in and on the water; industrial process and cooling water supply; hydroelectric power generation, except as prohibited under Title 12, section 403; and navigation; and as habitat for fish and other aquatic life. The habitat shall be characterized as unimpaired. [1985, c. 698, § 15 (new).]

B. The dissolved oxygen content of Class B waters shall be not less than 7 parts per million or 75% of saturation, whichever is higher, except that for the period from October 1st to May 14th, in order to ensure spawning and egg incubation of indigenous fish species, the 7-day mean dissolved oxygen concentration shall not be less than 9.5 parts per million and the 1-day minimum dissolved oxygen concentration shall not be less than 8.0 parts per million in identified fish spawning areas. Between May 15th and September 30th, the number of *Escherichia coli* bacteria of human origin in these waters may not exceed a geometric mean of 64 per 100 milliliters or an instantaneous level of 427 per 100 milliliters. [1985, c. 698, § 15 (new).]

C. Discharges to Class B waters shall not cause adverse impact to aquatic life in that the receiving waters shall be of sufficient quality to support all aquatic species indigenous to the receiving water without detrimental changes in the resident biological community. [1985, c. 698, § 15 (new).]

[1985, c. 698, § 15 (new).]

4. Class C waters. Class C shall be the 4th highest classification.

A. Class C waters shall be of such quality that they are suitable for the designated uses of drinking water supply after treatment; fishing; recreation in and on the water; industrial process and cooling water supply; hydroelectric power generation, except as prohibited under Title 12, section 403; and navigation; and as a habitat for fish and other aquatic life. [1985, c. 698, § 15 (new).]

2. Class SB waters. Class SB waters shall be the 2nd highest classification.

A. Class SB waters shall be of such quality that they are suitable for the designated uses of recreation in and on the water, fishing, aquaculture, propagation and harvesting of shellfish, industrial process and cooling water supply, hydroelectric power generation and navigation and as habitat for fish and other estuarine and marine life. The habitat shall be characterized as unimpaired.

Management Agency (FEMA) for administration of the Federal Flood Insurance Program. A 100-year flood is a flood that has 1 chance in 100 of being equaled or exceeded in any 1-year period. One hundred year floodplains are associated with most of the mainland coastline of Machiasport, several interior wet areas, and all of the coastal islands. See *Map 3: Topography and Flood Plains*. Machiasport has adopted a Floodplain Management Ordinance that includes construction standards to minimize flood damage within the 200-year floodplain. A Floodplain Management Ordinance with new flood plain maps was adopted in 2000.

Severe flooding in Machiasport is rare and limited in extent.

Wetlands

The term "wetlands" is defined under both state and federal laws as "those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support prevalence of vegetation typically adapted for life in saturated soils." Wetlands include freshwater swamps, bogs, marshes, heaths, swales, and meadows.

Wetlands are important to the public health, safety and welfare because they act as a filter, absorb excess water, serve as aquifer discharge areas, and provide critical habitats for a wide range of fish and wildlife. They are fragile natural resources. Even building on the edge of a wetland can have significant environmental consequences. Some wetlands have important recreational and educational value providing opportunities for fishing, hunting, and environmental education.

The Maine DEP has identified wetlands located within Machiasport, as illustrated on *Map 5: Water Resources*. These wetlands were identified as wetlands by aerial photo interpretation. Interpretations were confirmed by soil mapping and other wetland inventories. Field verification of the location and boundaries of the wetlands should be undertaken prior to development. The Maine DEP has jurisdiction over freshwater and floodplain wetlands under the Natural Resources Protection Act (NRPA)/Wetland Protection Rules and Site Location of Development Act and the Mandatory Shoreland Zoning Law provides protection to mapped non-forested wetlands. It is also important to verify wetland extent for specific development proposals as aerial photography interpretation and field spot samples are educated guesses and random samples. Review by wetland professionals should be encouraged when the need arises.

Groundwater - Sand and Gravel Aquifers

Aquifers may be of two types: bedrock aquifers and sand and gravel aquifers. A bedrock aquifer is adequate for small yields. A sand and gravel aquifer is a deposit of coarse-grained surface materials that, in all probability, can supply large volumes of groundwater. Boundaries are based on the best-known information and encompass areas that tend to be the principal groundwater recharge sites. Recharge to these specific aquifers, however, is likely to occur over a more extensive area than the aquifer itself.

The Maine Geological Survey has identified numerous sand and gravel aquifers within Machiasport, as shown on *Map 5: Water Resources*. There are six aquifers with potential yields of 10-50 gallons per minute in Machiasport, one of which is shared with the neighboring town of

Whiting. Sand and gravel aquifers located in Machiasport are not geographically extensive as compared with other sand and gravel aquifers in the region. According to the Maine Department of Human Services, Bureau of Health, Division of Health Engineering, Drinking Water Program there are two Public Water Supply Sources in Machiasport.

Table E-5 PUBLIC WATER SUPPLIES IN MACHIASPORT

Water System Name	Public Water Supply Type ⁴	Source Name	Source Type
Downeast Correctional Facility	Community	Drilled Well 350'	Groundwater
Fort O'Brien School	Non-transient, non-community, public	Drilled Well 550'	Groundwater

Source: Maine Drinking Water Program 2008

Map 5 can be used to identify surface sites that are unfavorable for storage or disposal of wastes or toxic hazardous materials. It is important to protect groundwater from pollution and depletion. Once groundwater is contaminated, it is difficult, if not impossible, to clean. Contamination can eventually spread from groundwater to surface water and vice versa. Most aquifer and surface water contamination comes from non-point sources including faulty septic systems, road salt leaching into the ground, leaking above ground or underground storage tanks, auto salvage yards, and landfills.

According to risk assessment prepared by the Maine Drinking Water Program (see Table E-6) the potential for future contamination potential to both public water supplies in Machiasport is high due to the lack of legal control of wellhead protection areas and the presence of potential sources of contamination proximate to both wells.

The most serious issue regarding drinking water in Machiasport is contamination of drinking water supplies in the vicinity of Howard Mountain by TCE (trichloroethylene). TCE is a volatile, chlorinated hydrocarbon widely used as a solvent, paint stripper, and degreasing agent; consumption of TCE by human is associated with an elevated incidence of cancer and other diseases. TCE was first identified in the drinking water supplies for the Downeast Correctional Facilities and nearby households over 10 years ago. Since that time extensive testing has been conducted to identify the source and extent of contamination. The Town of Machiasport's Remediation Advisory Board has been working with the Army Corps of Engineers and other

⁴ The Maine Rules Relating to Drinking Water (Chapter 231) define a "public water system" as any publicly or privately owned system of pipes or other constructed conveyances, structures and facilities through which water is obtained for or sold, furnished or distributed to the public for human consumption, if such a system has at least 15 service connections, regularly serves an average of at least 25 individuals daily at least 60 days out of the year or bottles water for sale.

1. Community Water System: A public water system which serves at least fifteen service connections used by year-round residents or regularly serves at least twenty-five year-round residents.

2. Non-Community Water System: A public water system that is not a community water system. There are two types of Non-Community Water Systems. These are:

a. Non-Transient, Non-Community Water Systems: A Non-Community water system that serves at least 25 of the same persons for six months or more per year and may include, but is not limited to, a school, factory, industrial park or office building, and

b. Transient Non-Community Water Systems: A Non-Community water system that serves at least 25 persons, but not necessarily the same persons, for at least 60 days per year and may include, but is not limited to, a highway rest stop, seasonal restaurant, seasonal motel, golf course, park or campground. A bottled water company is a transient, non-community water system.

state and federal agencies to identified solutions. A recent feasibility study conducted by the Corp of Engineer identified several alternatives for corrective action.

Table E-6 RISK ASSESSMENT MATRIX FOR PUBLIC WATER SUPPLIES

Risk of Contamination	Due to:	Risk Assessment is based on:
Downeast Correction Facility		
Moderate risk	Well type and site geology	Bedrock well, 350'
High risk	Existing risk of acute contamination	Positive coliform test, septic system within 300' of well.
High risk	Future risk of acute contamination	No legal control or legal control is less than 150'
Low risk	Existing risk of chronic contamination	No chronic chemical contaminants detected; 3 potential sources of contamination within wellhead protection area.
High risk	Future risk of chronic contamination	No legal control of entire wellhead protection area; no legal control of 2500 Phase II/V Waiver radius.
Fort O'Brien School		
Moderate risk	Well type and site geology	Bedrock well, drilled well 550'
Moderate risk	Existing risk of acute contamination	No positive coliform test, Nitrate test less than 5 ppm, septic system within 300'
High risk	Future risk of acute contamination	No legal control or legal control is less than 150'
Moderate risk	Existing risk of chronic contamination	No chronic chemical contaminants detected; 6 potential sources of contamination within 300'.
High risk	Future risk of chronic contamination	No legal control of entire wellhead protection area; no legal control of 2500 Phase II/V Waiver radius.

Source: Maine Drinking Water Program, 2007

One possible solution that the Town is exploring is the creation of water district. However, the limited extent of sand and gravel aquifers in the area is an issue in identifying suitable alternative water sources.

Water resources policies from 1996 Comprehensive Plan

Relative to water resources, the Comprehensive Plan adopted by the Town of Machiasport in 1996 found that “activities within a watershed may affect the quality of water great distances away (as evidenced by the Howard Mountain Contamination), the develop of local and regional policies are necessary to ensure future protection. An Aquifer Ordinance has been suggested. Because of its ecological importance, the Larabee Heath, a freshwater wetland, should be preserved and protected from adverse impact. In addition to the wetlands, several erosion sites have been identified along the coastline (one particularly near the cemetery) and are in need of stabilization.”

Based on these findings, the Comprehensive Plan establish as a municipal goals: “to protect the quality and manage the quantity of Machiasport’s water resources, watersheds and the Larabee Heath,” and to “pursue the clean-up of the Howard Mountain water contamination and/or a suitable source of potable water for affected residents.” These goals continue to align with municipal priorities and should be continued.

In order to achieve the goals set forth in 1996 Comprehensive Plan, Machiasport established municipal policies and strategies as summarized in the table below along with notes on the status of the policy recommendations.⁵

**Table E-7 POLICIES & IMPLEMENTATION STRATEGIES
RELATED TO WATER RESOURCES FROM THE 1996 COMP PLAN**

Policies	Notes
The Town of Machiasport will protect from adverse impact the significant identified water resources within its jurisdiction.	<i>This policy continues to align with municipal goals and should be continued.</i>
The Town of Machiasport will continue to enforce land use regulations protecting its significant water resources from adverse impact.	<i>This policy continues to align with municipal goals and should be continued.</i>
The contamination at Howard Mountain concerns many residents, even as the Army Corps of Engineers has accepted responsibility and will ultimately be responsible for funding alternative clean water sources.	<i>Contamination at Howard Mountain continued to be a concern, the Committee recommends amending this policy to read: "Ensure that all resident have access to safe drinking water."</i>
Implementation Strategies	Notes
The Town will support the Department of Environmental Protection and other state agencies in the preservation of Larabee Heath and other fresh water wetlands within its jurisdiction.	<i>This strategy has been largely implemented. Larabee Heath is held in conservation by the Nature Conservancy; and protected by municipal shoreland zoning.</i>
The Town will support the protection of land adjacent to streams and brooks that make up the watersheds of Marsh Stream, Larabee Heath, Renshaw Land, the East Side, Mill Pond, Bucks Harbor, Howard Cove, and Starboard Cove.	<i>This strategy has been largely implemented. The Town of Machiasport recently updated its Shoreland Zoning Ordinance. As appropriate, identified areas are included in Resource Protection.</i>
The Town will continue to advocate for clean water and protect the aquifers for all residents; water contamination clean-up activities in the Howard Mountain to Miller Mountain area, monitor the clean-up progress of the Army Corps of Engineers, and investigate alternative water supplies.	<i>Contamination at Howard Mountain continued to be a concern. The Town should continue to pursue this policy.</i>
The Town will pursue alternative water supplies for the residents' wells from Howard Mountain to Miller Mountain affected by the contamination.	<i>Contamination at Howard Mountain continued to be a concern. The Town should continue to pursue this policy.</i>
The Town will establish aquifer protection through an Aquifer Protection Ordinance.	<i>This strategy has not been implemented. It is no longer felt to be necessary.</i>
The Town will investigate improved public access to the river through Machiasport, perhaps by purchasing the L. Ray Packing property and revitalizing the area with a marina.	<i>This strategy has been partially implemented. The Town continues to support development of a marina, as support by strategies included in Chapter G. Marine Resources.</i>

Source: Machiasport Comprehensive Plan, 1996

Policies and implementation strategies to protect and preserve water resources in Machiasport are presented at the end of this Chapter. They included revisions as noted above, along with

⁵ A complete list of the policy recommendation from the previous Comprehensive Plan is included in Appendix B: Executive Summary of the Town of Machiasport Comprehensive Plan, 1996. A full copy of the previous plan is on file in the Town Office.

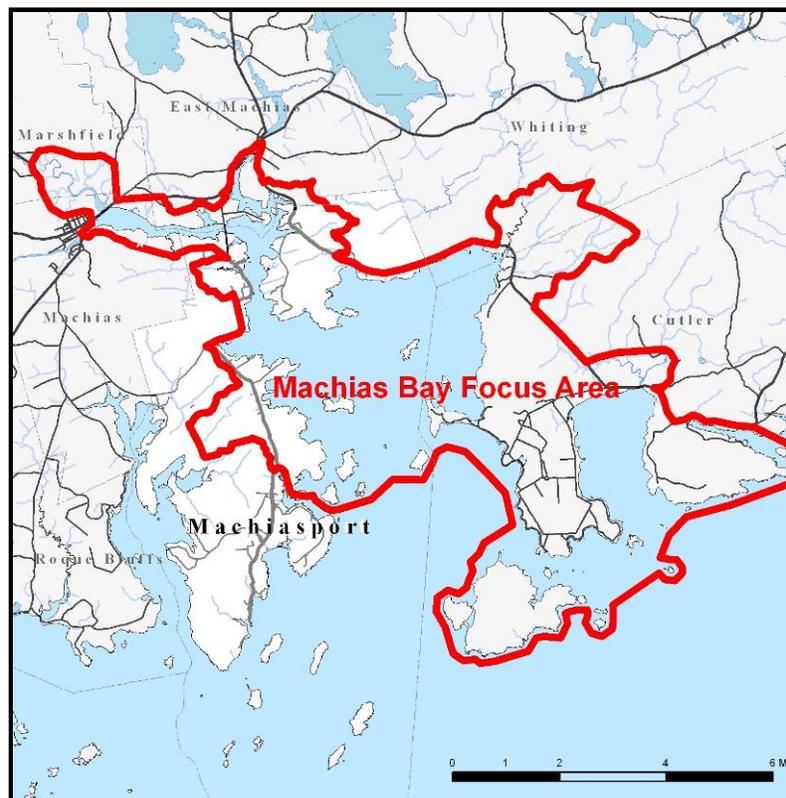
additional policies and strategies that reflect changes in conditions on the ground, local priorities and State and Federal policy since the previous Comprehensive Plan was adopted.

CRITICAL NATURAL RESOURCES

Beginning with Habitat (BwH), a collaborative program of federal, state and local agencies and non-governmental organizations, is a habitat-based approach to conserving wildlife and plant habitat. The BwH program, housed in the Maine Department of Inland Fisheries and Wildlife (MDIFW), provides comprehensive habitat information to equip local decision-makers with the necessary tools to make informed and responsible land use decisions that mesh wildlife habitat conservation with future town growth needs. Each Maine town is provided with a collection of maps, accompanying information depicting and describing various habitats of statewide and national significance found in the town, and with tools to implement habitat conservation in local land use planning efforts. Beginning with Habitat (BwH) maps and data are updated regularly. The BwH are good tool for flagging potential resource issues early in the development review process when features such as high value wildlife habitat are incorporated into performance standards. BwH maps and the BwH Toolbox are available at www.beginningwithhabitat.org. Examples of shoreland zoning ordinances with increased habitat protection standards are available in the BwH Toolbox.

The BwH program has identified Machias Bay as a natural area of statewide ecological significance which contains unusually rich concentrations of at-risk species and habitats. The Machias Bay Focus Area, was identified by biologists from the Maine Natural Areas Program (MNAP) and MDIFW as an area which supports rare plants, animals, and natural communities, high quality common natural communities; significant wildlife habitats; and their intersections with large blocks of undeveloped habitat.

The Machias Bay Focus area includes portions of the Machias and East Machias Rivers, Machiasport and the unique peatland ecosystems in the area. Focus Areas of Ecological Significance are areas of statewide conservation priority. They are identified around unique concentrations of at risk species and habitats and their supporting landscape. These areas are non-regulatory,



The Machias Bay Focus Area, which include a portion of Machiasport are as well as part of Machias, East Machias, Whiting and Cutler, is a statewide priority for conservation based on unique concentrations of at risk species.

Map: WCCOG Source data: Beginning with Habitat, Maine OGIS

but are intended to build awareness and momentum for strategic approaches to conservation. Natural features which contributed to the designation of the Machias Bay Focus area are described below.

Table E-7 MACHIAS BAY FOCUS AREA FEATURES

Common Name	Scientific Name
Razorbill	<i>Alca torda</i>
Bald Eagle	<i>Haliaeetus leucocephalus</i>
Crowberry Blue	<i>Lycaeides idas empetri</i>
Livid Sedge	<i>Carex livida var. radicaulis</i>
Rare and Exemplary Natural Communities	
Coastal Plateau Bog Ecosystem	Coastal plateau bog ecosystem
Coastal Plateau Bog Ecosystem	Coastal plateau bog ecosystem
Coastal Plateau Bog Ecosystem	Coastal plateau bog ecosystem
Coastal Plateau Bog Ecosystem	Coastal plateau bog ecosystem
Maritime Slope Bog	Heath - crowberry maritime slope bog
Essential Wildlife Habitats	Presence (P) or Absence (A)
Piping Plover / Least Tern EH	A
Roseate Tern EH	A
Significant Wildlife Habitats	Presence (P) or Absence (A)
TWWH	P
IWWH	P
DWA	A
Shorebird Areas	P
Seabird Nesting Islands	P
Other Data	Presence (P) or Absence (A)
Arctic Tern	A
Atlantic Salmon Habitat	P
Brook Trout	A
Diadromous fish	N/A
Eelgrass Beds	P
Harlequin Duck	P
Horseshoe Crab	A
Marine Worms	P
Razorbill	P
Shellfish	P
Species of Special Concern	P

Source: Beginning with Habitat, 2009

Wildlife Habitats

Conserving an array of habitats and their associated wildlife species will help in maintaining biological diversity and ensuring that wildlife and human populations remain healthy. To feed and reproduce, wildlife relies on a variety of food, cover, water, and space. Development can result in the deterioration of habitats and diversity through habitat fragmentation and loss of open space and essential travel corridors.

Unfragmented blocks of land provide habitat to a wide variety of Maine's species, both common

and rare, and they are essential for protecting water quality and maintaining opportunities for rural industry and traditional outdoor recreation. Maintaining large unfragmented blocks is an important opportunity for maintaining a community's rural character. Updated BwH maps which include unfragmented blocks of habitat could be available upon request from the BwH program

Wildlife is plentiful in Machiasport and its coastal islands. Bald eagles (*Haliaeetus leucocephalus*) are plentiful and nest on several islands. Just offshore, common eiders (*Somateria mollissima*) gather in large rafts while great blue herons (*Ardea herodias*) and several species of shorebirds grace the tidal flats and marshes. On the ledges off the outer islands large numbers of harbor seals (*Phoca vitulina*) frequently haul out to bask in the sun.

Essential Wildlife Habitat

Essential Wildlife Habitats are defined under the Maine Endangered Species Act as a habitat "currently or historically providing physical or biological features essential to the conservation of an Endangered or Threatened Species in Maine and which may require special management considerations". These sites are identified by the Maine Department of Inland Fisheries and Wildlife (MDIFW).

There are several sites identified as essential wildlife habitat for endangered and threatened species in Machiasport. Big Libby Island is habitat for state Endangered Peregrine Falcons. The waters around the Libby Islands support wintering Harlequin Ducks (State Threatened). Ledges off Foster Island (Starboard Island Ledge and maybe others in the area) support Arctic Terns (State Threatened).

Any project proposed within Essential Habitat requires IF&W review if the project would otherwise: a) require a state or municipal permit, or b) use public funding. This consultation rarely stops development, but projects may be modified to protect these essential wildlife habitats.

Significant Wildlife Habitat

Significant Wildlife Habitat, as defined by Maine's Natural Resources Protection Act (NRPA), is intended to prevent further degradation of certain natural resources of state significance. NRPA-defined Significant Wildlife Habitats in Machiasport are illustrated on *Map 6: Critical Habitat* and include shorebird habitat, tidal waterfowl/wading bird habitat, inland waterfowl/wading bird habitat and seabird nesting habitat.

Significant Vernal Pools and Deer Wintering Areas are also Significant Wildlife Habitats that may be found in Machiasport, even though there may not be any currently mapped

Rare Animals

In addition to Essential and Significant Habitat, MDIFW tracks the status, life history, conservation needs, and occurrences for species that are endangered, threatened or otherwise rare. There is currently no identified habitat for species of special concern in Machiasport.

Maine Natural Areas Program

The Maine Natural Areas Program (MNAP) of the Maine Department of Conservation is responsible for documenting areas that support rare, threatened, or endangered plant species and rare or exemplary natural communities. There is one MNAP identified natural area in Machiasport: Larabee Heath, which is listed as an exemplary Coastal plateau bog ecosystem. This type of ecosystem is described as “peatlands in east coastal Maine in which the surface is raised above the surrounding land. *Scirpus cespitosus* [deergrass] is usually present as extensive lawns and *Empetrum nigrum* [black crowberry] and *Rubus chaemaemorus* [cloudberry] are also characteristic. There are usually few or no trees.” MNAP last characterized Larabee Heath as having “good estimated viability” in 1996. Portions of Larabee Heath are owned by the Nature Conservancy; the Heath is also considered a significant freshwater wetland subject to regulation under Shoreland Zoning legislation.

Atlantic salmon

In December 1999, the State of Maine banned angling for Atlantic salmon statewide. In November 2000, the National Marine Fisheries Service and the US Fish and Wildlife Service officially declared as endangered the Atlantic salmon populations in eight Maine Rivers (Dennys, East Machias, Machias, Pleasant, Narraguagus, Ducktrap and Sheepscot Rivers and Cove Brook). There is no listed habitat for Atlantic salmon in Machiasport; however, Atlantic salmon may be present in Machiasport waters.

It is unlawful to angle, take or possess any Atlantic salmon from all Maine waters (including coastal waters), and it is a federal offense to take fish in the above-mentioned eight Maine rivers. Any salmon incidentally caught, must be released immediately, alive and uninjured.

Control of non-point sources of pollutants, principally nutrients and sediments, through the use of local ordinances is one means by which Salmon habitat can be protected without removing parcels from the assessment rolls when they are purchased for conservation.

Eastern brook trout

Woodruff Brook, Holmes Brook, Libby Brook, Larrabee Heath, and Meadow Brook) have high value wild native Eastern Brook Trout populations and habitats that should be protected.

Bald eagle

Machiasport currently has several sites that support bald eagles, including nesting territory that is occupied by eagles during at least one of the three most recent years and intact for two consecutive years. Bald eagle nesting sites are no longer considered Essential Habitat. Bald eagles nests sites are included *Map 6: Critical Habitat*.

Scenic resources

Scenic resources focus prominently in Machiasport’s Community Vision Statement (see *Appendix C. Community Vision Statement*). Machiasport’s scenic resources contribute significantly to quality of life for local residents and visitors. They include: historic farmlands, blueberry barrens, pristine coastal islands, and a varied shoreline with rocky headlands,

extensive inter-tidal areas, and coastal estuaries. Scenic resources in Machiasport are an important force driving recent coastal development in town; ironically, development on headlands and other highly visible locations is also a major threat to preserving scenic resources in Machiasport.

Scenic resources were identified in the 1996 Comprehensive Plan. At that time it was felt that municipal policy was minimally sufficient to protect identified scenic resources. In addition, several areas in town are included in the Downeast Coastal Scenic Inventory 2009 conducted by the Washington County Council of Governments and Hancock County Planning Commission.

Most of Machiasport's scenic resources enjoy some level of protection through a combination of shoreland zoning, conservation easements (especially on coastal islands), and current use taxation. A majority of respondents favor additional measures to protect scenic resources in Machiasport, including municipal investment in scenic view protection (Appendix C, page 10) and standards for development in scenic areas (Appendix C, page 15).⁶ Working together with land owners, the Town should develop a plan to protect significant scenic resources.

Natural resource protection in Machiasport

There are a variety of municipal, state and federal laws and legal incentives that protect natural resources in Machiasport. As depicted on *Map 6: Critical Habitat*, most of the critical natural resources in Machiasport are located in or near the shore and receive some level of legal protection through the Town of Machiasport Shoreland Zoning Ordinance. Other state and federal regulation that govern activities occurring in the shoreland and submerged and land marine waters are summarized in *Chapter G. Marine Resources*.

In addition to municipal, state and federal regulations a variety of non-regulatory measures protect critical natural resources in Machiasport. As depicted on *Map 6: Critical Habitat* many areas that support critical habitat in Machiasport are held in conservation. Other areas are enrolled in tax incentive programs (such as Tree Growth, Farmland and Open Space) that provide some level of protection.

Protection of critical natural resource also helps advance town policies relative to increased access for outdoor recreation, protection of forestry and farmland and protection of public water sources. Machiasport has requested a seat at the table when local land trusts and others make significant conservation decisions in town, but has not to date participated in regional planning to protect shared natural resources. There are no state parks or public reserve lands in Machiasport.

Critical Natural Resources policies from the 1996 Comprehensive Plan

Relative to critical natural resources, the Comprehensive Plan adopted by the Town of Machiasport in 1996 found that "Because of the fragile nature of critical areas it is important that they be monitored and plans for their management be developed. Several areas in Machiasport are unique and for their nesting birds, active Blue Heron nests, cobble beaches, and

⁶ 49% favor and 32% strongly favor specific strategies within a zoning ordinance to "limit development in the town's scenic areas." 41% and 28%, respectively, favor or strongly favor town investment in "scenic view protection."

petroglyphs.”

Based on these findings, the Comprehensive Plan establish as a municipal goal: “To protect the Town’s other critical natural resources including wildlife, offshore islands, scenic vistas, and other unique natural areas.” This goal continues to align with municipal priorities and should be continued. In order to achieve the goals set forth in 1996 Comprehensive Plan, Machiasport established municipal policies and strategies as summarized in the table below along with notes on the status of the policy recommendations.⁷

Table E-8 POLICIES & IMPLEMENTATION STRATEGIES RELATED TO CRITICAL NATURAL RESOURCES FROM THE 1996 COMP PLAN

Policies	Notes
The Town of Machiasport will protect from adverse impact the identified critical natural areas within its jurisdiction.	<i>This policy should be amended to read: “Conserve critical natural resources and significant wildlife habitat within the Town.”</i>
The Town of Machiasport will continue to enforce land use regulations protecting identified significant natural resources from loss or adverse impact.	<i>This policy is adequately addressed through the amended policy (above) and by policies included in Chapter K Land Use.</i>
Implementation Strategies	Notes
Scenic resources have been identified in the Comprehensive Plan with some detail. The Town will encourage protection of these designated resources.	<i>This policy should be amended to read: “Work with land owners to develop a plan to protect significant scenic resources.”</i>
The Town will inventory all septic systems, establish priorities for replacement of malfunctioning systems, and encourage their replacement.	<i>This strategy has not been implemented. The Town participates in the Small Community Grant program and has taken other actions to address failing septic systems. Continuation of this policy is no longer felt to be necessary.</i>
The Town will inventory erosion problems in watersheds and offer technical assistance to provide mitigation.	<i>Ongoing.</i>
The Town will develop a list of critical natural resources such as steep slopes, highly erodible soils, wetlands, and the like and develop regulatory language for inclusion in the current ordinances.	<i>This strategy has been partially implemented. Implementation strategies related to ordinance revisions are included in the policies at the end of this Chapter and in Chapter K. Land Use.</i>

Source: Machiasport Comprehensive Plan, 1996

Policies and implementation strategies to protect and preserve water resources in Machiasport are presented on the following pages. They included revisions as noted above, along with additional policies and strategies that reflect changes in conditions on the ground, local priorities and State and Federal policy since the previous Comprehensive Plan was adopted.

⁷ A complete list of the policy recommendation from the previous Comprehensive Plan is included in *Appendix B: Executive Summary of the Town of Machiasport Comprehensive Plan, 1996*. A full copy of the previous plan is on file in the Town Office.

POLICIES AND IMPLEMENTATION

Policy	Implementation Strategy	Responsibility	Timeframe
Farmland and Forest Resources			
Goal: Machiasport will safeguard its forest resources from development which threatens those resources and to preserve marginal open space whenever possible.			
Preserve and protect Machiasport's rural character by actively encouraging the preservation, protection, and conservation of identified and productive forest land.	Make available information concerning programs to encourage the preservation of farmland and forest land.	Selectmen; Town Office	On-going
	Encourage owners of productive farm and forest land to enroll in the current use taxation programs.	Selectmen	On-going
	Encourage the preservation of open space through tree growth and/or open space ordinances.	Planning Board	Medium Term (3-5 years)
	Seek input during large land sales to private developed or conservation groups to discuss ways to ensure traditional accesses and uses are retained.	Selectmen	On-going
Safeguard lands identified as prime farmland or capable of supporting commercial forestry.	Amend land use ordinances to require commercial or subdivision developments in critical rural areas to maintain areas with prime farm soils as open space to the greatest extent practicable.	Planning Board	Short Term (1-2 years)
	Limit non-residential development in critical rural areas to natural resource-based businesses and services, nature tourism/outdoor recreation businesses, farmers' markets, and home occupations.	Planning Board	Short Term (1-2 years)
	Permit activities that support productive agriculture and forestry operations, such as road-side stands, greenhouses, and pick-your-own operations.	Planning Board	On-going
To promote the use of best management practices for timber harvesting and agricultural production.	Consult with the Maine Forest Service District Forester when developing any land use regulations pertaining to forest management practices.	Planning Board	On-going
	Consult with Soil and Water Conservation District staff when developing any land use regulations pertaining to agricultural management practices.	Planning Board	On-going
To support farming and forestry and encourage their economic viability.	Include agriculture and commercial forestry operations in local or regional economic development plans.	Selectmen; WCCOG	On-going

Policy	Implementation Strategy	Responsibility	Timeframe
Water Resources			
Goal 1: Machiasport will protect the quality and manage the quantity of the Town’s water resources, watersheds and the Larabee Heath.			
Goal 2: Machiasport will pursue the clean-up of the Howard Mountain water contamination and/or a suitable source of potable water for affected residents.			
Ensure that all resident have access to safe drinking water.	Advocate for clean water and protect the aquifers for all residents; water contamination clean-up activities in the Howard Mountain to Miller Mountain area, monitor the clean-up progress of the Army Corps of Engineers, and investigate alternative water supplies.	Selectmen	On-going
	Pursue alternative water supplies for the residents’ wells from Howard Mountain to Miller Mountain affected by the contamination.	Selectmen	On-going
	Work with land owners around public wells at Fort O’Brien School and Downeast Correctional Facility to identify voluntary measures that will reduce the risk of contamination within the wellhead protection area(s).	Selectmen	On-going
Maintain the high level of water quality in Machiasport, protect significant surface water resources from pollution, and improve water quality where needed.	Amend local land use ordinances as applicable to incorporate stormwater runoff performance standards consistent with: <ul style="list-style-type: none"> a. The Maine Stormwater Management Law and Stormwater Rules (Title 38 MRSA Section 420-D and 06-096 CMR 500 and 502). b. DEP’s allocations for allowable levels of phosphorus in lake/pond watersheds. c. The Maine Pollution Discharge Elimination System Stormwater Program 	Planning Board	Short Term (1-2 years)
	Periodically review and update the floodplain ordinance to be consistent with state and federal standards.	Planning Board	On-going
	Provide water quality "best management practices" information to farmers and loggers.	Selectmen; Town Office	On-going
	Equip Fire Department with fuel containment boom and absorbent materials for spill recovery.	Selectmen; Fire Department	Immediate
	Promote the use of Best Management Practices for Stormwater Management and for Erosion and Sedimentation Control through education of the Planning Board, Code Enforcement Officer and Road Commissioners.	Planning Board; Selectmen; Road Commissioners	Short-term (within 2 years)
	Provide educational materials at appropriate locations regarding invasive species.	Selectmen; Town Office	On-going
	Continue to enforce land use regulations protecting Machiasport’s significant water resources from adverse impact.	CEO	On-going

Policy	Implementation Strategy	Responsibility	Timeframe
Protect water resources in growth areas while promoting more intensive development in those areas.	Consider amending local land use ordinances, as applicable, to incorporate low impact development standards.	Planning Board	Medium Term (3-5 years)
Minimize pollution discharges through the upgrades to septic systems.	Control existing point source discharges (4 existing overboard discharge permits) through application to the Small Community Grant Program and other federal programs.	Selectmen	On-going
Cooperate with neighboring communities and regional/local advocacy groups to protect water resources.	Participate in local and regional efforts to monitor, protect and, where warranted, improve water quality.	Selectmen; WCCOG; Planning Board	On-going
Critical Natural Resources			
Goal: Machiasport will protect the Town’s other critical natural resources including wildlife, offshore islands, scenic vistas, and other unique natural areas.			
Conserve critical natural resources and significant wildlife habitat in Machiasport.	Amend the Subdivision Ordinance to require property developers to look for and identify critical natural resources that may be on site and to take appropriate measures to protect those resources, including but not limited to, modification of the proposed site design, construction timing, and/or extent of excavation.	Planning Board	Short Term (1-2 years)
	Designate critical natural resources as Critical Resource Areas in the Future Land Use Plan.	Planning Board	Immediate
	Periodically review the Town’s shoreland zone ordinances and make necessary amendments to meet current state guidelines.	Planning Board	On-going
	Amend land use ordinance to incorporate maps and information provided by the Maine Beginning with Habitat program into the review process.	Planning Board	Short Term (1-2 years)
	Train road commissioner in natural resource protection best practices and standards for construction and maintenance of town roads.	Selectmen	On-going
	Distribute or make available information to those living in or near critical natural areas about applicable local, state or federal regulations.	Selectmen; Town Office	On-going
	Pursue public/private partnerships to protect critical natural resources such as through purchase of land or easements from willing sellers.	Selectmen	On-going
Preserve important scenic resources.	Work with land owners to develop a plan to protect significant scenic resources.	Selectmen; Planning Board	Short Term (1-2 years)
Coordinate with neighboring communities and regional and state resource agencies to protect shared critical natural resources.	Initiate and/or participate in interlocal and/or regional planning, management and/or regulatory efforts around shared critical natural resources.	Selectmen; WCCOG	On-going

F. EMPLOYMENT AND ECONOMY

The purpose of this section is to:

1. Describe the labor force, economic activity, and economic changes in Machiasport and Washington County;
2. Identify economic links between the Town and region; and
3. Project for the next ten years the outlook for the employment, economic vitality, and economic development of Machiasport.

FINDINGS

Machiasport is a rural town with a heavy dependence upon the ocean and other natural resources. The majority of businesses in town rely upon these resources or upon the two major employers, the Down East Correctional Facility and Atlantic Salmon of Maine. Nearly one in six workers work directly in natural resources industries. Education, healthcare and public administration (most located in neighboring Machias) also play an important role with nearly one in three worker finding employment in this sector.

Available statistic on employments, wages, and poverty describe a local workforce dominated by working class families. The nature of Machiasport's economy and its heavy reliance on natural resource-based industries also speaks to the important of home-based business and the informal economy. Efforts at local economic development should seek to build on relationships with surrounding communities; and should focus on job creation consistent with Machiasport rural character.

Infrastructure – and in particular the condition of Route 92 – is a significant issue for business development and development of retail and tourism-related businesses in Machiasport. The Town should work MDOT to seek roadway improvements as outline in *Chapter I. Transportation*. Machiasport should also work with private investors to seek development of a marina facility in Machiasport village and redevelopment of under-utilized public facilities as appropriate and in a manner consistent with the Town's Community Vision.

MACHIASPORT BUSINESS AND EMPLOYMENT TODAY

The role of the seas has been an important one in the history of the Machiasport area, providing several major occupations including fishing, fish processing, shipbuilding and shipping. Today there is less diversity in local economic enterprise than existed years ago.

Machiasport offers a variety of employment opportunities including an abundance of seasonal occupations in the areas of clamming, lobstering, worming, wreath making, blueberry raking and tourism. The town economy is largely geared towards fishing and marine industries, most of which are small businesses. Bucks Harbor is a significant fishing port.

Increasingly, many Machiasport residents work outside the Town. The Town experienced rapid growth in employment in the salmon aquaculture industry during the late 1990's. The Town 1996 Comprehensive Plan identified Atlantic Salmon of Maine and the Downeast Correctional Facility as the community's major employers. In the intervening time period, changes in the aquaculture regulation have drastically reduced employed in the industry locally. Atlantic Salmon of Maine, which at one time employed 150 people, ceased processing at the Machiasport facility in 2003. They are now operating again, but with employment below the 1990's levels.

In recent years, home construction – especially new construction for the second home market – was also a significant source of employment in Machiasport. Agriculture, in the traditional sense, has never been a major factor in Machiasport's commercial life.

Machiasport has a limit retail trade. Residents travel to nearby Machias for many goods and services. However, various essential items must be obtained from larger merchandisers in Bangor, Calais, and Ellsworth. When residents travel to these larger centers they purchase many other goods and services that aren't available in the local area creating a drain on the local economy.

INDUSTRY SECTORS

Commercial Fishing

Commercial fishing in Machiasport is of tremendous significance to the local economy. In 2003 Machiasport was 1st in Washington County communities in the number of clam licenses and 5th in the number of all commercial state licenses – see Table F-1. Note that the following tables do not add up to the same total number of licenses because individuals can hold more than one license.

Table F-1 FISHING PRESENCE IN WASHINGTON COUNTY

Community	Total Marine Licenses	Clam License	Total Per town
Steuben	138	21	159
Milbridge	144	70	214
Harrington	109	57	166
Addison	151	40	191
Jonesport	191	73	264
Beals	191	12	203
Jonesboro	79	44	123
Roque Bluffs	41	58	99
Machias	88	0	88
East Machias	50	27	77
Machiasport	150	79	229
Cutler	87	43	130
Whiting	16	6	22
Trescott Twp.	7	n/a	7
Edmunds Twp.	8	n/a	8

Community	Total Marine Licenses	Clam License	Total Per town
Lubec	209	59	268
Eastport	43	4	47
Pembroke	58	35	93
Perry	39	22	61
Robbinston	8	0	8
Calais	12	0	12
Totals	2007	667	2674

Source: Paths and Piers: A Study of Commercial Fishing Access in Downeast Maine Coastal Communities, Sunrise County Economic Council, April, 2003

Fisheries currently landed in Machiasport include soft-shell clam, lobster, crab, scallop, urchin quahog, mussel, and marine worm in descending order of significance. Indeed with a year round population of only 1160 residents (2000 Census), there are nearly 160 commercial fishing licenses issued to Machiasport residents. It is estimated that these licenses support approximately 450 jobs in the fishing industry and associated trades for Machiasport and the region (Machiasport Maritime Plan).

Landings figures are not available at a Town level from DMR, but figures on licenses and trap count (lobster) indicate that the employment in the marine industry in Machiasport has probably been relative stable over the last couple of years. It is anticipated, though, that the current economic climate and weak price for lobsters will result in some loss of employment in the local marine industry.

With the exception of dealers and seafood processors, more people working in commercial fisheries in Machiasport are self-employed or employed by a micro-business (2 or 3 employees). Many commercial fisherman, hold multiple licenses. For more discussion of the local marine industry see *Chapter G. Marine Resources*.

Light Industry

Machiasport formerly had a variety of light industry and manufacturing companies. In particular, seafood processing has historically been an important part of the local economy. Light industry in Machiasport is currently limited to a few seafood and seafood processing businesses located in Buck Harbor (most notably Cook Aquaculture). These use fit well within the local land use context in Bucks Harbor, as reflected in the Future Land Use Plan (see *Chapter K. Land Use*).

Service Sector

The service sector in Machiasport is limited. A handful of service sector small and micro-businesses operate in Machiasport offering “seasonal services” (landscaping, snow removal, et cetera). Most services are available in the neighboring town of Machias.

Tourism

There are a handful of tourism-related businesses operating in Machiasport (bed and breakfast, weekly home rentals); and many residents of Machiasport find employment in tourism-related industries (including work seasonal work such as grounds keeping that supports seasonal homes

& rental in Machiasport). However, tourism is not a major component of the local economy in Machiasport at the present time.

It is generally felt that Machiasport’s scenic coastal islands, natural beauty and historic resources represent under-developed potential for the development of tourism-related businesses. Consistent with Machiasport’s rural character, a majority of respondents to the community survey support development of small scale tour-related business (bed and breakfast, restaurants, multi-use trails, and marinas). But there was markedly less support for larger tourism-related, businesses such as hotels and motels (see *Appendix C*, pg. 4-8).

Retail

As the figures show, Machiasport has a very small retail sales sector. Total taxable sales in 2005 were just over \$300,000. As such, the 29% decrease in taxable sales over the three year period is not necessarily indicative of changes in the Town over economic well being. The growth in taxable sales at the county level, and more particularly in Machias, is likely a better indicator of changes in the buying power of Machiasport residents over the same time.

Table F-2 TAXABLE SALES (in thousands of dollars)¹

Selected Retail Sectors	Washington County			Machiasport			Machias		
	Total Sales 2002	Total Sales 2005	2002-2005 % Chg	Total Sales 2002	Total Sales 2005	2002-2005 % Chg	Total Sales 2002	Total Sales 2005	2002-2005 % Chg
Business Operating	15,210	16,960	12%	95.8	175.6	83%	1,785	1,170	-34%
Food Store	32,591	33,463	3%	165.	30.4	-82%	5,678	7,610	34%
General Merchandise	53,255	55,284	4%	62.9	1.7	-97%	2,134	4,049	90%
Other Retail	10,614	13,324	26%	21.9	5	-77%	3,332	3,327	-0.1%
Auto Transportation	30,973	29,211	-6%	17.1	31.1	82%	8,303	5,271	-37%
Restaurant/Lodging	27,026	26,613	-2%	64.8	58.6	-10%	5,623	7,131	27%
Total Consumer Sales	180,403	190,672	6%	331.	126.8	-62%	31,125	3,5433	14%
Total Taxable Sales	195,658	207,632	6%	427.	302.4	-29%	32,910	36,603	11%

Source: Maine Revenue Service

¹ Below are the definitions of each retail sector:

- Consumer Retail Sales: Total taxable retail sales to consumers.
- Total Retail Sales: Includes Consumer Retail Sales plus special types of sales and rentals to businesses where the tax is paid directly by the buyer (such as commercial or industrial oil purchase).
- Food Stores: All food stores from large supermarkets to small corner food stores. The values here are snacks and non-food items only, since food intended for home consumption is not taxed.
- General Merchandise: In this sales group are stores carrying lines generally carried in large department stores. These include clothing, furniture, shoes, radio-TV, household durable goods, home furnishing, etc.
- Other Retail: This group includes a wide selection of taxable sales not covered elsewhere. Examples are dry good stores, drug stores, jewelry stores, sporting good stores, antique dealers, morticians, bookstores, photo supply stores, gift shops, etc.
- Auto Transportation: This sales group includes all transportation related retail outlets. Included are auto dealers, auto parts, aircraft dealers, motorboat dealers, automobile rental, etc.
- Restaurant/Lodging: All stores selling prepared food for immediate consumption. The Lodging group includes only rental tax.

While not necessarily indicative of changes in the overall economic well being of town residents, the decline in taxable sales is nonetheless a worrying trend. Machiasport’s retail sector is very small, even in comparison to its population.

The retail index listed below is an indicator of retail sales importance to the local economy. Figures higher than 1 indicate that communities have more taxable sales than would otherwise be predicted based on their population; whereas figures below indicate lower levels of taxable sales than would be predicted based on population. With a value of 0.08, Machiasport had one of the smallest retail sectors in the County in 2000, even as measured against what would otherwise have been predicted based on population. (It is worth noting that much of the economic activity in Machiasport is not subject to tax. This includes much of the economic activity in the informal economy. Weekly lodging rental were also not included as taxable sales at the time this data was collected).

Table F-3 SPECIALIZATION IN RETAIL SALES, 2000 (selected towns)

	2000 Per capita Sales	Retail Index
Beals	316.4	0.06
Jonesboro	3581.7	0.72
East Machias	1492.6	0.30
Machias	13286.2	2.67
Machiasport	385.2	0.08
Whiting	2876.1	0.58
Lubec	2351.0	0.47
County Total	\$ 4,985.30	

Source: US Census, Maine Revenue Service, WCCOG

Informal Economy

The term informal economy refers to economic activity that is not officially monitored. It covers a wide variety of economic activities that occur “under the table:” from very small scale home-based businesses, to “barter” transactions that are never officially registered. By definition, there are no official statistics on the size of the informal economy. Especially in rural communities like Machiasport, though, the informal economy often plays an important role in community and economic life – provide side-line income or some and a means of coping with rising prices for others. Examples of local residents engaged in activities that fall under the heading of “informal economy” cut across industry sectors are too numerous to site here. In general these types of activities seem to be on the increase.

EMPLOYMENT

Machiasport is not a major employment center. The majority of people who work in Machiasport are believed to be Machiasport residents. In 1990, the majority of those employed in Machiasport were residents of the town (60.8%). With the boom in aquaculture, employment in Machiasport grew from 227 individuals in 1990 to 348 individuals in 2000.

Most of the growth in employment during the 1990, though, was in non-residents employment. The number of local residents employed in Town only grew from 138 individuals in 1990 to 147 in 2000, while the number of non-residents employed in town grew from 89 to 201. Among non-residents employed in Machiasport, the majority come from the surrounding communities (Machias, East Machias, Cutler, and Marshfield). Although more current statistic at the town level are not available, there is reason to believe that employment in Machiasport is currently somewhat lower than the 2000 levels.

Table F-4 PERSONS LIVING OUTSIDE MACHIASPORT & WORKING IN TOWN

Community	#1990	#2000	Community	#1990	#2000
Addison	-	10	Jonesport	4	1
Beals	-	2	Lubec	5	9
Calais	-	4	Machias	33	34
Cherryfield	-	2	Marshfield	-	14
Columbia	-	3	Milbridge	-	1
Columbia Falls	-	3	Pembroke	-	4
Cutler	-	16	Roque Bluffs	-	5
Edmunds, Trescott	4	2	Steuben	-	6
East Machias	22	58	Whitneyville	-	2
Eastport	-	2	Other ME Towns	3	14
Harrington	3	6	TOTAL	76	201
Jonesboro	2	3			

Source: US Census

Machiasport has historically had handful of “large” and medium-sized employers. A list of employers from the 1996 Comprehensive Plan is provided below. Employers not located in Machiasport are underlined; and those that have gone out business since 1995 appear in italics.

Table F-5 SOURCES OF EMPLOYMENT IN MACHIASPORT, 1995

Municipal Government	Corn Hill Stripper Company
Eastern Atlantic	Atlantic Salmon of Maine
J.R. Wood Transportation	<u>Downeast Community Hospital (Machias)</u>
BBS Lobster Company	Downeast Correctional Facility
<i>Rasco’s Garage</i>	Pettegrow’s Boatyard
<i>Bucks Harbor Lobster Company</i>	Village Store
<u>Machias Bay Seafood</u>	<u>US Navy (Cutler)</u>
<i>Gardiner Shingle</i>	Non-profits
<u>J.L. Huntley</u>	B. Wood & Sons
<u>State Government</u>	<u>County Government</u>

Source: Machiasport Comprehensive Plan, 1996; Comp Plan Update Committee

As the table shows, there have been some changes in employment in Machiasport since 1995, notably loss of employment at the Cutler Navy Base and several small businesses. It is also noteworthy that while the number of residents seeking employment outside of Machiasport

increase from 1990 to 2000, a number of number of employers identifies in the 1996 Comprehensive Plan are located outside of the community.

Table F-6 PARTIAL LIST OF EMPLOYERS IN MACHIASPORT, 2008

Employers in Machiasport	Industry	Approx # of Employees
Downeast Correctional Facility	Public Sector	75+
Cook Aquaculture (formerly Atlantic Salmon)	Seafood	~50
BBS Lobster	Seafood	10-20
Fort O'Brien School	Public Sector	10-20
Town Government	Public sector	2-5
JR Wood Transportation	Transportation	2-5
Pettegrow's Boatyard	Boat Repair	2-5
Bucks Harbor Shopping Mall	Retail	2-5
Hospice Education Institute	Non-profit	2-5
Post Office	Public Sector	2-5
Gerald Wood & Son	Construction	2-5

Source: Maine Dept. of Labor (4th Quarter of 2000), and Maine Manufacturing Guide; input from Machiasport Comprehensive Plan Committee and local research, 2008

Employment in Machiasport is notably concentrated in the public sector (town government, school and the Correctional Facility). The largest employers in Machiasport today is the Downeast Correctional Facility (see Table F-6). There is also a strong informal economy in Machiasport, as discussed above. Small businesses and the informal sector in Machiasport are both heavily dependent on marine industries.

Table F-7 EMPLOYMENT BY SECTOR: 2000

Sector	Machiasport		Washington County	
	#	%	#	%
Agriculture, forestry, fishing & mining	74	16%	1,531	11%
Construction	25	5%	944	7%
Manufacturing	41	9%	1,968	14%
Wholesale trade	6	1%	384	3%
Retail trade	37	8%	1,521	11%
Transportation & warehousing, & utilities	13	3%	581	4%
Information	0	0%	146	1%
Finance, insurance, real estate, rental & leasing	13	3%	433	3%
Professional, scientific, management, & admin.	33	7%	438	3%
Educational, health & social services	116	25%	3,694	26%
Arts, entertainment, rec., accomod. & food serv.	40	9%	779	6%
Other services (except public administration)	35	8%	642	5%
Public administration	32	7%	981	7%
TOTAL	465	100%	14,042	100%

Source: US Census

This is born out by Census figure (see Table F-7) that show 16% of Machiasport's workforce employed in "Agriculture, forestry, fishing & mining" as opposed to 11% in the County as a whole and less than 5% State-wide. Census data also helps underline the important of public sector employment on Machiasport's economy with nearly a third of workers employed in

'Educational, health & social services' (25%) and 'Public administration' (7%). Given the importance of employment in these sector, the Town should remain engages in state and federal policy discussion that affect these sectors, notably regarding schools, and the prison.

REGIONAL ECONOMY

Traditionally, Washington County has been one of the most depressed counties in New England. Nearby in recent years, portions of Waldo County and Southwest Penobscot County have experienced deeper economic depression as a result of the closure of traditional manufacturing industries in those areas. Washington County continues as an economically depressed area because of its distance from other sections of the State, and reliance on a seasonal economy (blueberries, wreaths and Christmas trees, fishing and clamming, wood harvesting, etc.).

According to the Eastern Maine Economic Strategy, prepared by the Eastern Maine Development Corporation in 2002, the Machias-Eastport Labor Market Area (LMA) lost population in the last 20 years (-1.6% 1980-1990; -2.9% 1990-2000). This decline was greatest among two age groups - the school aged, and those aged 25-44 - who could contribute to the regional economy now and in the future. This out migration is reflected in drastically declining school enrollment figures in Washington County (-26.2%) as well as an increase in the dependency ratio within households. The dependency ratio is a figure that essentially adds the elder and youth population together and then divides that sum by those of working age. It is a rough measure of a community's ability to generate income to support its needs. The ultimate impact of this decline in a working age population is a poverty rate in the Machias-Eastport LMA of 19.8% in 2001 representing an increase of 6.0% since 1990.

Economic sectors in the Machias-Eastport LMA that saw the largest growth in employment from 1998-2000 were Depository Institutions (banks), Health Services and Wholesale Trade and Non-Durable Goods. Of the three, only Health Services saw employment growth of greater than 10% and moderate wages (between \$371-\$491/week). Depository Institutions saw moderate growth (5-10%) in employment and supported moderate wages (between \$371-\$491/week) but Wholesale Trade, Non-Durable Goods had moderate growth in employment (5-10%) but low wages (<\$378/week). While Special Trade Contractors experienced only stable or declining growth in employment, they do earn a moderate wage (between \$371-\$491/week). All other significant industry sectors in the Machias-Eastport LMA (Automotive Dealers and Service Stations, Eating and Drinking Places, Educational Services, Food and Kindred Products, Food Stores, Social Services) show stable or declining growth in employment and low wages (<\$378/week).

Note that in 2005 the Eastport-Machias Labor Market Area was redefined due to changes in commuting patterns observed in the 2000 census. It was renamed the Machias Labor Market Area and now includes the area previously encompassing the Jonesport-Milbridge LMA and the city of Eastport is included in the Calais LMA.

Many Machiasport residents commute to jobs located in surrounding communities. With a mean travel time to work of 16.6 minutes Machiasport residents are not traveling as far as the Washington County average (19.2 minutes; see Table E-8); however Machiasport residents are more likely to drive to work alone than Washington County residents as a whole. According to the Census, the Machiasport workforce commutes primarily by private vehicle (79%). The second largest segment (12.7%) commutes by carpools. In 2000, no Machiasport residents report using public transportation to commute to work and less than 1% walked. With increasing fuel prices, the relative dependence of Machiasport workers on cars for transportation to work erodes the growth in disposable income, particularly for low and moderate income earners.

The lack of options for commuting is also a significant workforce development issue. Employment patterns since 1990 show that in excess of 160 Machiasport residents consistently employed in Machias. Since most of the town's population lives on or along Route 91, there may be opportunity to explore expanded employer-base ride share or other alternative commuting options. The Town should contact the Department of Transportation's GoMaine! Program and regional employers to explore opportunities to improve commuting options for local residents.

Table F-8 MACHIASPORT COMMUTING TO WORK: 2000

Commuting to Work: 2000	Machiasport		Washington County	
	Number	Percent	Number	Percent
Workers 16 Years and over	440	100.0	13,743	100.0
Drove alone	349	79.3	10,444	76.0
In carpools	56	12.7	1,657	12.1
Using public transportation	0	0.0	64	0.5
Using other means	8	1.8	162	1.2
Walked	4	0.9	722	5.3
Worked at home	23	5.2	694	5.0
Mean travel time to work (minutes)	16.6	--	19.2	--

Source: US Census

Many of the major Washington County regional employers are located in the neighboring community of Machias. Census data shows that slightly fewer Machiasport residents found work outside of Town in 2000 (293 individuals) than in 1990 (295 individuals). However, this may in part be attributed to Town residents' ability to find employment in the local aquaculture industry during the late 1990's, a trend which has since subsided.

Table F-9 PERSONS LIVING IN MACHIASPORT AND WORKING ELSEWHERE

Community	#1990	#2000	Community	#1990	#2000
Alexander	3	-	Machias	191	163
Baileyville	2	3	Marshfield	1	-
Beals	-	2	Meddybemps	-	2
Calais	2	4	Milbridge	2	1
Cherryfield	-	2	Princeton	-	3
Columbia	-	2	Robbinston	2	-
Cutler	26	10	Roque Bluffs	2	2
Danforth	-	2	Steuben	-	2
Deblois	9	-	Topsfield	3	-
East Machias	15	40	Wesley	7	2
Eastport	3	4	Whiting	-	8
Harrington	-	1	Whitneyville	-	2
Jonesboro	5	7	Other ME Towns	9	10
Jonesport	4	11	Outside ME	7	
Lubec	2	10	TOTAL	295	293

Source: US Census

Regional employers as identified by the Department of Labor in 2001 are shown in Table E-10. The most notable change in regional employment since that time is that employment at Domtar Paper Mill in Baileyville is currently well below the 2001 levels. This impacts that County economy generally, but is outside of Machias-Eastport LMA; and has not had a significant impact on the local economy in Machiasport.

Table F-10 REGIONAL EMPLOYERS

Business	Industry	Location	Approx. # of Employees
Domtar (formerly Georgia Pacific)	Paper Mill	Baileyville	554
Atlantic Rehab and Nursing Cent	General Medical	Calais	75
Calais Regional Hospital	Medical / Hospital	Calais	203
Calais School Dept.	Public School	Calais	136
Thomas Di Cenzo, Inc.	General Contractors	Calais	100-249
Calais Childrens Project	Groups Homes and Counseling	Calais	100-249
Eastern Maine Electric Co-op	Electric Services	Calais	100-249
Wal-Mart	Dept. Store	Calais	181
Shop 'N Save	Grocery Store	Calais	100-249
School Union 104	Public Schools	Eastport	129
School Union 107	Public Schools	Baileyville	100-249
Regional Medical Center at Lubec	General Medical	Lubec	140
Ocean View Nursing Home	Skilled Nursing Care	Lubec	56
Washington Academy	Private School	East Machias	48
Tex-Shield	Specialized Garment Manufacture	Eastport	50-99
Washington County Comm College	College	Calais	50-99
Mingo's Evergreen Products Inc.	Retail Nurseries, Lawn and Garden	Calais	20-49
State of Maine	Various Departments/ Government	Washington County	40-99

Business	Industry	Location	Approx. # of Employees
Downeast Community Hospital	Medical / Hospital	Machias	249
School Union 102.	Public Schools	Machias	137
Maine Wild Blueberry Co	Food Processing	Machias	100-249
Marshall's Health Care Facility	Skilled Nursing Care	Machias	113
Shop 'N Save	Grocery Store	Machias	100-249
University of Maine at Machias	University	Machias	163
Worcester Industries	Crafts/Peat&Power Plant/Sales	Harrington	100-249
Wymans	Agriculture, Food Processing	Cherryfield	58
Cherryfield Foods	Agriculture, Food Processing	Cherryfield	125
SAD 37	Public School	Harrington	40-99
Narraguagus Bay Health Care	Skilled Nursing Care Facilities	Milbridge	100-249
Dorr Lobster Co.	Seafood	Milbridge	100-249
Sunrise County Evergreens	Manufacturing Industries	Milbridge	100-249
Mardens	Dept. Store	Ellsworth	50-100
Maine Coast Memorial Hospital	Medical / Hospital	Ellsworth	100-249
Walmart	Dept. Store	Ellsworth	100-249
Jackson Labs	Biotech	Bar Harbor	1179

Source: Maine Dept. of Labor (4th Quarter of 2000), Maine 2001 Manufacturing Guide and telephone surveys.

INCOME

The median household income in Machiasport increased (20.1%) since 1990 while median incomes in the county and State have risen by just below and just above 30% respectively. Median income in Machiasport, which was higher than the County as whole in 1989, remained higher in 1999 (additional detail on household income is included in *Chapter C. Population*). However, Machiasport's median household income, which was 12.5% lower than the State median in 1989 had slipped to 21.3% below the State median by 1999.

Table F-11 MEDIAN HOUSEHOLD INCOME

	1989	1999
Machiasport	\$24,412	\$29,315
Washington County	\$19,967	\$25,869
Maine	\$27,896	\$37,240

Source: U.S. Census

Sources of income for residents of Machiasport in 1999 were derived primarily from wage and salaried positions. This was even more the case for Machiasport than for the County as a whole. Wage and salary income includes wages, salary, commissions, tips, piece-rate payments and cash bonuses earned before tax deductions were made. Wage and salary employment is a broad measure of economic well-being but does not indicate whether the jobs are of good quality.

In the 2000 Census 19% of Machiasport residents report self-employment income (see Table E-11). This is higher than the county average and a further reflection of strong local employment in

the fishing industry and the importance of home-based business to the local economy.

A slightly lower percentage of residents in Machiasport collect social security income (31%) than do residents of the county (34%), reflecting the large retiree population in the County. Not reflected in these income figures are the growing number seasonal residents, many of whom are retired with Social Security and or retirement income.

Only 4.4% of Machiasport resident reported receiving public assistance income as compared with 6.4% of Washington County residents. Public assistance income includes payments made by Federal or State welfare agencies to low-income persons who are 65 years or older, blind, or disabled; receive aid to families with dependent children; or general assistance.

Table F-12 INCOME TYPE IN 1999

Income Type in 1999 (Households often have more than one source of income, as seen here)	Machiasport		Washington County	
	Number	Percent	Number	Percent
Households	383	100	14,119	100
With wage and salary income	311	81.2	10,162	72.0
With Social Security Income	119	31.1	4,795	34.0
With Supplemental Security income	12	3.1	949	6.7
With public assistance income	17	4.4	910	6.4
With retirement income	67	17.5	2,382	16.9

Source: U.S. Census

In 2000, the average poverty threshold for a family of four persons was \$17,050 in the contiguous 48 states (U.S. DHHS). Nearly 12 percent of Machiasport families were listed as having incomes below the poverty level, which included 14 families. This is significantly lower than for the entire county. Likewise, whereas 23.5% of Washington County families with children under 5 fell below the poverty threshold in 1999, in Machiasport the figure was 13.3%, better than in the State of Maine as a whole (16.0%).

Table F-13 POVERTY STATUS IN 1999

Poverty Status in 1999	Machiasport		Washington County	
	Number	Percent	Number	Percent
Below poverty level				
Individuals	113	12.2	6,272	19.0
Persons 18 years and over	82	11.5	4,524	17.8
Persons 65 years and over	23	15.3	1,076	19.2
Families	32	11.8	1,319	14.2
With related children under 18 yrs	14	12.1	861	20.3
With related children under 5 years	4	13.3	312	23.5

Source: U.S. Census

ECONOMIC DEVELOPMENT STRATEGIES

The Town of Machiasport is a rural, coastal community. Commercial fisheries and home-based businesses are particularly important to the local economy. The Town has identified a number of investments and policies to support the local marine industry (as outlined in *Chapter G. Marine Resources*). In general, the type and character of economic development that Machiasport would like to promote includes small to medium scale businesses that are consistent with the community's rural character. Community survey respondent were favorable to the development of the types of facilities that support small scale tourism (bed and breakfast, restaurants, multi-use trails, marina, etc...). Opinions regarding development of natural resource based industries varied. Respondent were generally favorable of the developing forestry and livestock operations, more neutral vis-à-vis sand and gravel or mining operations; and generally opposed to water extraction (see *Appendix C*, pg 4-8).

These view are consistent with Machiasport's Community Vision statement which places a strong emphasis on Machiasport's small-town, rural character; and on maintaining marine resources that are at the base of the local economy. The Community Vision statement also looks at promoting and preserving the particular character of each of Machiasport's distinct villages and hamlet. In line with that vision, the Comprehensive Plan Committee has identified a number of projects that would support the type and intensity of development that Machiasport seeks to foster.

Most notably, these include development of marina facility in Machiasport village. The small marina facilities should include docks and a boat launch and adequate parking, and may also include limited berthing for recreational boats; water, fuel and pump-out facilities; and a small restaurant or retail operation. Development of this type of facility in Machiasport would relieve pressure to develop addition mooring space and facilities for recreational boating at Bucks Harbor; and would support the type of development envisioned for Machiasport village. The Town does not anticipate developing and running a marina as a municipal venture, but will work with private investors and other interested parties to support this type of development as appropriate.

If water contamination issues can be address, the Committee also identified redevelopment of the former base housing at Howard Mountain as the type of project that could support economic development in Machiasport. Potential uses may include housing, recreational space or light industrial uses; but should be at a scale and intensity to conform with nearby land uses. Redevelopment of this site may benefit from an EPA Brownfield's Assessment Grant to identify potential issues related to contamination.

Infrastructure

A number of need investments in infrastructures supporting economic development that were identified in the 1996 Comprehensive Plan have been successfully implemented, notably improvement to the Kennebec Road. Cellular telephone service is now available through most of Machiasport; and high speed internet access is available throughout parts of town. It is anticipated that on-going project will further improve the availability of cellular coverage and high-speed internet access in the near future.

Nonetheless, Machiasport has limited infrastructure to support commercial development. Portions of the town are served by 3-phase power, but there is no municipal water or sewerage in Machiasport.

One limitation to economic development is the condition of Route 92, the primary road serving much of the Town. Route 92 does not comply with modern engineering standards for commercial truck traffic and is in need of significant investment. The Town has identified a potential re-alignment for a portion of Route 92 that would by-pass Machiasport village. This improvement (discussed in *Chapter I. Transportation*) would freight enhance access to Buck Harbor and Downeast Correction Facility by eliminating a section of very steep grade and two sharp corners with very limited sight distances.

Tax Incentives

TIF (tax increment financing) allows a municipality to return a portion of any new property investments to the owner over a pre-determined period (up to 30 years). A TIF District works when one or more property owners choose to make substantial improvements to their properties. Within pre-defined rules of the TIF district, a portion of the additional tax revenue generated by those investments may be returned to the owner to assist with improvement costs or be directed by the municipality to improve local infrastructure. The additional valuation generated by the property investment is not considered by the State when calculating the county tax, general revenue sharing, or school aid formula for the life of the TIF – providing a tax shelter for the town. Communities have used TIF to finance infrastructure improvements, downtown revitalization, even affordable housing.

Machiasport has considered using a TIF District to finance infrastructure improvements in the past. Creation of a TIF District is one possible mechanism for financing a proposed water district or municipal investment in a marina or other maritime facilities. There are currently no TIF districts in Machiasport.

Regional Cooperation

Many residents of Machiasport find employment in neighboring communities. Likewise, Machiasport residents regularly shop, attend school and seek out various services in neighboring communities. Few services are available in town.

A priority goal for Machiasport is the creation and retention of jobs and services for local residents. The town believes in regional cooperation for development and is an active participant in the Washington County Council of Governments, the Sunrise County Economic Council, Washington County Development Authority, and the Machias Bay Area Chamber of Commerce.

FINDINGS OF PREVIOUS COMPREHENSIVE PLAN & EXISTING POLICIES

Relative to economic development, the Comprehensive Plan adopted by the Town of Machiasport in 1996 found that “Machiasport is a rural town with a heavy dependence upon the

ocean and other natural resources. The majority of businesses in town rely upon these resources or upon the two major employers, the Down East Correctional Facility and Atlantic Salmon of Maine. The predominantly rural character of the town is a major reason behind many residents’ decision to live in Machiasport. Results of the Comprehensive Plan Survey indicate that 65% of the respondents thought the town should organize a more pro-active strategy to attract and develop year-round business and industry. The survey also revealed that 66% favored encouraging a business district.”

Based on these findings, the Comprehensive Plan establish as municipal goal: “to promote an economic climate that increases the number of jobs available locally.” This goal continues to align with municipal priorities and should be continued.

In order to achieve this goal, the 1996 Comprehensive Plan made policy recommendations as summarized in the table below along with notes on the status of the policy recommendations. A complete list of the policy recommendation from the previous Comprehensive Plan is included in *Appendix A: Executive Summary of the Town of Machiasport Comprehensive Plan, 1996*. A full copy of the previous plan is on file in the Town Office.

**Table F-14 POLICIES & IMPLEMENTATION STRATEGIES
RELATED TO ECONOMIC DEVELOPMENT FROM THE 1996 COMP PLAN**

Policies	Notes
The Town of Machiasport will actively support and participate in an appropriate State and Regional Economic and Business programs which enhance the Town’s economic well-being and increase job opportunities for local residents.	<i>This policy continues to align with municipal goals and should be continued.</i>
Increase the number of jobs available locally and to manage future commercial activity.	<i>This policy should be amended to read: “Increase the number of jobs available locally and to manage future commercial activity in a manner consistent with Machiasport’s rural character.”</i>
To encourage appropriate economic growth in the community.	<i>This policy is adequately address by the previous policy as amended.</i>
Implementation Strategies	
Future economic development in Machiasport will be encourages in the growth areas and discouraged by ordinance in other areas. Growth areas are described on the Land Use Map. Within these areas, the Town will assist in programs that are, or may become, available to help small businesses.	<i>This policy has not been fully implemented. Ordinances that would discourage growth in rural areas have not been written. The policy should be continued and implemented.</i>
The Town does not encourage heavy industry to locate here.	<i>This policy continues to align with Machiasport’s Community Vision and economic development goals and should be continued.</i>
Encourage light industrial and commercial development through participation in regional State and regional development programs.	<i>This policy should be amended to read: “Encourage light industrial and commercial development in designated growth areas through participation in regional State and regional development programs.”</i>

Implementation Strategies, cont'd	Notes
Continue to encourage home occupations that do not detract from residential areas or affect the rural character of the town, provided that such home occupations do not adversely affect the Town's resources.	<i>This policy should be amended to read: "Continue to encourage home occupations and small business that do not detract from residential areas or affect the rural character of the town, provided that such home occupations do not adversely affect the Town's resources."</i>
Define the difference between small and large-scale commercial activity, and develop a site-review ordinance with standards and buffering provisions.	<i>This policy has not been implemented. It should be continued and implemented.</i>
The Planning Board, in conjunction with the present Harbor Committee, Beach Committee and Conservation Committee, prepare a plan to obtain improved access to the shore and docking facilities.	<i>This policy has been successfully implemented. The Town should continue to support working waterfront access in line with Harbor Management Plan. See Chapter G. Marine Resources.</i>
In conjunction with this effort the Committee should consider regulation of the Town-owned shore facilities.	<i>This policy has been successfully implemented. See Chapter G. Marine Resources.</i>
The Town supports efforts to attract environmentally sound industry to Machiasport.	<i>This policy continues to align with Machiasport's Community Vision and economic development goals and should be continued.</i>

Policies and implementation strategies to support continued economic development in Machiasport are presented on the following pages. They included revisions as noted above, along with additional policies and strategies that reflect changes in conditions on the ground, local priorities and State and Federal policy since the previous Comprehensive Plan was adopted.

POLICIES AND IMPLEMENTATION STRATEGIES

The Comprehensive Plan Update committee recommends the following policies and implementation strategies relative to economic development.

Goal: Machiasport will promote an economic climate that increases the number of jobs available locally.			
Policy	Implementation Strategy	Responsibility	Timeframe
Increase the number of jobs available locally and to manage future commercial activity in a manner consistent with Machiasport’s rural character.	Future economic development in Machiasport will be encouraged in the growth areas and discouraged by ordinance in other areas. Growth areas are described on the Land Use Map. Within these areas, the Town will assist in programs that are, or may become, available to help small businesses.	Planning Board	Short-term (1-2 years)
	Encourage light industrial and commercial development in designated growth areas through participation in regional State and regional development programs.	Planning Board; Selectmen	On-going
	Continue to encourage home occupations and small business that do not detract from residential areas or affect the rural character of the town, provided that such home occupations do not adversely affect the Town’s resources.	Planning Board	On-going
	Define the difference between small and large-scale commercial activity, and develop a site-review ordinance with standards and buffering provisions.	Planning Board	Short-term (1-2 years)
	The Town supports efforts to attract environmentally sound industry to Machiasport.	Selectmen	On-going
	The Town does not encourage heavy industry to locate here.	Selectmen	On-going
Support development of a marina facility and redevelopment of under-utilized facilities as appropriate.	Work with interested developers or other parties to support development of a marina facility in Machiasport through the use of tax incentives and other municipal efforts, as appropriate.	Selectmen, Harbor Committee	Medium-term (3-5 years)
	Work interested developer(s) to redevelop the former base housing facility or other under-utilized facilities in a manner consistent with Machiasport rural character.	Selectmen	Medium-term (3-5 years)
	Explore the use of a Brownfield Assessment grant or other appropriate mechanism to facilitate redevelopment of the former base housing at Howard Mountain.	Selectmen; Planning Board	Immediate

Goal: Machiasport will promote an economic climate that increases the number of jobs available locally.			
Policy	Implementation Strategy	Responsibility	Timeframe
Support infrastructure and transportation investments with will support the type of economic development desired by Machiasport.	Work with MDOT to make roadway improvement that will enhance freight access to Buck Harbor and Downeast Correction Facility. This may include a roadway re-alignment as identified in <i>Chapter I. Transportation.</i>	Selectmen; Road Commissioner	Medium-term (3-5 years)
	Explore expanded employer-base ride share or other alternative commuting options through GoMaine! or other appropriate programs and partnerships.	Planning Board	Immediate
Actively support and participate in an appropriate State and Regional Economic and Business programs which enhance the Town’s economic well-being and increase job opportunities for local residents.	Continue municipal participation in regional economic and community development organizations including Washington County Development Authority, Sunrise County Economic Council, Washington County Council of Governments, <i>et al.</i>	Selectmen	On-going
	Appoint a Town “point person” to advocate on the Town’s behalf on issues regarding state policy (notably as it affects the prison and school consolidation).	Selectmen	Immediate

G. MARINE RESOURCES

The purpose of this section is to:

1. Describe marine resources, marine water quality and fisheries in Machiasport and Washington County;
2. Describe threats to marine resources and in fisheries in Machiasport;
3. Describe coastal land use, maritime facilities and harbors in Machiasport; and
4. Identify coastal access locations and issues in Machiasport and strategies for their protection.

FINDINGS AND ISSUES

This Chapter summarizes and reproduces findings from the Machiasport Maritime Plan. The importance of commercial fisheries to Machiasport cannot be overestimated. Protecting public shore and water access and maintaining a healthy balance of the industry and natural beauty is crucial especially in light of the rate of coastal development. Machiasport currently offers protection to its maritime natural resources with locally adopted shoreland zoning regulations, land use and subdivision regulations. Machiasport Maritime Plan recommends reviewing the existing marine districts to ensure that they protect the rights of marine and commercial marine related activities while accommodating some residential development. The town will seek to ensure that traditional use of lands and access to water are protected as development pressures increase over the planning period. Ordinances will be updated to be consistent with the minimum requirements of state and federal regulations as is mandated.

FISHERIES

Commercial fishing in Machiasport is of tremendous significance to the local economy. In 2003 Machiasport was 1st in Washington County communities in the number of clam licenses and 5th in the number of all commercial state licenses.

Fisheries currently landed in Machiasport include softshell clam, lobster, crab, scallop, urchin quahog, mussel, and marine worm in descending order of significance. Indeed with a year round population of only 1160 residents (2000 Census), there are nearly 160 commercial fishing licenses issued to Machiasport residents. Note that the following table does not add up to the same total number of licenses because individuals can hold more than one license.

**Table G-1 COUNT OF MARINE RESOURCE LICENSES
HELD BY MACHIASPORT RESIDENTS**

Marine Resource License Type	2000	2001	2002	2003	2004	2005
30 DAY URCHIN DIVING TENDER	0	0	0	0	1	1
COMMERCIAL FISHING SINGLE OPERATOR	3	4	6	11	10	9
COMMERCIAL FISHING WITH CREW	10	13	25	25	30	17
COMMERCIAL SHRIMP WITH CREW	0	0	0	0	1	0
COMMERCIAL SHELLFISH	103	126	123	118	116	110
GREEN CRAB	0	0	3	0	0	0
LOBSTER/CRAB APPRENTICE UNDER 18	1	0	1	2	1	1
LOBSTER TRANS (OUT OF STATE)	1	1	2	0	0	0
LOBSTER TRANS SUPP	0	0	2	0	0	0
LOBSTER/CRAB APPRENT	12	13	10	10	8	3
LOBSTER/CRAB CLASS 1	31	31	28	24	25	24
LOBSTER/CRAB CLASS 11	23	22	28	36	34	35
LOBSTER/CRAB CLASS 111	5	4	5	5	5	5
LOBSTER/CRAB NON-COMMERCIAL	15	19	24	13	12	12
LOBSTER/CRAB OVER AGE 70	9	8	11	11	11	11
LOBSTER/CRAB STUDENT	9	7	12	8	13	14
LOBSTER/CRAB UNDERAGE 18	2	0	1	0	0	2
MARINE WORM DIGGING	1	0	0	0	0	1
MUSSEL-DRAGGER	0	0	0	1	0	0
PASS COMM FISH	0	1	1	1	1	1
PASS COMM SHELLFISH	0	1	0	1	1	1
PASS LOBSTER/CRAB	0	1	1	0	1	1
PASS SEA URCHIN	0	0	0	0	1	1
QUAHOG (MAHOGANY)	5	4	3	4	3	3
RETAIL SEAFOOD	0	0	0	0	1	0
SCALLOP-DIVER	1	1	1	1	1	2
SCALLOP-DRAGGER	32	29	29	22	21	22
SCALLOP-TENDER						
SCALLOP, NON-COMMERCIAL	0	0	1	1	0	2
SEA URCHIN- DIVER	1	1	1	1	1	1
SEA URCHIN-DRAGGER	15	15	20	18	17	17
SEA URCHIN/SCALLOP TENDER	3	2	0	1	0	0
SEAWEED	0	0	0	1	0	0
SEAWEED SUPPLEMENTAL	0	0	1	0	0	0
SHELLFISH TRANS OUT OF STATE	1	1	1	1	0	0
SHELLFISH TRANS SUPP	0	1	1	0	0	0
WHOLESALE NO LOBSTERS	1	1	1	1	2	2
WHOLESALE NO LOBSTERS, SUPP	1	1	1	1	2	1
WHOLESALE WITH LOBSTERS	4	4	4	4	3	5
WHOLESALE WITH LOBSTERS, SUPP	1	2	3	3	2	3

Source: Maine Department of Marine Resources, 2006

The number of dealers in Machiasport has risen recently while the number of harvesters holding marine fishing licenses has dropped in the last 4 years. The increase in dealers is likely attributable to the addition and improvement of public marine facilities within the town in recent years.

Table G-2 COUNT OF MACHIASPORT RESIDENTS HOLDING MARINE FISHING LICENSES

Type	2000	2001	2002	2003	2004	2005	2006
Dealers	5	5	5	5	5	7	7
Harvesters	154	172	181	170	170	161	140

Source: Maine Department of Marine Resources, 2006

The total number of trap tags provides the best summary of the significance of the lobster fishery to the community. Landings data (pounds and value) are not available from the Department of Marine Resources (DMR) by town.

Table G-3 COUNT OF LOBSTER TRAPS FISHED BY MACHIASPORT RESIDENTS

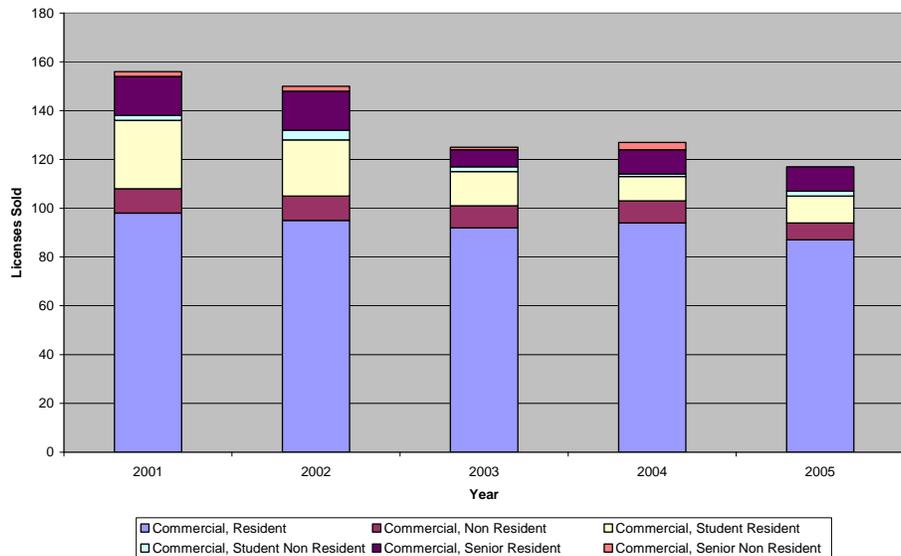
Year	2000	2001	2002	2003	2004	2005
Total Trap Tags	8250	8500	7037	6785	6190	6005

Source: Maine Department of Marine Resources, 2006

The true lobster harvest is probably larger due to the presence of non-resident fishermen in Machiasport waters. The only fishery not represented in Machiasport that is caught in this part of the state is elver. Marine worms are also of limited significance to the Machiasport fisheries.

As the chart across illustrates, the number of student, senior and non-resident licenses in Machiasport has decreased in the past five years. However there is a strong and stable resident commercial fishing community using the clam resource in Machiasport.

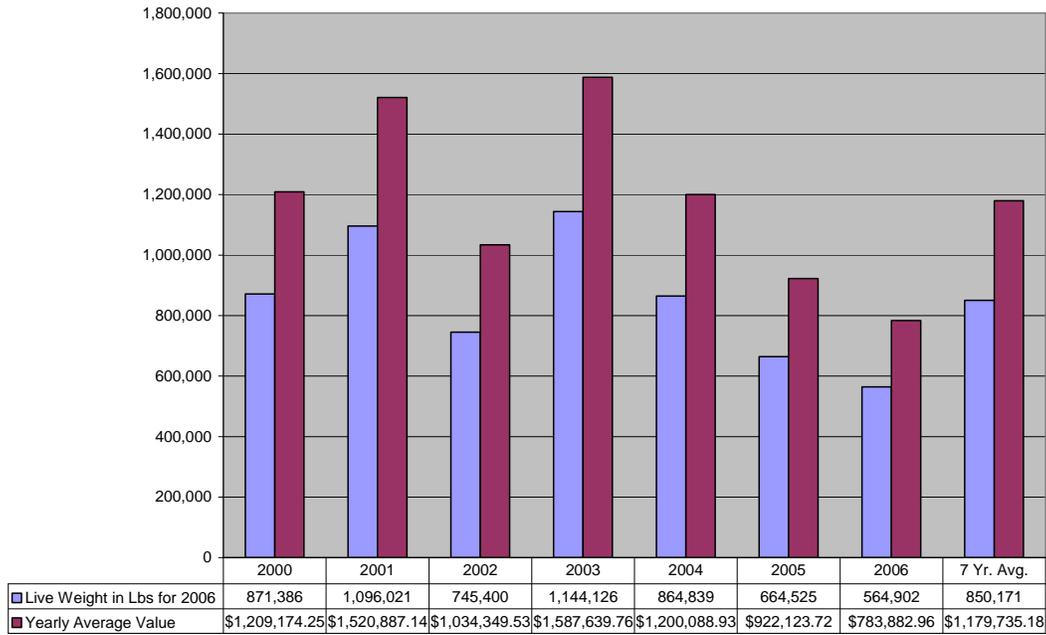
Clam Licenses - Machiasport 2001-2005



The chart below provides the total amount and value of

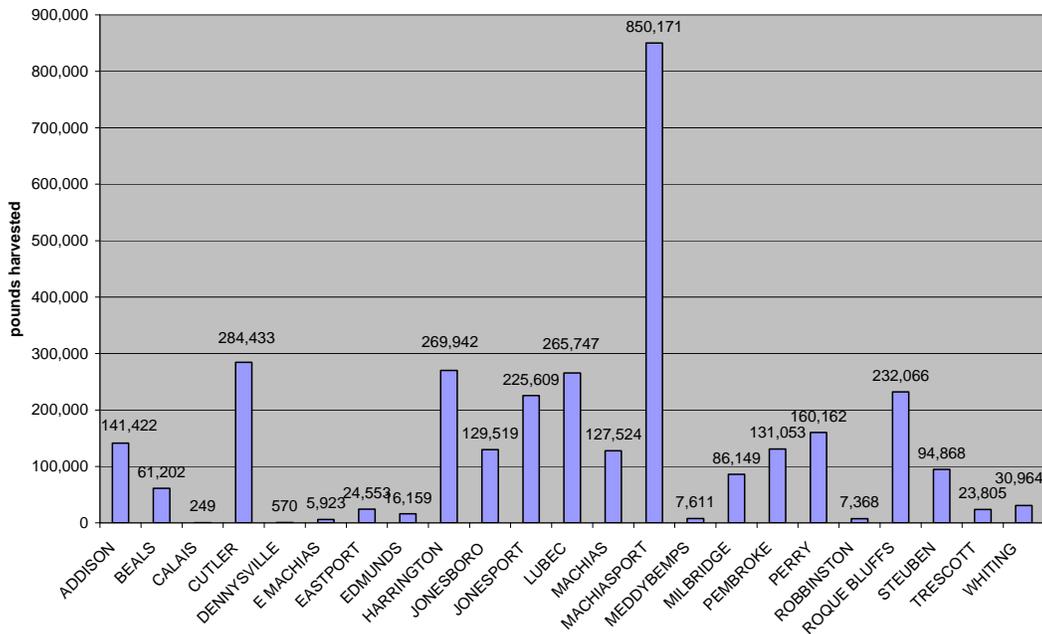
clam landings in Machiasport for the period 2000-2006. Declines from 2003 to 2006 resulted from fewer harvesters (see Table D-4 above), shellfish closure orders and a shift in harvest activity toward lobsters. While the harvest has declined since a high in 2003, the Shellfish Committee reports that 2007 was also a very strong year.

Machiasport Clam Landings 2000-2006



Machiasport consistently harvests among the largest number of pounds of clams of any town in the state (Department of Marine Resources, 2006). Even with recent annual reductions Machiasport was the largest annual average harvester of clams in Washington County with an annual average harvest (2000-2006) of 850,171 pounds of clams.

Average yearly clam landings in Washington County towns 2000-2006



Aquaculture

There are 6 current license sites for finfish in Machiasport off Stone Island, Ingalls Island, Cross Island and the east side (both located in Cutler, but aquaculture sites are serviced in Machiasport), Libby Island and another for oyster culture in the salt marsh at Jasper Beach.

2 finfish sites are currently in operation after 2 years of a state-mandated fallow period. Cook Aquaculture (formerly, Atlantic Salmon of Maine) recently re-opened a facility at Bucks Harbor that is used for processing and package fish. Products are shipped to New Brunswick for final processing. Cook also leases Pettegrow boat yard beach in Starboard Cove for maintenance of pens.

MARINE RESOURCES

Machiasport is a town defined by its maritime heritage and abundance. Shellfish landings in the town are the highest, or second highest, in the state for the last decade. Marine resources are vitally important to the culture and economy of Machiasport. Municipal policies regard marine resources are detailed in the *Machiasport Maritime Plan* and reproduced here. *Map 8: Marine Resources* depicts the location of Department of Marine Resources-identified shellfish beds including softshell clams, blue mussels, ocean quahog and sea scallop; areas closed to shellfish harvest as of 2006; aquaculture lease locations. The habitats and other fisheries of commercial significance are described below, and in greater detail in the *Machiasport Maritime Plan*.

Marine Water Quality

The Maine Department of Environmental Protection classifies surface waters according to their desired use and water quality necessary to support that use. All of the tidal waters in Machiasport are classified Class SB. Quality in these waters should be suitable for recreation in or on the water, fishing, aquaculture, propagation and harvesting of shellfish, industrial process and cooling water supply, hydroelectric power generation, navigation, and as the habitat for fish and other estuarine and marine life. Discharges of pollutants to Class SB waters are regulated by state DEP wastewater permitting process. *Map 8: Marine Resources* depicts areas in Machiasport that are closed to shellfishing due to excessive bacteria loading.

The marine water quality surrounding Machiasport is affected by land uses in the town and the surrounding towns of Machias, East Machias and Roque Bluffs. Threats to water quality come from point sources (pollution is discharged directly from a specific site such as a municipal sewage treatment plant or an industrial outflow pipe) and non-point discharges. There are 4 licensed overboard discharge permits in Machiasport, the largest of which discharges to Howard Cove from the correctional facility.

The Wastewater Treatment facility in nearby Machias consists of five miles of sewer collection system piping, two pumping stations and a treatment facility with the capacity to treat 370,000 gallons of wastewater per day. During the early 1980s the sewer system

was upgraded to separate stormwater drainage from sewage flows, and to reduce groundwater infiltration into the sewers. However, groundwater/stormwater infiltration remains an ongoing concern. Efforts have been made to reduce inflow by requiring that sump pumps and cellar drains not discharge into the sewer system. There is also a continuing effort to identify leaking sewers and replace them.

The Machias sewage treatment plant was upgraded and a pretreatment plant was constructed to reduce the Biological Oxygen Demand of the flow from a blueberry processor, before discharge into the sewer system. In 2003-2004 Machias obtained funding to address combined sewer overflow problems, to reduce infiltration, and to upgrade the sewage treatment plant aeration system. This project significantly reduced overflow contamination issues and has improved marine water quality conditions. However, these improvements have not yet resulted in significant opening of areas closed to shellfishing in Machiasport. The third phase of this effort on the part of the town of Machias is to seek additional CDBG grant funds to further address sewage plant upgrades and combined sewer overflows. The Town of Machiasport should continue to support effort by the Town of Machias to address these issues, as they affect our shared resource.

Shellfish Management

The shoreline of Machiasport varies widely from rocky cliffs to small tidal inlets to areas of extensive flats with commercial shellfish value. Machiasport adopted a Shellfish Conservation Ordinance in the early 1980s that is regularly updated with specific amendments, most recently in July, 2006. It contains provisions for shellfish management and for commercial and recreational licensing. A Shellfish Conservation Committee, working with the Department of Marine Resources, strives to improve the flats.

The Annual Shellfish Management Review for 2006, provided by the Department of Marine Resources concludes that enforcement of the town shellfish management ordinance is satisfactory and indicates that enforcement could be improved by more hours patrolled. The shellfish management goals of Machiasport include providing a harvesting opportunity for the maximum number of participants, maintaining a sustainable yield through the vigorous use of production controls, providing a preference to commercial harvesting over recreational harvesting and maintaining a constant production to provide a steady by variable income. These goals are achieved through management controls that restrict times and areas of harvest. Current management activities include establishing conservation areas for flat rotation.

The town has 3341 acres of clam flats as identified by DMR. These areas are depicted on *Map 8: Marine Resources*. As of the fall of 2007, the total area of closures¹ is 2,221 acres, of which, 805 acres are listed as "conditional" and 1,416 acres are closed. A

¹ The National Shellfish Sanitation Program classifies areas according to whether shellfish can be harvested for market as follows:

Approved: harvested clams can be sold directly to market

Conditionally approved: harvested shellfish can be sold to market except under certain conditions, eg significant rainfall

Restricted: harvested shellfish must be depurated or purified in order to be sold to market

Conditionally Restricted: harvested shellfish must be depurated or purified and can be sold to market except under certain conditions

Prohibited: shellfish cannot be harvested for market at all; can include areas that have little or no shellfish habitat, areas that could be approved but are inaccessible to regular testing staff; and areas that have sufficient upstream pollution sources that resource is assumed unfit for human consumption.

company from southern Maine has been purchasing clams dug on restricted flats in Bucks Harbor Creek for depuration². This is controversial as the town has no control over flats harvested for depuration. In addition they are paying a lower price per pound than what the local market offers, and none of the local buyers have the ability to process clams from restricted flats.

Closure areas are being corrected slowly but not entirely. The minimum standards for the installation of septic disposal systems established by the State of Maine must be observed. Lots with no public water supply or public sewage disposal systems must meet the State minimum of 20,000 square feet or, approximately one-half acre in size.

COASTAL LAND USE

The town has managed most maritime affairs with basic ordinances and common courtesies. However the times and coastal issues are changing. Recent growth in residential development (mostly second homes) Machiasport and surrounding towns is changing the relationship between a small town with a commercial fishing economy and the sea. Access to the water for instance, traditionally taken over private land for over a century, is at risk.

As in most coastal communities pressures on the maritime resource come from an increase in the amount and location of residential development, particularly seasonal housing. In recent years a growing number of recreational boaters use Machiasport harbors. This will increase competition for available mooring space and add pressure on the resource. As recommended in the *Maritime Plan*, the Town recently adopted a Maritime Handbook to help address harbor management issues and concerns.

The Town of Machiasport actively promotes continued access to the coast for commercial fisheries uses through a variety of mechanism (see **Public Access to Marine Waters**, below). A comprehensive list of the various state, federal and local regulations governing coastal land use is included in the *Machiasport Maritime Plan* and reproduced below. *The Maritime Plan* makes specific recommendation for areas that should be included in a Commercial Fisheries/Maritime Zone that would give protection to Water Dependent and Water Related Uses (depicted on *Map 11: Proposes Land Use*). The Town should continue working to implement the recommendation of the *Maritime Plan* regarding coastal land use.

HARBOR MANAGEMENT

Harbor management has not been a major issue in Machiasport. Mooring areas (depicted on *Map 8: Marine Resources*) are cooperatively managed by the Harbormaster and users. The largest mooring area in Machiasport is located in Bucks Harbor. The Town is

² Depuration refers to the process of purifying clams using ultra-violet lights and filters, deep salt water wells.

currently working with the Army Corp of Engineers to address dredging needs, as outlined in the *Maritime Plan*.

PUBLIC ACCESS TO MARINE WATERS

Machiasport retains close ties to the sea. Public access to marine waters is vital to the local economy. Public access to marine waters also plays an important role in maintaining Machiasport's maritime heritage and providing recreational opportunities for local residents.

In recent years a growing number of recreational boaters use Machiasport's harbors and current housing development may put further pressure on the resource. Since the previous Comprehensive Plan was adopted, the Town was awarded a CDBG grant to develop a municipal pier at Bucks Harbor. This facility – along with other publicly-owned access points – is a critical link for local marine harvesters.

The harbor and associated public access points are very heavily used by an active commercial fleet (fishing skiffs, lobster boats, druggers, tenders, cargo ferries, oyster, aquaculture) and a growing number of recreational users (sightseeing/kayaking, sailing and power craft). The town landing sees constant use for fishing, launching, boat maintenance, deposit of product to dealers, staging area for traps, gear repair, and parking.

In order to alleviate growing pressure on available public access and mooring areas in Bucks Harbor and to provide for a separation of recreational and commercial users, the Town of Machiasport supports development of a small marina facility in historic Machiasport village. It is envisioned that facility will at least include finger docks, parking and a boat launch; and may include other facilities as appropriate (such as water, fuel and pump-out facilities; and a small restaurant or retail operation). Development a marina supports the type of development envisioned for Machiasport village.

The Town does not anticipate developing and running a marina as a municipal venture, but will work with private investors and other interested parties to support this type of development as appropriate.

Bucks Harbor Public Pier

The Bucks Harbor Public Pier was constructed in 1997 with town funds, a Community Development Block Grant and considerable volunteer assistance. It was built for public and recreational purposes and designed for use by commercial fishermen. The pier has a cement deck and is approximately 24 feet wide by 120 feet long. It is served by a paved access road and a parking area with space for over 20 vehicles and several trailers. The pier is equipped with an hydraulic hoist, lighting, electrical service and a walkway and float. It is actively used by dozens of commercial vessels and serves the resident and non-resident commercial fleet. The pier also serves recreational users for general use,

passenger pick up, and access to the islands. The maritime Operational issues associated with the Pier are discussed in *Machiasport Maritime Management Plan*.

The *Maritime Plan* also notes the need for several facility upgrades at the Buck Harbor Public pier including replacement/reinforcement of oak pilings due to worm damage, and improvements to the hoist. A great deal of maintenance and upkeep at the pier is provided by volunteers as well as work crews from the correctional facility. The operation of the pier comprises a substantial proportion of the maritime budget and is increasing.

Public Access Inventory

Map 8: Marine Resources shows the most recent inventory of public accesses to the water in Machiasport, conducted by the Maritime Committee in 2006. All public access points that are known (through deed research and town owned land or rights of way) are depicted by numbers on *Map 8* and listed in Tables G-4, below. The focus is on access for commercial use with consideration for recreational use of public access point. There is no existing inventory of visual access; and the need for one is not anticipated at this time.

Table G-4 PUBLIC ACCESSES IN MACHIASPORT

Point	Name	Access	Surface	Improvements Needed
1	East Side Rd./corner of State Route 191	Walk-down	Public road	-
2	Point of Flats 2	Drive-down	Public road	-
3	Big Bay	Boat-launch	Gravel road	-
4	Feather Bed	Walk-down	Public Road	-
5	Gates House	Boat-launch	Boat Launch	Pave ramp; improve parking area (some area to expand by moving rocks and grading)
6	Fort O'Brien Park	Walk-down	Foot path	Severely eroded; path needs to be recreated with appropriate stabilization and runoff design
7	School Nature Path	Walk-down	Foot path	-
8	Sanborn Cove	Drive-down	Gravel road	Steep road that erodes with use and is difficult to use; needs paving
9	Finn Beach	Boat-launch	Beach	Add new hot top on ramp
10	Bucks Harbor Public Pier	Pier	Pier	See above
11	Pettegrow Beach	Boat-launch	Beach	Add electric service in parking area
12	Jasper Beach	Walk-down	Gravel road	Access road needs grading
13	Gray's Beach	Boat-launch	Gravel road	Ditching and grading of road to improve drainage
14	Starboard Creek	Drive-down	Gravel road	-

Source: Machiasport Maritime Management Plan

Traditional Access Inventory

There are many other access points to Machiasport maritime waters that are used by fishermen. These are often described as traditional access points. They are on private land and are used through a variety of informal arrangements with each individual property

owner. Due to increasing coastal development and subdivision, traditional access is seen as increasingly threatened. This type of access is also culturally significant as it provide vital access for traditional marine industries and activities (notable shellfish harvesting).

The *Machiasport Maritime Management Plan* developed policies for their continued use (see Policies and Implementation Strategies at the end of this chapter) where possible and agreeable to the landowners. Recognizing the funding is limited, the Machiasport Maritime Management Plan also prioritized traditional access for permanent protection. These priorities are reproduced below.

Table G-5 TRADITIONAL (private) ACCESSES IN MACHIASPORT

	Name	Access	Surface	Priority for Protection ³
A	Point of Flats 3	Drive-down	Gravel road	3
B	Point of Flats 1	Drive-down	Field	3
C	Cottage Cove	Drive-down	Gravel Road	1
D	Little Bay	Walk-down	Foot path	3
E	Wyman's Cove	Drive-down	Gravel road	1
F	John Wood's	Drive-down	Gravel Road	1
G	Evergreen Point	Walk-down	Foot path	2
H	Clark's Point 1	Walk-down	Foot path from private road	1
I	Clark's Point 2	Walk-down	Foot path from private road	2
J	Larrabee Church	Walk-down	Foot path	1
K	David Wood's Camp	Walk-down	Foot path from private road	3
L	Gerald Wood's	Walk-down	Foot path from private road	3
M	The Bar (Smalls Point)	Walk-down	Foot path from public road	1
N	Atlantic Salmon (Cookes)	Pier	Pier	1
O	Dana Urquhart's Beach	Drive-down	Beach	1
P	BBS	Pier & road	Pier	1
Q	Yoho Cove	Walk-down	Foot path from public road	3
R	Starboard Cove ROW	Walk-down	Public road	1
S	Mill Point	Walk-down	Public road	1
T	Ingalls Bar	Drive-down	Gravel road	1

Source: Machiasport Maritime Committee, 2006

The town recognizes that development pressures are increasing and will pursue funding to secure access in areas with the highest priority for protection. A new program – Maine's Working Waterfront Access Pilot Program – through the Land for Maine's Future bond has set aside \$2 million for projects that protect strategically significant working waterfront properties.

³ Protection Priorities are established as follows:

1 = critical access; used a lot; high priority for permanent protection

2 = important access; used frequently; medium priority for permanent protection

3 = access point is used but not frequently; low priority for permanent protection

Current Use Taxation

Current Use Valuation of Certain Working Waterfront Land (Title, Section 1131, et seq.) provides for the valuation of land on the basis of its use as working waterfront. This tax law, which is similar to current use taxation available for farmland, tree growth and open space, requires that all enrolled properties must abut tidal water or be located within the intertidal zone. While there is no minimum lot size requirement for this program, current use taxation under this program applies only to land. It does not apply to structures such as wharves, piers, or lobster pounds. For the purposes of current use taxation on working waterfront property, “working waterfront” is defined as land providing access to or in support of the conduct of commercial fishing activities. Several properties in Machiasport qualify. Machiasport does not yet have any properties enrolled in this program.

MARITIME NATURAL RESOURCE PROTECTION

Municipal, state and federal authorities often overlap in the same geographic coastal space. The regulation of certain activities may require the involvement of multiple agencies at multiple levels of government. The following summary of local, state and federal authority over harbor, nearshore and off-shore waters is taken from Appendix G of the January 2007 Final Report of the Bay Management Study, *Managing Maine’s Nearshore Coastal Resources* Maine State Planning Office and Maine Department of Marine Resources. A graphical presentation of these overlapping authorities and jurisdictions, also from the Bay Management Study, is provided in the *Machiasport Maritime Plan*.

Municipal Programs and Authorities

Under home rule authority, a town may assume certain regulatory powers. However, local ordinances and regulations cannot conflict with applicable federal or state statutes or regulations. In some cases, the state or federal government has expressly delegated authority to local governments to enact more stringent standards (such as a number of environmental laws). In the near shore environment, primary municipal programs and authorities include:

- **Land use ordinances/zoning** – Municipalities have broad authority under home rule provisions to regulate land use, through local zoning and subdivision ordinances, etc. The Mandatory Shoreland Zoning Act requires all municipalities to establish zoning ordinances for land within 250 feet of great ponds, rivers, tidal areas, and freshwater and coastal wetlands. Local ordinances may be more restrictive, but not less restrictive than the state model ordinance. Shoreland zoning ordinances may also regulate aspects of structures which extend into and over the water (e.g. size, height, consistency with existing use and character), including boat ramps, piers, docks, and floats.
- **Harbor management** – Municipal harbormasters have authority for the issuance and siting of moorings, the designation of open, convenient channels for the passage of vessels, and the establishment of anchorages.
- **Soft shell clam ordinances** - Towns may establish local ordinances regulating the harvest of soft shell clams. ME DMR regulations detail the standards that local shellfish ordinances must meet in order to be approved.
- **Intertidal leases** – A municipality that has established a shellfish conservation program may issue a municipal shellfish aquaculture permit to a person for the exclusive use of shellfish in a designated area in the intertidal zone to the extreme low water mark, for the purpose of shellfish aquaculture.

Machiasport has adopted minimum shoreland standards, as required by the State Mandatory Shoreland Zoning Act. Surface waters in Machiasport are also protected through the Plumbing Code and local Subdivision Regulations. As noted in *Chapter E. Natural Resources*, Machiasport updated its Floodplain Management Ordinance in 2000 to protect the marine waterfront by restricting building to reduce flood damage and other problems. Machiasport just revised its shoreland zoning ordinance to comply with new State guideline.

Maine State Agency Regulatory Programs and Authorities

In Maine, the inner boundary of state ownership is the mean low water mark, unless the State owns the adjacent shorelands. Maine common law, derived from the Massachusetts Colonial Ordinance of 1641-7 allows private individuals to own submersible lands that lie between the mean high and mean low tide lines. The public, however, has certain rights of use in this intertidal area, including rights of fishing and navigation. The Submerged Lands Act sets the outer boundary of State waters at 3 nautical miles from the coastline.

Department of Marine Resources (DMR)

- **Fisheries management** – DMR has primary authority for the management of state water marine fisheries. Several species have advisory/management councils that provide recommendations to the Commissioner – the most well known are the seven lobster zone councils. For those species for which the fishery extends into federal waters and/or into adjacent states, DMR works with NOAA Fisheries (NMFS), the New England Fisheries Management Council (NEFMC), the Mid-Atlantic Fisheries Management Council (MAFMC), and the Atlantic States Marine Fisheries Commission (ASMFC) to coordinate federal, state, and interstate management of such species.
- **Aquaculture leasing and monitoring** – DMR has responsibility for evaluating finfish and shellfish lease applications, and monitoring environmental impacts of aquaculture operations in State waters.
- **Shellfish toxin monitoring** – DMR’s division of public health oversees the application of the National Shellfish Sanitation Program within Maine. This program keeps molluscan shellfish safe for human consumption by ensuring that a common set of standards are used to classify shellfish growing areas and to handle shellfish when they go to market. The Marine Biotoxin Monitoring Program uses the standards outlined in the NSSP to monitor levels of PSP (“red tide”) and other marine biotoxins. When toxin is found at unacceptable levels, closures to the harvest of shellfish are implemented
- **Anadromous fish restoration** - Major restoration activities include the operation of fishways and traps to collect fish on their upstream spawning migration and transport them to upriver spawning areas. DMR also works closely with hydroelectric dam owners to provide for installation of fish passages to carry fish upstream to spawning areas and safely pass seaward migrating adults and juveniles downstream around hydropower turbines.
- **Coastal permit review** - DMR is responsible for environmental impact reviews on projects seeking leases on publicly owned submerged and/or intertidal lands, and permits issued by DEP and LURC. DMR consults with federal resource and regulatory agencies on these issues, as well as reviewing and commenting on municipal comprehensive plans which may affect marine, estuarine and riverine resources.

Department of Environmental Protection (DEP)

DEP’s role in the nearshore marine environment centers around water quality protection through the regulation of discharges – both from vessels and shore based facilities.

Discharges from vessels –

- **Marine Sanitation Devices** - Under the Clean Water Act (Section 312), vessels with installed toilet facilities and operating on the navigable waters of the U.S. must contain operable marine sanitation devices (MSDs) certified as meeting standards and regulations promulgated under section 312.
- **Pump-out Program** - For vessels without MSDs, DEP manages the pump-out program in Maine. DEP administers the grant program for the installation and maintenance of holding tank pump-out stations in coastal areas.
- **Commercial Passenger Ships** - Maine recently enacted Chapter 650, which specifies a number of requirements applicable to commercial passenger vessels (cruise ships). It provides for future rulemaking and issuance of a general permit for the discharge of graywater, and mixtures of graywater and blackwater, from large commercial passenger vessels.
- **No Discharge Zones** - Section 312 also allows establishment of zones where discharge of sewage from vessels is completely prohibited. The process requires DEP to make an application to the EPA for a specific area. An application for Casco Bay is currently in development.

Other discharges -

- **Combined sewer overflows (CSOs)** occur during storm events when a mixture of wastewater and stormwater runoff overflows the combined sewer collection system before receiving treatment at a licensed wastewater treatment facility. These discharges of diluted untreated wastewater violate both State and Federal water pollution laws. Municipalities or Sewer Districts that have CSOs are required to license them with DEP. License requirements direct these communities to evaluate their CSO problems and determine cost effective solutions to abate them.
- **Overboard discharge** is the discharges of sanitary waste from residential or commercial sources to streams, rivers, bays, and the ocean. All overboard discharges must be approved by the DEP.
- **National Pollution Discharge Elimination System (NPDES)** - Following Maine's authorization by the EPA in 2001, the State became the primary NPDES authority and point of contact for most wastewater discharge sources in Maine. State issued permits under the NPDES program are known as MEPDES or Maine Pollutant Discharge Elimination System permits.
- **Stormwater Management** - The Maine Stormwater Program includes the regulation of stormwater under two core laws: The Site Location of Development law (Site Law) and Stormwater Management Law.
- **Erosion and Sedimentation Control** - Under the Erosion and Sediment Control Law, activities that involve filling, displacing, or exposing soil must be conducted to prevent unreasonable erosion of soil or sediment beyond the project site or into a protected natural resource.
- **Site Law** - Large developments considered to be of state or regional significance or of a type that may substantially affect the environment are required to obtain a Site Location of Development Permit.
- **Issuance of permits under the Natural Resources Protection Act** - Permits are required for certain activities (1) in, on, or over a protected natural resource and (2) on land adjacent to any great pond, river, stream or brook, coastal wetland and freshwater wetlands that may cause material or soil to be washed into those resources. DEP is responsible for issuing permits for specific activities up to 75' inland from the high water line, and up to 3 miles seaward.
- **Classification of Maine waters** - DEP establishes water quality goals for the State. Class SA is the highest classification of estuarine and marine waters. This classification is applied to waters that are outstanding natural resources and that should be preserved because of their ecological, social, scenic, economic or recreational importance. By law, Class SA waters shall be of such quality that they are suitable for the designated uses of recreation in and on the water, fishing, aquaculture, propagation and harvesting of shellfish, and navigation and as habitat for fish and other estuarine and marine life.
- Watershed Management is an approach to protecting water quality and quantity that focuses on a whole watershed. This is a departure from the traditional approach of managing individual wastewater discharges, and is necessary due to the nature of polluted runoff, which in most watersheds is the biggest contributor to water pollution.
- Nonpoint Source Water Pollution Control Grants – DEP provides grants to prevent or reduce nonpoint source pollutant loadings entering water resources so that beneficial uses of the water resources are maintained or restored
- Provide technical assistance to municipalities for the adoption, administration and enforcement of shoreland zoning ordinances.

Department of Conservation (DOC) Bureau of Parks and Lands (BPL) and Land Use Regulation Commission (LURC)

- Submerged lands leasing – BPL has authority to lease state-owned submerged lands for erection of permanent or seasonal structures and other activities, such as construction of wharves and marinas, dredging and filling (the exception is aquaculture leases, which are handled by DMR). Structures located on submerged land require a lease or easement when the existing use is being changed, or the size of an existing structure is being changed. A lease or easement is also required for new structures that will be permanent, or for new seasonal structures larger than 2,000 square feet and used for commercial fishing related purposes or larger than 500 square feet for any other purpose. Lease or easements are also required for pipelines, utility cables, outfall/intake pipes, and dredging. To qualify for a lease or easement, the proposed use cannot have adverse impacts on access to or over the waters of the State, the public trust rights (fishing, fowling and navigation), and/or services and facilities for commercial marine activities.
- LURC regulates activities in “Unorganized Territories” which include many coastal islands.

Department of Inland Fish & Wildlife (IF&W)

- **Manage populations, habitats and consult on impacts of development** for coastal seabirds (including Endangered & Threatened seabirds and Bald Eagles under the Maine Endangered Species Act)
- **Fund and develop** recreational public access
- **Partner** with other state and federal agencies in oil-spill response programs
- **Manage** sea-run brook, brown and rainbow trout fisheries Atlantic Salmon Commission (ASM)
- **Atlantic salmon** - protect, conserve, restore, manage and enhance Atlantic salmon habitat, populations and sport fisheries within historical habitat in all (inland and tidal) waters of the State of Maine.

Maine State Planning Office, Maine Coastal Program (MCP)

- **Coastal Zone Management** – Maine has a federally approved Coastal Zone Management Plan (CZMP), and may therefore review any federal activities (either projects proposed by a federal agency or licensed or permitted by a federal agency) for consistency with the enforceable policies of the CZMP (the core laws). The core laws involve regulated activities such as wetland alteration, pollution discharge and dredging/dredge material disposal, both in organized and unorganized territories.

Maine Department of Transportation (DOT)

- **Shipping (cargo ports)/Ferries**
- **Surface Water Quality Protection Program (SWQPP)** - The purpose of this program is (1) to identify surface water bodies (lakes, rivers, streams, estuaries, etc.) where water quality is being adversely impacted by runoff from highways, (2) to select and prioritize candidate pollution elimination projects to fund, and (3) to manage the design, development and construction of projects selected for funding.
- **Wetland mitigation** - The Mitigation Unit directs and coordinates compensatory mitigation for impacts to wetland resources caused by transportation projects throughout the State.
- **NEPA Compliance** - DOT develops Environmental Impact Statements (EIS's) and Environmental Assessments (EA's) and Categorical Exclusions (CE's) for most major projects, as required by the National Environmental Policy Act (NEPA).

Federal Agency Regulatory Programs and Authorities

The United States Exclusive Economic Zone (EEZ) extends from the outer boundary of state waters (3 miles) out to 200 miles from shore. However, the federal government's legal authority in navigation, commerce and security extends shoreward into state waters. The federal agencies highlighted below are those that have a role in regulation or review of activities in state waters.

National Marine Fisheries Service (NMFS)

- **Fisheries Management** - Under the Magnuson-Stevens Fishery Conservation and Management Act (MSFCMA), the U.S. claimed sovereign rights and exclusive fishery management authority over all fish, and all Continental Shelf fishery resources, within the EEZ. Fisheries regulations for federal water species are often developed through the Regional Fisheries Management Councils. However, for some species, the interstate Marine Fisheries Commissions (e.g. ASMFC) may recommend to the Secretary of Commerce that the Secretary adopt federal regulations that reflect state management approaches or incorporate specific state measures.
- **Protected Resource Management** - NMFS administers the Marine Mammal Protection Act, and shares statutory responsibility with the USFWS for the Endangered Species Act.
- **Act as a review agency on coastal projects** which affect living marine resources, including Essential Fish Habitat (EFH) as identified in cooperation with regional Fishery Management Councils.

US Fish and Wildlife Service (USFWS)

- **Act as a review agency on coastal projects** with impacts on resources under their jurisdiction. USFWS has responsibility for National Wildlife Refuges, Endangered and Threatened species, migratory birds, and other natural resources.

Environmental Protection Agency (EPA)

- **Water quality protection and monitoring** - The primary mechanism in the Clean Water Act (CWA) regulating the discharge of pollutants is the NPDES. Under the NPDES, a permit is required from EPA or an authorized state for the discharge of any pollutant from a point source into the waters of the US. Permits may be issued by states following approval of their permit program by EPA (ME's program was approved in 2001); for discharges beyond the territorial sea, EPA is the permit-issuing authority. In ME, as in all delegated states, EPA's role is to assure that state actions meet the requirements of the CWA. This includes review of draft permits prepared by the state, general oversight of program requirements and performance, and review of proposed changes to state laws and rules related to the NPDES program.
- **Disposal Site selection** in cooperation with other state and federal agencies.

US Army Corps of Engineers (USACOE)

- **Jurisdiction over projects located on intertidal or submerged land** through issuance of permits authorizing activities in or affecting navigable waters of the U.S., and adjacent wetlands, including the discharge of dredged or fill material, and the transportation of dredged material for the purpose of dumping it into ocean waters. This requires consultation with other federal agencies, including NMFS and USFWS, and frequently involves consultation with state agencies.
- **Navigation Project Development and Maintenance**, including maintenance dredging of channels and anchorages, construction and maintenance of breakwaters.
- **Disposal Site Selection and Monitoring**

US Coast Guard (USCG)

- **Navigational issues** – placement and maintenance of navigational aids, permitting of bridges and consultation with the ACOE on other activities that have the potential to impact navigation.
- **Boating safety/Search and rescue**
- Federal Energy Regulatory Commission (FERC)
- **Regulation of the interstate transmission of natural gas, oil, and electricity.** FERC also regulates natural gas and hydropower projects.

MARINE RESOURCES POLICIES FROM THE 1996 COMPREHENSIVE PLAN

Relative to marine resources, the Comprehensive Plan adopted by the Town of Machiasport in 1996 found that “much of the economic activity in town is tied closely to the water; one hundred and sixty-seven watercraft are registered. The Town has publicly owned water access sites (boat launch) at Finn Beach, behind the Gates House, and adjacent to the ‘Foster Bridge’ culvert over Tidewater Stream. Jasper Beach (Howard Cove) is protected by the Federal Coastal Barrier Program, where the Town owns eleven acres. Private access is available at Starboard Island and Pettegrow’s Boat Yard.” In 1996, survey respondents “wanted to do more to preserve the coastline” and “saw an overcrowding of existing shoreland facilities as a problem to be addressed in the next ten years.” The 1996 Comp Plan also reported that, “Bucks Harbor was dredged in 1972. At that time the Army Corps of Engineers indicated that this would be sufficient for fifty years. Fishermen have reported shallower depths and deep-draft vessels are now obligated to anchor near the mouth of the harbor to insure that they will not go aground at low tide. The harbor would have to be enlarged first (the Town never had the funds to do this in 1972); then the Army Corps of Engineers could contract this work as a total project.”

Based on these findings, the Comprehensive Plan establish as a municipal goals to: “Protect the residents’ access to the means of their livelihood through the maintenance of current facilities and solving the problem created by the coexistence of residences and commercial activities. Future access needs could be addressed through the continuation of a Harbor District and a Maritime Activity District designation;” and to “contact the Army Corps of Engineers and re-involve them in a project designed to enlarge and dredge Bucks Harbor.” These goals have largely been addressed. Based on work accomplished, the municipal goal regarding marine resource should be amended to read: “Machiasport will preserve for future generations the marine resources that are vital to Town ecology, support local fisheries, and contribute significantly to the Town’s heritage and quality of life.”

In order to achieve the goals set forth in 1996 Comprehensive Plan, Machiasport established municipal policies and strategies as summarized in the table below along with notes on the status of the policy recommendations.⁴

⁴ A complete list of the policy recommendation from the previous Comprehensive Plan is included in *Appendix B: Executive Summary of the Town of Machiasport Comprehensive Plan, 1996*. A full copy of the previous plan is on file in the Town Office.

**Table G-7 POLICIES & IMPLEMENTATION STRATEGIES
RELATED TO MARINE RESOURCES FROM THE 1996 COMP PLAN**

Policies	Notes
The Town of Machiasport will protect the shoreland access of its residents and will investigate improved access and the construction of appropriate facilities.	<i>The town has improved access at several locations since 1996. Further improvements should be made in line with the Maritime Management Plan.</i>
The Town will designate a representative to contact the Army Corps of Engineers and pursue an enlarging/dredging plan.	<i>The Town is actively working the Corps of Engineers to address dredging issues.</i>
Implementation Strategies	Notes
The Town will maintain the Harbor District and the Maritime Activities District designations to protect the access and the economic activity of many residents in the face of developmental pressures.	<i>This strategy has been implemented.</i>
The Town will continue to support the present shoreland zoning regulations and will review the regulations every five years.	<i>This strategy has been implemented.</i>
The Town will revisit the 1989 Action Plan for the plan to rebuild the public access site behind the Gates House and incorporate the costs of the improvements into the capital improvement plan.	<i>This strategy has been implemented and is addressed by the Machiasport Maritime Management Plan.</i>
The Town will also revisit the 1989 Action Plan for copies of the 1986 Army Corps of Engineers breakwater studies and dredging plans. Funds have not materialized as of now.	<i>This strategy has been implemented. Coordination with the Corps of Engineers is on-going.</i>
The Town will initiate a study to determine the need for improved public access at Tidewater Stream including improved parking facilities.	<i>This strategy is adequately addressed by the Maritime Management Plan.</i>
The Town will revisit the 1989 Action Plan for copies of the development of the Sanborn Cove area.	<i>This strategy is adequately addressed by the Maritime Management Plan.</i>

Source: Machiasport Comprehensive Plan, 1996

Policies and implementation strategies relative to marine resources in Machiasport are presented on the following pages. They included revisions as noted above, along with additional policies and strategies that reflect changes in conditions on the ground, local priorities and State and Federal policy since the previous Comprehensive Plan was adopted.

POLICIES AND IMPLEMENTATION

Goal: Machiasport will preserve for future generations the marine resources that are vital to Town ecology, support local fisheries, and contribute significantly to the Town's heritage and quality of life.			
Policy	Implementation Strategy	Responsibility	Timeframe
To protect, maintain and, where warranted, improve marine habitat and water quality.	Work with land owners, the DEP and neighboring communities to identify and eliminate OBD and non-point source pollution.	Selectmen	Immediate (1-2 years)
	Enforce shoreland zoning provisions and provide adequate training to the code enforcement officer.	CEO; Selectmen	On-going
	Develop proposal for installation of permanent sanitary facilities and a pump out station at municipal pier	Selectmen; Maritime Committee; Harbor Master	Short-Term (2-5 years)
	Encourage owners of marine businesses to participate in clean marina/boatyard programs.	Selectmen; Harbormaster	On-going
To maintain and, where warranted, improve harbor management and facilities.	Implement harbor management strategies as outlined in the Machiasport Maritime Plan.	Harbormaster	On-going
Promote harmony and understanding among newcomers and existing residents over traditional uses of land and water.	Develop educational materials describing traditional uses and practices including issues such as shore access, hunting, working waterfront and commercial fishing, and community institutions.	Selectmen or their designee; Maritime Committee and maritime users; WCCOG	Immediate (1-2 years)
	Distribute these materials at town offices, schools and local businesses including real estate firms.	Selectmen or their designee	Immediate (1-2 years)
Ensure that traditional use of lands and access to water are protected as development pressures increase.	Use the inventory of traditional accesses in this chapter to seek protection of these features when reviewing proposals for subdivision or development.	Selectmen; Planning Board	Immediate (1-2 years)
	Provide information about the current use taxation programs to owners of waterfront land used to provide access to or support the conduct of commercial fisheries.	Selectmen; Assessor	Immediate (1-2 years)

	<p>Respect private property rights but seek to maintain traditional uses of any private roads or rights of way to the water. Negotiations with private land owners to secure these accesses will include:</p> <ul style="list-style-type: none"> • Acknowledgement/celebration of landowners who continue the centuries old practice of allowing public use of their lands; • Informal agreements allowing public use of lands; • More formal agreements allowing public use of lands until and unless problems arise from disrespectful use of private land (eg. Leaving gates open, littering, vandalism); • Providing property tax incentives to property owners who grant written, revocable rights of access across their property; • Purchasing rights of first refusal for access points or property of critical importance to the fishery; • Purchasing permanent easements or fee title to access points or property of critical importance to the fishery. 	<p>Selectmen; Planning Board</p>	<p>Immediate (1-2 years)</p>
	<p>Request of land conservation groups that public access to significant resources – and in particular public access to the shore – be including in easement language and written into management plans to the greatest extent practical.</p>	<p>Selectmen</p>	<p>Immediate (within 2 years)</p>

H. HOUSING

The purpose of this section is to:

1. Describe the characteristics and changes of the housing stock and its demand and affordability in Machiasport and the region;
2. Identify the relationship between housing characteristics and demand in Machiasport and the region; and
3. Predict the size, characteristics, and affordability of housing needed to meet the demands of the future population

FINDINGS

Affordable housing is defined as not costing more than 30% of household income. The data reviewed suggest that affordable housing generally available for moderate and low income residents in Machiasport.

Existing land use ordinances do not impose significant costs on the cost of building homes and the majority of people live in owner-occupied single-family housing. The desire for vacation homes on waterfront properties by non-residents has raised the value, and assessment, of many properties in both towns. There is a range of new housing in town, with mobile or manufactured homes often utilized. The percentage of homes owned by those in the workforce is likely to decline further while the percentage of homes owned by retirees - both those from away and natives - will increase. Significant housing issues in Machiasport include the prevalence of older housing units within the town's housing stock.

HOUSING UNITS

In 2000, the total number of housing units in Machiasport was 559. During the 1990s, the number of housing units in Machiasport grew by 8.3 percent. This was compared to almost 15 percent for Washington County and 11 percent for the state. Based on building permits issues since 2001, the Town believe that the rate of housing development in the first decade of the 21st century will be more rapid. In the five-year period from 2001-2006 the town issued building permits for 78 additional units, more than during the entire decade of the 1990's.

Even as Machiasport experience slight decline in Population from 1990, to 2000, the number of households grew. As noted in *Chapter C. Population*, in the 1990s Machiasport experienced an 8% decline in average household size from 2.68 persons per household in 1990 to 2.46 in 2000. With this change in population the ratio between population and total housing units went from 2.25 in 1990 to 2.07 in 2000. Given population forecasts that predict little or no growth in population, Machiasport does not expect anticipate the need for a great number of additional housing units to accommodate its population. However, it is anticipated that ratio of population to total housing units will continue to fall as average household size declines and seasonal homes continue to be built.

Machiasport has a large percent of older housing stock (see Table F-4) than what is commonly found in other parts of the county or the state. At the same time, Machiasport also has a similar percent of housing built since 1990 as in other parts of the county and the state – reflecting development along the coast in recent years. It is expected that some of the older housing stock will be removed and more seasonal houses will be constructed. As the population ages, household size is likely to continue to decrease but some households are expected to convert to shared retirement living accommodations. Ultimately, changes in land use, local regulations, and the economy will determine the increase in the number of housing units over the next ten years.

Table H-1 TOTAL NUMBER OF HOUSING UNITS,1980 - 2000

	1980	1990	% Change	2000	% Change
Machias	898	1043	16%	1125	7.9%
East Machias	659	635	-4%	793	24.9%
Machiasport	489	516	6%	559	8.3%
Marshfield	166	183	10.2%	242	32.2%
Roque Bluffs	166	209	25.9%	259	23.9%
Whitneyville	105	114	8.6%	140	22.8%
Washington County	18,149	19,124	5%	21,919	14.62%
Maine	501,333	587,045	17%	651,901	11.05%

Source: U.S. Census

Structure Type

The distribution of housing unit types is an important indicator of affordability, density, and the character of the community. In 2000, one-unit structures (single-family houses) represented 84.3% of Machiasport's housing units while mobile homes and trailers accounted for just over 15 percent.

The share of mobile homes in Machiasport relative to the entire housing stock is comparable with surrounding communities, but higher than in Washington County as a whole. The number of mobile homes and trailers in Machiasport increased and contributed slightly more to the housing stock between 1990 and 2000. In Machiasport mobile homes and trailers are located primarily on individual lots, not in mobile home parks. Although not disproportionate, many of these homes are inhabited by elderly people. Overall, mobile homes are in good condition. Those mobile home units constructed pre-1976 which are located in town must meet the requirements of the Building Code and the State Electric Code.

Table H-2 HOUSING UNITS IN STRUCTURE

	Machias		East Machias		Machiasport		Roque Bluffs		Whitneyville		Washington County	
	1990	2000	1990	2000	1990	2000	1990	2000	1990	2000	1990	2000
	Num.	Num.	Num.	Num.	Num.	Num.	Num.	Num.	Num.	Num.	Num.	Num.
	%	%	%	%	%	%	%	%	%	%	%	%
One-unit	578 55.4%	630 56%	503 79.2%	651 82.1%	418 81%	471 84.3%	177 84.7%	226 87.3%	90 78.9%	93 66.4%	14,397 75.3%	17,080 78.0%
Multi-unit	287 27.5%	347 30.8%	11 1.7%	35 4.4%	1 0.2%	2 0.4%	0 0%	0 0%	2 1.8%	5 3.6%	1,473 7.7%	1,931 8.8%
Mobile Home trailer	155 14.9%	144 12.8%	101 15.9%	105 13.2%	78 15.1%	86 15.4%	28 13.4%	33 12.7%	21 18.4%	38 27.1%	3,254 17.0%	2,786 12.7%
Total units*	1043 100%	1125 100%	635 100%	793 100%	516 100%	559 100%	209 100%	259 100%	114 100%	140 100%	19,124 100.0%	21,919 100%

Source: U.S. Census

Note: * Total units include: boat, RV, van, etc., not itemized in table

Increasingly, seasonal dwellings are being converted into year-round houses for both year-round people and for future retirement purposes all over Washington County. New seasonal residences are also a growing segment of the housing stock in Machiasport. In 2000, the Census recorded 81 units of housing used for seasonal purposes in Machiasport, a 17.4% increase since 1990.

According to the 2000 Census, housing for seasonal purposes constitutes more than just under 15% of the housing stock in Machiasport, which is slightly lower than the county average and the state as a whole. However, many of the building permits for new housing issued since 2001 have been for seasonal residences and the town anticipates seasonal housing will significant increase as a percent of total housing units during the first decade of the 21st century.

Table H-3 TOTAL NUMBER OF SEASONAL UNITS, 1980 - 2000

	1980	1990	% Change	% of Total Units (1990)	2000	% Change	% of Total Units (2000)
Machias	10	24	14%	2%	32	33.3%	2.8%
East Machias	158	123	12%	19%	181	47.2%	22.8%
Machiasport	71	69	-2%	14%	81	17.4%	14.5%
Marshfield		5	-	2.7%	15	200%	6.2%
Roque Bluffs		100	-	47.8%	92	-8%	35.5%
Whitneyville		5	-	4.4%	18	260%	12.9%
Washington County	2,723	4,046	49%	21%	5,374	32.8%	24.5%
Maine	73,716	88,039	19%	21%	101,470	15.3%	15.6%

Source: U.S. Census

Housing Stock

Maine's housing stock reflects the state's history and climate. Nationwide, Maine ranks first in the proportion (29%) of the housing stock that was built prior to 1940. Close to forty percent of the housing stock in Machiasport was built prior to 1940. This is a very high proportion. It has implications for lower income households and households with children since many older housing units have substandard heating and plumbing systems, poor insulation and exposed lead paint. The Town should continue to provide information to local residents about these hazards

and partner with organization such as the Washington Hancock Community Agency to remedy sub-standard housing condition where they exist in Machiasport.

While Machiasport has a large portion of old housing, the Town also has a high percentage of housing built since 1980 – and that portion has increased rapid since 2000. This largely reflects coastal development. New housing construction in Machiasport has largely been in sub-divisions outside the traditional village areas.

Table H-4 YEAR STRUCTURE BUILT

Years	Machiasport		Washington County		Maine
	<i>Number</i>	<i>%</i>	<i>Number</i>	<i>%</i>	<i>%</i>
1999 to March 2000	6	1.1	344	1.6	1.9
1995 to 1998	33	5.9	1,197	5.5	5.6
1990 to 1994	35	6.3	1,604	7.3	7.1
1980 to 1989	51	9.1	3,203	14.6	16
1970 to 1979	120	21.5	4,038	18.4	15.9
1960 to 1969	51	9.1	1,856	8.5	9.2
1940 to 1959	47	8.4	2,503	11.4	15.3
1939 or earlier	216	38.6	7,174	32.7	29.1
Total housing stock	559	100.0	21,919	100	100.1

Source: U.S. Census

HOUSING CHARACTERISTICS

Table H-5 shows the proportional make-up of housing units by general physical condition in Machiasport for the most recent years for which this information is available.

Table H-5 HOUSING CHARACTERISTICS

	Washington County		Machiasport	
	Number	Percent	Number	Percent
Total housing units in 2000	21,919	100	559	100
ROOMS IN 2000				
1 room	708	3%	10	1.8%
2 rooms	1,263	6%	15	2.7%
3 rooms	2,411	11%	16	2.9%
4 rooms	4,096	19%	97	17.4%
5 rooms	4,896	22%	150	26.8%
6 rooms	3,794	17%	117	20.9%
7 rooms	2,211	10%	89	15.9%
8 rooms	1,330	6%	32	5.7%
9 or more rooms	1,210	6%	33	5.9%
SELECTED CHARACTERISTICS IN 2000 (of occupied housing units)				
Lacking complete plumbing facilities	299	2%	5	0.9%
Lacking complete kitchen facilities	204	1%	6	1.1%
No telephone service	330	2%	0	0%
HOUSE HEATING FUEL IN 2000 (of occupied housing units)				
Utility gas	3	>1%	0	0%
Bottled, tank, or LP gas	473	3%	9	1.1%
Electricity	562	4%	4	0.7%
Fuel oil, kerosene, etc.	11,708	83%	329	58.9%
Coal or coke	8	>1%	0	0%
Wood	1,333	9%	54	9.7%
Solar energy	5	>1%	0	0%
Other fuel	23	>1%	0	0%
No fuel used	3	>1%	0	0%

Source: U.S. Census

The Town of Machiasport has ordinances that address outside wood burners and windmills for residential use.

HOME OCCUPANCY

Home ownership is a good indicator of the overall standard of living in an area. One way to trace home ownership change over time is to compare owners and renters as a proportion of total occupied housing, as illustrated in Table F-6. A high rate of owner-occupied housing is typical of predominately residential communities like Machiasport. In 1990 and 2000, the proportions of owner and renter-occupied housing units at the county level remained fairly stable. Over the same time period, Machiasport saw a slight decline in both the number and percent of owner-occupied housing and a significant increase in both the number and percent of renter occupied housing.

Table H-6 HOUSING TENURE

Tenure	Machias		East Machias		Machiasport		Roque Bluffs		Whitneyville		Washington County	
	1990	2000	1990	2000	1990	2000	1990	2000	1990	2000	1990	2000
	Num. %	Num. %	Num. %	Num. %	Num. %	Num. %	Num. %	Num. %	Num. %	Num. %	Num. %	Num. %
Occupied housing units	943 100%	939 100%	469 100%	540 100%	394 100%	413 100%	96 100%	118 100%	95 100%	105 100%	13,418 100%	14,118 100%
Owner-occupied housing units	578 61.3%	527 56.1%	402 85.7%	432 80%	333 84.5%	331 80.1%	92 95.8%	110 93.2%	82 86.3%	89 84.8%	10,568 78.8%	10,969 77.7%
Renter-occupied housing units	365 38.7%	412 43.9%	67 14.3%	108 20%	61 15.5%	82 19.9%	4 4.2%	8 6.8%	13 13.7%	16 15.2%	2,8501 21.2%	3,149 22.3%

Source: U.S. Census

VACANCY RATE

In 2000, 28.3% percent of Machiasport’s housing units were “vacant,” which includes those that are truly vacant as well as those that are used seasonally. Comparing the total vacancy figures with Table F-3 there are fewer vacant units in Machiasport than in the county as a whole. The data suggest an adequate supply of housing for purchase and for rent.

Table H-7 HOUSING OCCUPANCY

Tenure	Machias		East Machias		Machiasport		Roque Bluffs		Whitneyville		Washington County	
	1990	2000	1990	2000	1990	2000	1990	2000	1990	2000	1990	2000
	Num. %	Num. %	Num. %	Num. %	Num. %	Num. %	Num. %	Num. %	Num. %	Num. %	Num. %	Num. %
All Housing Units	1043 100%	1129 100%	635 100%	776 100%	516 100%	576 100%	209 100%	226 100%	114 100%	139 100%	19,124 100%	21,919 100%
Occupied housing units	943 90.4%	939 83.2%	469 73.9%	540 69.6%	394 76.4%	413 71.7%	96 45.9%	118 52.2%	95 83.8%	105 75.5%	13,418 70.2%	14,118 64.4%
Vacant housing units	100 9.6%	190 16.8%	166 26.1%	236 30.4%	122 23.6%	163 28.3%	113 54.1%	108 47.8%	19 16.7%	34 24.5%	5,706 29.8%	7,801 35.6%

Source: U.S. Census

HOUSING AFFORDABILITY

The affordability of housing is of critical importance for any municipality. High costs are burdensome to individuals, governments, and the economy. Excessively high housing costs force low and moderate-income residents to leave the community, thus reducing labor force size.

Many factors contribute to the challenge of finding affordable housing, including: local and regional employment opportunities, e.g., in-migration to job growth areas; older residents living longer lives at home; more single parent households; and generally smaller household sizes than in previous years. Those Mainers most often affected by a lack of affordable housing include: older citizens facing increasing maintenance and property taxes; young couples unable to afford their own home; single parents trying to provide a decent home; low income workers seeking an affordable place to live within commuting distance; and young adults seeking housing independent of their parents.

Definitions of Affordability

Affordable housing means decent, safe, and sanitary living accommodations that are affordable to very low, low, and moderate-income people. The State of Maine defines an affordable owner-occupied housing unit as one for which monthly housing costs do not exceed approximately 30% of monthly income, and an affordable rental unit as one that has a rent not exceeding 30% of the monthly income (including utilities). The kinds of housing that are affordable at these income levels are often small homes on small lots and can include manufactured housing, multi-family housing, government-assisted housing, and group and foster care facilities. Increased density and reduced frontage requirements can contribute to a community's affordable housing stock.

Based on MSHA figures, in 2006 the median household income was \$29,913 in Washington County. Using state guidelines, three income groups are considered for 2006: extremely low and very low income, low income and moderate income. Income and affordable monthly housing payments are shown in Table h-8 for these income groups.

Table H-8 INCOME AND AFFORDABLE MONTHLY HOUSING PAYMENTS

Households	Machiasport		
	Income Range	Percent of Households	Affordable monthly rent or mortgage payment
Extremely Low and Very low income	Up to \$15,987	21.3%	Up to \$400
Low income	\$15,987 to \$25,579	17.5%	\$400 to \$639
Moderate income	\$25,579 to \$47,961	22.1%	\$639 to \$1,199

Source: MSHA

Housing Selling Prices

Table H-9 shows that the median value of housing in 2000 was \$76,700 in Machiasport suggesting that housing is affordable for some Machiasport households in the low income groups and above (which constitute approximately 79% percent of the Machiasport’s households). However, it should be noted that the value of housing in Machiasport for the year 2000 from the Census shown in Table F-10 is a small sampling (189 out of 559 or 33% of total units in Machiasport).

Table H-9 VALUE IN 2000: SPECIFIED OWNER-OCCUPIED HOUSING UNITS

	Machiasport		Washington County	
	Number	Percent	Number	Percent
Less than \$50,000	22	12%	1945	28%
\$50,000 to \$99,999	115	61%	3825	54%
\$100,000 to \$149,999	30	16%	741	11%
\$150,000 to \$199,999	10	5%	294	4%
\$200,000 to \$299,999	6	3%	171	2%
\$300,000 or more	0	0%	54	1%
Median (dollars)	\$76,700			

Source: U.S. Census

Additional data on housing affordability is available at the housing market level. Machiasport is part of the larger Machias Housing Market and the MSHA reports that the housing affordability index in this housing market for the year 2006 was 0.71 (under 1.00 equals unaffordable; while over 1.00 equals affordable).

In 2006, the median home sale price was **\$125,000** in the Machias Housing Market, while the median income was \$30,326 in this housing market and the median income in Machiasport was \$29,315.

Owner Costs

Table H-10 shows selected monthly owner costs as a percentage of household income owner-occupied housing units in Machiasport. In 1999, 16% of Machiasport household paid over 30% of household income in owner costs. While lower than the county average, this data and in combination with rising real estate values and heating costs suggest that housing affordability affects a growing minority of residents.

Table H-10 SELECTED MONTHLY OWNER COSTS IN 1999

Percentage of Household Income	Machiasport		Washington County	
	Owner Occupied Housing Units	Percent	Owner Occupied Housing Units	Percent
Less than 20 %	125	66%	4147	59%
20 to 24 %	20	11%	815	12%
25 to 29 %	13	7%	498	7%
30 to 34 %	4	2%	368	5%
35 % or more	27	14%	1096	16%
Not computed	0	0%	106	2%
Total Owner Occupied Units	189	100.0%	7030	100%

Source: U.S. Census

Renter Occupied Housing Affordability

Table F-12 shows rental costs as a percentage of household income. Only year round rentals are considered, as seasonal housing rentals are not reported. The rents shown are reported by the tenants and take into account the subsidies some receive in the form of the federal Section 8 housing subsidy to low income residents. For 9 renter occupied units in Machiasport (13% of household that rent) more than 30% of household income was spent on housing costs, indicating

that rental housing is unaffordable to a smaller minority of Machiasport residents than is true throughout the county.

Table F-12 GROSS RENT AS A % OF HOUSEHOLD INCOME IN 1999

Percent of Household Income	Machiasport		Washington County	
	Number	Percent	Number	Percent
Less than 20 %	33	47%	829	23%
20 to 24 %	20	29%	370	12%
25 to 29 %	2	3%	420	14%
30 to 34 %	0	0%	234	8%
35 % or more	9	13%	690	23%
Not computed	6	9%	473	16%
Total Renter Occupied Units	70	100.0%	3016	100.0%

Source: U.S. Census

For the 70 year round rental units in Machiasport reported in the 2000 Census almost all were affordable to those in the moderate income group. There were at least 4 units available that would not be affordable to the low income groups in Machiasport. See Table F-8 for affordable rent figures.

Table F-13 GROSS RENT IN 1999

Rent	Machiasport		Washington County	
	# of Rentals	Percent	# of Rentals	Percent
Less than \$200	0	0%	600	20%
\$200 to \$299	5	7%	313	10%
\$300 to \$499	26	37%	864	29%
\$500 to \$749	33	47%	719	24%
\$750 or more	0	0%	8	>1%
No cash rent	6	9%	447	15%
Total Renter Occupied Units	70	100.0%	3016	100.0%
Median	\$503	-	\$408	-

Source: U.S. Census

Affordability and the Growth Management Act

A minimum policy required by the Maine Growth Management Act is for every municipality "...to seek to achieve at least 10% of all housing built or placed during the next decade be affordable." During the five-year period from 2001 to 2006, 78 permits were issued for residential housing construction in Machiasport – see Table F-14. Machiasport would meet the requirement of the Act if the town sought to provide 8 low-income units in this period. The Town does not maintain records on actual sales prices or move-in costs associated with new construction. However, within this period, mobile/modular housing comprised 14 units or 18% of all residential housing permits in Machiasport; and it is believed that several of the stick built housing units constructed would be considered affordable under State guidelines. There was no significant increase in conversions from single to multiple family homes and the mobile homes were built according to current standards.

Table F-14 RESIDENTIAL BUILDING PERMITS 2001-2006

Year	Stick built	Mobile/ Modular	Wood sheds/ decks/ garages/ additions	Total
2001	15	4	6	25
2002	2	1	4	7
2003	17	1	251	43
2004 ¹	11	2	11	24
2005	6	2	10	18
2006	13	4	10	27
Total	64	14	66	144

Source: Machiasport building permits

Seasonal and Year Round Housing Differences

There are effectively two housing markets in Machiasport: seasonal and year round. Seasonal housing is concentrated along waterfront areas. The units tend to be larger and while many are seasonal and function primarily as vacation homes for non-residents, they are built for year round occupancy. There is a concern in Machiasport and the surrounding area that long term residents are losing their ability to stay in their houses because of significantly increasing property taxes caused by an overall increase in town valuation.

Affordable Housing Remedies

While meeting the letter of the Growth Management Act has not proved difficult for the town of Machiasport, there is a desire by residents to maintain and provide affordable housing, as needed, beyond the state minimums. The state recommends that the town consider ways of helping meet this need. This can be very difficult for small communities like Machiasport because the traditional recommendations may *not* apply, including:

1. The relaxation of zoning ordinance and building code requirements that tend to increase building costs. **Machiasport does not have town wide zoning at present. If one is established, it will be sensitive to the need to lessen the potential costs imposed on low-income residents.**
2. Take steps to allow mobile homes and modular homes in more areas. **At present the town does not limit the location of these types of units.**
3. Provide town sewer, water and roads to new parts of town thus “opening up” land for new homes. **The town does not have a public water or sewer system at this time.**

Given the lack of current land use ordinances that would tend to increase housing costs, the town believes that a regional approach may best meet the need of its low and moderate-income residents. At the same time, the town also encourages market driven solutions to affordable housing solutions, including actively encourage the use of mobile homes and pre-fabricated (manufactured) housing. The town would encourage accessory apartments, so-called ‘mother-in-law’ apartments, and will put language in proposed ordinances and building codes as needed to do so.

Large lot sizes, while seemingly protecting the rural character of the community, can create the potential of driving land prices higher, thus housing costs higher, thereby reducing the affordability of housing in the community. Accordingly, this will be considered in the future land

¹ Estimated from average over 2001-2006 period as there are no records from this year.

use section of this plan. Smaller lot sizes are proposed in the growth area proposed in the Land Use section of the plan. The town will also inform itself of the opportunities, technologies and permitting requirements for small scale community sewage treatment systems to enable small affordable lots to be created that will not contaminate source water protection areas or surface waters.

Elder Housing

Elder housing is a concern for long time residents who wish to remain in the area. Presently, this need is being met by facilities in the nearby service center community of Machias. However available space is in demand, housing quality is not on par with standards in more affluent regions of the State and the need will increase as the elder population continues to grow. In particular veterans housing is limited and only available in Machias. The Town will work with regional partners and reexamine this issue as our population ages.

Housing Programs

In addition to ensuring that our ordinances do not significantly increase construction costs, the town will also compile information on affordable housing programs for residents to consult at the town offices. This resource will be updated on a regular basis and will include such programs as those offered through the Maine State Housing Authority, e.g. Rental Loan Program, Section 8, SHARP, Supportive Housing, and Vouchers, DEP septic and wells grants, and USDA Rural Development, among other organizations.

Local, state, and federal governments have a number of different means of subsidizing housing costs for eligible citizens. In most cases the efforts of the different levels of government are integrated, with funding and operation and jurisdictional fields overlapping.

The United States Department of Housing and Urban Development (HUD) is the primary federal agency dealing with affordable housing. Rural Development (RD), formerly Farmers Home Administration (FmHA), part of the United States Department of Agriculture (USDA), also deals with affordable housing. The Maine State Housing Authority (MSHA) is the State's agency for such issues. Machiasport has neither a local housing authority nor a public welfare department to oversee general assistance.²

Subsidized units are built with state or federal monies for the express purpose of providing housing to lower income individuals and families. A housing project or development may be entirely formed by subsidized units, or the project may be of mixed uses. Subsidized units are typically available to individuals below certain income guidelines, and residents are expected to pay a fixed percentage of their income as rent.

Housing is also subsidized through certificates and vouchers. Especially when subsidized units are not available, the MSHA will provide monies for citizens to use as payment for rent for non-public units. The town is also reimbursed by the State for general assistance money that may be given to citizens with short-term immediate needs for housing. Finally, low interest loans through the federal or state governments are also a form of subsidy.

² General assistance requests are handled through the Town Office.

FINDINGS OF PREVIOUS COMPREHENSIVE PLAN & EXISTING POLICIES

Relative to housing, the Comprehensive Plan adopted by the Town of Machiasport in 1996 found that housing in Machiasport including a high percentage of homes constructed prior to 1940 as well as a high percentage of mobile homes. The 1996 Comprehensive Plan found that residents were even divided on the issue of developing affordable housing; and only 23% of residents thought that the lack of affordable housing would be a serious problem in the next decade. Based on these findings, the Comprehensive Plan established as a municipal goal: “to encourage and promote affordable, decent housing opportunities for all current and anticipated local citizens, especially those with low to moderate incomes.”

In order to achieve these goals, the 1996 Comprehensive Plan made policy recommendations as summarized in the table below along with notes on the status of the policy recommendations. A complete list of the policy recommendations from the previous Comprehensive Plan is included in *Appendix A: Executive Summary of the Town of Machiasport Comprehensive Plan, 1996*. A full copy of the previous plan is on file in the Town Office.

Policies	Notes
The Town of Machiasport will encourage the continuation of the construction and maintenance of affordable housing for all of its citizens.	<i>This policy continues to align with municipal goals and should be continued.</i>
The Town will not discriminate against manufactured housing, mobile home parks, elderly housing, or low income housing projects within its jurisdiction.	<i>This policy continues to align with municipal goals and should be continued.</i>
Implementation Strategies	Notes
The use of manufactured houses in Machiasport is encouraged, whether in parks or on individual lots as single family structures.	<i>This policy is felt to be obsolete.</i>
The Town will encourage the location of any mobile home parks in areas which sufficiently meet the standards of the Mobile Home Park and Trailer Ordinance.	<i>The Town has not adopted a Mobile Home Park and Trailer Ordinance but continues to encourage siting of mobile home parks in appropriate areas.</i>

Policies and implementation strategies relative to housing in Machiasport are presented on the following pages. They included revisions as noted above, along with additional policies and strategies that reflect changes in conditions on the ground, local priorities and State and Federal policy since the previous Comprehensive Plan was adopted.

POLICIES AND IMPLEMENTATION STRATEGIES

The Comprehensive Plan Update committee recommends the following policies and implementation strategies relative to housing.

Goal: Machiasport will encourage and promote affordable, decent housing opportunities for its residents.			
Policy	Implementation Strategy	Responsibility	Timeframe
Pursue programs and grants that can assist in ensuring that at least 10% of new residential development meets the definition of affordable housing.	Compile information on programs and grants (CDBG housing assistance and rehabilitation programs) for the use of residents.	Town Clerk	Immediate
	Participate in programs, grants and projects for the construction of subsidized housing whether within the town or the region including grants to homeowners for improvements to energy efficiency, habitability, etc	Selectmen	Immediate
	Seek the assistance of regional and state agencies in the opportunities, technologies and permitting requirements for sewage treatment systems to address waste disposal needs within already developed areas.	Selectmen	Immediate
Encourage and support the regional efforts to address affordable and workforce housing needs.	Support the efforts of WHCA and other organization to create safe, decent workforce housing opportunity in Washington County.	Selectmen	Ongoing
Codes and Regulation			
Ensure that local codes and ordinances are enforced for the public health, safety and welfare.	Work with the planning board to address any need for modification to the existing land use regulations that may be appropriate.	CEO; Planning Board	On-going
	Ensure that the code enforcement officer (CEO) works to address reported violations of local ordinances and State laws and regulations that affect health, safety or community conditions such as the automobile graveyard provisions, removal of unsafe or deteriorated buildings, replacement of driveway culverts, etc.	Selectmen; Code Enforcement Officer	On-going
The future land use ordinance will not preclude the development of affordable housing	Encourage affordable housing opportunities by allowing a mixture of housing types, including accessory apartments and mobile home in both rural and growth areas.	Selectmen; Planning Board	Short-term (within 2 years)
	Keep minimum lot size and road frontage requirements small to encourage residential density in growth areas and maintain access to affordable housing throughout Machiasport.	Planning Board	Immediate
	Continue to allow mixed uses and mixed income housing within the residential areas of the town.	Planning Board	On-going
	Encourage senior citizen housing opportunities and provide residential areas that allow single and multi-family dwellings, as well as manufactured housing.	Planning Board	On-going

I. TRANSPORTATION

The purpose of this section is to:

1. Identify and profile Machiasport's roadway and transportation systems in terms of extent, capacity, and use;
2. Assess the adequacy of those systems in handling current use demands; and
3. Predict whether transportation improvements will be needed to adequately accommodate the demands generated by projected increases in population and development within Machiasport and Washington County.

FINDINGS

Machiasport has 24 miles of roadway, made up of 12 miles of state roads, and 12 miles of local roads. Most of Machiasport's local roads are in fair condition or better. Due to the pattern of development, Machiasport has a relatively large number of culverts; the Town anticipates that a significant proportion will need to be replaced over the planning period. Machiasport should start budgeting now for the cost of these replacements. Guard rails on a section of the East Side Road are also needed to improve safety.

The major traffic flows in Machiasport, though, are found on state roads (Route 92 and Route 191). In general, the condition of state roads in Machiasport (and in particular Route 92) is poor. The Town has identified five locations where roadway improvements are needed to enhance safety. Bike and pedestrian facilities, transit services and public parking facilities in Machiasport are currently limited or non-existent.

There are no known environmental concerns associated with the operation of transportation facilities in Machiasport; however, there are several identified community issues associated with multiple roadway uses of Route 92 as it passes through Machiasport village. The Town has identified an existing public right of way that could accommodate an extension of the Old County Road. This proposed transportation improvement would by-pass Machiasport village, eliminating two sharp corners and enhance freight access to Buck Harbor. The Town should work with MDOT to see if the proposed extension may serve as a re-alignment for the portion of Route 92 passing through the village. This investment represents a strategic opportunity for transportation improvement that will also serve other community goals as expressed in the *Community Vision Statement* and *Future Land Use Plan*.

ROADS INVENTORY

The many roads in Machiasport originated in the early days as pathways or carriage trails. These roads followed the easiest routes and were not concerned with sight distances, sharp corners, the weight load of trucks, or intersection design. Some of our roads were improved over the years to accommodate increased traffic, higher speeds and

larger vehicles. In the last decade, the Maine Department of Transportation (MDOT) through its Local Roads Assistance Program has assisted municipalities in improving further these roads to meet state and national safety design standards.

Road are divided into three classifications by function: arterial, collector, and local.

1. Arterials are roadways that serve long distance, high-speed through-traffic between communities, and are maintained by the state. The most important travel routes in the state, state highways, are arterials. Interstate highways may function as arterials. Arterials are major roadways which serve long distance through-traffic. Access to adjacent land is often provided.
2. Collectors gather and distribute traffic to and from arterials and generally provide access to abutting properties. Collectors serve places with smaller population densities, are often some distance from main travel routes, and often are maintained in part by the state. Collector roads are roadways which connect local streets to arterials, and generally provide access to adjacent land.
3. Local roads are all roads not in the arterial or collector classification. Local roads are maintained by municipalities, provide access to adjacent land areas and usually carry low volumes of traffic.

Machiasport has 24 miles of roadway, made up of 12 miles of collector roads, 12 miles of local roads. There are no arterial roadways in Machiasport. In addition, there are approximately 16 miles of private roads with no public maintenance. A listing of public roads within the Machiasport with their classification, length, maintenance responsibility and overall condition can be found in Table 1, their geographic location is illustrated on *Map 2: Public Facilities and Services*. MDOT is responsible for 12 miles of road, which include the Port Road (Route 92) from the town line to Base Rd, Cutler Road (Route 191) and the Rim Road. MDOT's jurisdiction includes permitting of curb cuts, summer and winter maintenance, and traffic flow and safety decisions such as traffic signals, signs, reconstruction and widening.

Of the two state highways in Machiasport, one is listed in fair conditions (Cutler Rd / Route 191); the Port Rd /Rte 92 is overall in poor condition. The Town anticipates that Port Road will need substantial maintenance, drainage work and/or reconstruction in the next 5 to 10 years. Machiasport will advocate for these repairs through participation in regional transportation planning efforts.

Town roadways in Machiasport are overall in fair condition. It is anticipated that roads in fair condition or better may need regular maintenance, but will not require significant capital investment to maintain or reconstruct the road surface in the next 10 years. Old County Road is the only town road listed in Poor or Bad condition; it will need to be reconstructed within the next 5 to 10 years. Roadway improvements are included in the Capital Investment Plan (see *Chapter J: Fiscal Capacity*).

Of the 12 miles of locally maintained roads there are approximately 11 miles of paved roads and 1 mile of unpaved roads. In an effort to reduce maintenance costs, the Town anticipates that all remaining roads will be paved during the planning period. Most of the

remaining segments of unpaved roads are relatively short; and funds for paving will likely come out of municipal road maintenance allocations.

Table I-1 ROADWAY INVENTORY

Road Name	Type	Category	Surface	Length	Condition
Cutler Rd	State Highway	Collector	Paved	3.7	Fair
Port Rd (to Base Rd)	State Highway	Collector	Paved	7.5	Poor
Rim Rd	State Aid	Collector	Paved	0.6	Good
Clarks Point Rd	Townway	Local	Paved	0.7	Good
Corn Hl	Townway	Local	Paved	0.4	Good
East Palmer Rd	Townway	Local	Unpaved	0.1	Fair
East Side Rd	Townway	Local	Paved/Unpaved	2.7	Fair
Gator Rd	Townway	Local	Paved	0.5	Fair
Greenwood Hill	Townway	Local	Paved	0.2	Fair
Jasper Beach Rd	Townway	Local	Unpaved	0.1	Fair
Kennebec Rd	Townway	Local	Paved	1.6	Good
Narrows Rd	Townway	Local	Unpaved	0.5	Fair
New Hickey Rd	Townway	Local	Paved	2.7	Excellent
Old County Rd	Townway	Local	Paved	0.3	Bad
Pettegrow Point Rd	Townway	Local	Paved	2.1	Fair
Pier Rd	Townway	Local	Paved	0.1	Good
Port Rd (past Base Rd)	Townway	Local	Paved	1.2	Fair
Pritchard Ln	Townway	Local	Unpaved	0.3	Fair
Quality Cor	Townway	Local	Paved	0.1	Fair
Renshaw Ln	Townway	Local	Paved	0.2	Good
Ridge Rd	Townway	Local	Paved	0.6	Good
Smalls Point Rd	Townway	Local	Paved	0.8	Fair
Sprague Rd	Townway	Local	Paved	0.2	Fair
Starboard Beach Rd	Townway	Local	Paved	0.1	Fair
Unity Sq	Townway	Local	Paved	0.2	Fair
Wales Cove Rd	Townway	Local	Paved	0.3	Good
Gray's Beach Road	Town ROW	ROW	Unpaved	1.3	N/A

Source: MDOT and Comprehensive Plan Update Committee

Damage that does occur to our roads is largely the result of inadequate road design, base material and drainage. A combination of harsh weather, frost, spring thaw and truck activity is another cause of road deterioration. Roads are most vulnerable to the weight of trucks and other heavy vehicles during the spring thaw, which is also a time of year when many natural resource-based products are transported to market.

The town conducts its own snow plowing, salting and sanding each year for town and State-aid roads. The cost is covered from tax appropriations. The state reimburses the town for the majority of the actual costs to the town for the State-Aid Roads that the town is mandated to maintain. Total yearly payment to Machiasport from MDOT in 2005 was \$50,181; in 2006, the State reimbursement was \$52,224 – approximate 40% of road maintenance budget each year.

There are currently 11 miles of private roads in Machiasport (see below). Machiasport does not currently have municipal design standard for private roads. It is town policy that private roads must be maintained by the landowner.

Table I-2 LIST OF PRIVATE ROADS IN MACHIASPORT

Road Name	Length	Road Name	Length
Base Rd	0.5	Mitchell Ln	0.3
Utility Rd	0.2	Moose Trail Ln	
Back Beach Rd	0.2	Mount Holly Ln	0.4
Boatyard Ln	0.2	Nicely Cir	0.1
Cottage Ln	0.1	Overlook Ln	0.2
Davis Ln	0.1	Pages Hl	0.0
Dunns Point Ln	0.4	Point of Maine Dr	0.6
Evergreen Point Ln	0.1	Ratcliff Dr	0.3
Footbridge Ln	0.1	Rose Ln	0.2
Grinnell Ln	0.3	Sand Beach Rd	0.2
Hoopers Ln	0.1	Shagadee Rd	0.6
Hurricane Ln	0.1	Shiloh Rd	0.1
Indian View Ln	0.1	Smith Ln	0.2
Ingalls Island Bar Rd	0.0	Sneed Ln	0.0
Johnson Ln	0.0	Transue Wy	0.1
Larrabee Cove Rd	0.1	Ward Ln	0.1
Little Bay Rd	0.1	West Palmer Rd	0.1
Lucy Ln	0.0	Wilkinson Ln	0.2
Manchester Ln	2.7	Wood Ln	0.1
Marsh Stream Ln	1.2	Woodruff Cove Ct	0.2
Micmac Ln	0.2	Yoho Head Rd	
Miller Ln	0.1		

Source: Town of Machiasport

Aside from road surface conditions, the Town of Machiasport has substantial capital investment in culverts and roadway drainage. There are a total of 163 culverts adjacent to or beneath municipal roadways. There are total of 89 culverts under town roads of which 67 are 15” in diameter or less and 22 are greater than 15”. The Town is responsible for installation and maintenance of culvert under roadways. Machiasport’s highway Commissioner has identified 12 culverts beneath town roads that are currently in bad condition (including 2 culverts that are greater than 15 inches in diameter – one on Wales Cove Rd and one on Starboard Bear Rd). These culverts will need to be replaced within the next five years as will 28 driveway culverts that are listed in bad or poor condition. In the past Machiasport has dealt with the cost of replacing culvert by including it in the annual road maintenance budget. However, given the number of culvert that are nearing the end of their useful life, the Town should consider establishing a reserve account of \$5,000 over the next several year to help smooth out the economic impact on any given budget cycle.

Table I-3 CONDITION OF CULVERTS ALONG TOWN ROADS, 2008

	Culverts Under Road					Driveway Culverts					TOTAL
	Bad	Poor	Fair	Good	#	Bad	Poor	Fair	Good	#	
Clarks Point Rd				6	6			3	2	5	11
Corn Hl				2	2			2	8	10	12
Day Lane				1	1					0	1
East Palmer Rd	1				1			1		1	2
East Side Rd	1		3	9	13	1		3	7	11	24
Gator Rd					0					0	0
Greenwood Hill				1	1					0	1
Jasper Beach Rd	1		1		2					0	2
Kennebec Rd	1		15	2	18	2			1	3	21
Narrows Rd				2	2	2		2	1	5	7
Old County Rd			3		3			2	1	3	6
Pettegrow Point Rd	1		6	2	9	6	1		2	9	18
Pritchard Ln	2		1		3	1				1	4
Quality Cor				1	1					0	1
Renshaw Ln			1	2	3			1		1	4
Ridge Rd	1				1	6		1		7	8
Smalls Point Rd			2	5	7	1			1	2	9
Sprague Rd	1		2		3					0	3
Starboard Beach Rd	2		5	4	11	4	2	2	4	12	23
Unity Sq				1	1				1	1	2
Wales Cove Rd	1				1	2			1	3	4
TOTAL	12	0	39	38	89	25	3	17	29	74	163

Source: Town of Machias, Highway Commissioner

Bridges

The town's road commissioner and Selectmen are responsible for inspecting, maintaining culverts/bridges and inspecting its roadways. Machiasport has two bridges, both of which the State is responsible for. The bridge information in Table I-2 below describes these bridges. The bridges and culverts in town are in generally good condition; and there are no current plans for their replacement.

Table I-4 BRIDGES IN MACHIASPORT

Bridge #	Bridge Name	Roadway	Feature Under	Year Built
2253	RIM MEMORIAL	Rim Rd	Machias River	1972
2291	FOSTER	Port Rd (Rte 92)	Tidewater Stream	1981

Source: MDOT

Traffic Control Devices

There are no traffic control devices in Machiasport. It is not anticipated that any traffic control devices will be needed in Machiasport during the next several years.

Shoulders

The shoulders along Route 92 are narrow; and there are no shoulders on Route 92 through Machiasport village. Shoulders on Cutler Rd / Rte 191 are somewhat better, but still narrow. Paved shoulders make the road safer, allow an area that is more useful for temporary maintenance of vehicles; provide increased opportunities for faster vehicles to pass slow-moving vehicles; offer safer opportunities for pedestrian travel; and allow easier and safer travel for the increased numbers of bicyclists touring the town. Machiasport will have an increased need for paved shoulders as the community grows and as traffic on these minor arterial roads increases. The Town should work with MDOT to include the addition of paved shoulders in roadway maintenance and reconstruction.

TRAFFIC SYSTEM SAFETY CONCERNS

Machiasport is rural, peninsular community and traffic volumes are accordingly light. Under normal circumstances, there are no existing traffic conditions in Machiasport that result in traffic delays or safety issues. MDOT has not identified any high crash location in Machiasport.

Between 1996 and 2006 there were 141 reported crashed in Machiasport. Fifty-two of these crashes (37%) resulted in injuries. There were no reported fatalities over the ten year period. The largest percentage of crashes occurred in this time period were single-car accidents where the vehicle ran off the road (64 out of 141). While the number of accidents is not high, the accidents that did occur tend to be clustered in a few locations (See *Appendix I. Collisions 1996 - 2006*).

Table I-5 LOCALLY IDENTIFIED TRAFFIC HAZARD AREAS

Road/Intersection	Safety Issue	Cause of Safety Issue	Possible Solutions
1. Port Road & Clark Point Rd	Short sight lines making right hand turn on Port Road	Intersection design	Unknown
2. Port Road (Blind Hill between Larabee and Bucks Harbor)	Blind corner; short sight lines and constricted roadway	Roadway design; sharp corner	Take out culverts, add a passing lane to increase the radius of the corner.
3. Port Road & Kennebec Road	Winter icing of roadway	Groundwater runs up through pavement and ices over in winter	Improved ditch and/or reconstruction of the intersection
4. Cutler Road between Ratcliff Road & East Side Road	Winter icing of roadway	Snow drifts move across road from the marsh, depositing moisture	Snow fencing
5. Port Road & New Hickey Road	Turning L onto Port Road from New Hickey Road	Short sight lines	Signage on Port Road
6. East Side Road (first 0.4 miles)	Sharp drop-off, especially dangerous in winter	Steep drop-off; no shoulder on north side of road	Guard rail

Source: Machiasport Comprehensive Plan Committee, Road Commissioner

Based on traffic crash data from MDOT and knowledge of local road conditions, the Comprehensive Plan Update Committee and the Road Commissioner have identified 6 traffic hazard areas (see above). The first five fall under State jurisdiction; the Town should coordinate with MDOT to address these safety concerns. The locally identified safety concern is a steep drop off on the north side of the East Road. The Comprehensive Plan Update Committee recommends that the Town take corrective active (most likely installing guard rail) to remedy this concern.

Congestion, Traffic Volume and Type

As a rural community with relatively low traffic volumes, there are no significant community issues related to traffic congestion in Machiasport. As traffic volume (in particular commute traffic) increases, some congestion issues have developed at the intersection where Route 92 diverges from Route 1 in the neighboring community of Machias. (Although not located in Machiasport, this intersection is the main access route to most of Machiasport). In Machiasport itself, roadway conditions along Route 92 result in reduced travel speeds (particularly from large vehicles).

Pedestrian and Bicycle Safety

At one time, Machiasport had wooden sidewalks in parts of town and a pedestrian foot-bridge in Bucks Harbor. Some long-time residents recall the distinctive sound of walking on wooden sidewalks. However, there are currently no town-maintained sidewalks in Machiasport.

The lack of shoulders along most of Route 92 is a significant enough safety concern that it discourages most would-be pedestrians and bicycle riders. Paved shoulders should be included as part of any future improvement to Route 92; and sidewalks may be considered in Machiasport Village.

MULTIPLE ROAD USES

Traffic volume through Machiasport is generally light. The most heavily traveled road segment (Port Road between the Rim Road and Machiasport) had a Factored Average Annual Daily Traffic (FAADT) count of 2,000 in 2004. Other heavily traveled roadway (Cutler Road, Port Rd from the town line to Rim Road, and the Port road from Machiasport to Smalls Point Road) had FAADT counts in the vicinity of 1,500 vehicles in 2004.

One way in which to assess the roadways capacity to handle traffic volumes is its level of service (LOS). MDOT assigns six levels of service, given letter designations from A to F. LOS A represents the best operating conditions, while LOS F represents the worst. LOS E is defined as the maximum flow or capacity of a system. For most purposes, however, a level of C or D is usually used as the maximum acceptable volume. All roads in Machiasport are rated LOS A (indicating that traffic is unimpeded); with the exception of the Port Road from Rim Road to Kennebec Road, which is rated LOS B (indicating that traffic is somewhat impeded).

This section of roadway passes through Machiasport village, and corresponds geographically with the only segment of road in Machiasport where any notable conflicts caused by multiple roadway uses are occurring. Route 92's current route through Machiasport passes directly adjacent to two buildings listed on the National Register of historic places, and includes two sharp turns, as well as a segment of steep grade. In addition the roadway is narrow and large trucks frequently cross the centerline.



Initial research conducted by the Town indicates that a public right of way exists connecting the Old County Road to Route 92 (Port Road) near the intersection with the rim Road. In conjunction with Maine Department of Transportation, the Town should explore the feasibility of developing a new roadway utilizing this existing right-of-way that should serve as a re-alignment for portion of Route 92 through Machiasport village. In exploring the feasibility of constructing this extension, the Town should be discussions of cost sharing with Maine Department of Transportation; and explore the use of a Tax Increment Financing (TIF) district.

PARKING

Machiasport is rural community. There are no municipal other public parking lots (other than those associated with municipal buildings and the pier); nor is there any marked on-street parking. Parking in Machiasport is associated with individual land uses and is not a significant issue of concern; and the availability of adequate parking is not concern. New regulations in Machiasport specify that residential development should include one parking space per bedroom and outlines standard for commercial development based on anticipated traffic volume. Machiasport's parking standards do not address circulation or parking lot design.

It is anticipated that additional parking will be needed in Machiasport when the renovations of Liberty Hall are completed. A plan for provision of adequate parking should be completed as part of the final phase of renovation work.

STATE AND REGIONAL TRANSPORTATION PLANS

The MDOT prepares a Six-Year Plan, updated every two years, to link their policy based Twenty-Year Plan to the project based and fiscally constrained Biennial Transportation Improvement Program (BTIP). The most recent Six-Year Plan was issued in 2003 covering the period 2004-2009. BTIPs are issued every fiscal biennium. Other state agencies and business interests use the Six-Year Plan as they develop public and private investment strategies. The Town of Machiasport actively participates in regional transportation planning efforts, and provides input to MDOT regarding local transportation investment priorities for inclusion in MDOT's Six-Year Plan and BTIPs.

There are no proposed improvements in Machiasport included in the Six-Year Transportation Improvement Plan for 2004-2009.

Development of a Multi-Modal Corridor Management Plan for the Downeast Coastal Corridor (which includes Route 1 and connector roads such as Route 191 and Route 92) is currently underdevelopment. The Town of Machiasport supports and is actively engaged in regional transportation efforts in Washington County.

OTHER MORES OF TRANSPORTATION

Public Transportation

There are no public transit facilities in town. The Washington Hancock Community Agency (WHCA) provides scheduled van and door-to-door on demand transportation from our town to Calais, Ellsworth and Bangor for clients referred to them by the State of Maine Department of Human Services. These services are provided to income-eligible persons and are typically children in state custody, welfare clients, Medicaid patients with medical appointments, the elderly and disabled, or people needing transportation to Meals for Me. Most of the longer trips are for medical services: shorter trips are to local doctors, pharmacies and groceries. Users of this service are mostly families living below poverty level, people with mobility limitations, and people with one or no available vehicles, and the elderly.

West Coastal Connection Bus Service offers daily, round-trip service to Bangor from the neighboring community of Machias. West also operates services three times weekly, connecting Machias with other coastal communities and coordinating its schedule with other service providers. Machiasport is served by at least one regional taxi cab operator.

In the context of rising fuel prices, the lack of public transportation in Machiasport is an increasing concern. The Town should actively participate in regional planning efforts through Washington County One Community and WHCA to develop additional transportation options; and seeking funding to develop facilities that would support public transportation (such as a Park-and-Ride lot, see below).

Air Facilities

Machiasport does not have any municipal or private airports. The nearest municipal airport is in Machias which has a 2900-foot runway and is used by private plane owners and in an emergency, by air ambulance services. It has a beacon, but no fueling services and was last rated by the state in good condition. Other regional airports include:

1. Bangor International Airport provides national and international commercial passenger and freight services, as well as civil defense operations. 11,441-foot main runway. Car rental services are available.
2. Eastport Municipal Airport has a 4000-foot runway and provides limited charter and instructional services. Beacon and fueling services. Last rated by the state in good condition.
3. Hancock County - Bar Harbor Airport in Trenton is the nearest airport with regularly scheduled passenger commercial service. In addition to daily commuter service to Boston, Massachusetts, charter service is offered. Car rental services are available. 5,200-foot main runway.
4. Lubec Municipal Airport has a 2032-foot gravel/turf runway, with beacon, but no fueling services. Last rated by the state in good condition.

Railroad Facilities and Rail Services

Abandoned rail lines stretch across Washington County and are generally in poor condition, as passenger service stopped nearly fifty years ago and freight service stopped in the mid-1980s. The former Maine Central Railroad track that runs just north of Machiasport is to be removed. In an effort to maintain the right of way the corridor will be used as a multi-use recreational trail until and unless rail is economically feasible. Some rail line rights-of-way may be used by the East Coast Greenway, a bicycle and walking trail, to complete its route planned to extend from Key West, Florida to Calais, Maine.

Ports

There are no port facilities in our town. The deep water Port of Eastport is the closest port. It has two piers, three berths, with a low tide depth of 40 feet, and over 75,000 square feet of covered storage. The outer berth can accommodate a ship up to 900 feet in length.

Marine access need, including working waterfront and recreational access, are addresses in *Chapter G. Marine Facilities*.

Multi-Modal Facilities

There are currently no park-and-ride or multi-modal facilities in Machiasport.

ENVIRONMENTAL IMPACTS OF TRANSPORTATION**Environmental Concerns**

The Town is not aware of any significant environmental degradation within Machiasport that is being caused by state or local transportation facilities or operations.

Light Pollution

The Town is not aware of any significant involving light pollution within Machiasport that are being caused by state or local transportation facilities or operations.

Transportation-Related Noise

Machiasport is rural community; most roads carry relatively light traffic volumes. The only concerns related to transportation-related noise within Machiasport have to do with the mix of truck traffic the moves through Machiasport village. A re-alignment of Route 92 as outlined above would mitigate these concerns to certain extent.

Scenic & Cultural Resources Adjacent to Transportation Facilities

Given Machiasport historic pattern of development – several small hamlet and village long the coast connected by Route 92 – several significant cultural resources are located directly adjacent to transportation facilities in Machiasport. These include two structures listed on the Nation Register (Gates House and Liberty Hall, both in Machiasport); and two structures of local historical significant (Machiasport Congregational Church and Larabee Baptist Church). According to the Campaign to Save Liberty Hall, there are some indications that the continued effects of vibration from heavy truck traffic are having some structural impacts on Liberty Hall. The proposed extension of County Road (which may serve as a re-alignment for a portion of Route 92 through Machiasport Village) would certainly mitigate these impacts.

Roadways in Machiasport include numerous scenic views that have been inventoried as part of the Downeast Coastal Scenic Inventory 2009. Scenic views from roadways (notably in Machiasport village and at Sanborn Cove) were identified as positive community attributes in the Machiasport Community Vision Statement (see *Appendix C*). The impact of roadways on the scenic attributes of these areas is minimal.

TRANSPORTATION AND LAND USE

Aside from State-required minimums, the Town of Machiasport has a limited set of regulations to affect the nature and pattern of development. Regarding transportation in particular, the Town of Lubec does not currently has municipal ordinances regulating roadway design or standards for the acquisition of public ways. Similarly, town land use regulation does not address standards for transportation-related noise, provision of on-site parking, parking lay-out or design, internal circulation.

Limited land use regulation in Machiasport is a consequence of the rural nature of the community and a response to limited development. Residential and commercial development has largely occurred in a piecemeal fashion over the last several decades. It has been influenced by the existing land use regulation and market demand for quiet, rural lots. Commercial development over the same time period has largely been related to marine harvesting and seafood processing. By necessity, this development has been concentrated in the traditional village area around Bucks Harbor. Existing transportation facilities have largely been able to accommodate this growth.

New residential development has occur both within and outside of traditional village areas, along existing roadways or on relatively short dead-end roads that serve coastal subdivisions. As many coastal subdivisions are located on points, there are limited opportunities for enhanced connectivity among subdivision. However, the pattern of development occurring in Machiasport is largely consistent with historical development patterns (multiple villages and hamlets); and with Machiasport Community Vision Statement (see *Appendix C*).

Proposed transportation facilities that may be developed during the planning period include a small marina in Machiasport village and the extension of Old County Road to connect with Route 92 near the junction with the Rim Road (which may serve as a re-alignment for a portion of Route 92). These proposed transportation facilities both support Machiasport's community vision in as much as they are consistent with supporting the type development envisioned for Machiasport village while enhancing important freight transportation links that support light industrial uses in Bucks Harbor (see *Chapter K. Land Use* and *Appendix C. Community Vision Statement*).

Access Management

Access Management is the planned location and design of driveways and entrances to public roads to help reduce accidents and prolong the useful life of an arterial. While arterial highways represent only 12% of the state-maintained highway system, they carry 62% of the statewide traffic volume. Maintaining posted speeds on this system means helping people and products move faster, which enhances productivity, reduces congestion-related delays and environmental degradation. By preserving the capacity of the system we have now, we reduce the need to build costly new highway capacity such as new travel lanes and bypasses in the future.

MDOT has established standards, including greater sight distance requirements for the permitting of driveways and entrances for three categories of roadways: mobility arterial corridors¹, retrograde arterials², and all other state and state-aid roads. Due to the low volume of traffic on our roadways, our town has no roads in the retrograde category of roadways, which come under stricter access management standards. There are no identified instances in Machiasport where, access management issues contribute to traffic hazards.

FINDINGS OF PREVIOUS COMPREHENSIVE PLAN & EXISTING POLICIES

Relative to transportation, the Comprehensive Plan adopted by the Town of Machiasport in 1996 found that the 22 miles of publicly maintained roadway were in fair to poor

1 A Mobility Arterial is a non-compact arterial that has a posted speed limit of 40 mph or more and is part of an arterial corridor located between Urban compact Areas or Service Centers that carries an average annual daily traffic of at least 5,000 vehicles per day of at least 50% of its length or is part of a Retrograde Arterial Corridor located between Mobility Arterials.

2 A Retrograde Arterial is a Mobility Arterial where the access related crash-per-mile rate exceeds the 1999 statewide average for Arterials of the same-posted speed limit.

condition. Traffic flow showed a modest increase, particularly in the number of heavy trucks traveling to and from the Down East Correctional Facility and Atlantic Salmon of Maine; but there were no DOT identified high accident locations. Based on these findings, the Comprehensive Plan established as a municipal goal: “to plan for, finance and develop an efficient transportation network to accommodate anticipated growth and economic development.”

In order to achieve these goals, the 1996 Comprehensive Plan made policy recommendations as summarized in the table below along with notes on the status of the policy recommendations. A complete list of the policy recommendation from the previous Comprehensive Plan is included in *Appendix A: Executive Summary of the Town of Machiasport Comprehensive Plan, 1996*. A full copy of the previous plan is on file in the Town Office.

Table B-3 TRANSPORTATION POLICIES & STRATEGIES FROM THE 1996 COMPREHENSIVE PLAN

Policies	Notes
The Town of Machiasport will prepare and maintain a long-range Town Road Maintenance and Improvement Program.	<i>This policy is to be replaced with: “The town will plan for optimum use, construction, maintenance and repair of roads in a manner that improves safety and enhances efficiency of the transportation system.”</i>
The Town will maintain, expand, and improve its roads in accordance with its adopted long-range plan.	<i>As above.</i>
Implementation Strategies	Notes
The Town will ask for volunteers to form a seven-member Local Road Committee. A representative from the Board of Selectmen shall be a member, six more volunteers would be needed.	<i>This strategy has not been implemented. The Town now has an appointed Road Commissioner to make these decisions in conjunction with the Selectmen.</i>
The Road Committee will prioritize all roads in town and propose a five year resurfacing program.	<i>This strategy has not been implemented. Resurfacing should be prioritized as part of a long range plan.</i>
A written long-range plan for Transportation will be formulated.	<i>This strategy has not been implemented. A long range plan should be formulated.</i>
The Town will actively pursue a plan to reconstruct the Kennebec Road in equal parts and maintain the improvements.	<i>This strategy has been implemented.</i>
The Town will advocate for improvements and aggressive maintenance to Route 92, including but not limited to areas identified as high problem areas in the Inventory and Analysis section.	<i>This strategy continues to align with municipal goals and should be continued.</i>
The Town will study all roads for their adequacy to accept police, fire, and school bus traffic, as well as other traffic, and make recommendations for corrective actions.	<i>This policy has been implemented. The Planning Board reviews new roads for these criteria as part of the subdivision review process.</i>
The Town will begin to include funding for a sand and salt shed, improved winter road maintenance, and adequate equipment in the Capital Improvement Plan.	<i>This strategy has not been implemented and is not currently a municipal priority.</i>

POLICIES AND IMPLEMENTATION STRATEGIES

The Comprehensive Plan Update committee recommends the following policies and implementation strategies relative to transportation.

Goal: Machiasport will encourage, promote and develop efficient and safe transportation facilities that will accommodate our town’s anticipated growth and economic development.			
Policy	Implementation Strategy	Responsibility	Timeframe
The town will plan for optimum use, construction, maintenance and repair of roads in a manner that improves safety and enhances efficiency of the transportation system.	Develop a prioritized ten-year improvement, maintenance and repair plan for local/ regional transportation system facilities that reflects local, regional & state objectives.	Selectmen; Road Commissioner	Short Term (1 -2 years)
	Advocate for improvements and aggressive maintenance to Route 92, including but not limited to areas identified as high problem areas (above).	Selectmen; Road Commissioner	On-going
	Work MaineDOT to address safety issues identified in the Comprehensive Plan Update.	Selectmen; Road Commissioner	Short Term (1 -2 years)
	Explore the feasibility of developing a new roadway utilizing the existing right-of-way connecting Old County Road to Route 92, including potential funding sources that may include cost-sharing with MDOT or the use of Tax Increment Financing (TIF).	Selectmen; Road Commissioner	Immediate
	Coordinate with MDOT to explore the feasibility of developing the Old County Road extension as a re-alignment for the portion of Route 92 through Machiasport Village.	Selectmen; Road Commissioner	Short Term (1-2 years)
	Establishing a reserve account of \$5,000 over the next several years to help smooth out the economic impact on any given budget cycle of culvert replacement.	Selectmen; Budget Committee	Immediate
	Install guard rails (or other appropriate safety enhancements) to address safety concerns on the identified section of the East Side Rd.	Selectmen; Road Commissioner	Short Term (1-2 years)
Promote public health, protect natural and cultural resources and enhance livability by managing land use in ways that maximize the efficiency of the transportation system and minimize increases in vehicle miles traveled.	Review and amend ordinance standards for subdivisions and for public and private roads as appropriate to foster transportation-efficient growth patterns and in a manner consistent with the Future Land Use Plan..	Planning Board	Medium Term (3-5 years)
Ensure transportation facilities meet the needs of all residents by providing a safe, efficient and adequate transportation network for all types of users (motor	When State roads require reconstruction or repair the town will request that shoulders be added to improve public safety.	Selectmen/ Road Commissioner	Long Term (5-10 years)

Goal: Machiasport will encourage, promote and develop efficient and safe transportation facilities that will accommodate our town's anticipated growth and economic development.			
Policy	Implementation Strategy	Responsibility	Timeframe
vehicles, pedestrians, bicyclists).			
	Work with MDOT, regional employers and other interested parties to expand ride-share, carpool and other alternative transportation options through GoMaine! or other appropriate programs.	Selectmen	On-going
Promote fiscal prudence by maximizing the efficiency of the state or state-aid highway network.	Review local ordinances for consistency with local, regional and state transportation policies identified in this plan.	Planning Board	Medium Term (3-5 years)
	Review local ordinances to address or avoid conflicts with: <ul style="list-style-type: none"> a) Policy objectives of the Sensible Transportation Policy Act (23 MRSA §73); b) State access management regulations pursuant to 23 MRSA §704; and c) State traffic permitting regulations for large developments pursuant to 23 MRSA §704-A. 	Planning Board	Medium Term (3-5 years)
Cooperate in the development of regional transportation policy.	The town will participate in CEDS (Community Economic Development Strategy) Transportation sub-committee policy committee.	Selectmen	On-going

J. FISCAL CAPACITY

The purpose of this section is to:

1. Summarize recent changes in Machiasport’ fiscal condition and predict how these changes might affect the Town in the future;
2. Project future revenues and expenditures trends;
3. Identify major capital expenditures projected for Machiasport over the next ten years; and
4. Assess Machiasport’ capacity to pay for these expenditures.

FINDINGS

Between 2003 and 2007, municipal general fund revenues and expenditures increased from \$1,189,635 to \$2,081,579. During that time, education showed the greatest dollar expenditure increase, an increase of over \$700,000, followed by Highway expenditure which grew by more than \$260,000 in the same period. Over all, expenditure grew by 100% over this period. In make the increase in expenditure, property tax revenue increased 26% percent between 2002 and 2006. The remainder was made up by an increase in intergovernmental revenue (from \$174,000 in 2003 to \$844,000 in 2007); and by the Town’s ability to draw on municipal reserves.

Capital investment in Machiasport are financed through general taxation, borrowing and by pursuing state and federal grants. The town has established several reserve accounts in anticipation of capital investment. The Capital Investment Plan summarizes anticipated capital expenses over the planning period.

VALUATION

The primary method of generating revenue within the Town is through property taxes. These taxes are assessed on local property owners according to the value of their real estate and personal property. This assessment is known as the municipal valuation (the estimated value of all taxable property in Town) and is determined by the local tax assessor.

The 1996 Comprehensive Plan noted the tax base in Machiasport was “characterized by primarily residential real estate.” This continues to be true. Over the past several years, both town tax commitments and property values have risen; though assessed property values have risen at a higher rate than tax commitments.

State law provides for tax exemptions for certain types of property, such as: charitable and benevolent, religious, literary and scientific, and governmental. Generally, the previously mentioned properties would be totally non-taxable by exemption. Partial exemptions also exist for veterans of foreign wars or their widows that have not re-married; individuals who are legally blind and homestead exemptions for the homeowner’s primary residence. The state does provide some reimbursement to the municipalities for veteran and homestead exemptions.

The state also places a total valuation on the town known as the State Valuation. Every year the Maine Revenue Services Property Tax Division reviews all arms length sales^a that have occurred in each community. These sales are compared to the town’s local assessed values to determine the assessment ratio or the percentage of market value that the town is assessing. The state’s valuation is used to determine the amount of revenue sharing the town will receive and the portion of the county tax that the municipality will pay.

The state indicates that a town should be revalued at least once in every 10-year period. However, they also indicate that a revaluation must be preformed when the assessment ratio falls below 70% of market value. The last town wide revaluation was conducted in 1997. The town’s state certified assessment ratio was 73% of market value in 2008; and had dipped below 70% in all three of the prior years.

Machiasport’s property tax valuation is dominated by residential valuation. Over the past ten year, residential property values have grown dramatically, as reflected in Machiasport valuation. The Town anticipates a slower rate of growth over the planning period. Machiasport has been updating property valuation records, but should conduct a professional comprehensive, revaluation in the near future.

Valuations and Taxes

Machiasport’ total valuation increased 88% between 2005 and 2008 from \$45.5 million in 2005 to over \$85.6 million in 2007. Over the same time period real estate and personal property taxes increased nearly 26% percent from \$0.85 million in 2005 to \$1.07 million in 2008.

Table J-1 MACHIASPORT TOTAL VALUATION AND TAXES

Tax Years	Total Valuation	% Change	Real Estate and Personal Property Taxes	% Change	Tax Rate	% Change	State Valuation Ratio (%)
2005	\$45,480,158	-	\$852,956	-	0.01765	-	69%
2006	\$50,086,157	10%	\$821,413	-4%	0.01640	-7%	68%
2007	\$67,867,360	36%	\$950,621	16%	0.01380	-16%	57%
2008	\$85,634,589	26%	\$1,074,511	13%	0.01240	-10%	73%

Source: Machiasport Municipal Valuation Returns

MIL RATE

After the town’s budget has been approved and all applicable state and local revenues are deducted from the approved expenditures, the town arrives at the dollar amount that will be raised through tax revenues. This amount is called the net commitment or appropriation. The local assessor arrives at a valuation for each taxable property in the town and the taxpayers are assessed their share of the tax burden through a mathematical calculation. The total appropriation is then divided by the total taxable or assessed valuation of the town to arrive at the minimum tax

^a A sale that occurs between a willing seller and a willing buyer without any extenuating circumstances. Examples of non-arms length sales could be estate sales, interfamily transfers, foreclosure sales and auctions.

rate. This rate is usually expressed in dollars per thousand-dollars of valuation, or in decimal form, commonly referred to as the mil rate. The difference between the amount that is actually committed to the collector and the total appropriation is called overlay. Overlay is commonly used to pay any tax abatements that are granted during that tax year. Any overlay that remains at the end of the year is usually placed into the general fund. The overlay cannot exceed 5% of the total appropriations. Since the mil rate is a direct result of a mathematical calculation, fluctuations in this rate will occur from year to year if there is a change in the total valuation or the tax commitment. The mil rate in 2005 was \$0.01765 and in 2008 was \$0.01240 (reflecting more rapid growth in valuation than expenditures).

Revenues

Table J-2 provides a summary of the combined general fund revenues for the town of Machiasport from 2002 through 2006. Total revenue rose from \$1.19 million in 2003 to \$2.08 million in 2006. The largest revenue increases was Intergovernmental Revenue which grew 482% during the five-year period. Revenue from property taxes and the excise tax source also increased over the same period but at a lower rate (2.5% for property tax revenue, and 18% for excise tax.

Intergovernmental revenues consist of road maintenance funds and state park, tree-growth, veteran and homestead reimbursements. The rate of increase in this category of revenue is not expected to continue. Choices made regarding educational expenditures may negatively impact intergovernmental revenue. The resulting loss of income would have to be made up through some combination cost saving or increased property tax commitments.

Table J-2 TOWN OF MACHIASPORT REVENUES 2003-2007

Revenues	2003	2004	2005	2006	2007
General Property Taxes	798,478	756,567	774,480	835,423	818,168
Excise taxes	142,534	154,003	168,163	179,318	167,715
Intergovernmental	174,038	173,707	163,551	168,045	844,467
School tuition	-	-	-	-	32,814
Interest & dividends	13,294	12,746	15,290	18,615	17,183
Clam license & other sales	20,850	21,600	27,002	20,150	18,175
Postal lease	-	1,320	1,320	1,430	1,320
Miscellaneous Other	17,392	15,304	26,897	18,678	26,178
Tree growth removal penalty	23,049	-	-	-	-
SAD #77 carryover	-	-	-	-	155,559
Total revenues	1,189,635	1,135,247	1,176,703	1,241,659	2,081,579

Source: Machiasport Town Reports

Expenditures

Expenditures in the same five year period climbed from \$1.07 million in 2003 to \$2.14 million in 2008, an increase of 100% percent. Education, with a dollar increase of over \$700,000 represents the largest dollar expenditure increase, followed by Highway expenditure which grew by more than \$260,000 in the same period. These increased expenditure were partially offset by an increase in intergovernmental revenue (from \$174,000 in 2003 to \$844,000 in 2007; see Table J-3); and by the Town’s ability to draw on municipal reserves (as reflected in Table J-5).

The Town of Machiasport is actively working to address rising expenditures in education; however, education expenses are expected to continue rising over the planning period (though hopefully at a slow rate of increase). Rising expenditure for Transportation reflect construction (New Hickey Road) and replacement of aging infrastructure.

Although road costs associated with new development have driving rising expenditure in the recent past, it is anticipated that tax revenue from new development will largely if not wholly offset the cost of needed additional services and capital investments over the planning period. The primary driver of growth in expenditures is anticipated to be rising school costs along with increased road maintenance costs (as reflected in the *Capital Investment Plan*).

Table J-4 MACHIASPORT EXPENDITURES 2003-2007 (includes capital expenditures)

Expenses	2003	2004	2005	2006	2007
General government	90,625	96,508	102,063	154,036	158,425
Public Safety	21,480	10,314	23,405	15,564	17,002
Highways	127,046	119,804	198,930	247,888	387,105
Health & sanitation (solid waste)	20,179	20,303	20,526	20,478	21,785
Recreation	-	-	-	-	-
Conservation	44,168	178,599 ^a	19,266	42,142	37,114
Education	645,404	641,650	623,787	697,300	1,360,717
County Tax	95,727	109,261	114,672	126,308	116,232
Unclassified	25,043	37,610	42,871	49,783	46,432
<i>Excess of revenue over expenditure</i>	<i>119,963</i>	<i>(-78,802)</i>	<i>31,183</i>	<i>(-101,840)</i>	<i>(-63,233)</i>
Total expenditures	1,069,672	1,214,049	1,145,520	1,343,499	2,144,812

Source: Machiasport Town Reports

The Fund Balance Reconciliation provided in Table I-5 provides an overview of the town’s financial situation as presented in the annual audits.

Table J-5 MACHIASPORT FUND BALANCES RECONCILIATION 2003-2007

	2003	2004 ^b	2005	2006	2007
Total Revenue	1263039	1,173,208	1,126,955	1,371,355	2,534,296
Total Expenditures	1,145,436	1,227,045	1,207,270	1,357,852	2,749,336
Excess of revenues over expenditures	117,603	-53,837	19,685	13,503	-215,040
Other financing sources (uses)					
Proceeds from debt issuance	-	-	-	-	60,397
Utilization of reserve fund balances	-	-	-	-	-
Utilization of unreserved fund balances	-	-	-	-	-
Operating transfers in	94,368	57,491	22,578	34,717	156,857
Operating transfers out	-94,368	-57,491	-22,578	-34,717	-156,857
Total other financing sources (uses)	-	-	-	-	60,397
Net Change in fund balances	117,603	-53,837	19,685	13,503	-154,643
Fund balance-beginning	1,009,186	1,127,337	1,073,500	1,093,185	1,106,688
Fund balance-ending	1,126,789	1,073,500	1,093,185	1,106,688	952,045

Source: Machiasport Town Reports

^a Include \$115,000 for Harbor dredging study.

^b No fund balance reconciliation sheet was included in the 2004 Town Report.

FINANCIAL CONSTRAINTS

Tax Incentives and Tax Exempt Properties

Machiasport does not currently have any tax increment finance (TIF) districts or other tax incentive programs that dedicate municipal tax revenue. There are a number of significant tax exempt properties in Machias including land held in conservation and state and town owned land. Significant parcels of conserved land include Libby Islands, Stone Island, Salt Island Preserve, Hog Island, and the Larabee Heath Preserve (depicted on *Map 2*). Aside from conserved land, other significant tax exempt properties in Machiasport include the Buck Harbor Correctional Facility, Fort O’Brien Historic Site, a handful of churched, and town owned properties (including the Town Office, Bucks Harbor Pier, Jasper Beach and the Fort O’Brien School).

County and School Administrative Unit Assessment

The combine county and school assessment represents approximately 70% of the overall town budget in Machiasport. While there has been some variation from year to year, over the five year period from 2003 to 2007 “core” municipal expenditures and the school assessments both grew at the same rate. That is to say that both the school assessment and core municipal spending double over this time period. The County assessment also grew, but at a slower rate.

Table J-6 COUNTY & SCHOOL ASSESSMENT AS A PERCENT OF TOWN BUDGET

	2003	2004	2005	2006	2007
Town Budget	1,069,672	1,214,049	1,145,520	1,343,499	2,144,812
County Assessment	95,727	109,261	114,672	126,308	116,232
School Assessment	645,404	641,650	623,787	697,300	1,360,717
County & School Combined	741,131	750,911	738,459	823,608	1,476,949
Percent of Town Budget	69%	62%	64%	61%	69%

Source: Town of Machiasport

The high rates of growth over this five year period reflect a number of factors, including rapid rising fuel and health care costs as well as unfunded state and federal mandates. Obviously, these rates of growth are not sustainable over the planning period. The limits that the rapidly increasing cost of education places on Machiasport ability to finance other needed capital improvement are reflected in the Capital Improvement plan, below. The Town continues to work with the school district to address cost savings.

LD 1 Spending Limitations

In 2005, the State enacted LD 1, which limits the growth of the tax assessments at various levels of government to rates reflective of Maine’s income and population growth. For municipalities, LD 1 establishes a base rate applies to a municipality’s “core” commitment, meaning the amount of revenue approved to fund municipal operations and services, excluding funds allocated for county taxes, local schools, TIF payments, and overlays.^a The specified growth rate allows property taxes to increase at the rate of Maine’s ten-year average personal income growth (adjusted for inflation) plus growth in the value of new development and improvements (i.e., “property growth factor”), adjusted for any change in state funding for existing services previously funded by property taxes. A municipality wishing to either temporarily exceed or permanently increase its base commitment limit must explicitly vote to do so.

^a These budget items are addressed elsewhere under LD 1.

Since the law was enacted, the Town of Machiasport has not exceeded its LD 1 spending limitation. To date, LD 1 spending limits have not impacted the community’s ability to pay for needed infrastructure or services.

Long Term Debt

State law limits the amount of debt a municipality may incur. This cap is set at seven (7) percent of the municipality’s State valuation. In addition, a 15 percent limit is applied to the combined total of the town’s debt plus all overlapping debt from quasi-municipal districts, including the school district, water and sewer districts, and county government. The Town of Machiasport does not currently carry any long-term debt.

FINDINGS OF PREVIOUS COMPREHENSIVE PLAN & EXISTING POLICIES

Relative to fiscal capacity, the Comprehensive Plan adopted by the Town of Machiasport in 1996 found that: “The tax base in Machiasport is characterized by primarily residential real estate. The town tax commitments have increased at a much faster rate than property values; the tax rates have had to increase 56% during the last six years. Machiasport does, however, still have one of the lowest property tax burdens in the areas.”

Based on these findings, the Comprehensive Plan established as a municipal goal: “To plan for, finance, and develop an efficient system of public facilities and services to accommodate anticipated growth and economic development.”

In order to achieve this goal, the 1996 Comprehensive Plan made policy recommendations as summarized in the table below along with notes on the status of the policy recommendations. A complete list of the policy recommendation from the previous Comprehensive Plan is included in *Appendix A: Executive Summary of the Town of Machiasport Comprehensive Plan, 1996*. A full copy of the previous plan is on file in the Town Office.

Table J-7 POLICIES & STRATEGIES RELATED TO FISCAL CAPACITY FROM THE 1996 COMPREHENSIVE PLAN

Policies	Notes
The Town of Machiasport will develop and enhance its capacity to provide the most efficient and cost effective financing and operation of existing and future public facilities and services.	<i>This has not been implemented</i>
Machiasport will prepare, maintain and annually update a five-year Capital Improvement Program.	<i>This has not been implemented</i>
Implementation Strategies	Notes
The Town will prepare, maintain and annually update a five-year Capital Improvement Program.	<i>This has not been implemented. This strategy is address by other strategies.</i>

Policies and implementation strategies related to Machiasport’s fiscal capacity are presented at the end of this Chapter, following the *Capital Improvement Plan*. They included revisions as noted above, along with additional policies and strategies that reflect changes in conditions on

the ground, local priorities and State and Federal policy since the previous Comprehensive Plan was adopted.

CAPITAL IMPROVEMENT PLAN

The comprehensive plan recognizes planned growth and a diverse mix of land uses within the town as an important aspect of fiscal planning. The primary implementation strategy for the fiscal capacity section is the development of a capital improvement plan (CIP). The purpose of a CIP is to establish a framework for financing needed capital improvements. A CIP guides budgeting and expenditures of tax revenues and identifies needs for which alternative sources of funding such as loans, grants or gifts will be sought.

Capital improvements are investments in the repair, renewal, replacement or purchase of capital items which can include equipment and machinery, buildings, real property, utilities and long-term contracts. Capital improvements differ from operating expenses or consumables which are ordinarily budgeted as operations. Capital improvements are funded through the establishment of financial reserves and generally have an acquisition cost of \$5,000 or more; usually do not recur annually; have a useful life of 3 or more years; and result in fixed assets.

For the purpose of this plan, the total costs have been recognized with an indication of the expected time frame for each item that is desired based on priority ratings. Each year the town Manager and the town Selectmen review and approve the funding requests.

Capital reserve accounts

Capital reserve accounts are dedicated funds that can be drawn on fund specific capital improvements. They can also be used to “smooth” annual expenditures associated with “lumpy” on-going, maintenance costs. As of 2008, the Town of Machiasport maintained the following capital reserve accounts.

Table J-8 MACHIASPORT CAPITAL RESERVE ACCOUNTS, 2008

Reserve Account	Balance
Highway Maintenance	\$ 13,267
Town building repair	\$ 23,239
Computer account	\$ 2,092
Shellfish conservation	\$ 42,279
General assistance	\$ 2,266
Maritime maintenance	\$ 50,868
Animal control	\$ 51
Recreation	\$ 18
Education	\$191,637

Source: Town Report

As indicated in the *Chapter I. Transportation*, the Town of Machiasport should consider dedicating an additional \$5,000 year to the highway capital reserve account over the next several years to cover the “lumpy” costs associated with culvert replacement.

Machiasport should also consider creation of a separate capital reserve account for the acquisition of public access rights-of-ways as prioritized in *Chapter G. Marine Resources*.

Table J-9 MACHIASPORT CAPITAL IMPROVEMENT PLAN

DEPARTMENT/ AREA	ITEM	COST	PRIORITY ^a	RESPONSIBLE PARTY(ies)	FUNDING SOURCES
Highway	Guard rail on East Side Road	\$40,000 (~\$27/ft)	A	Road Commissioner	Town funds
Highway	Repave Old County Road	\$60,000	B	Road Commissioner	Town funds
Highway	Old County Road Extension/ Route 92 Re-alignment	\$400,000	C	Road Commissioner	MDOT; TIF; Town Funds
Highway	New vehicle	\$35,000	C	Road Commissioner	Town funds
Town Office	Phase III, Renovations at Liberty Hall	\$300,000	B	Campaign to Save Liberty Hall	Capital campaign; CDBG, <i>et al</i>
Town Office	New space for record storage and town office staff	\$150,000	C	Selectmen	MITF; Town funds
Town Office	Ballfield/baseball diamond behind town office	\$30,000	C	Selectmen	DoC
Fire department	Addition to provide indoor space for storage / drying	\$100,000	D	Fire Chief	CDBG; AFG
Fire Department	Replacement Brush Truck	\$150,000	C	Fire Chief	AFG
Harbormaster	Buck Harbor Pier (repairs)	Unknown	B	Harbormaster	SHIP
Harbormaster	Electric service a Pettegrow Beach boat launch	>\$10,000	B	Harbormaster	SHIP; BIG
Harbormaster	Gate House Ramp (pave)	\$15,000	C	Harbormaster	SHIP; BIG
Harbormaster	Pave access road to Sanborn Cove	\$25,000	C	Harbormaster	SHIP; BIG

- AFG: Assistance to Firefighter Grant Program (through FEMA)
- CDBG: Community Development Block Grant
- BIG: Boating Infrastructure Grants (Maine Department of Transportation)
- MITF: Municipal Investment Trust Fund (capital investments that support growth)
- MDOT: Maine Department of Transportation
- TIF: Tax Increment Financing
- SHIP: Small Harbor Improvement Program
- DoC: Department of Conservation

^a The capital improvements identified in Table J-8 were assigned a priority based on the listed rating system. A lower priority item may be funded ahead of schedule if higher priority items have already been funded or are prohibitively expensive, or if other sources of revenue (such as donated funds) become available. In order to fund some capital improvements projects, it may be necessary to begin to identify funding sources and set aside funds in advance of the projected time of funding.

A - Immediate need. Capital improvements in this category would typically remedy a danger to public health, safety & welfare.

B - Necessary, to be accomplished within two to five years. Capital improvement in this category would typically correct deficiencies in an existing facility or service.

C - Future improvement or replacement, to be accomplished within five to ten years. A capital improvement rated in this category would be desirable but is of no urgency. Funding would be flexible and there would be no immediate problem.

D - Desirable, but not necessarily feasible within the ten year time frame of the current plan.

POLICIES AND IMPLEMENTATION STRATEGIES

Goal: Machiasport will plan for, finance and develop an efficient system of public facilities and services to accommodate anticipated growth and economic development.			
Policy	Implementation Strategy	Responsibility	Timeframe
Finance public facilities and services in a cost effective manner.	Implement the capital investment plan by developing a capital improvement program.	Selectmen	On-going
	Establish a capital reserve account for the acquisition of public access (see <i>Chapter G</i>).	Selectmen; Budget Committee	Short Term (1-2 years)
	Account for the costs of replacing failing culverts through an addition of \$5,000 per year over the next several years; or establishment of a separate capital reserve account.	Selectmen; Budget Committee	Short Term (1-2 years)
	Review and/or update the capital improvement program biennially.	Selectmen	On-going
	Explore grants available to assist in the funding of capital investments within the community.	Selectmen	Short Term (1-2 years)
	Direct a minimum of 75% of new municipal growth-related capital investments into designated growth areas in the Future Land Use Plan.	Selectmen	On-going
	Work with neighboring communities and WCCOG to plan for and finance shared or adjacent capital investments to increase cost savings and efficiencies.	Selectmen	On-going

K. LAND USE

The Purpose of this section is to:

1. Identify and understand the amounts and location of various land uses in Machiasport;
2. Identify and understand changes in land use patterns;
3. Identify land areas suitable and unsuitable for growth and development predicted for the next ten years;
4. Identify and describe the purpose and location of the proposed land use districts; and
5. Identify growth, rural and critical resource areas.

FINDINGS

The Town has undergone limited increased residential growth in outlying areas over the past twenty years, primarily along the shore. Limited commercial growth has, for the most part, occurred in and near Bucks Harbor.

The Town has made some efforts to place some control on unrestricted development through compliance with the State mandated subdivision law and Shoreland Zoning Ordinance. Some changes in local land use regulations will be necessary to address concerns raised in this comprehensive plan and any new state requirements. This chapter outlines a future land plan for Machiasport that will encourage development consistent with Machiasport's rural character.

COMMUNITY CHARACTER & EXISTING LAND USE PATTERN

Machiasport's character as a rural community is defined by the community's economic reliance on natural resource-based industries (most notably marine industries), its natural scenic beauty, and a historic pattern of development characterized by the presence of dispersed, rural villages and hamlet connected by a defined transportation artery (Port Road/Route 192) and separated from each other by more expansive areas of forest and agricultural land.

This historic pattern of rural land use – aptly described by Lura Beam in *A Maine Hamlet* (Tilbury House, 2000) – is characteristic of coastal Washington County. As in other nearby community, residential development has occurred outside of traditional village/hamlet areas and away from the main roadways in recent years; however, the underlying historic pattern of development and the areas scenic natural beauty remain visible.

Recent development in Machiasport includes both lot-by-lot development and larger subdivisions. Most of the residential development occurring the last twenty years has taken place along or near the coast and outside of traditional villages. Lot-by-lot residential development has also continued occurred within and adjacent to existing village areas over the same time period, in a pattern that basically continues the historic pattern of village

land use in Machiasport – medium lot size (~20,000 to 40,000) dispersed residential development.

Commercial development and institution development, including a new fire station/town office, marine fisheries business, and seafood processing businesses – has been heavily concentrated in village areas (notably Bucks Harbor and Larabee).

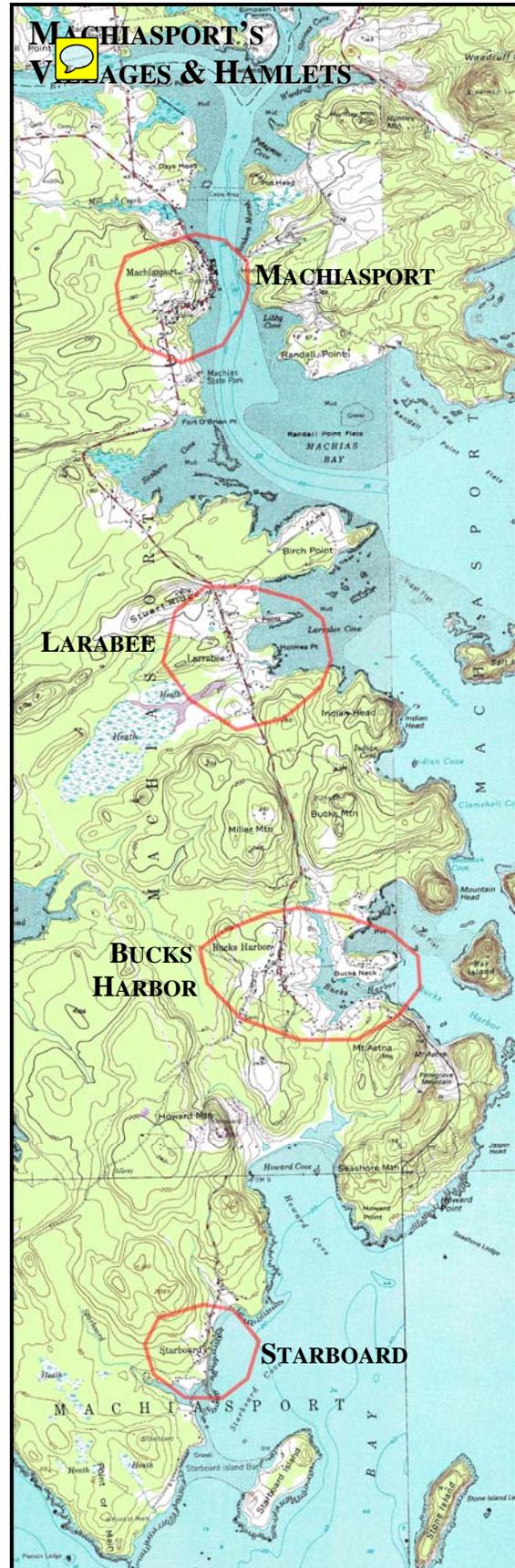
Current land use regulations are largely seen to promote the type of development consistent Machiasport’s community vision statement and rural character.

DEVELOPMENT PRESSURE & FUTURE DEVELOPMENT TRENDS

In 2000, there were 559 homes in Machiasport. The Town experienced relatively modest residential development during the 1990’s followed by a burst of residential development in the first five years of the 21st century. Over the planning period, the town expects a modest increase in the number of homes as existing subdivisions are built out.

The Town anticipates modest, continued residential development, particularly along the coast, to accommodate a growing seasonal population. It is anticipated that most residential development will occur near the water, outside of traditional village areas. The Town anticipates that demand for affordable housing will continue to be met through manufactured and pre-fabricated homes situated on single-parcel, small-lot subdivisions along state and municipal roadways.

Most, if not all, of the commercial development that has occurred in recent years has been commercial fisheries or seafood



processing-related development concentrated in the Bucks Harbor/Smalls Point area of town. The Town has identified maintaining the commercial viability of commercial fisheries, aquaculture and seafood processing businesses in Machiasport as a municipal goal. Based on recent trends, the Town anticipates a modest level of new commercial development in and near Bucks Harbor.

Overall, the Town anticipates existing public facilities will be able to accommodate the modest level of residential and commercial development likely to occur over the next 15 years. There is one public school in Machiasport: Fort O'Brien Elementary School, located on Route 92. Enrollment has been declining over the last several years and there is a possibility that the school will not remain open over the 15-year planning period. In the event that significant population growth does occur in Machiasport, there is ample space available for the school to accommodate higher enrollment.

PRESENT LAND USE REGULATIONS

Building and subdivision permits are issued by the Planning Board. Building and land use regulations are enforced by a part-time code enforcement officer who also serves as the municipal plumbing inspector.

Provisions of the building ordinance require a minimum lots size is 40,000 square feet per dwelling unit; grandfathered lots must be at least 10,000 square feet to be considered buildable. There is uniform 50-foot front lot line setback (measured from the centerline of the road) and 15-foot side lot line setbacks. There is a 100-foot minimum road frontage requirement.

Apart from the State required minimums, the Town of Machiasport has a limited set of regulatory measures to affect the nature and pattern of development. Building permits are required and the town has a local subdivision ordinance, a Floodplain Ordinance, and a Shoreland Zoning Ordinance.

Several existing land use regulations that municipal boards and officials must follow are listed below. Regulations change over time and it is the responsibility of municipal officers to keep up with these changes.

MDOT Access Management - The Act specifically directs the MDOT and authorized municipalities to promulgate rules to assure safety and proper drainage on all state and state aid highways with a focus on maintaining posted speeds on arterial highways outside urban compact areas. The law also requires that the rules include standards for avoidance, minimization, and mitigation of safety hazards along the portions of rural arterials where the 1999 statewide average for driveway related crash rates is exceeded. Those rural arterials are referred to in the rules as "Retrograde Arterials". There are no such retrograde arterials in all of Washington County.

Shoreland Zoning Ordinance - Shoreland areas include those areas within 250 feet of the normal high-water line of any great pond, river or saltwater body, within 250 feet of the upland edge of a coastal or freshwater wetland, or within 75 feet of the high-water line of a stream. The purposes of these controls are to further the maintenance of safe and healthful conditions; to prevent and control water pollution; to protect fish spawning grounds, aquatic life, bird and other wildlife habitat; to protect archaeological and historic resources; to protect commercial fishing and maritime industries; to protect freshwater and coastal wetlands; to control building sites, placement of structures and land uses; to conserve shore covers, and visual as well as actual points of access to inland and coastal waters; to conserve natural beauty and open space; and to anticipate and respond to the impacts of development in shoreland areas.

The community also adheres to the Maine State Plumbing Code which requires that the installation of plumbing fixtures and septic systems be in accordance with the Maine State Law and the Subsurface Wastewater Disposal Rules and Regulations.

FINDINGS OF PREVIOUS COMPREHENSIVE PLAN & EXISTING POLICIES

Relative to land use, the Comprehensive Plan adopted by the Town of Machiasport in 1996 found that the overwhelming use of land in Machiasport was for residential purposes. In 1996, residents felt that residential development would be appropriate in all parts of town; and that commercial development and light industrial development should occur in specific areas as designated by the plan. Land use regulation in place in 1996 included a subdivision ordinance (1988), shoreland zoning (1991), and building permits (1995). Residents felt adequately protected by this level of land use regulation.

Based on these findings, the Comprehensive Plan establish as municipal goal: “to encourage orderly growth and development in appropriate areas of Machiasport while protecting the Town’s character, making efficient use of public services and preventing sprawl.”

In order to achieve this goal, the 1996 Comprehensive Plan made policy recommendations as summarized in the table below along with notes on the status of the policy recommendations. A complete list of the policy recommendation from the previous Comprehensive Plan is included in *Appendix A: Executive Summary of the Town of Machiasport Comprehensive Plan, 1996*. A full copy of the previous plan is on file in the Town Office.

Table K-1. LAND USE POLICIES FROM THE 1996 COMP PLAN

Policies	Implementation Strategies	Notes
<p>The Town of Machiasport will periodically update the official Land Use Map which designated areas suitable for future growth and development and areas where the rural character of the community will be protected and enhances.</p>	<p>Machiasport, Maine will have a Land Use Map and update it with any changes which may be appropriate. The current shoreland zoning map approved at Town Meeting in 1991 in conjunction with the Shoreland Zoning Ordinance shall serve as the land use map. This map will designate the Town as completely rural with the exception of the shoreland zones. Allowable activities in these rural areas are to include home occupations and natural resource based activities (fishing and related activities).</p>	<p><i>The Official Land Use Map has never been updated. The Town is currently redrawing its Shoreland Zoning Map as part a revision of the Shoreland Zoning Ordinance.</i></p>
<p>The Town of Machiasport will adopt and enforce land use regulations which direct future growth and development in areas identified as suitable and appropriate for such growth.</p>	<p>The Town of Machiasport will consolidate its Subdivision Ordinance, Mobile Home and Trailer Park Ordinance, Shoreland Ordinance and Building Permit Ordinance to create a Land Use Ordinance. This consolidation of present ordinances will also address other issues of land use that may be appropriate including: erosion control and storm water management.</p>	<p><i>This has been partially implemented. Mobile Home and Trailer Park provisions are included in the Building Ordinance. The Town is in the process of updating its building ordinance.</i></p>

Policies and implementation strategies related to land use in Machiasport are presented at the end of this Chapter. They included revisions as noted above, along with additional policies and strategies that reflect changes in conditions on the ground, local priorities and State and Federal policy since the previous Comprehensive Plan was adopted.

FUTURE LAND USE PLAN

The remainder of this Chapter outlines the future land use plan for the Town of Machiasport. In general, current regulations and land use practices in Machiasport effectively protect critical natural resources, encourage affordable housing and preserve the rural character of Machiasport. The recommendations included in the future land use plan are guided by existing land use patterns with the aim of promoting the type of development that would be compatible with Machiasport’s community vision.

There are areas within Machiasport that require special consideration based on the potential environmental impact of land use activities. In these areas stricter regulation or, in some circumstances, prohibition may be called for to avoid problems for both people and the town’s natural resources. These areas include:

Floodplains - Flood prone areas where flooding is frequent and can be severe. Use needs to be limited to activities unharmed by flooding, such as agriculture, forest and some types of recreation. By definition maritime activities and businesses located in flood prone areas and construction standards must take these risks into account.

Water Resources/Wetlands - Areas that fall under the Shoreland Zoning Laws.

Development in these areas is severely restricted and requires review and approval by the pertinent State Agencies.

Wildlife Habitat/Conservation - Areas that fall under the provisions of the applicable mandated legislation. Development in these areas is severely restricted and requires review and approval by the pertinent State Agencies.

Unsuitable Soils - Areas with limited development potential because of poor soils. Larger lot sizes would be required in order to meet the requirements of the Maine State Plumbing Laws.

Slopes - Areas that have a slope greater than 30 percent that preclude extensive development because of problems with erosion, runoff, and construction limitations such as allowable road grades, suitability for septic sewage disposal, and stability of foundation. Also, the Maine Plumbing Code does not permit septic systems on a slope greater than 25 percent.

In addition to these natural constraints the Comprehensive Plan Committee considered the following elements in determining the configuration of proposed growth areas and rural areas outlined in the Future Land Use Plan (below) and on *Map 11: Future Land Use*:

- The need to encourage but control growth and development.
- Historic development patterns and land uses.
- Recent development patterns and existing land use regulations.
- Compatibility of present and future neighboring land uses.
- Residents' desire to maintain the Town's character and historic resources.
- Natural features and resources including soils, water bodies, and wetlands.
- Geographic location and role of Machiasport in the regional economy.
- Existing infrastructure including water, electrical power, road system.
- Road transportation and the availability of 3-phase power.
- The importance of affordable housing.
- Requirements of the Comprehensive Planning and Land Use Regulation Act.

COMMUNITY VISION

In January 2009, the Comprehensive Plan Committee held a visioning session to develop a Community Vision (see *Appendix E*). The vision identifies Machiasport as a rural community with strong ties to the water. The vision the villages within Machiasport, describing the land uses that currently existing in each area and the types of future land uses that would be compatible with the community's vision.

This plan designates land use districts and makes recommendation for land use controls that will allow Machiasport to implement the Town's vision. State growth management

legislation requires that municipalities designate three types of land use districts in their Comprehensive Plan: growth areas, rural areas and critical resource areas.

This plan designates three growth areas (Village/Mixed Use, Historic Village, and Civic/Institutional), two rural areas (Rural Residential and Rural Low Density). The Town also proposed designate of the Resource Protection Zone within the Shoreland Zone as critical resource areas. All of the growth-related capital investments identified in the Capital Investment Plan can be accommodated within the proposed growth areas.

State requirements for the designation of growth areas, rural areas and critical resources areas are described below, along with a description of each proposed land use districts in Machiasport. The approximate extent of each land use district is depicted on *Map 11: Future Land Use*. The proposed land use plan does not identify specific parcels. Only detailed site-specific analysis can determine land suitable for development and at what densities. In addition, the comprehensive plan has not assessed the individual landowner's desires to sell their land for development, to develop it or to leave it undeveloped.

GROWTH AREAS

Growth Areas are intended to direct development to areas most suitable for such growth and are therefore located close to municipal services to minimize the cost to the municipality for their delivery and maintenance. According to State Planning Office land areas designated as growth area must be consistent with the following provisions:

- (1) The Future Land Use Plan must designate as growth area those lands into which the community intends to direct a minimum of 75% of its dollars for municipal growth-related capital investments made during the planning period.
- (2) Built-out or developed areas that may not have capacity for further growth but require maintenance, replacement, or additional capital investment to support existing or infill development must also be designated as growth areas.
- (3) Growth areas must be limited to land areas that are physically suitable for development or redevelopment. Growth areas may include land areas that are physically unsuitable for development or redevelopment, such as a river, stream, floodplain, small natural hazard area, small lake or aquifer, or small critical natural resource, if the plan addresses how these areas will be protected to the greatest extent practicable or as prescribed by law.
- (4) Growth areas, to the greatest extent practicable, must be limited to an amount of land area and a configuration to encourage compact, efficient development patterns (including mixed uses) and discourage development sprawl and strip development.
- (5) Growth areas along arterials and mobility corridors must be configured to avoid strip development and promote nodes or clusters of development.

Machiasport proposes three types of Growth districts to reflect existing conditions and enable expansion of commercial, residential and civic services. The districts proposed as growth areas are described below and illustrated on *Map 11: Future Land Use*.

Village/Mixed Use (VMU)

The purpose of this district is ensure that the Bucks Harbor area of Machiasport continues to function as a fishing village and to promote development of residential, commercial and light industrial uses consistent with the existing land uses in area.

The Village/Mixed Use District includes the area around Bucks Harbor along a portion of Route 92, Ridge Road, Pettegrow Road and Smalls Point Road (see *Map 11: Future Land Use*). The configuration of the Village District is shaped by the existing pattern of development and natural constraints (most notably the harbor).

This area currently accommodates a mixture of residential, commercial fisheries and working waterfront uses. Any future land use ordinance should include a similar mix of uses. Additional uses that do not currently exist in the Village/Mixed Use District (Bucks Harbor), but that would be compatible include: day care facilities, professional services, churches, small-scale retail, restaurants, and tourism-related businesses (such as artist's galleries, bed-and-breakfasts).

Throughout Bucks Harbor, the average residential density is approximately 3 acres (~130,000 sq. ft.) per dwelling unit, with smaller areas that are developed at approximately 1 ½ acres (~65,000 sq. ft.) per dwelling unit. Any future land use ordinance should specify a minimum lot size of 40,000 (consistent with the existing standard). Existing lots smaller than 40,000 square will continue to be regulated under the Town's current "grandfathering" provisions. Within the Commercial Fisheries district adjacent to Buck Harbor, the Town should consider eliminating the minimum lot size for commercial uses, as allowed under State law.

Given the concentration of employment opportunities in the area, development of workforce housing that would be affordable to young families may also be appropriate. Some uses that would not be compatible with the purpose of the Village/Mixed Use District include bars/bottle clubs, junkyards, X-rated adult entertainment facilities, and heavy manufacturing. Existing land uses that are not compatible with the purpose of the District will be grandfathered.

Historic Village (HV)

The purpose of this district is to promote development that is consistent with the historic character of Machiasport as described in the Community Vision Statement. The Village/Light Commercial District includes the historic village area along Route 92 (see *Map 11: Future Land Use*). The configuration of the Village District is shaped by the existing pattern of development and natural constraints (most notably the Machias River and adjacent salt marsh).

Many small lots exist within the village and the same pattern will be continued. Throughout the Historic Village District, the average residential density is approximately 1 acre (~40,000 sq. ft.) per dwelling unit, with smaller areas that are developed at approximately ½ acre (~20,000 sq. ft.) per dwelling unit. Any future land use ordinance should specify a minimum lot size of 20,000 within the Historic Village district.

The Village currently accommodates a limited variety of uses including single-family residential, bed and breakfast(s), civic (e.g. Machiasport Congregational Church, Liberty Hall, Historic Society). Any future land use ordinance should include a similar mix of uses. Additional uses that do not currently exist in the Village, but that would be compatible include: professional services, small-scale retail (such as a general store), galleries, restaurant(s), a marina, and home-based businesses. Some uses that would not be compatible with the purpose of the Village/Commercial district include junkyards, X-rated adult entertainment facilities, and manufacturing. Existing land uses that are not compatible with the purpose of the District will be grandfathered.

New development in the Village Commercial District should be consistent with the Village's historic character. In order to encourage development and reduce the number of "nonconforming" properties, any future land use ordinance should include provision for front and side lot line setbacks consistent with the existing pattern. Any future land use ordinance should also include flexible parking requirements and coordinated access provisions for commercial development. These may include provision for new development to make use of shared parking or parking-in-rear, and other standards.

In addition to land use regulation, public investment will also be an important component of success in promoting revitalizing within the Village/Light Commercial District. On-going municipal investment in Liberty Hall and potential investment in a marina should be coupled with planning for – and appropriate investment in – adequate parking (see the Capital Investment Plan, in *Chapter J. Fiscal Capacity*).

Civic/Institutional District (CI)

The purpose of this district is to support the existing concentration of municipal services in support of town government and community gathering. It includes the existing municipal office, fire department, post office and surrounding area (see *Map 11: Future Land Use*). The area surrounding this district is low density residential. The area contained within the Educational/Institutional District is accordingly small and not intended to support a great deal of additional residential or commercial growth.

The town will use a minimum lot size of 40,000 square feet for public, commercial, residential development. The configuration of the Village District is shaped by the existing pattern of development. Permitted uses within each district will include public facilities, healthcare, retail and residential uses.

To promote the development of a "Village Center" and avoid strip development along Route 92, commercial and public facilities in the district should be required to have their primary access from Unity Square or other town roads that may be developed in the district. Access management provisions should include standards for shared parking or

parking-in-rear. Capital investment will be need to support the proposed land uses in this district over the planning period include expansion of the fire station, development of a town recreational facility (see the Capital Investment Plan, in *Chapter J. Fiscal Capacity*).

Future Conditional Redevelopment Zone (CRZ)

Current conditions – most notably including a lack of clean drinking water – inhibit redevelopment of former base housing at Howard Mountain. The town should work with interested parties to redevelop existing and former facilities at Howard Mountain. To that end the Town proposes future delineation and adoption of a Condition Redevelopment Zone that would allow for redevelopment in line with Machiasport Community Vision. The geographic extent of the CRZ will be determined based on the extent of the redevelopment proposal, but should not extend beyond areas that are currently or were formerly developed.

Allowable activities in such a district would be defined based on the constraints identified with district location but might include: housing, subsidized housing, open space/parks, warehousing, food processing and other commercial and industrial uses, or other uses in line with Machiasport’s Community Vision.

In addition to other land use standards that may apply, the designation of the CRZ should be based on the following conditions:

- The ultimate development density (and measure by floor area ratio (FAR) should be in line with or less than the existing level of development.
- Provision of safe drinking water at an adequate level associated with the proposed type and extent of redevelopment. This may include participation in a water district, if that be determined to be a suitable remedy for existing water contamination issues in the area.
- Developer will be responsible for roadway improvements needed to provide access to the site.
- The massing of structures in any proposed redevelopment should be consistent with existing development elsewhere in the community.

RURAL AREAS

Rural Areas consist of those areas in Machiasport where new development will be limited to support the town’s important natural resources including its coastal areas, agricultural land, forested land, wetlands, scenic areas, and critical habitat. In these areas the Town will use regulatory and non-regulatory means to place appropriate limits on incompatible development and uses.

According to State Planning Office land areas designated as rural areas must be consistent with the following provisions:

- (1) Rural areas must include agricultural, forest, open space, and coastal lands important to the local or regional natural resource-based economy, including:

- (a) working farms, wood lots, and properties enrolled in current-use tax programs related to forestry, farming or open space;
 - (b) large, unfragmented, undeveloped areas of prime agricultural soils;
 - (c) important areas for nature-based tourism and outdoor recreation; and
 - (d) unfragmented habitat.
- (2) The Future Land Use Plan must identify current and proposed mechanisms, both regulatory and non-regulatory, to ensure that the level and type of development in rural areas is compatible with the defined rural character and does not encourage strip development along roads.
 - (3) Rural areas may not include land areas where the community actively encourages new residential, institutional, or commercial development.
 - (4) Rural areas must be compatible with designations in adjacent communities or provide buffers or transitions to avoid land use conflicts with neighboring communities.

Machiasport proposes two Rural Districts that reflect existing conditions and would enable preserve the community's rural character. The districts proposed as rural areas are described below and illustrated on *Map 11: Future Land Use*.

Rural Residential District (RR)

The purpose of this district is to protect the mix of rural land uses that exist through much of Machiasport including agricultural, low-density residential and forestry uses while continuing to provide for affordable residential dwellings; support home-based businesses; and provide open spaces for recreation and habitat.

To continue to allow for affordable housing options through Town, the minimum lot size will be 40,000 square feet. In recent years, the typical lot size of new lots created in this portion of town has been much larger (3-10 acres). It is anticipated that this will continue to be the case.

Existing set back requirements will be maintained in this district. The ordinance will ensure that agricultural, forestry and other traditional uses can continue and will be guided by existing conditions. Commercial agricultural, fishing and forestry operations will be permitted, as well as home-based businesses. Any future land use ordinance will develop performance standards for compatibility among residential and business uses. Any land use standard for the district should be flexible enough allow for the continued operation and expansion of rural agricultural and fisheries businesses.

Rural Low-Density District (RLD)

The purpose of this district is to protect rural land uses including agricultural, forestry and low-density residential development; and to provide open spaces for recreation and habitat.

To continue to ensure that existing rural land uses have adequate space to continue operations and to provide appropriate buffers between more developed portions of town and critical resource areas (notably Larabee Heath), any future land use ordinance should specify a minimum lot size of 5 acres in the rural low-density district.

Existing set back requirements will be maintained in this district. The ordinance will ensure that agricultural, forestry and other traditional uses can continue and will be guided by existing conditions. Commercial agricultural, fishing and forestry operations will be permitted.

CRITICAL RESOURCE AREAS

Critical Resource Areas consists of those areas in Machiasport where there are existing natural and cultural resources that are particularly vulnerable to the impacts of development. In these areas the town will use regulatory and non-regulatory means to place appropriate limits on incompatible development and uses.

According to the State Planning Office, land areas designated as critical resource areas must be consistent with the following provisions:

1. Critical resource areas are those areas in a community most vulnerable to impacts from development.
2. The Future Land Use Plan must identify current and proposed mechanisms, both regulatory and non-regulatory, to ensure that critical resource areas are, to the greatest extent practicable, protected from the impacts of development.
3. Critical resource areas must be compatible with designations in adjacent communities or provide buffers or transitions to avoid land use conflicts with neighboring communities.

Shoreland Zone – Resource Protection (RP) & Limited Residential (LR)

As a peninsular community, the critical resources areas in Machiasport are largely concentrated along the shoreline. Based on comments received in Public Opinion Survey, the scenic beauty and natural habitat that these areas of town represent are also felt to be very important by the community at large. These areas of town are currently governed by Shoreland Zoning (as depict on *Map 10: Current Land Use* and described in *Chapter D. Natural Resources*). In addition, land conservation efforts protect significant habitat on Larrabee Heath and many coastal islands in Machiasport.

The town proposes designation of the Shoreland Zoning Resource Protection Zone as Critical Resource areas. The extent of the Resource Protection Zone is depicted on *Map 11: Future Land Use*). As outlined in *Chapter D. Natural Resources*, the Town of Machiasport feels that the existing framework of regulatory protection and voluntary land conservation provides adequate protection for the critical resources. The type and intensity of proposed land uses in this district is anticipated to be in line with the type and intensity of land use that currently occurs in the Shoreland Zone.

RECOMMENDATIONS FOR LAND USE ORDINANCE

The people of Machiasport have expressed their support for the town to preserve Machiasport's rural character and revitalize the Machiasport village through adoption of standard to regulate junkyards, development of a zoning ordinance, and creation of a fund for the purchase of additional lands for public access. Among these measures, the adoption of standards regulating junkyards received the most enthusiastic support.

Specific questions in the survey asked if a zoning ordinance should disallow development in areas of particular scenic significance (most agreed), and if it should attempt to attract business to Machiasport (most agreed).

The various growth and rural districts proposed above are consistent with these views. The town should consider development of ordinances to implement the Community Vision. The Comprehensive Planning Committee is guided by the opinions expressed in the public survey but is also aware that Machiasport is a small rural town that does not uniformly embrace restrictive regulations. Machiasport's Zoning Ordinance, if developed, will be consistent with the intent of this comprehensive plan and cognizant of this reluctance to infringe on the rights of landowners.

Thus, land use regulations will be kept to the minimum necessary to achieve the goals of the comprehensive plan and to reduce the number of non-conforming properties. It is not the intent of the Comprehensive Planning Committee to impose burdensome requirements on the everyday activities of the town's residents or to create costly enforcement issues for town government. The ultimate goal of growth management is to regulate land use development to the extent necessary to protect natural resources, property values, and public safety. However, the imposed regulations should not make the town's residents feel that they have lost their freedom as landowners. Therefore land use regulation should not be so restrictive that they have negative impacts on existing land use practices.

The intent of the proposed ordinance is to promote development, particularly in the Village, by clearly articulating the standards that the community expects of new residential and commercial development. It should also provide "good neighbor" standards through which we can minimize conflict that is often associated with unrestrained development.

Ordinances need specific standards and clear definitions. They must also meet the minimum requirements of state law and be consistent with the recommendations of the comprehensive plan. The comprehensive plan provides the legal basis for enacting the ordinances, and their consistency with the plans, goals, and policies will be a major consideration in the event that the ordinances are subject to a legal challenge.

Therefore the land use ordinance will:

- (1) create a user friendly application and permitting process;
- (2) assign more responsibility for review and approval to code enforcement; and (3)
- develop clear and consistent guidelines for obtaining approval.

LAND USE ORDINANCE PERFORMANCE STANDARDS

In order to protect and preserve natural resources, property values, public safety including fire protection, health and welfare, provide for affordable housing and ensure the proper future development of the town, the following performance standard topic areas should be considered when developing the town's land use ordinance(s).

Public Issue or Concern	Performance Standard
<i>Access Requirements</i>	<i>In keeping with state access management regulations (17-229 Maine Administrative Rules Chapter 299, Part A and B, and as subsequently amended), minimize the creation of strip development within the community, and minimize the creation of road hazards.</i>
<i>Agriculture</i>	<i>Minimize soil erosion to avoid sedimentation, non-point source pollution, and phosphorus and nitrogen levels of water bodies.</i>
<i>Buffer Provisions</i>	<i>Minimize the negative impacts of inconsistent development and protect water resources, wetlands, and wells</i>
<i>Home Occupation</i>	<i>Home occupations may be established to minimize their impact on existing neighborhoods.</i>
<i>Industrial Performance Standards</i>	<i>Ensure appropriate industrial development within designated areas of the community.</i>
<i>Manufactured housing</i>	<i>Ensure the safety, health and welfare of mobile home occupants and mobile home owners regardless of the date manufactured</i>
<i>Mobile Home Park</i>	<i>Placement and design of mobile home parks within the designated growth areas in the town.</i>
<i>Off Street Loading</i>	<i>Minimize traffic congestion associated with commercial development.</i>
<i>Oil and Chemical Storage</i>	<i>Regulate the location and containment of combustible material that can migrate to surface and ground waters.</i>
<i>Junk Yards & Vehicle Graveyards</i>	<i>Establish distances from public roadways within which junkyards and/or vehicle graveyards will not be allowed; and create standards for visual screening (e.g. fencing, vegetation) from public road ways.</i>
<i>Parking Requirements</i>	<i>Establish and regulate the number of parking spaces to be provided for different types of development.</i>
<i>Road Construction</i>	<i>In conjunction with the State Department of Transportation, regarding road construction in new developments.</i>
<i>Sedimentation and Erosion</i>	<i>Minimize the volume of surface water runoff during and after development.</i>
<i>Soils</i>	<i>Ensure development is located on appropriate soils.</i>
<i>Storage Materials</i>	<i>Orderly storage of material in residential areas to promote and preserve the character of the neighborhoods</i>
<i>Topsoil and Vegetation Removal</i>	<i>Prevent soil erosion and destruction of topsoil during construction.</i>

ENFORCEMENT AND EDUCATION

The value of an ordinance depends on how well it is enforced. To achieve better enforcement, two issues are important: (1) educating residents about the requirements of local and state regulations, and (2) providing adequate time for the code enforcement officer to ensure compliance. The land use ordinance must provide the code enforcement officer with proper legal language and definitions, and management and elected officials also must support the code enforcement department.

The planning board, code enforcement officer, board of appeal, and board of selectmen will review annually the land use ordinances to determine any required changes and to ensure the ordinances and regulations are consistent with the Plan. In the review, they will determine whether changes in the minimum requirements of state or federal laws would require local amendment of the land use regulations.

In order to educate residents on local land use ordinances, a list of all local ordinances and when they are applicable should be developed and made available to the public at the town office. The town is required to notify and involve all citizens in the development and amendment of local ordinances, which must be voted on at a town meeting.

REGIONAL COORDINATION

Comprehensive planning recognizes the importance of regional cooperation. The land uses in one community can impact another community, particularly when that land use is located near the boundaries of the town. As indicated in the natural resources section of the plan, the town should attempt to develop compatible resource protection standards with nearby communities. Machiasport has physical boundaries with the neighboring municipalities of Machias, East Machias and Whiting. Development in these communities and other nearby communities has impacted, and will continue to impact, Machiasport and our residents. To date, none of these neighboring communities have adopted town wide zoning.

POLICIES AND IMPLEMENTATION

Based on the concerns of Machiasport residents, as expressed through public meetings and town officials, the town of Machiasport has developed the following policies and implementation strategies:

Goal: To encourage orderly growth and development in appropriate areas of Machiasport while protecting the Town's character, making efficient use of public services and preventing development of sprawl.			
Policy	Implementation Strategy	Responsibility	Timeframe
In line with Machiasport's Community Vision, continue to encourage growth and development compatible with the community's rural character.	Using the descriptions in this Chapter, enact and amend local ordinances to clearly define the scale, type and location of future development.	Planning Board	Short-term (2-5 years)
	Permit infill development at similar densities and dimensions compatible with existing development within growth districts.	Planning Board	Ongoing
	Require new growth-related public facilities be located within growth areas.	Selectmen	Immediate (1-2 years)
Protect critical natural resources from the impacts of development.	Periodically review the Town's Shoreland Zoning Ordinance to ensure that appropriate critical natural resources within the Town's Shoreland are protected from the impacts of development.	Planning Board	On-going
	Continue to work with land owner to protect critical natural resource through voluntary measures including better management practices and voluntary participation in land conservation.	Selectmen; Planning Board	On-going
Ordinances and Regulation			
Establish efficient permitting procedures, especially in growth areas.	Establish fair and efficient permitting procedures with appropriate fees; and define protective measures for critical resources areas.	Planning Board	Immediate (1-2 years)
Review and revise existing use regulations, consistent with the goals and guidelines of this Comprehensive Plan.	Prepare a municipal ordinance to provide standards for adequate visual screening (fencing, vegetative buffers) of junkyard/vehicle graveyards and appropriate standards fro setbacks from public roads	Selectmen; CEO	Immediate (1-2 years)
	Prepare a zoning ordinance for review and approval by municipal vote consistent with the future land use designations in the Comprehensive Plan.	Planning Board	5-10 years
	Periodically update existing ordinances to ensure their consistency with state and federal laws and the local needs.	Planning Board: CEO	On-going
	Track new development in town by type and location and periodically (at least every five years) evaluate implementation of the Comprehensive Plan and land ordinances to ensure that community goals are being met.	Planning Board; Selectmen	On-going

Goal: To encourage orderly growth and development in appropriate areas of Machiasport while protecting the Town's character, making efficient use of public services and preventing development of sprawl.			
Policy	Implementation Strategy	Responsibility	Timeframe
Retain affordable and adequate housing options for young people just starting families, elderly people, and low income people appropriate for their needs.	Ensure town ordinances pertaining to road frontage requirements, minimum lot size and the location of mobile homes inter alia do not inhibit construction of affordable housing.	Selectmen	On-going
To support the level of financial commitment necessary to provide needed infrastructure in growth areas.	Include in the Capital Investment Plan anticipated municipal capital investments needed to support proposed land uses.	Selectmen	On-going
Enforcement			
Enforce ordinances fully and fairly.	Ensure ordinances contain proper legal language and definitions.	Planning Board; Selectmen	On-going
	Develop summary of regulations (town, state and federal) to meet in order to obtain a building permit, and ensure that town permitting processes are transparent and efficient.	Planning Board	Immediate (1-2 years)
	Provide the code enforcement officer with the tools, training, and support necessary to enforce land use regulations, and ensure that the Code Enforcement Officer is certified in accordance with 30-A MRSA §4451.	Planning Board; Selectmen	On-going
Regional Coordination			
Continue to co-operate neighboring communities and coordinate Machiasport's; and use strategies with other local and regional land use planning efforts.	Continue serving in regional groups and organizations including the Sunrise County Economic Council and the Washington County Council of Governments.	Selectmen	On-going
	Meet with neighboring communities to coordinate land use designations and regulatory and non-regulatory (acquisition, et cetera) strategies.	Selectmen	Immediate (1-2 years)

Appendix A. SELF-ASSESSMENT CHECKLIST

This Self-Assessment Checklist is submitted to the State Planning Office as an Appendix to the Comprehensive Plan Update for the Town of Machiasport in accordance with Chapter 208: Comprehensive Plan Review Criteria Rule. Explanations are provided in the space provide for elements that have been determined by the community to be not applicable.

The Self-Assessment Checklist was completed by the Comprehensive Plan Committee with assistance from the Washington County Council of Governments in August 2009.

Required Element	✓	Page	SPO Review
Vision Statement that summarizes the community’s desired future community character in terms of economic development, natural and cultural resource conservation, transportation systems, land use patterns and its role in the region.	✓	App. C	
Public Participation Summary of the public participation process used by the planning committee in developing the plan pursuant to 30-A MRSA §4324. The summary must indicate how the information gathered during the public process was used to guide the plan’s vision statement, analyses, policies and strategies.	✓	App. D	
Regional Coordination Program summarizing regional coordination efforts for shared resources and facilities, including but not limited to lakes, rivers, aquifers, and transportation facilities. The plan must identify any shared resources and facilities, describe any conflicts with neighboring communities’ policies and strategies pertaining to shared resources and facilities and describe what approaches the community will take to coordinate management of shared resources and facilities. In addition, the plan must include a summary of regional coordination efforts from all applicable topic areas.	✓	App. H	
Plan Implementation section that prioritizes how implementation strategies will be carried out, pursuant to 30-A MRSA §4326(3). The plan must identify the responsible party and anticipated timeline for each strategy in the plan.	✓	App. F	
Evaluation measures that describe how the community will periodically (at least every five years) evaluate the following: A. The degree to which future land use plan strategies have been implemented; B. Percent of municipal growth-related capital investments in growth areas; C. Location and amount of new development in relation to community’s designated growth areas, rural areas, and critical resource areas D. Amount of critical resource areas protected through acquisition, easements, or other measures.	✓	App. G	
Future Land Use Plan that meets the requirements of Section 3 of Chapter 208. This section will be the focus of the Office’s review for consistency with the Act.	✓	K5-15	
Comments: 			

APPENDIX A. SELF ASSESSMENT CHECKLIST MACHIASPORT COMPREHENSIVE PLAN UPDATE

Future Land Use Plan	✓	N/A	Page	SPO Review
Analyses and Key Issues				
1. How does the Future Land Use Plan align and/or conflict with the community's vision statement?	✓		K6-7	
2. How is the configuration of the growth areas shaped by natural opportunities and/or constraints (i.e. the physical suitability or unsuitability of land for development)? The location of public facilities? The transportation network?	✓		K5-6	
3. How does the Future Land Use Plan relate to existing regional economic, housing, transportation and natural resource plans? How does the Future Land Use Plan relate to recent development trends?	✓		K2-5 & K-15	
4. Are most municipal capital investments currently directed toward growth areas? Why or why not?	✓		K7	
5. How can critical resource areas be effectively protected from future development impacts?	✓		K11-12	
Components				
1. A map or maps showing the following land use areas and any smaller land use districts within them: Growth (unless exempted), Rural, Critical Resource, and Transition (if proposed).	✓		Map 11	
2. A narrative description of each land use area including: <ul style="list-style-type: none"> a. The area's relationship to the community's vision; b. The names of any smaller land use districts within the area; c. The area's natural opportunities and/or constraints; d. The area's transportation system; e. The types and intensity of proposed land uses, including the range of residential densities; f. The area's proximity to existing and proposed public facilities and services; g. The compatibility or incompatibility of proposed uses to current uses within and around the area along with any special development considerations (e.g. need for additional buffers, architectural design standards, etc.); and h. Any anticipated major municipal capital investments needed to support the proposed land uses. 	✓		K8-12	
3. A summary of the key regulatory and non-regulatory approaches, including investment policies and strategies, the community will use to implement its Future Land Use Plan.	✓		K11-15	
Comments:				

APPENDIX A. SELF ASSESSMENT CHECKLIST MACHIASPORT COMPREHENSIVE PLAN UPDATE

Future Land Use Plan <i>(cont.)</i>	✓	N/A	Page	SPO Review
Policies				
1. To coordinate the community's land use strategies with other local and regional land use planning efforts.	✓		K17	
2. To support the locations, types, scales, and intensities of land uses the community desires as stated in its vision.	✓		K16	
3. To support the level of financial commitment necessary to provide needed infrastructure in growth areas.	✓		K17	
4. To establish efficient permitting procedures, especially in growth areas.	✓		K16	
5. To protect critical resource areas from the impacts of development.	✓		K16	
Strategies				
1. Assign responsibility for implementing the Future Land Use Plan to the appropriate committee, board or municipal official.	✓		K17	
2. Using the descriptions provided in the Future Land Use Plan narrative, enact or amend local ordinances as appropriate to: <ul style="list-style-type: none"> a. Clearly define the desired scale, intensity, and location of future development; b. Establish fair and efficient permitting procedures and appropriate fees, and streamline permitting procedures in growth areas; and c. Clearly define protective measures for critical resource areas. 	✓		K16	
3. Include in the Capital Investment Plan anticipated municipal capital investments needed to support proposed land uses.	✓		K17	
4. Meet with neighboring communities to coordinate land use designations and regulatory and non-regulatory strategies.	✓		K17	
5. Provide the code enforcement officer with the tools, training, and support necessary to enforce land use regulations, and ensure that the Code Enforcement Officer is certified in accordance with 30-A MRSA §4451.	✓		K17	
6. Track new development in the community by type and location.	✓		K16	
7. Periodically (at least every five years) evaluate implementation of the plan in accordance with Section 2.8.	✓		K16	
Comments:				

APPENDIX A. SELF ASSESSMENT CHECKLIST MACHIASPORT COMPREHENSIVE PLAN UPDATE

Population and Demographics	✓	N/A	Page	SPO Review
Analyses and Key Issues				
1. Is the rate of population change expected to continue as in the past, or to slow down or speed up? What are the implications of this change?	✓		C2-4	
2. Which demographic groups are the fastest growing and which are in decline?	✓		C5-6	
3. What will be the likely demand for housing, municipal and school services to accommodate the change in population and demographics, both as a result of overall change and as a result of change among different age groups?	✓		C7	
4. If most of the population growth is the result of newcomers, what can the community do to foster shared outlooks?	✓		C5	
5. If your community has a significant seasonal population, is the nature of that population changing? What is the community's relationship to and dependence on seasonal visitors?	✓		C5	
6. If your community is a service center or has a major employer, what additional effort does it have to make to serve a daytime population that is larger than its resident population?	✓	n/a		
Conditions and Trends				
1. The community's Comprehensive Planning Population and Demographic Data Set (including relevant local, regional and state-wide data) prepared and provided to the community by the State Planning Office or its designee.	✓		C1-10	
2. Information on natural population change (births and deaths).	✓		C2	
3. Significance and role of seasonal population and anticipated trends (as applicable).	✓		C5	
<p>Comments: Machiasport is not a service center community.</p>				

APPENDIX A. SELF ASSESSMENT CHECKLIST MACHIASPORT COMPREHENSIVE PLAN UPDATE

Economy	✓	N/A	Page	SPO Review
Analyses and Key Issues				
1. Where does the local population work and how does the community fit into the economic region (labor market area)?	✓		F1-2 & F5-11	
2. Who are major employers in the region and what is their outlook for the future?	✓		F10-11	
3. Is the economy experiencing significant change, and how does this, or might this, affect the local population, employment and municipal tax base?	✓		F1-2	
4. What are the community's priorities for economic development? Are these priorities reflected in regional economic development plans?	✓		F13-14	
5. If there is a traditional downtown in the community, is it deteriorating or thriving? How is this affecting the community?	✓	n/a		
6. Are natural resource-based industries (including fishing, farming, or forestry) important in the community and, if so, are they growing or declining? What steps has the community taken to support these industries?	✓		F1-3 & F13	
7. Is tourism an important part of the local economy? If so, does the community want to foster this industry and what steps can it take to strengthen tourism?	✓		F5	
8. What role do/should home occupations play in the community, if any?	✓		F3	
9. Are there appropriate areas within the community for industrial or commercial development? If so, are performance standards necessary to assure that industrial and commercial development is compatible with the surrounding land uses and landscape?	✓		F3	
10. What types of public facilities, including sewer, water, broadband access or three-phase power, are needed to support the projected location, type, and amount of economic activity, and what are the issues involved in providing them?	✓		F13-14	
Conditions and Trends				
1. The community's Comprehensive Planning Economic Data Set prepared and provided to the community by the Office or its designee.	✓		F1-14	
2. A brief historical perspective on how and why the current economy of the community and region developed.	✓		F1-2	
3. A list of local and regional economic development plans developed over the past five years which include the community.	✓		F14	
4. A description of the major employers in the community and labor market area.	✓		F7 & F10-11	
5. A description of retail stores by type and how the composition has changed over past five or ten years.	✓		F4-5	
6. A description of any economic development incentive districts, such as Tax Increment Financing Districts or Pine Tree Zones, in the community.	✓		F14	
Comments: Machiasport has village areas in Machiasport village and Bucks Harbor, but there is no core downtown <i>per se</i> .				

APPENDIX A. SELF ASSESSMENT CHECKLIST MACHIASPORT COMPREHENSIVE PLAN UPDATE

Economy (cont.)	✓	N/A	Page	SPO Review
Policies (minimum required to address State goals)				
1. To support the type of economic development activity the community desires, reflecting the community's role in the region.	✓		F17	
2. To make a financial commitment, if necessary, to support desired economic development, including needed public improvements.	✓		F17, F18	
3. To coordinate with regional development corporations and surrounding towns as necessary to support desired economic development.	✓		F18	
Comments:				
Strategies (minimum required to address State goals)				
1. If appropriate, assign responsibility and provide financial support for economic development activities to the proper entity (e.g., a local economic development committee, a local representative to a regional economic development organization, the community's economic development director, a regional economic development initiative, or other).	✓	n/a		
2. Enact or amend local ordinances, if appropriate, to reflect the desired scale, design, intensity, and location of future economic development.	✓		F17	
3. Develop and adopt incentives suitable for the types and locations of economic development desired in the community.	✓		F17	
4. If public investments are foreseen as required, identify the mechanisms to be considered to finance them (local tax dollars, creating a tax increment financing district, a Community Development Block Grant or other grants, bonding, impact fees, etc.)	✓		F18	
5. Initiate participation in or continue to participate in any regional economic development efforts.	✓		F18	
Comments: Machiasport does not have an economic development director. Responsibility for economic development is handled by the Selectmen through cooperation with economic development groups.				

APPENDIX A. SELF ASSESSMENT CHECKLIST MACHIASPORT COMPREHENSIVE PLAN UPDATE

Housing	✓	N/A	Page	SPO Review
Analyses and Key Issues				
1. How many additional housing units, including rental units, will be necessary to accommodate projected population and demographic changes during the planning period?	✓		H1	
2. Is housing, including rental housing, affordable to those earning the median income in the region? Is housing affordable to those earning 80% of the median income? If not, evaluate local and regional efforts to address issue.	✓		H6-11	
3. Are seasonal homes being converted to year-round use or vice-versa? What impact does this have on the community?	✓		H3	
4. Will additional senior or assisted living housing be necessary to meet projected needs for the community and region? Will these needs be met locally or regionally?	✓		H11	
5. Are there other major housing issues, such as substandard housing?	✓		H3	
6. Do existing regulations encourage or discourage development of affordable housing?	✓		H10-11	
Comments:				
Conditions and Trends				
1. The community's Comprehensive Planning Housing Data Set prepared and provided to the community by the Maine State Housing Authority and the Office, or their designees.	✓		H1-10	
2. Information on existing regional affordable housing coalitions or similar efforts.	✓		H11	
4. A summary of local regulations that affect the development of affordable housing.	✓		H10-11	
Comments:				

APPENDIX A. SELF ASSESSMENT CHECKLIST MACHIASPORT COMPREHENSIVE PLAN UPDATE

Housing (<i>cont.</i>)	✓	N/A	Page	SPO Review
Policies (minimum required to address State goals)				
1. To encourage and promote adequate workforce housing to support the community's and region's economic development	✓		H13	
2. To ensure that land use controls encourage the development of quality affordable housing, including rental housing.	✓		H13	
3. To seek to achieve at least 10% of all housing built or placed during the next decade be affordable.	✓		H13	
4. To encourage and support the efforts of the regional housing coalitions in addressing affordable and workforce housing needs.	✓		H13	
Comments:				
Strategies (minimum required to address State goals)				
1. Enact or amend growth area land use regulations to increase density, decrease lot size, setbacks and road widths, or provide incentives such as density bonuses, to make housing less expensive to develop.	✓		H13	
2. Allow the addition of at least one accessory apartment per dwelling unit in growth areas, subject to site suitability.	✓		H13	
3. Create or continue to support a community affordable housing committee and/or regional affordable housing coalition.	✓		H13	
4. Designate a location(s) in growth areas where mobile home parks are allowed pursuant to 30-A MRSA §4358(3)(M).	✓		H13	
Comments:				

APPENDIX A. SELF ASSESSMENT CHECKLIST MACHIASPORT COMPREHENSIVE PLAN UPDATE

Transportation	✓	N/A	Page	SPO Review
Analyses and Key Issues				
<i>Roads, Bridges, Sidewalks, and Bicycle Routes</i>				
1. What are the concerns for transportation system safety and efficiency in the community and region? What, if any, plans exist to address these concerns, which can involve:: <ul style="list-style-type: none"> i. Safety; ii. Traffic speed; iii. Congestion and travel delay; iv. Travel volume and type; v. Traffic problems caused by such things as road and driveway locations and design, road maintenance needs, traffic control devices, growth patterns and lack of transportation options; vi. Lack of transportation links between neighborhoods, schools, recreation, shopping, and public gathering areas; vii. Closed or posted bridges or roads; viii. Pedestrian and bicycling safety; ix. Light pollution. 	✓		11, I6-8	
2. What conflicts are caused by multiple road uses, such as a major state or U.S. route that passes through the community or its downtown and serves as a local service road as well?	✓		I7	
3. Upon review of state and regional transportation plans, what are their impacts on your current and future community plans? What actions can the community take to address identified impacts?	✓		I9	
4. How do the community's land use regulations mesh with the MaineDOT, regional, and local objectives for transportation system facilities in the community? If growth areas are located on arterial highways, how will growth in these areas affect the ability of the arterial to safely and efficiently move traffic?	✓		I11-12	
5. What is the community's schedule for regular investments in road maintenance and improvement? How are MaineDOT Urban-Rural Initiative Program (URIP) funds used to off-set municipal road improvement costs?	✓		I3-5	
6. What concerns does your community have regarding its policies and standards for design, construction and maintenance of public and private local roads and bridges?	✓		I11-12	
<i>Parking</i>				
7. What are the parking issues in the community?	✓		I8	
8. Do local parking standards promote development in desired areas or do they drive it to outlying areas?	✓		I8	
9. How do local ordinances consider safety related to parking lot layout and circulation for vehicles, pedestrians and all other users?	✓		I8	
10. What community investments are needed to expand or improve parking?	✓		I8	
Comments:				

APPENDIX A. SELF ASSESSMENT CHECKLIST MACHIASPORT COMPREHENSIVE PLAN UPDATE

Transportation (cont.)	✓	N/A	Page	SPO Review
Analysis and Key Issues (cont.)				
<i>Other modes of transportation</i>				
11. What transit services are available to meet the current and future needs of community residents? If transit services are not adequate, how will the community address the needs?	✓		I9	
12. If the community hosts a major transportation terminal, such as an airport, rail or ferry terminal, how does it connect to other transportation systems?	✓	n/a		
13. If the community hosts any public airports, what coordination has been undertaken to ensure that required airspace is protected now and in the future? How does the community coordinate with the owner(s) of private airports?	✓	n/a		
<i>Environmental and cultural considerations</i>				
14. What, if any, environmental degradation caused by state or local transportation facilities or operations (i.e. wildlife mortality, habitat fragmentation, erosion, groundwater contamination, non-point source pollution) is occurring?	✓		I10	
15. What are community's objectives for preserving or protecting important identified scenic, historic, or cultural resources adjacent to transportation facilities?	✓		I11	
16. How does the community address any transportation-related noise concerns?	✓		I11	
17. What steps can the community take to encourage development to occur in a manner that minimizes transportation-related environmental impacts such as habitat fragmentation and/or vehicular CO ₂ emissions?	✓		I11	
<i>Land use</i>				
18. How do existing and proposed major transportation facilities complement the community's vision?	✓		I12	
19. How do local land use decisions affect safety, congestion, mobility, efficiency and interconnectivity of the transportation system?	✓		I11	
20. How do existing land uses and development trends support or inhibit cost effective passenger transportation systems and the efficient use of freight rail systems?	✓		I11-12	
21. Does the community have in place, or does it need to put into place, access management or traffic permitting measures? How do these measures correlate with MaineDOT's access management program and regulations for traffic permitting of large development?	✓		I12	
22. How do the community's local road design standards support the type of village, suburban, or rural land use patterns the town wants?	✓		I11	
23. Do planned or recently built subdivision roads (residential or commercial) simply dead-end or do they allow for expansion to adjacent land and encourage the creation of a network of local streets? Where dead-ends are unavoidable, are mechanisms in place to encourage shorter dead-ends resulting in compact and efficient subdivision designs?	✓		I11	
Comments:				

APPENDIX A. SELF ASSESSMENT CHECKLIST MACHIASPORT COMPREHENSIVE PLAN UPDATE

Transportation (cont.)	✓	N/A	Page	SPO Review
Analysis and Key Issues (cont.)				
<i>Coastal communities only:</i>				
24. What land-side and water-side transportation facilities are needed?	✓		I10, G8-9	
25. How does the community protect access to facilities for island travelers, currently and in the future?	✓		1 I10, G8-9	
26. How do the community's land use regulations mesh with MaineDOT, regional and local objectives for marine transportation facilities?	✓	n/a		
Conditions and Trends				
1. The community's Comprehensive Planning Transportation Data Set prepared and provided to the community by the Department of Transportation and the Office, or their designees.	✓		I1-10	
<i>Highways, Bridges, Sidewalks, and Bicycle Routes</i>				
2. Location and overall condition of roads, bridges, sidewalks, and bicycle facilities, including any identified deficiencies or concerns.	✓		I7	
3. Identify potential off-road connections that would provide bicycle and pedestrian connections to neighborhoods, schools, waterfronts and other activity centers.	✓		I7	
4. Identify major traffic (including pedestrian) generators, such as schools, large businesses, public gathering areas/activities etc. and related hours of operation.	✓		I7	
5. Identify policies and standards for the design, construction and maintenance of public and private roads. Identify the location of private roads and assess their potential to become public roads.	✓		I7	
<i>Parking</i>				
6. List and locate municipal parking areas including size, condition, and usage.	✓		I8	
<i>Other Modes of Transportation</i>				
7. List and locate all airports within or adjacent to the community and describe applicable airport zoning and airspace protection ordinances in place.	✓		I10	
8. Identify inter-local, fixed route, commuter and demand response bus or van services, including private or public operator information and local government involvement.	✓		I10	
<i>Environmental and Cultural Considerations</i>				
9. Location of evacuation routes identified in an emergency response plan, if applicable.	✓	n/a		
10. Identify areas with transportation related noise concerns.	✓		I11	
11. Identify areas where inappropriate lighting affects transportation safety.	✓	n/a		
12. Identify and describe scenic, historic, or cultural resources within or adjacent to transportation facilities that the community wants to protect, such as street trees, covered bridges, etc.	✓		I11	
Comments: No locations were found where inappropriate lighting affects transportation safety.				

APPENDIX A. SELF ASSESSMENT CHECKLIST MACHIASPORT COMPREHENSIVE PLAN UPDATE

Transportation (cont.)	✓	N/A	Page	SPO Review
Analysis and Key Issues (cont.)				
13. Known locations with opportunities to restore habitat connections disrupted by a transportation facility owned and maintained by the community.	✓	n/a		
14. Identify current local land use management strategies (such as access management, zoning, density, minimum lot size standards) that enhance or detract from the safety and efficiency of the transportation system (including highway, air, bus, bike, pedestrian, marine, and rail services.)	✓		I11-12	
<i>Coastal Communities only:</i>				
15. Location of current and potential seaport terminals. Identify whether seaport terminal is of local, regional, or state significance, its ownership/management and use (type and quantity/frequency of goods shipped in or out). List land-side and water-side facilities associated with port.	✓		I10	
16. Identify public ferry service and private boat transportation support facilities (may be covered under Marine Resources with cross reference) including related water-side (docks/piers/wharves) and land side (parking) facilities.	✓	n/a		
Comments: No locations were identified where there was an opportunity to restore habitat connections disrupted by community owned transportation facilities.				
Policies (minimum required to address State goals)				
1. To prioritize community and regional needs associated with safe, efficient, and optimal use of transportation systems	✓		I14	
2. To safely and efficiently preserve or improve the transportation system.	✓		I14	
3. To promote public health, protect natural and cultural resources and enhance livability by managing land use in ways that maximize the efficiency of the transportation system and minimize increases in vehicle miles traveled.	✓		I14	
4. To meet the diverse transportation needs of residents (including children, the elderly and disabled) and through travelers by providing a safe, efficient and adequate transportation network for all types of users (motor vehicles, pedestrians, bicyclists).	✓		I14	
5. To promote fiscal prudence by maximizing the efficiency of the state or state-aid highway network.	✓		I15	
Comments:				

APPENDIX A. SELF ASSESSMENT CHECKLIST MACHIASPORT COMPREHENSIVE PLAN UPDATE

Transportation (cont.)	✓	N/A	Page	SPO Review
Strategies (minimum required to address State goals)				
1. Develop or continue to update a prioritized ten-year improvement, maintenance and repair plan for local/regional transportation system facilities that reflects community, regional and state objectives.	✓		I14	
2. Initiate or actively participate in regional and state transportation and land use planning efforts.	✓		I15	
3. Enact or amend local ordinances as appropriate to be consistent with local, regional and state transportation policies identified in this plan.	✓		I15	
4. Enact or amend local ordinances as appropriate to address or avoid conflicts with: a) Policy objectives of the Sensible Transportation Policy Act (23 MRSA §73); b) State access management regulations pursuant to 23 MRSA §704; and c) State traffic permitting regulations for large developments pursuant to 23 MRSA §704-A.	✓		I15	
5. Enact or amend ordinance standards for subdivisions and for public and private roads as appropriate to foster transportation-efficient growth patterns and provide for future street and transit connections.	✓		I14	
6. Work with the MaineDOT as appropriate to address deficiencies in the system or conflicts between local, regional and state priorities for the local transportation system.	✓		I14	
Comments:				

APPENDIX A. SELF ASSESSMENT CHECKLIST MACHIASPORT COMPREHENSIVE PLAN UPDATE

Recreation	✓	N/A	Page	SPO Review
Analyses and Key Issues				
1. Will existing recreational facilities and programs in the community and region accommodate projected changes in age groups or growth in your community?	✓		D14	
2. Is there a need for certain types of services or facilities or to upgrade or enlarge present facilities to either add capacity or make them more usable?	✓		D14	
3. Are important tracts of open space commonly used for recreation publicly owned or otherwise permanently conserved?	✓		D17	
4. Does the community have a mechanism, such as an open space fund or partnership with a land trust, to acquire important open spaces and access sites, either outright or through conservation easements?	✓		D17	
5. Does the public have access to each of the community's significant water bodies? Is the type of access compatible with the protection of public drinking water sources?	✓		D15	
6. Are recreational trails in the community adequately maintained? Are there use conflicts on these trails?	✓		D17	
7. Is traditional access to private lands being restricted?	✓		D17	
Comments:				
Conditions and Trends				
1. The community's Comprehensive Planning Recreation Data Set prepared and provided to the community by the Department of Conservation and the State Planning Office, or their designees.	✓		D14-17	
2. A description of important public and private active recreation programs, land and water areas (including hunting and fishing areas), and facilities in the community and region, including regional recreational opportunities as appropriate, and identification of unmet needs.	✓		D14, D16	
3. An inventory of any fresh or salt water bodies in the community determined locally to have inadequate public access.	✓		D15	
4. A description of trail systems, trail management organizations, and conservation organizations that provide trails for all-terrain vehicles, snowmobiling, skiing, mountain biking or hiking. Include mapped information as available.	✓		D17	
5. A map or list of important publicly-used open spaces and associated facilities, such as parking and toilet facilities.	✓		Map 2	
6. A list of local and regional land trusts in the area.	✓		D17	
Comments:				

APPENDIX A. SELF ASSESSMENT CHECKLIST MACHIASPORT COMPREHENSIVE PLAN UPDATE

Recreation (cont.)	✓	N/A	Page	SPO Review
Policies (minimum required to address State goals)				
1. To maintain/upgrade existing recreational facilities as necessary to meet current and future needs.	✓		D21	
2. To preserve open space for recreational use as appropriate.	✓		D21	
3. To seek to achieve or continue to maintain at least one major point of public access to major water bodies for boating, fishing, and swimming; and work with nearby property owners to address concerns.	✓		D21	
Comments:				
Strategies (minimum required to address State goals)				
1. Create a list of recreation needs or develop a recreation plan to meet current and future needs. Assign a committee or town official to explore ways of addressing the identified needs and/or implementing the policies and strategies outlined in the plan.	✓		D21	
2. Include any capital needs identified for recreation facilities in the Capital Investment Plan.	✓		D21	
3. Work with public and private partners to extend and maintain a network of trails for motorized and non-motorized uses. Connect with regional trail systems where possible.	✓		D21	
4. Work with a local land trust or other preservation organization to pursue opportunities to protect important open space or recreational land.	✓	n/a		
5. Provide education regarding the benefits and protections for landowners allowing public recreational access on their property.	✓		D22	
Comments:				
The community is satisfied that important tracts of open spaces and recreational land in Machiasport are already preserved. Other strategies address the need for improvement to enhance access for recreational purposes – see D-21.				

APPENDIX A. SELF ASSESSMENT CHECKLIST MACHIASPORT COMPREHENSIVE PLAN UPDATE

Marine Resources (if necessary)	✓	N/A	Page	SPO Review
Analyses and Key Issues				
<i>Fishery resources and water quality</i>				
1. Is water quality being monitored on a regular basis?	✓		G5	
2. Is there a local or regional plan in place to identify and eliminate pollution source?	✓		G5-6	
3. Has closing of clam or worm flats threatened the shellfishing industry; are sources of contamination known? Are sources point (direct discharge) or nonpoint?	✓		G6-7	
4. Are fishery resources being properly managed at local and regional levels?	✓		G5	
<i>Coastal land use</i>				
5. Are traditional water-dependent uses thriving or in decline? What are the factors affecting these uses? If current trends continue, what will the waterfront look like in 10 years?	✓		G7	
6. Is there reasonable balance between water-dependent and other uses, and between commercial and recreational uses? If there have been recent conversions of uses, have they improved or worsened the balance?	✓		G7	
7. How does local zoning treat land around the harbor? How do the community's coastal land use regulations compare with neighboring communities?	✓		G7	
<i>Harbor management</i>				
8. Have arrangements for managing local harbors been effective?	✓		G7-8	
9. Is there a local or regional harbor or bay management plan? If not, is one needed?	✓		G7-10	
10. If the harbor is shared with other communities, is there cooperation in management of the harbor?	✓	n/a		
11. What are the local dredging needs and how are they addressed?	✓		G7-8	
<i>Coastal access</i>				
12. Is adequate, protected access for commercial fishermen, aquaculturists, and recreational users available? Based on projections, will access, including support facilities such as parking and marine services, be adequate for the future? Are there opportunities for improved access?	✓		G9-10	
13. Are important points of visual access identified and protected?	✓		G9	
Comments:				
The harbor is not shared with other communities.				

APPENDIX A. SELF ASSESSMENT CHECKLIST MACHIASPORT COMPREHENSIVE PLAN UPDATE

Marine Resources (cont.)				✓	N/A	Page	SPO Review
Conditions and Trends							
1. The community's Comprehensive Planning Marine Resources Data Set prepared and provided to the community by the Department of Marine Resources and the Office, or their designees.	✓		G1-7				
<i>Coastal land use</i>							
2. A map or description of current land use patterns along the shoreline and near coast area which differentiates water-dependent uses from other uses.	✓		Map 8				
3. A summary of current regulatory and non-regulatory provisions influencing land use patterns along the shoreline and near coast area.	✓		G11-15				
<i>Harbor management</i>							
4. A description of any local or regional harbor or bay management plans or planning efforts.	✓		G7-8				
<i>Coastal access</i>							
5. The location of facilities (wharves, boat ramps, pump-out stations, etc.), with a brief description of any regional or local plans to improve facilities.	✓		G9-10				
6. A description of or map showing beaches and other access points used by the public with a brief description of their use, capacity, physical condition, and plans to improve, expand, or acquire facilities such as parking or toilets.	✓		Map 8				
7. An inventory of significant scenic access points along the shoreline, including current ownership (public/private) and any protection, if any.	✓		E16				
Comments:							
Policies (minimum required to address State goals)							
1. To protect, maintain and, where warranted, improve marine habitat and water quality.	✓		G18				
2. To foster water-dependent land uses and balance them with other complementary land uses.	✓		G18				
3. To maintain and, where warranted, improve harbor management and facilities.	✓		G18				
4. To protect, maintain and, where warranted, improve physical and visual public access to the community's marine resources for all appropriate uses including fishing, recreation and tourism.	✓		G18				
Comments:							

APPENDIX A. SELF ASSESSMENT CHECKLIST MACHIASPORT COMPREHENSIVE PLAN UPDATE

Marine Resources (cont.)	✓	N/A	Page	SPO Review
Strategies (minimum required to address State goals)				
1. Working with local residents and businesses, neighboring communities, the DEP, and the Department of Marine Resources, develop an action plan to protect fishery habitats and identify and eliminate point and non-point source pollution.	✓		G18	
2. Consistently enforce local shoreland zoning provisions and provide adequate training and resources to the code enforcement officer.	✓		G18	
3. Develop a plan for addressing any identified needs for additional recreational and commercial access (which includes parking, boat launches, docking space, and swimming access) and their ongoing maintenance. Include necessary public improvements/upgrades in the Capital Investment Plan.	✓		G18	
4. Encourage owners of marine businesses and industries to participate in clean marina/boatyard programs.	✓		G18	
5. Provide information about the current use taxation program to owners of waterfront land used to provide access to or support the conduct of commercial fishing activities.	✓		G18	
6. Implement any local or regional harbor or bay management plans, or work with neighboring communities to create a harbor management plan for shared resources.	✓		G18	
7. If applicable, provide sufficient funding for and staffing of the harbormaster and/or harbor commission.	✓	n/a		
8. Work with local property owners, land trusts, and others to protect major points of physical and visual access to coastal waters, especially along public ways and in public parks.	✓		G19	
Comments:				

APPENDIX A. SELF ASSESSMENT CHECKLIST MACHIASPORT COMPREHENSIVE PLAN UPDATE

Water Resources	✓	N/A	Page	SPO Review
Analyses and Key Issues				
1. Are there point sources (direct discharges) of pollution in the community? If so, is the community taking steps to eliminate them?	✓		E8-9	
2. Are there non-point sources of pollution related to development, agriculture, forestry or other uses that are affecting surface water resources and riparian areas? If so, are existing regulations sufficient to protect these resources?	✓		E9	
3. Are point and/or non-point sources of pollution threatening groundwater supplies?	✓		E11-13	
4. Are public groundwater supplies and surface water supplies and their recharge areas adequately protected? Are any public water supply expansions anticipated? If so, have suitable sources been identified and protected?	✓		E12-13	
6. What non-regulatory measures can the community take to protect or enhance water quality? Are there opportunities to partner with local or regional advocacy groups that promote water resource protection?	✓		E10, E12	
7. Do local road construction and maintenance practices and standards adequately protect water resources? Do public works crews and contractors use best management practices in daily operations (e.g. salt/sand pile maintenance, culvert replacement street sweeping, public works garage operations)?	✓	n/a		
8. Are floodplains adequately identified and protected? Does the community participate in the National Flood Insurance Program? If not, should it? If so, is the floodplain management ordinance up to date and consistently enforced?	✓		E10-11	
Conditions and Trends				
1. The community's Comprehensive Planning Water Resources Data Set prepared and provided to the community by the Department of Inland Fisheries and Wildlife, the Department of Environmental Protection, and the Office, or their designees.	✓		E8-13	
2. A description of each lake, pond, river and stream including: a. Ecological, economic, and recreational values; b. Current watershed land uses; c. Threats to water quality or quantity; d. Documented water quality and/or invasive species problems.	✓		E9-11	
3. A list of water resource advocacy groups active in the community.	✓	n/a		
4. A summary of past and present activities to monitor, assess and/or improve water quality, mitigate sources of pollution, and control or prevent the spread of invasive species.	✓		E9-11	
5. A description of the location and nature of significant threats to drinking water supplies.	✓		E12-13	
6. A summary of existing lake, pond, river, stream and drinking water protection and preservation measures, including local ordinances.	✓		D8-D13	
Comments: Machiasport does not maintain a Public Works department. Contractors comply with DEP regulations, but there are additional, municipal standards. There are no active water resource advocacy groups in Machiasport.				

APPENDIX A. SELF ASSESSMENT CHECKLIST MACHIASPORT COMPREHENSIVE PLAN UPDATE

Water Resources (cont.)	✓	N/A	Page	SPO Review
Policies (minimum required to address State goals)				
1. To protect current and potential drinking water sources.	✓		E20	
2. To protect significant surface water resources from pollution and improve water quality where needed.	✓		E20	
3. To protect water resources in growth areas while promoting more intensive development in those areas.	✓		E21	
4. To minimize pollution discharges through the upgrade of existing public sewer systems and wastewater treatment facilities.	✓		E21	
5. To cooperate with neighboring communities and regional/local advocacy groups to protect water resources.	✓		E21	
Comments:				
Strategies (minimum required to address State goals)				
1. Amend local land use ordinances as applicable to incorporate stormwater runoff performance standards consistent with: a. The Maine Stormwater Management Law and Stormwater Rules (Title 38 MRSA Section 420-D and 06-096 CMR 500 and 502). b. DEP's allocations for allowable levels of phosphorus in lake/pond watersheds. c. The Maine Pollution Discharge Elimination System Stormwater Program	✓		E20	
2. Update the floodplain management ordinance to be consistent with state and federal standards.	✓		E20	
3. Consider amending local land use ordinances, as applicable, to incorporate low impact development standards.	✓		E20	
4. Where applicable, develop an urban impaired stream watershed management or mitigation plan that will promote continued development or redevelopment without further stream degradation.	✓	n/a		
5. Enact public wellhead and aquifer recharge area protection mechanisms, as necessary.	✓		E20	
6. Provide water quality "best management practices" information to farmers and loggers.	✓		E20	
7. Adopt water quality protection practices and standards for construction and maintenance of public roads and properties and require their implementation by the community's officials, employees and contractors.	✓		E20	
8. Participate in local and regional efforts to monitor, protect and, where warranted, improve water quality.	✓		E21	
9. Provide educational materials at appropriate locations regarding invasive species.	✓		E20	
Comments:				

APPENDIX A. SELF ASSESSMENT CHECKLIST MACHIASPORT COMPREHENSIVE PLAN UPDATE

Critical Natural Resources	✓	N/A	Page	SPO Review
Analysis and Key Issues				
1. Are existing regulations sufficient to protect the community's critical natural resources threatened by development, overuse, or other activities?	✓		E17	
2. Are local shoreland zone standards consistent with state guidelines and with the standards on adjacent shorelands in neighboring towns?	✓		E17	
3. What non-regulatory measures can the community take to protect critical natural resources? Are there opportunities to partner with local or regional advocacy groups?	✓		E17	
4. Is there current regional cooperation or planning underway to protect shared critical natural resources?	✓		E17	
5. In what other areas will protection of critical natural resources advance comprehensive plan policies (e.g. water resources, economy, recreation, agriculture and forestry, etc.)?	✓		E17	
Comments:				
Conditions and Trends				
1. The community's Comprehensive Planning Critical Natural Resources Data Set prepared and provided to the community by the Department of Inland Fisheries and Wildlife, Department of Environmental Protection, and the Office or their designees.	✓		E15-17	
2. A map or description of significant scenic areas and scenic views of local importance, and regional or statewide importance if available.	✓		E16	
Comments:				
Policies (minimum required to address State goals)				
1. To conserve critical natural resources in the community.	✓		E21	
2. To coordinate with neighboring communities and regional and state resource agencies to protect shared critical natural resources.	✓		E21	
Comments:				

APPENDIX A. SELF ASSESSMENT CHECKLIST MACHIASPORT COMPREHENSIVE PLAN UPDATE

Critical Natural Resources <i>(cont.)</i>	✓	N/A	Page	SPO Review
Strategies (minimum required to address State goals)				
1. Amend local shoreland zone standards to meet current state guidelines.	✓	n/a		
2. Designate critical natural resources as Critical Resource Areas in the Future Land Use Plan.	✓		E21	
3. Through local land use ordinances, require subdivision or non-residential property developers to look for and identify critical natural resources that may be on site and to take appropriate measures to protect those resources, including but not limited to, modification of the proposed site design, construction timing, and/or extent of excavation.	✓		E21	
4. Through local land use ordinances, require the planning board (or other designated review authority) to incorporate maps and information provided by the Maine Beginning with Habitat program into their review process.	✓		E21	
5. Adopt natural resource protection practices and standards for construction and maintenance of public roads and properties and require their implementation by the community's officials, employees, and contractors.	✓		E21	
6. Initiate and/or participate in interlocal and/or regional planning, management and/or regulatory efforts around shared critical natural resources.	✓		E21	
7. Pursue public/private partnerships to protect critical natural resources such as through purchase of land or easements from willing sellers.	✓		E21	
8. Distribute or make available information to those living in or near critical natural areas about applicable local, state or federal regulations.	✓		E21	
<p>Comments:</p> <p>Local shoreland zoning meets current state guidelines.</p>				

APPENDIX A. SELF ASSESSMENT CHECKLIST MACHIASPORT COMPREHENSIVE PLAN UPDATE

Historic and Archeological Resources	✓	N/A	Page	SPO Review
Analysis and Key Issues				
1. Are historic patterns of settlement still evident in the community?	✓		B5	
2. What protective measures currently exist for historic and archaeological resources and are they effective?	✓		B7-8	
3. Do local site plan and/or subdivision regulations require applicants proposing development in areas that may contain historic or archaeological resources to conduct a survey for such resources?	✓		B7-8	
4. Have significant historic resources fallen into disrepair, and are there ways the community can provide incentives to preserve their value as an historical resource?	✓		B5	
5. Is there an active historical society, and does the community adequately support its efforts?	✓		B5	
Conditions and Trends				
1. The community's Comprehensive Planning Historic Preservation Data Set prepared and provided to the community by the Historic Preservation Commission and the Office, or their designees.	✓		B5-7	
2. An outline of the community's history, including a brief description of historic settlement patterns and events contributing to the development and character of the community and its surroundings.	✓		B1-3	
3. A brief description of the location, type, extent, condition, use, local, regional and/or national significance of historic resources, including but not limited to buildings, millworks, bridges, statues, cemeteries, trees, landscapes, and federally and/or locally designated properties and/or districts.	✓		B3-7	
4. Identify local historical society and/or preservation organizations.	✓		B5	
5. A general description of potential threats to the existence, physical integrity, or quality of identified historic and archaeological resources.	✓		B3-7	
Policies (minimum required to address State goals)				
1. Protect to the greatest extent practicable the significant historic and archaeological resources in the community.	✓		B9	
Strategies (minimum required to address State goals)				
1. For sites with identified potential for historical and archeological resources, through local land use ordinances require subdivision or non-residential property developers to look for and identify any historical and archaeological resources, and to take appropriate measures to protect those resources, including but not limited to, modification of proposed site design, construction timing, and/or extent of excavation.	✓		B9	
2. Through local land use ordinances, require the planning board (or other designated review authority) to incorporate maps and information provided by the Maine Historic Preservation Commission into their review process.	✓		B9	
3. Work with the local or county historical society and/or the Maine Historic Preservation Commission to assess the need for, and if necessary plan for, a comprehensive community survey of the community's historic and archaeological resources.	✓		B9	
Comments:				

APPENDIX A. SELF ASSESSMENT CHECKLIST MACHIASPORT COMPREHENSIVE PLAN UPDATE

Agriculture and Forestry Resources	✓	N/A	Page	SPO Review
Analyses and Key Issues				
1. How important is agriculture and/or forestry to the community and region? Are these activities growing, stable or declining? Are the farms or woodlots in the community important for non-economic reasons, such as scenic landscapes, wildlife habitat, outdoor recreation, or historic significance?	✓		E5-6	
2. How are land use patterns and land values contributing to the loss of farm or forest land?	✓		E7	
3. What regulatory and non-regulatory steps is the community currently taking to support productive farm and forest lands? Are there local or regional land trusts actively working to protect farms or forest lands in the community?	✓		E7	
4. Are there undeveloped parts of town in which prime farmland soils are prevalent? If so, how are these areas currently being used? How are they being protected?	✓		E5-7	
5. Are farm and commercial forest land owners taking advantage of the state's current use tax laws?	✓		E6-7	
6. Has proximity of new homes or other incompatible uses affected the normal operations of farms or woodlot owners?	✓		E7	
7. Are there large tracts of industrial forest land that have been or may be sold for development in the foreseeable future? If so, what impact would this have on the community?	✓	n/a		
8. Is clear-cutting an issue in the community? Is the clear-cutting related to normal woodlands management, or is it in preparation for land development?	✓		E6	
9. Do local farmers and/or loggers take steps to minimize impacts on natural resources in the community? Do local farms participate in Natural Resource Conservation Service programs?	✓		E7	
10. How does the community support community forestry or agriculture (i.e. small woodlots, community forests, tree farms, community gardens, farmers' markets, or community-supported agriculture)?	✓		E7	
11. Does the community have, or need, a street tree or other tree planting and maintenance program?	✓	n/a		
Comments:				
<p>There are no large tracts of industrial forest land in Machiasport.</p> <p>Machiasport does not have a street tree or tree planting program; the community does not feel that there is a need for one at this time.</p>				

APPENDIX A. SELF ASSESSMENT CHECKLIST MACHIASPORT COMPREHENSIVE PLAN UPDATE

Agriculture and Forestry Resources <i>(cont.)</i>	✓	N/A	Page	SPO Review
Conditions and Trends				
1. The community's Comprehensive Planning, Agriculture, and Forestry Data Set prepared and provided to the community by the Department of Agriculture, the Maine Forest Service, and the Office, or their designees.	✓		E5-7	
2. A map and/or description of the community's farms, farmland and managed forest lands, including information on the importance of these resources to the local and regional economy and rural character.	✓		E5	
3. Information on the number of farms and acres of farmland in the community enrolled in the state farm and open space law taxation program, including changes in enrollment over the past 10-20 years.	✓		E6	
4. Information on the number of parcels and acres of forest land enrolled in the state tree growth tax law program, including changes in enrollment over the past 10-20 years.	✓		E6	
5. A description of any community farming and forestry activities (e.g. street tree program, community garden, farmer's market, or community forest), including identification of managing officials and/or organizations.	✓	n/a		
Policies (minimum required to address State goals)				
1. To safeguard lands identified as prime farmland or capable of supporting commercial forestry.	✓		E19	
2. To promote the use of best management practices for timber harvesting and agricultural production.	✓		E19	
3. To support farming and forestry and encourage their economic viability.	✓		E19	
Strategies (minimum required to address State goals)				
1. Consult with the Maine Forest Service District Forester when developing any land use regulations pertaining to forest management practices.	✓		E19	
2. Consult with Soil and Water Conservation District staff when developing any land use regulations pertaining to agricultural management practices.	✓		E19	
3. Amend land use ordinances to require commercial or subdivision developments in critical rural areas to maintain areas with prime farm soils as open space to the greatest extent practicable.	✓		E19	
4. Limit non-residential development in critical rural areas to natural resource-based businesses and services, nature tourism/outdoor recreation businesses, farmers' markets, and home occupations.	✓		E19	
5. Encourage owners of productive farm and forest land to enroll in the current use taxation programs.	✓		E19	
6. Permit activities that support productive agriculture and forestry operations, such as road-side stands, greenhouses, and pick-your-own operations.	✓		E19	
7. Include agriculture and commercial forestry operations in local or regional economic development plans.	✓		E19	
Comments:				
There are currently no community farming or forestry activities such as a street tree program, community garden, farmer's market or community forest active in Machiasport.				

APPENDIX A. SELF ASSESSMENT CHECKLIST MACHIASPORT COMPREHENSIVE PLAN UPDATE

Public Facilities and Services	✓	N/A	Page	SPO Review
Analysis and Key Issues				
1. Are municipal services adequate to meeting changes in population and demographics?	✓		D1	
2. In what ways has the community partnered with neighboring communities to share services, reduce costs and/or improve services?	✓		D10	
3. If the community has a public sewer system, what issues or concerns are there currently and/or anticipated in the future? How is the sanitary district cooperating in the development of the comprehensive plan and related ordinances, as required by law (38 MRSA §1163-A)? How is the sanitary district extension policy consistent with the Future Land Use Plan as required by (38 MRSA §1163)?.	✓	n/a		
4. If the town does not have a public sewer or water system, to what extent is this preventing it from accommodating current and projected growth?	✓		D6-7	
5. Are existing stormwater management facilities adequately maintained? What improvements are needed? How might cumulative impacts from future development affect the existing system(s)?	✓		D7	
6. How does the community address septic tank waste? What issues or concerns are there with the current arrangements?	✓		D7	
7. If the community has a public water system, what issues or concerns are there currently and/or anticipated in the future? How is the water district/supplier cooperating in the development of the comprehensive plan and related ordinances? How is the water system extension policy consistent with the Future Land Use Plan?	✓	n/a		
8. What school improvements, including construction or expansion, are anticipated during the planning period? What opportunities are there to promote new residential development around existing and proposed schools? What steps will be taken to promote walking and bicycling to school?	✓		D12	
9. Is the community's emergency response system adequate? What improvements are needed?	✓		D9-10	
10. How well is the solid waste management system meeting current needs? What is the community doing to reduce the reliance on waste disposal and to increase recycling? What impact will projected growth during the planning period have on system capacity? What improvements are needed to meet future demand? What efforts have been or will be undertaken regionally to improve efficiency and lower cost?	✓		D7-8	
11. How do public facilities and services support local economic development plans? What improvements are needed in the telecommunications and energy infrastructure?	✓		D11	
12. Does the community have a public health officer? Are there significant public health issues?	✓	n/a		
13. What other public facilities, such as town offices, libraries, or cemeteries, are nearing their respective capacities? How will these facilities accommodate projected growth?	✓		D2-8	
14. Are the community's priorities for funding needed improvements reflected in the capital investment plan?	✓		D1	
Comments:				

Public Facilities and Services (cont.)	✓	N/A	Page	SPO Review
Analysis and Key Issues (cont.)				
15. To what extent are investments in facility improvements directed to growth areas?	✓		D1	
Conditions and Trends				
<p>For the following public facilities and services, identify the following as applicable:</p> <ol style="list-style-type: none"> 1. location of facilities and service areas (mapped as appropriate); 2. general physical condition of facilities and equipment; 3. capacity and anticipated demand during the planning period; 4. identification of ownership/management systems; 5. estimated costs of needed capital improvements to public facilities; and 6. the following information related to each of these public facilities and services: <ol style="list-style-type: none"> a. Sewerage and/or Water Supply – Identify number and types of users, and percent of households served. b. Septage – Identify any community policies or regulations regarding septage collection and disposal. c. Solid Waste – Describe the community’s solid waste management system. Identify types and amounts of municipal solid waste and recycled materials for the past 5 years. d. Stormwater Management – Identify combined sewer overflows. For Municipal Separate Stormwater System (MS4) communities, describe plan and status of the major goals of the MS4 requirements. e. Power and Communications – Availability of electricity (including 3-phase power), telephone, Internet (including broadband), and cable within the community. f. Emergency Response System –Describe fire, police, and emergency/rescue facilities and equipment. Include average call response times for different services and dispatch location with number of communities served (Public Safety Answering Point, or PSAP), staffing and training needs; and E911 addressing management system (addressing officer, ordinance, reporting system). g. Education – Identify school administrative unit. Include primary/secondary school system enrollment for the most recent year information is available and for the 10 years after the anticipated adoption of plan. Describe the extent and condition of pedestrian and bicycle access to school facilities. h. Health Care - Describe major health care facilities (hospitals, clinics) and other providers serving the community. Identify public health and social services supported by the community through municipal subsidy. i. Municipal Government Facilities and Services – Describe facilities and staffing for municipal administrative, enforcement, and public works operations. 	✓		D2-8	
Comments:				

APPENDIX A. SELF ASSESSMENT CHECKLIST MACHIASPORT COMPREHENSIVE PLAN UPDATE

Public Facilities and Services <i>(cont.)</i>	✓	N/A	Page	SPO Review
Policies (minimum required to address State goals)				
1. To efficiently meet identified public facility and service needs.	✓		D21	
2. To provide public facilities and services in a manner that promotes and supports growth and development in identified growth areas.	✓		D21	
Comments:				
Strategies (minimum required to address State goals)				
1. Identify any capital improvements needed to maintain or upgrade public services to accommodate the community's anticipated growth and changing demographics.	✓		D21	
2. Locate new public facilities comprising at least 75% of new municipal growth-related capital investments in designated growth areas.	✓		D21	
3. Explore options for regional delivery of local services.	✓		D23	
Comments:				

APPENDIX A. SELF ASSESSMENT CHECKLIST MACHIASPORT COMPREHENSIVE PLAN UPDATE

Fiscal Capacity and Capital Investment Plan	✓	N/A	Page	SPO Review
Analysis and Key Issues				
1. In general, are tax revenues from new development offsetting the cost of needed additional services and capital investments?	✓		J4	
2. What are the capital investment and budgeting priorities identified in other sections of the plan?	✓		J8	
3. What changes in the community's tax base are anticipated and how will it affect the community? What impact do tax exempt properties and tax incentive programs have on taxes?	✓		J2	
4. How does the community currently fund its capital investments? How will future capital investments identified in the plan be funded? Does the community have any impact fee ordinances?	✓		J7	
5. If the community plans to borrow to pay for capital investments, does the community have sufficient borrowing capacity to obtain the necessary funds?	✓		J6-7	
6. How do county and school administrative unit assessments and/or obligations affect local ability to finance proposed capital investments?	✓		J5	
7. How are state or local spending limitations, such as those in P. L. 2005, Chapter 2 (effective June 29, 2005) (hereinafter "LD 1"), affecting the community's ability to pay for needed infrastructure and services?			J5-6	
8. What efforts has the community made to participate in or explore sharing capital investments with neighboring communities?	✓	n/a		
Conditions and Trends				
1. Identify community revenues and expenditures by category for last 5 years and explain trends.	✓		J1-4	
2. Describe means of funding capital items (reserve funds, bonding, etc.) and identify any outside funding sources.	✓		J7	
3. Describe the community's tax base, its degree of stability and any anticipated changes during the planning period. Include local and state valuations and local mil rates for the last 5 years.	✓		J1-2	
4. Identify any significant tax-exempt properties.	✓		J5	
5. Calculate current revenue dedicated to tax incentive programs (e.g. tax increment finance district, tree growth, farmland and open space).	✓		J5	
6. Identify LD 1 limits for the previous five years. Describe any occasions where LD 1 limits were surpassed, including the purpose and amount.	✓		J5-6	
Policies (minimum required to address State goals)				
1. To finance existing and future facilities and services in a cost effective manner.	✓		J9	
2. To explore grants available to assist in the funding of capital investments within the community.	✓		J9	
3. Direct a minimum of 75% of new municipal growth-related capital investments into designated growth areas in the Future Land Use Plan.	✓		J9	
4. To reduce Maine's tax burden by staying within LD 1 spending limits.	✓		J9	
Comments: Machiasport routinely coordinates with neighboring communities on a variety of operational matter, but to date the Town has not explores sharing capital investments.				

APPENDIX A. SELF ASSESSMENT CHECKLIST MACHIASPORT COMPREHENSIVE PLAN UPDATE

Fiscal Capacity and Capital Investment Plan (<i>cont.</i>)	✓	N/A	Page	SPO Review
Strategies (minimum required to address State goals)				
1. Implement the capital investment plan (CInP) by developing a capital improvement program (CIP).	✓		J9	
2. Review and/or update the capital improvement program annually or biennially.	✓		J9	
3. Explore opportunities to work with neighboring communities to plan for and finance shared or adjacent capital investments to increase cost savings and efficiencies.	✓		J9	
Comments:				
Capital Investment Plan				
The comprehensive plan must include a capital investment plan that: <ul style="list-style-type: none"> (1) Identifies and summarizes all anticipated capital investment needs within the planning period, including estimated costs and timing, and identifies which are municipal growth-related capital investments. (2) Establishes general funding priorities among the community capital investments; and (3) Identifies potential funding sources and funding mechanisms. 	✓		J8	
Comments:				

APPENDIX A. SELF ASSESSMENT CHECKLIST MACHIASPORT COMPREHENSIVE PLAN UPDATE

Land Use	✓	N/A	Page	SPO Review
Analyses and Key Issues				
1. How is most recent development occurring: lot by lot; in subdivisions; or in planned developments? How is recent development consistent with the community's vision?	✓		K1-3	
2. If the community considers itself rural, urban, or suburban, what are the characteristics that contribute to that sense? How does it fit in the regional context?	✓		K1	
3. Is recent development occurring predominantly within or adjacent to traditional settlements or expanding into rural areas?	✓		K1-2	
4. How effective are current land use regulations and other non-regulatory measures in directing growth to appropriate areas and protecting critical resources? How might they be improved?	✓		K3-4	
5. How do current regulations promote or inhibit development in keeping with the community's traditional village or neighborhood character?	✓		K3-4	
6. Given current regulations, development trends, and population projections, how many new residential units and how much commercial, institutional and/or industrial development will occur in the planning period? Where will this development go?	✓		K3-4	
7. What is the community's administrative capacity to manage its land use regulation program, including planning board and code enforcement officer?	✓		K3	
8. Are environmentally suitable areas within or adjacent to the growth area(s) identified for the location of mobile home parks?	✓	n/a		
Conditions and Trends				
1. An existing land use map, by land use classification (such as mixed-use, residential, commercial, institutional, industrial, agricultural, commercial forests, marine, park/recreational, conserved and undeveloped land).	✓		Map 10	
2. A summary of current lot dimensional standards.	✓		K3	
3. A description or map identifying the location of lots and primary structures created within the last ten years. Include residential, institutional, commercial, and industrial development.	✓		K2-3	
4. A map depicting the constraints to development identified in the plan (may be a combination of maps from other sections).	✓		Maps 3,4,5,6	
5. Identify locations in the community where mobile home parks are allowed.	✓	n/a		
6. Provide a brief description of existing land use regulations and other tools utilized to manage land use, including shoreland zoning, floodplain management, subdivision, site plan review and zoning ordinances.	✓		K3-4	
7. Estimate the minimum amount of land needed to accommodate projected residential, institutional, commercial, or industrial development at least 10 years into the future.	✓		K3	
Comments:				
Machiasport does not discriminate against mobile homes or mobile home parks.				

**Appendix B. EXECUTIVE SUMMARY OF THE TOWN OF MACHIASPORT
COMPREHENSIVE PLAN, 1996**

This appendix reproduces the Executive Summary from the 1996 Machiasport Comprehensive Plan. A full copy of the plan is on file in the Town Office.

INTRODUCTION

The Machiasport Comprehensive Plan was written between April 1995 and June 1996. It was drafted under the State Comprehensive Planning and Land Use Regulation Act of 1988 (MSRA Title 30-A, Section 4311 et seq.). The Plan was researched and developed by the Machiasport Comprehensive Planning Committee which consisted of Machiasport residents. The Committee gathered public input for this plan in numerous ways including an opinion survey and public meetings.

The purpose of the Plan is to anticipate the Town growth for the next 10 years although the Plan will be updated in 2001. While the Plan does not directly change specific Town policies, it does make recommendations for changes in ordinances, programs, and funding of capital projects.

The 1996 Machiasport Comprehensive Plan is available for review at the Town Office. In this Executive Summary each chapter of the Plan's Inventory and Analysis section is summarized with statements of goals and findings followed by the policies and implementation strategies derived from that chapter. After these summaries are brief descriptions of the Regional Coordination Plan, the Capital Investment Plan, and the Growth Management Opinion Survey and tabulated results.

The Implementation Strategies may be used by Machiasport to ensure that the policies are adequately carried out. These strategies contain specific actions, the parties responsible for carrying out. These strategies contain specific actions, the parties responsible for carrying them out, and the time frame and estimated costs. It must be noted that specific costs must be approved by voters at a town meeting.

ECONOMIC DEVELOPMENT

Goal To promote an economic climate that increases the number of jobs available locally.

Findings Machiasport is a rural town with a heavy dependence upon the ocean and other natural resources. The majority of businesses in town rely upon these resources or upon the two major employees, the Down East Correctional Facility and Atlantic Salmon of Maine.

The predominantly rural character of the town is a major reason behind many residents' decision to live in Machiasport. Results of the Comprehensive Plan Survey indicate that 65% of the respondents thought the town should organize a more pro-active strategy to attract and develop year-round business and industry. The survey also revealed that 66% favored encouraging a business district.

Policy The Town of Machiasport will actively support and participate in an appropriate State and Regional Economic and Business programs which enhance the Town's economic well-being and increase job opportunities for local residents.

Implementation

Strategies In order to fulfill the purpose of the above Economic development Planning Policy, Machiasport will have to take the following actions:

- a. Future economic development in Machiasport will be encouraged in the growth areas and discouraged by ordinance in other areas. Growth areas are described on the Land Use Map. Within these areas, the Town will assist in programs that are, or may become, available to help small businesses.
- b. The Town does not encourage heavy industry to locate here.

Goal Increase the number of jobs available locally and to manage future commercial activity.

Implementation

Strategies Encourage light industrial and commercial development through participation in regional State and regional development programs.

Continue to encourage home occupations that do not detract from residential areas or affect the rural character of the town, provided that such home occupations do not adversely affect the Town's resources.

Define the difference between small and large-scale commercial activity, and develop a site-review ordinance with standards and buffering provisions.

Goal To encourage appropriate economic growth in the community.

Implementation

Strategies It is recommended that:

1. The Planning Board, in conjunction with the present Harbor Committee, Beach Committee and Conservation Committee, prepare a plan to obtain improved access to the shore and docking facilities.
2. In conjunction with this effort the Committee should consider regulation of the Town-owned shore facilities.
3. The Town support efforts to attract environmentally sound industry to Machiasport.

HOUSING

Goal To encourage and promote affordable, decent housing opportunities for all current and anticipated local citizens, especially those with low to moderate incomes.

Findings Machiasport's housing stock has increased forty-three percent (43%) from 1970 to 1990, eighty-two units were built after 1979, however, forty-four percent (44%) of the housing stock was constructed prior to 1940. Nineteen percent (19%) of year-round home (in 1990) are mobile homes, and there is only one unit of multi-family housing in town. It is difficult to project how much new housing should be built, since demand depends heavily upon the growth in local and regional economies.

Residents responding to the Comprehensive Planning Committee's Survey were relatively evenly divided on the issue of the Town developing affordable housing for residents (Yes-44%, No-39%) and only 23% somewhat agreed that the lack of affordable housing was a serious problem now and in the next decade.

Policy The Town of Machiasport will encourage the continuation of the construction and maintenance of affordable housing for all of its citizens.

Implementation

Strategies The use of manufactured houses in Machiasport is encouraged, whether in parks or on individual lots as single family structures.

Schedule: July, 1997

Responsibility: Planning Board

Estimated Cost: Volunteer effort

Policy The Town will not discriminate against manufactured housing, mobile home parks, elderly housing, or low income housing projects within its jurisdiction.

Implementation

Strategies: The Town will encourage the location of any mobile home parks in areas which sufficient meet the standards of the Mobile Home Park and Trailer Ordinance.

Schedule: July, 1997

Responsibility: Planning Board

Estimated Cost: Volunteer effort

TRANSPORTATION

Goal To plan for, finance and develop an efficient transportation network to accommodate anticipated growth and economic development

Findings Machiasport has 22 miles of publicly maintained roadway, State Route 92 bisects the town and there are no DOT identified high accident locations.

The roads are in fair to poor condition and traffic flows show a modest increase, particularly in the number of heavy trucks traveling to and from the Down East Correctional Facility and Atlantic Salmon of Maine. The Kennebec Road is in need of upgrading.

Survey respondents recorded overall concerns about future problems with the roads (62%) and the Kennebec Road (70%).

There is a need for a five-year road improvement plan, perhaps monitored in part by a Road Committee.

Policy The Town of Machiasport will prepare and maintain a long-range Town Road Maintenance and Improvement Program.

The Town will maintain, expand, and improve its roads in accordance with its adopted long-range plan.

Implementation

Strategies The Town will ask for volunteers to form a seven-member Local Road Committee. A representative from the Board of Selectmen shall be a member, six more volunteers would be needed.

Schedule: July, 1997

Responsibility: Board of Selectmen

Estimated Cost: Volunteer effort

The Road Committee will prioritize all roads in town and propose a five year resurfacing program.

Schedule: July, 1997

Responsibility: Road Committee

Estimated Cost: Budgeted amount

Source of funds: Taxes

A written long-range plan for Transportation will be formulated.

Schedule: July, 1997

Responsibility: Road Committee

Estimated Cost: Insignificant cost

The Town will actively pursue a plan to reconstruct the Kennebec Road in equal parts and maintain the improvements.

Schedule: July, 1997

Responsibility: Road Committee

Estimated Cost: Budgeted amount

Source of Funds: Taxes

The Town will advocate for improvements and aggressive maintenance to Route 92, including but not limited to areas identified as high problem areas in the Inventory and Analysis section.

Schedule: July, 1997

Responsibility: Road Committee

Estimated Cost: DOT Funds

The Town will study all roads for their adequacy to accept police, fire, and school bus traffic, as well as other traffic, and make recommendations for corrective actions.

Schedule: July, 1998

Responsibility: Road Committee and Board of Selectmen

Estimated Cost: Insignificant cost

The Town will begin to include funding for a sand and salt shed, improved winter road maintenance, and adequate equipment in the Capital Improvement Plan.

Schedule: Beginning with the adoption of Comprehensive Plan

Responsibility: Board of Selectmen

Estimated Cost: Unknown

Source of Funds: Taxes and DOT salt and sand shed funds

PUBLIC FACILITIES

- Goal** To Plan for, finance and develop an efficient system of public facilities and services to accommodate anticipated growth and economic development.
- Findings** As all residents and businesses in Machiasport rely on ground water for their needs, it is imperative that this resource be protected from any more adverse impacts and the current contamination in the Howard Mountain area be contained.
- As the costs associated with the disposal of solid waste continue to rise, there will be additional burdens places on the taxpayers. A means of reducing these costs is to reduce the amount of disposed waste through recycling.
- The new Fire Station will make it possible for fire protection in Machiasport to be improved through facility use, training and a central location. The Town office expansion will also serve the 26% of the survey respondents who said that the town government was responsive to their needs and the 26% who said it was not responsive.
- Policy** The Town of Machiasport will plan for, finance, and maintain an efficient system of public facilities and services to accommodate current and projected needs through the development, adaptation and implementation of a capital improvement program.
- The Town will encourage increased use of the Sanborn Cove lot to accommodate current and projected needs for public access to the coastline.
- The Town will, in conjunction with the current Cemetery Associations of Machiasport, organize and implement a Cemetery Improvement Plan which will survey the current burial grounds, note lots available for

purchase and establish a process through the Town Office to arrange plot purchases.

Implementation

Strategies The Town will actively involve itself in regional efforts to promote Washington County. The Machias Economic Summary Area, of which Machiasport is member, will be the focus of the efforts.

Schedule: By the end of 1997

Responsibility: Board of Selectmen

Estimated Cost: Insignificant cost

The Town will seek to improve the access road to the Sanborn Cove Lot construct parking, trails, and shelter.

Schedule: Appoint a committee by the Town Meeting, July 1997

Responsibility: Selectmen

Estimated Cost: Initially an insignificant cost

The Town will create a Cemetery Committee to map cemeteries, consolidate church records and establish a data base for future reference.

Schedule: Committee work

Responsibility: Selectmen and Cemetery Committee

Goal

The Town will develop a five-year plan for public facilities Within this plan the Town will move the present Town Garage to the Municipal site, move debris from the old dump to the newer landfill site, and permanently seal it. At the site of the old dump, the Town will pursue the restoration of the area and the reopening of the clam flats.

Findings

Residents have expressed a desire to centralize some services in town. Locating the Town Garage adjacent to the Municipal Building will address this concern. Suggestions, looking far into the future, have included moving the Post Office and expanding public recreation facilities to the same site.

Implementation

Strategies The Town will plan for centralization of services at the Municipal site.

Estimated Cost: Insignificant cost

Within three years, the “type” of government should be reviewed by the Comprehensive Planning Committee.

Schedule: Continuing effort, by 1999

Responsibility: Comprehensive Planning Committee

Estimated Cost: Not significant

The Town will create a five year plan to meet the goals of centralizing the municipal services and plan for expanded recreational facilities.

Schedule: Continuing effort, by 1999

Responsibility: Comprehensive Planning Committee

Estimated Cost: Not significant

RECREATION

- Goal** The town will make available a wide range of outdoor recreational opportunities for all of its citizens, including access to public waters.
- The Town will explore the creation of indoor recreational facilities in conjunction with other towns in the area.
- Findings** Residents value their scenic vistas of the coast, as evidenced by the 70% of the survey respondents who thought property owners should be required to preserve scenic views as long as their rights to develop the property were protected. Although only 11% thought more should be done to preserve scenic resources, 65% valued preservation of the coastline. Public access will continue to be of primary importance as developmental pressures force the public into fewer locations.
- The Comprehensive Plan Committee survey reflected an overall concern about the lack of recreational facilities and activities in the next decade; 31% strongly agreed that it was a problem, 17% agreed and 195 were uncertain.
- Policy** The Town of Machiasport will seek to make available a wide range of outdoor recreational opportunities for all citizens, including access to public waters.
- Implementation Strategies** The Town will reactivate the Committee charged with the responsibility of expanding the public access to the tidal waters for boating, fishing and other purposes. Such investigation shall consider acquisition of shore front property.
- Schedule:** Committee reactivated by Town Meeting, 1997
 - Responsibility:** Selectmen
 - Estimated Cost:** Not significant for study
- The Town may apply for a ROW Rediscovery grant from the Maine Coastal Program at the State Planning Office.
- Schedule:** 1996-7
 - Responsibility:** Selectmen and Planning Board
 - Estimated Cost:** Not significant at this time
- The Town will, through a Recreation Committee, prepare plans for providing for the following recreational activities: ball fields, roller-blade areas, boating areas, walking and skiing trails (no vehicles allowed), bicycle trails, and outdoor basketball courts.
- Schedule:** Submit plans by Town Meeting, 1997
 - Responsibility:** Selectmen and a Recreation Committee
 - Estimated Cost:** Planning costs are not significant

MARINE RESOURCES

Goal The Town will continue to protect the residents’ access to the means of their livelihood through the maintenance of current facilities and solving the problem created by the coexistence of residences and commercial activities. Future access needs could be addressed through the continuation of a Harbor District and a Maritime Activity District designation.

Findings There are sixteen islands within the boundaries of Machiasport, physically bounded on almost all sides by water. Much of the economic activity in town is tied closely to the water; one hundred and sixty-seven watercraft are registered.

The Town has publicly owned water access sites (boat launch) at Finn Beach, behind the Gates House, and adjacent to the “Foster Bridge” culvert over Tidewater Stream. Jasper Beach (Howard Cove) is protected by the Federal Coastal Barrier Program, where the Town owns eleven acres. Private access is available at Starboard Island and Pettegrow’s Boat Yard.

Survey respondents (55%) thought the public had access to the ocean, 65% wanted to do more to preserve the coastline and a total of 77% saw an overcrowding of existing shoreland facilities as a problem to be addressed in the next ten years.

Policy The Town of Machiasport will protect the shoreland access of its residents and will investigate improved access and the construction of appropriate facilities.

Implementation

Strategies The Town will maintain the Harbor District and the Maritime Activities District designations to protect the access and the economic activity of many residents in the face of developmental pressures.

Schedule: By Annual Town Meeting, 1997

Responsibility: Selectmen

Estimated Cost: Initially not significant

The Town will continue to support the present shoreland zoning regulations and will review the regulations every five years.

Schedule: Beginning with adoption of the Comprehensive Plan

Responsibility: Planning Board

Estimated Cost: Not significant

The Town will revisit the 1989 Action Plan for the plan to rebuild the public access site behind the Gates House and incorporate the costs of the improvements into the capital improvement plan.

Schedule: After adoption of the Comprehensive Plan

Responsibility: Selectmen and the Planning Board

Estimated Cost: Initially not significant

Source of future funds: DOT, taxes

- Goal** The Town will contact the Army Corps of Engineers and re-involve them in a project designed to enlarge and dredge Bucks Harbor.
- Findings** Bucks Harbor was dredged in 1972. At that time the Army Corps of Engineers indicated that this would be sufficient for fifty years. Fishermen have reported shallower depths and deep-draft vessels are now obligated to anchor near the mouth of the harbor to insure that they will not go aground at low tide.
- The harbor would have to be enlarged first (the Town never had the funds to do this in 1972); then the Army Corps of Engineers could contract this work as a total project.
- Policy** The Town will designate a representative to contact the Army Corps of Engineers and pursue an enlarging/dredging plan.

Implementation

- Strategies** The Town will also revisit the 1989 Action Plan for copies of the 1986 Army Corps of Engineers breakwater studies and dredging plans. Funds have not materialized as of now.
- Schedule:** After adoption of the Comprehensive Plan
 - Responsibility:** Selectmen
 - Estimated Cost:** Initially not significant
 - Source of future funds:** Army Corps of Engineers, Department of Marine Resource, Federal funds
- The Town will initiate a study to determine the need for improved public access at Tidewater Stream, including improved parking facilities.
- Schedule:** After adoption of the Comprehensive Plan
 - Responsibility:** Selectmen, Road Committee
 - Estimated Cost:** Not significant
 - Source of future funds:** DOT
- The Town will revisit the 1989 Action Plan for copies of the development of the Sanborn Cove area.
- Schedule:** After adoption of the Comprehensive Plan
 - Responsibility:** Selectmen
 - Estimated Cost:** Not significant initially
 - Source of future funds:** Army Corps of Engineers, Department of Marine Resource

WATER RESOURCES

- Goal** To protect the quality and manage the quantity of Machiasport's water resources, watersheds, and the Larabee Heath.
- Findings** In recognition of the fact that activities within a watershed may affect the quality of the water great distances away (as evidenced by the Howard Mountain contamination), the development of local and regional policies

are necessary to ensure future protection. An Aquifer Ordinance has been suggested.

Because of its ecological importance, the Larabee Heath, a freshwater wetland, should be preserved and protected from adverse impact. In addition to the wetlands, several erosion sites have been identified along the coastline (one particularly near the cemetery) and are in need of stabilization.

Over half (55%) of the survey respondents said the town should improve public access to the Machias River through Machiasport and 69% thought the Town ought to do more to preserve the river front.

Policy The Town of Machiasport will protect from adverse impact the significant identified water resources within its jurisdiction.

The Town of Machiasport will continue to enforce land use regulations protecting its significant water resources from adverse impact.

Implementation

Strategies The Town will support the Department of Environmental Protection and other state agencies in the preservation of Larabee Heath and other fresh water wetlands within its jurisdiction.

Schedule: Upon adoption of Comp Plan, no further action

Responsibility: Selectmen

Estimated Cost: Not significant

The Town will support the protection of land adjacent to streams and brooks that make up the watersheds of Marsh Stream, Larabee Heath, Renshaw Land, the East Side, Mill Pond, Bucks Harbor, Howard Cove, and Starboard Cove.

Schedule: Town to state its policy in these matters

Responsibility: Planning Board

Estimated Cost: Not significant

Goal The Town will pursue the clean-up of the Howard Mountain water contamination and/or suitable source of potable water for affected residents.

Policy The contamination at Howard Mountain concerns many residents, even as the Army Corps of Engineers has accepted responsibility and will ultimately be responsible for funding alternative clean water sources.

Implementation

Strategies The Town will continue to advocate for clean water and protect the aquifers for all residents; water contamination clean-up activities in the Howard Mountain to Miller Mountain area, monitor the clean-up progress of the Army Corps of Engineers, and investigate alternative water supplies.

Schedule: Ongoing

Responsibility: Selectmen

Estimated Cost: Not significant

The Town will pursue alternative water supplies for the residents' wells from Howard Mountain to Miller Mountain affected by the contamination.

Schedule: Ongoing

Responsibility: Selectmen

Estimated Cost: Not significant

The Town will establish aquifer protection through an Aquifer Protection Ordinance.

Schedule: At Annual Town Meeting, 1997

Responsibility: Planning board

Estimated Cost: Initially not significant

The Town will investigate improved public access to the river through Machiasport, perhaps by purchasing the L. Ray Packing property and revitalizing the area with a marina.

Schedule: Report at Annual Town Meeting, 1998

Responsibility: Selectmen

Estimated Cost: Initially not significant

CRITICAL NATURAL RESOURCES

- Goal** To protect the Town's other critical natural resources including wildlife, offshore islands, scenic vistas, and other unique natural areas.
- Findings** Because of the fragile nature of critical areas it is important that they be monitored and plans for their management be developed. Several areas in Machiasport are unique and for their nesting birds, active Blue Heron nests, cobble beaches, and petroglyphs.
- Residents responding to the survey endorsed a more pro-active stance in preserving wetlands (55%), open space (50%), and the coastline (65%). To further facilitate protection, many residents favored commercial development (66%) in specific areas of town. Town aquifer protection was endorsed by 66% of the respondents.
- Policy** The Town of Machiasport will protect from adverse impact the identified critical natural areas within its jurisdiction.
- The Town of Machiasport will continue to enforce land use regulations protecting identified significant natural resources from loss or adverse impact.
- Implementation**
- Strategies** Scenic resources have been identified in the Comprehensive Plan with some detail. The Town will encourage protection of these designated resources.
- Schedule:** Start immediately
- Responsibility:** Planning board
- Estimated Cost:** Not significant

The Town will inventory all septic systems, establish priorities for replacement of malfunctioning systems, and encourage their replacement.

Schedule: Start planning by August, 1996

Responsibility: Code Enforcement Officer, Planning Board

Estimated Cost: Not significant

The Town will inventory erosion problems in watersheds and offer technical assistance to provide mitigation.

Schedule: State policy by August, 1996

Responsibility: Code enforcement officer

Estimated Cost: Not significant

The Town will develop a list of critical natural resources such as steep slopes, highly erodible soils, wetlands, and the like and develop regulatory language for inclusion in the current ordinances.

Schedule: By Town Meeting, 1997

Responsibility: Planning Board

Estimated Cost: Not significant

AGRICULTURAL AND FOREST RESOURCES

Goal To safeguard Machiasport's forest resources from development which threatens those resources and to preserve marginal open space whenever possible.

Findings Agricultural and forest lands are significant components of Maine rural environment, economy and way of life. These areas have value as open space, wildlife habitat, outdoor recreation opportunities, and as scenic resources.

Timber harvesting should be regulated to prevent erosion and sedimentation, destruction of fish and wildlife habitat and rare, unique and exemplary plant communities, as well as to prevent adverse visual impact along public roads and shore land areas.

Some areas of town may be suitable for farming, an economic activity which would preserve the open space so noted by 50% of the survey respondents. As many agreed that more should be done to encourage economic activity (65%), farming may prove to be alternative.

Policy The Town of Machiasport will preserve and protect its rural character by actively encouraging the preservation, protection, and conservation of identified and productive forest land.

The Town of Machiasport will actively encourage efforts to establish tracts of productive farmland, including organic farming sites.

Implementation

Strategies The Town will make available information concerning programs to encourage the preservation of farmland and forest land.

Schedule: State policy by August, 1997

Responsibility: Selectmen

Estimated Cost: Not significant

The Town will encourage the preservation of open space through tree growth and/or open space ordinances.

Schedule: State policy by August 1997

Responsibility: Selectmen and Planning Board

Estimated Cost: Initially not significant

HISTORIC AND ARCHAEOLOGICAL RESOURCES

Goal To identify and protect Machiasport's historic and archaeological resources.

The Town will initiate an inventory of all houses with historical significance.

Findings The Town of Machiasport has a proud history that can be documented well before the American Revolution. The Town was incorporated as a separate town (from Machias) in 1826.

The 1989 Action Plan documents several buildings of historic value. The Liberty Town Hall, the Machiasport Congregational Church, the First Baptist Church (East Side), the Gates House, the Larabee and Machiasport Baptist Churches, the homestead of William Holway in the East Kennebec area, the Libby Island Light Station, and Fort O'Brien all have historical significance.

Although the Action Plan contains several recommendations for stabilization and reconstructive work, no action has yet been taken. In the Comprehensive Planning Committee survey, 71% said more ought to be done to preserve historic buildings.

Policy The Town of Machiasport will promote the identification and subsequent protection of significant historic archaeological resources through voluntary registration and protection programs.

The Town will adopt regulations that protect identified significant historic archaeological resources from incompatible development.

Implementation

Strategies The Inventory of historic buildings in Town (Action Plan, 1989) for all parts of town will be updated.

Schedule: First report by July 1997

Responsibility: Machiasport Historical Society

Estimated Cost: Not significant

The Town will actively seek the assistance of the Maine Historic Preservation Commission in conducting a comprehensive survey of the town's historic above-ground resources in order to identify other properties that may be eligible for nomination to the National Register of Historic Places.

Schedule: First report by July 1997

Responsibility: Selectmen, Machiasport Historical Society

Estimated Cost: Not significant

LAND USE

Goal To encourage orderly growth and development in appropriate areas of Machiasport while protecting the Town's character, making efficient use of public services and preventing sprawl.

Findings The Town currently has in place ordinances that address many developmental issues: Subdivisions (1988), Shoreland Zoning (1991), and Building Permits (1995). Residents feel adequately protected at this time.

The overwhelming use of land in Machiasport is for residential purposes.

Respondents to the Comprehensive Planning Committee's survey did suggest some designation of sites for mobile home parks (49%-yes, 39%-no) and were clear in their locations of residential development anywhere in Town (59%); commercial development could occur in specific areas of Town (66%); and light industrial development could also be located in specific areas of Town (67%).

Policy The Town of Machiasport will periodically update the official Land Use Map which designated areas suitable for future growth and development and areas where the rural character of the community will be protected and enhances.

The Town of Machiasport will adopt and enforce land use regulations which direct future growth and development in areas identified as suitable and appropriate for such growth.

Implementation

Strategies Machiasport, Maine will have Land Use Map and update it with any changes which may be appropriate. The current shoreland zoning map approved at Town Meeting in 1991 in conjunction with the Shoreland Zoning Ordinance shall serve as the land use map. This map will designate the Town as completely rural with the exception of the shoreland zones. Allowable activities in these rural areas are to include home occupations and natural resource based activities (fishing and related activities).

Schedule: Start immediately

Responsibility: Planning Board

Estimated Cost: Initially not significant

The Town of Machiasport will consolidate its Subdivision Ordinance, Mobile Home and Trailer Park Ordinance, Shoreland Ordinance and Building Permit Ordinance to create a Land Use Ordinance. This consolidation of present ordinances will also address other issues of land use that may be appropriate including: erosion control and storm water management.

Schedule: Beginning after adoption of the Comprehensive Plan

Responsibility: Planning Board

Estimated Cost: Initially not significant

FISCAL CAPACITY

Goal To plan for, finance, and develop an efficient system of public facilities and services to accommodate anticipated growth and economic development.

Findings To plan for, finance, and develop an efficient system of public facilities and services to accommodate anticipated growth and economic development.

The tax base in Machiasport is characterized by primarily residential real estate. The town tax commitments have increased at a much faster rate than property values; the tax rates have had to increase 56% during the last six years. Machiasport does, however, still have one of the lowest property tax burdens in the areas.

Residents responding the survey did see tax increases as a serious problem now and in the next five years (48% - strongly agree and 17% - agreed). Most also said they preferred to see the population of the town stay the same (275) of increase slowly (40%), when such would expand the tax base.

Policy The Town of Machiasport will develop and enhance its capacity to provide the most efficient and cost effective financing and operation of existing and future public facilities and services.

The Town of Machiasport will prepare, maintain and annually update a five-year Capital Improvement Program.

Implementation

Strategies The Town will prepare, maintain and annually update a five-year Capital Improvement Program.

Schedule: Once every spring

Responsibility: Selectmen

Estimated Cost: None

REGIONAL COORDINATION PLAN

This section addresses regional policies formulated in part by Eastern Maine Development Corporation. Also included in this section are the

proposed policies developed in Machiasport's Comprehensive Plan which rely on regional coordination and cooperation for their successful implementation.

CAPITAL INVESTMENT PLAN

The purpose of this section is to plan for the efficient use of funds to finance capital needs identified in the Comprehensive Plan. The projects identified in the section are a municipal pier with improved access, improvements to the Kennebec Road, the preservation of historic buildings, and the development of recreational facilities.

MACHIASPORT PUBLIC OPINION SURVEY

The Machiasport Public Opinion Survey was distributed to every tax payer address via the United States Postal Service. The survey was designed to be refolded to be mailed back to the Town Office. Of the 717 mails, 133 were returned; this represents a response rate of approximately 18 percent, not a strong statistically reliable report of public opinion in Machiasport but a reliable report of public opinion. The survey was two pages long and its results are presented in their entirety in a separate chapter in the total Comprehensive Plan package. The survey results were used extensively to guide and substantiate the policies and implementation strategies.

Appendix C. COMMUNITY VISION STATEMENT

The Community Vision Statement summarizes Machiasport's desired future community character in terms of economic development, natural and cultural resource conservation, transportation systems, land use patterns and its role in the region.

Machiasport Today

Machiasport is the kind of community where neighbors know each other and family friendships often go back generations. Its history & natural beauty, access to the sea, a richness of marine and natural resources all contribute to the quality of life in Machiasport today.

The sea is an important resource in Machiasport's economic and social life. Fisheries and seafood processing are valued part of our heritage and continue to be the economic mainstay of our community. At the same time, newcomers and longtime residents alike increasingly find work in nearby communities.

Machiasport is home to an increasing number of new residents. Newcomers and longtime residents enjoy the natural beauty along Machiasport's many miles of varied coastline which include coastal islands, extensive tidal flats, salt marsh, sand bars and rocky headlands.

A. Special Places

Machiasport is a rural community with strong ties to the water and the land. Among the places that Machiasport residents hold most dear are places where people get down to the water for work, recreation and to enjoy scenic coastal views. These include working waterfronts (such as at Bucks Harbor), places of traditional access to the shore (such as clam flats at Point of Flats and elsewhere), and places of scenic beauty (including the Jasper Beach, the Point of Main, Libby Island Light and scenic islands of Machias Bay).

Machiasport's long and rich history is also reflected in the community's cherished places. The first naval battle of the American Revolution was fought in waters just off Machiasport. Historic sites including Fort O'Brien, Liberty Hall and Libby Island Light bear witness to Machiasport's history. They include rural churches, historic cemeteries, and the many small farms that contribute to Machiasport's agricultural heritage.



Long before Europeans arrived, the People of the Dawn etched images – known as petroglyphs – in Machiasport’s brittle coastal shale. These petroglyphs sites are truly unique and sacred places. Petroglyph sites in Machiasport include scenes from daily life, local fauna and abstract designs. Images of early European sailing vessels are among the only artifacts in the world that record early contacts between Europeans and North Americans from a Native American point of view.

While long time residents of Machiasport are aware of the many special places in town, due to a variety of factors many of Machiasport’s special places are under-appreciated or misused. Some public and historic buildings – such as Liberty Hall – have fallen into disrepair. In other case, long-standing traditions of permissive use and access to special places that exist on private property is disappearing due to changing land-ownership patterns and/or abuse by a small number of individuals. Lack of proper facilities (e.g. trails, parking) limits public access to other places where public access is allowed. And in the case of yet other places—such as petroglyphs and shell middens – even occasional visitation can lead to irreparable damage.

B. The Vision: Machiasport in 2030

The Town of Machiasport wishes to retain its marine and natural resource-based industries, its scenic and natural beauty and its small-town way of life. At the same time, Machiasport in 2030 should remain affordable to a diversity of people, young and old, fishermen and office workers, newcomers and long time residents.

We envision that in 2030, fishing and seafood process will continue to be an important source of employment for Machiasport residents. Growth in seafood processing will primarily occur near existing marine infrastructure in and around Bucks Harbor. Infrastructure improvements including an alternate truck route around the Village, pedestrian, dredging of Bucks Harbor, a small marina and appropriate development of wind power will make Machiasport a more pleasant place to live and do business. New retail businesses including both those that cater to local residents and to tourism will be attracted to town – providing additional opportunities for year-round employment.

In 2030, Machiasport’s scenic coastal resources and quality of life will also continue to attract new residents and seasonal visitors. Many Machiasport residents will continue to find employment in nearby communities. A restored Liberty Hall will be a point of community pride and place where both newcomers and long-time residents will come together for community events. Trails and other recreational facilities developed at a new Town Park (located near the Town Office) will provide enhanced outdoor recreation opportunities for all residents.

The public will enjoy continued access to Machiasport’s special places for a diversity of residents and purposes. Through on-going voluntary partnerships with landowners and other efforts, working waterfront access will be available to those who make their living on the sea. And through a mix of public and private efforts, recreational access will be enhanced for kayaking, beachcombing and the enjoyment of scenic vistas.

Machiasport's Villages and Hamlets

Overall, Machiasport in 2030 will look much as it does today. Each of Machiasport's village areas and neighborhoods will maintain its own unique character.

***Bucks Harbor** should continue to function as working waterfront. The harbor will continue to be used by a variety of marine uses, including traditional fisheries, recreational boating and aquaculture. Bucks Harbor Public Pier will continue to be a valued community resource. Bucks Harbor will continue to be a center of employment in Machiasport and local residents will continue to find year-round employment in seafood processing and marine businesses. Some new businesses – such as small retail stores and restaurants – may add to the mix of economic activity. These may include tourism related businesses, such as a small restaurant, artist's galleries or bed-and-breakfast attracted by the picturesque working harbor. The concentration of business and employment may also make possible the development of workforce housing, affordable to young families and consistent with the historic pattern of development in this quintessential down east fishing village.*

*In **The Village** (also known as '**Machiasport**') a restored Liberty Hall will be a center for community activity. A small marina will meet the needs of recreational boaters and kayakers and may provide space for a small retail business such as a restaurant or gift shop. Other small retail business – possibly including galleries and a general store – will cater to seasonal tourism and offer new amenities for local residents. Sidewalks and an alternate truck route that diverts heavy traffic away from the historic village will improve walkability within the Village, allowing residents and visitors to better enjoy the area's historic character. It will also allow for on-street parking to accommodate activities at Liberty Hall and the marina.*

***Starboard** will continue to be a small year round community augmented by seasonal residents. Artists will continue to be attracted by the area's striking natural beauty and unique cultural landscape. A small summer artists' community will support tourism related businesses such as rental cottages or a bed-and-breakfast. If water and sewerage issues can be address, the Air Force base site may be redeveloped to include mix-income residential housing. Other opportunities for redevelopment include a municipal park with recreational facilities to complement existing facilities at Jasper Beach.*

***Larabee**, with a strong year-round community as well as the Post Office, Fire Department and Town Office, will continue to be a center of civic life in town. A new Town Park and other improvements (perhaps including improved access to the Heath & secured public access to the water) will improve opportunities for outdoor recreation.*

*In 2030 the **East Side** and **other coastal and inland areas** of Machiasport will stay pretty much the same as they are now. Single- and small-lot subdivision, particularly along the coast will contribute some additional housing stock. Residential uses will be rounded out with traditional rural land uses, including woodlots, small agricultural operations, and outdoor recreation. Machias Bay with its rich waters and scenic headlands and coastal islands will continue to provide a livelihood for many and inspiration for all.*

The Comprehensive Plan Committee hosted a community visioning meeting on January 21, 2009 at the Fort O'Brien School. Participants identified their favorite or most special places in Machiasport. The large group also provided answers in an open forum to several questions about their vision for Machiasport. These are reproduced here and a list of participants at the community Vision meeting is provided at the end of this section.

Special Places in Machiasport:

- Liberty Hall
- Gates House
- "Historic District"
- Machiasport Congregational Church
- Point of Main
- Fort O'Brien
- Petroglyphs
- Shell middens
- Larabee Baptist Church
- The Heath
- Trails
- East Side Cemetery
- Clam flats
- Fishings areas
- Town Office complex
- The Yurt Foundation
- Mill Pond
- Jasper Beach
- Bucks Harbor
- Town Pier
- Libby Island Light
- Gray's Beach
- Finn's Beach
- Seal haul-out (Shag Ledge and Hog Is)
- Public islands & kayaking
- Starboard School (former)
- The Town is a peninsula

Sign In List

Jim Miner
Betty Grant
Rose Arseneau
Barbara Maloy
Rhiannon Hampson-Jovin
Jim Hannedy

Appendix D. PUBLIC PARTICIPATION SUMMARY

This appendix summarizes the public participation process used by the Machiasport Comprehensive Plan Update Committee to solicit public participation in developing the Comprehensive Plan pursuant to 30-A MRSA §4324. The public participation process included regularly schedule public meetings, coordination of the marine resource chapter with the Harbor Management Committee, a public Visioning Session (see *Appendix E*) and a public opinion survey (see *Appendix B*).

Comprehensive Plan Committee Meetings

The Machiasport Comprehensive Plan Update Committee worked to complete the Comprehensive Plan through a series of regular scheduled, monthly meetings held between March 2008 and August 2009. Comprehensive Plan Update Committee meetings were open to the public. The time and location of Comprehensive Plan Update Committee meetings was advertised at the Machiasport Town Office. Machiasport Comprehensive Plan Update committee meetings were staffed and facilitated by the Washington County Council of Governments.

Coordination with Harbor Management Committee

The Marine Resources and Natural Resources sections of the Machiasport Comprehensive Plan Update build in large part on the Machiasport Maritime Plan completed in 2008. Public processes, including advertise public meetings and a community vision session were used in the development of the Machiasport Maritime Plan. The Machiasport Comprehensive Plan Update referred to the work of the Machiasport Maritime Committee and consulted with members of the Maritime Committee in establishing goals, policies and strategies relative to marine and other natural resources.

Community Visioning Session

The Comprehensive Plan Committee hosted a community visioning meeting on January 21, 2009. The Community Vision Session was attended by 6 Machiasport residents representing a variety of interests and living different sections of town. Participants helped to craft the vision statement for Machiasport. The group process is recorded and summarized in *Appendix E*.

The Community Vision Statement was reviewed by the Comprehensive Plan Committee and posted on the Washington County Council of Governments website for comment. The Comprehensive Plan Update Committee made revisions based on input received through the website; and to coordinate with the Vision Statement development as part of the Machiasport Maritime Plan (2008). The Community Vision Statement provided direction to the policies and implementation measures developed by the Comprehensive Plan Update Committee.

Public Opinion Survey

A Public Opinion Survey was distributed to Machiasport residents in January 2009. Surveys were mailed to Machiasport residents from a list that combined registered voters and property owners; additional copies of the survey were made available at the Town

Office. The survey was also made available online through the Washington County Council of Governments' website. The Comprehensive Plan Committee received 80 responses (a response rate of approximately 20%).

Survey respondent were asked questions regarding a wide range of town affair. In addition, many survey respondents submitted written comments. Responses to the survey are summarized in relevant sections of the Comprehensive Plan. Responses and comments submitted by Machiasport residents guided the Comprehensive Plan Update Committee's development of goals and strategies. All of the written responses are reproduced in *Appendix B*.

Appendix E. SURVEY RESULTS

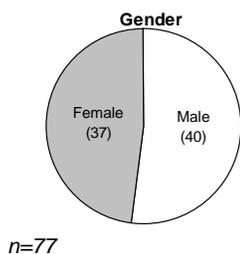
This appendix compiles the results of the public opinions survey distributed to Machiasport residents in the January 2009. Surveys were mailed to Machiasport residents from a list compiled by the Town Clerk’s office that combined registered voters and property owners; additional copies of the survey were made available at the Town Office. The survey was also made available online through the Washington County Council of Governments website at www.wccog.net. The Comprehensive Plan Committee received 80 responses (including 21 online responses) for an overall response rate of approximately 20%.

Survey respondent were asked questions regarding a wide range of town affair. Survey responses are reproduced below and summarized in relevant chapters of the Comprehensive Plan. In addition, many survey respondents submitted written comments, reproduced at the end of this appendix. Responses and comments submitted by Machiasport residents guided the Comprehensive Plan Committees development of goals and strategies.

Overview of Survey Findings

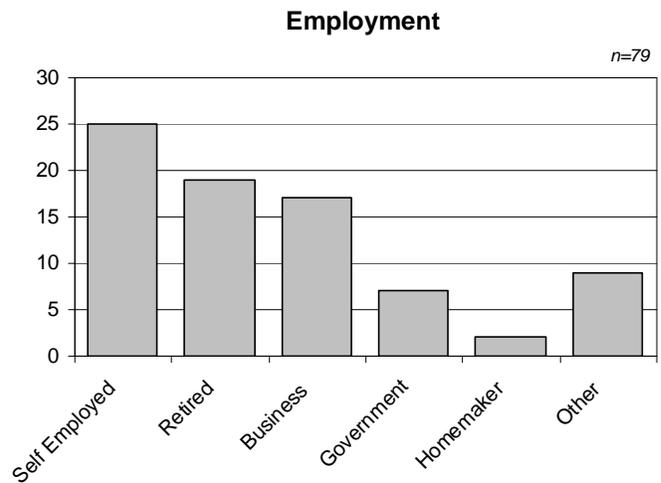
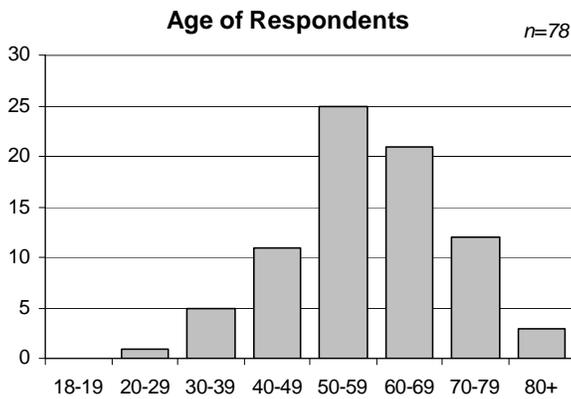
- Respondents were strongly in favor of encouraging the types of land use that currently exist in Machiasport: single family homes, home based business, fishing and aquaculture.
- Respondents were strongly opposed to the development or expansion of land uses such as bars/bottle clubs, casinos, hazardous materials handling operations, and tire/junk/salvage yards.
- Respondents showed a very high level of support for town efforts to acquire and preserve public access to the shore and to develop improved recreational facilities (such as hiking trails).
- Respondents indicated support for a wide variety measures to preserve Machiasport’s scenic beauty and rural character including: development of zoning ordinance, regulation of junk yards, limits on development in scenic areas, public investment preservation of historic buildings and scenic views.
- Overall, respondents indicated a high level of support for efforts to coordinate with neighboring communities in order to improve the delivery of public services.
- Overall, respondents were generally satisfied with town facilities and services, although respondent expressed some dissatisfaction recycling services, recreational facilities, and K-8 Education.

GENERAL RESPONSES/DEMOGRAPHIC



Key Findings

- Respondents were more likely to be and self-employed than the population as a whole; respondents were also older on average than the general population.
- The majority of respondents have lived in Machiasport more than 10 years and nearly 40% have lived in Machiasport more than 20 years.
- Respondents included seasonal and year-round residents.
- Respondents included home-owners and renters, those who live in state, town and private roads and occupants of all types of housing present in Machiasport.



Employment (n=72)

Part time 8 (11%) Full time 50 (69%) Seasonally 2 (3%) Retired 11 (15%) Other 1 (1%)

Live in Machiasport (n=72)

Year-Round 59 (82%) Seasonally 9 (13%) Other 4 (6%)

How many years have you lived in Machiasport

Year round (n=60)

5 years or less	7	12%
6 to 10 years	9	15%
11 to 20 years	16	27%
21 to 50 years	18	30%
More than 50 years	10	17%
Average	27	-
Median	20	-

Seasonally (n=16)

5 years or less	4	25%
6 to 10 years	4	25%
11 to 20 years	3	19%
21 to 50 years	4	25%
More than 50 years	1	6%
Average	16	-
Median	10	-

Home Type (n=76)

Mobile Home 7 (9%) Modular 3 (4%) Site-built 60 (79%) Log 1 (1%) Other 4 (5%)

Own/Rent (n=75)

Own 73 (97%) Rent 2 (3%)

Home is on: (n=76)

Town road 39 (51%) State road 22 (29%) Private road 15 (20%)

Water Source: (n=79)

Drilled Well 69 (87%) Hand dug 7 (9%) Cistern 1 (1%) Other 2 (3%)

Water quality: (n=78)

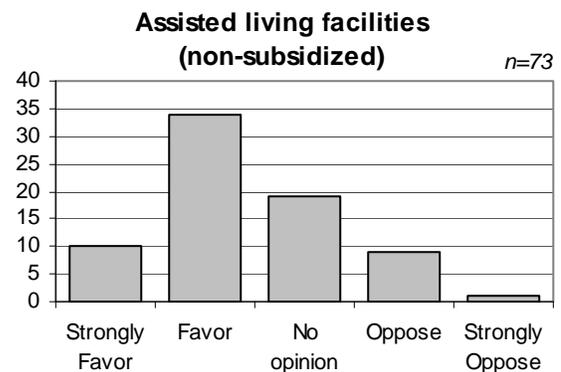
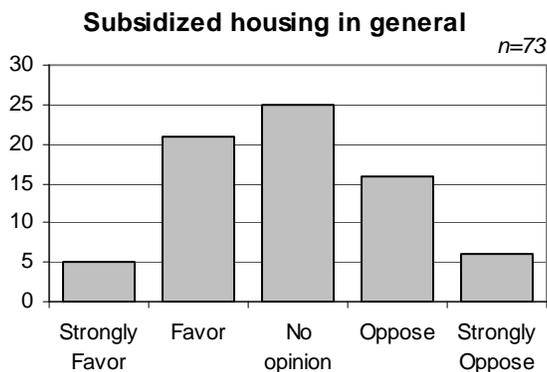
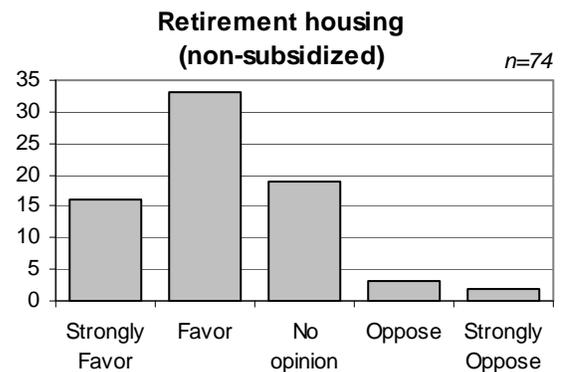
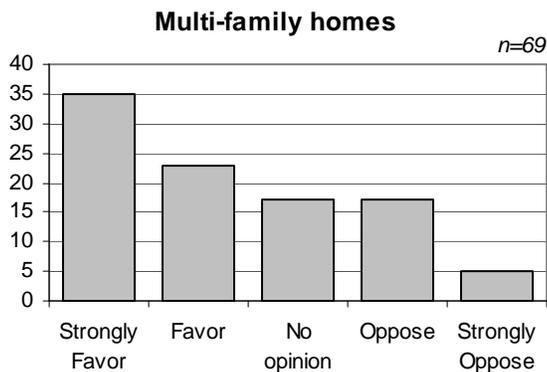
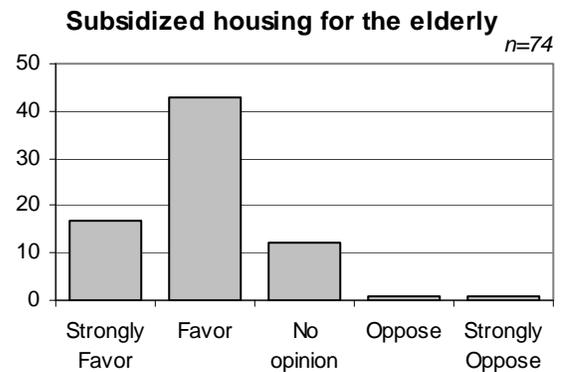
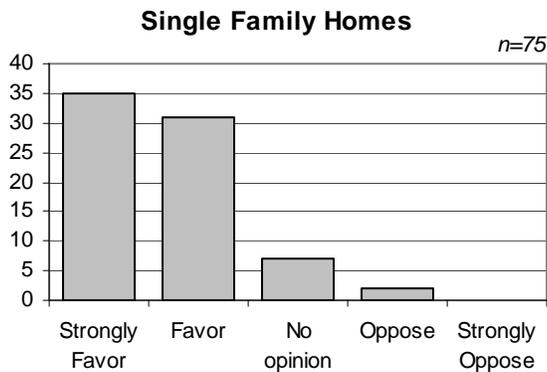
Excellent 28 (36%) Good 33 (42%) Fair 11 (14%) Poor 6 (8%)

HOUSING

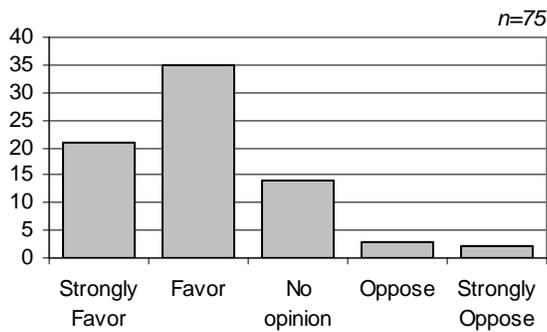
Respondents were asked whether they favored or opposed the development/expansion of various types of housing in Machiasport. The lower case “n” indicates the total number of responses for each question.

Key Findings

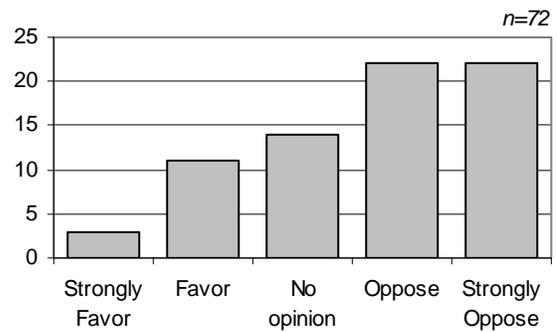
- Survey respondents were strongly in favor of developing single family homes and affordable housing lots.
- Survey respondents strongly opposed development of mobile home parks.
- Survey respondent were generally in favor of subsidized housing for the elderly, retirement housing (non-subsidized), multi family housing, and assisted living facilities.
- There was mixed opinion among respondents regarding development of subdivision with a notable minority strongly opposed.



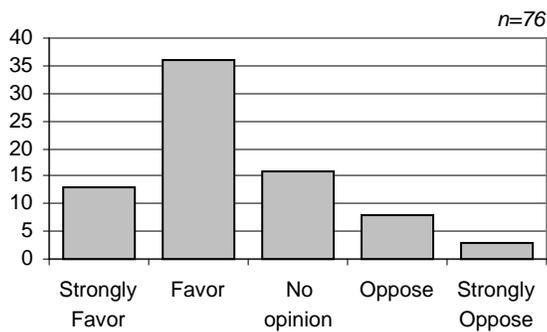
Affordable housing lots



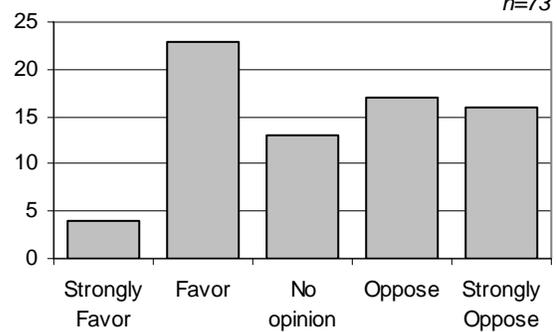
Mobile Homes Parks



Affordable rentals



Subdivisions



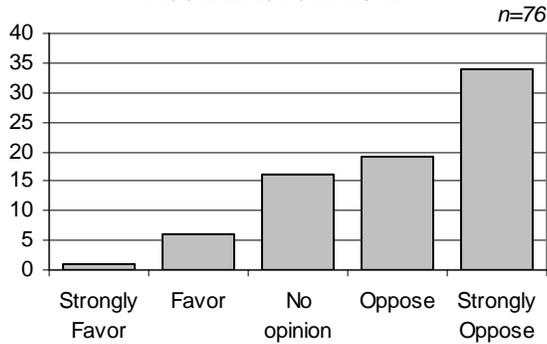
DEVELOPMENT

Respondents were asked whether they favored or opposed development/expansion of various types of land uses in Machiasport. The lower case “n” indicates the total number of responses for each question.

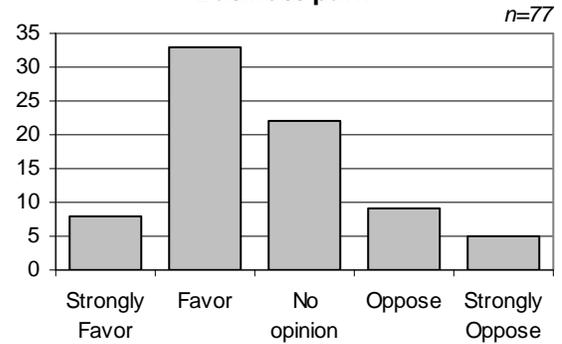
Key Findings

- Among the land uses listed, survey respondents indicated the strongest support for agriculture/farms, home-based businesses, aquaculture and recreation/educational facilities.
- Among the land uses listed, survey respondents were most strongly opposed to bars/bottle clubs, casinos, hazardous materials handling operations, and tire/junk/salvage yards.
- Respondent were generally in favor of the types of land use that support improved transportation options (park and ride & public parking) and business development (business park, professional buildings, manufacturing).
- Respondent were generally favorable to the development the types of facilities that support small scale tourism (bed and breakfast, restaurants, multi-use trails, marinas and resorts), but neutral with regard to the development of hotel/motels.
- There were mixed opinions among respondents regarding development of natural resource based industries. Respondent were generally favorable toward the development of forestry and livestock operations, more neutral vis-à-vis sand and gravel extraction, and generally opposed to water extraction.

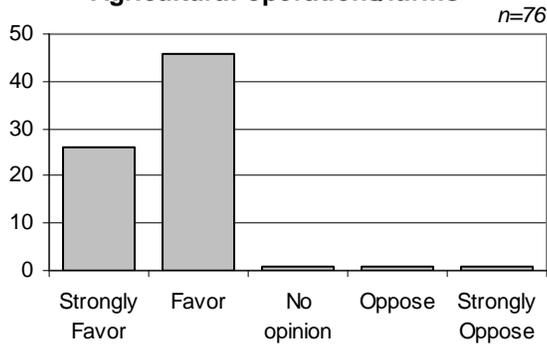
Adult Entertainment



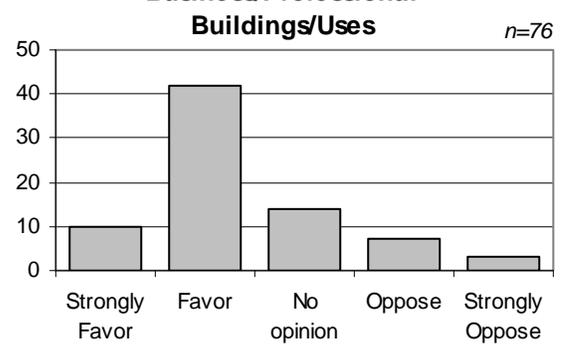
Business park



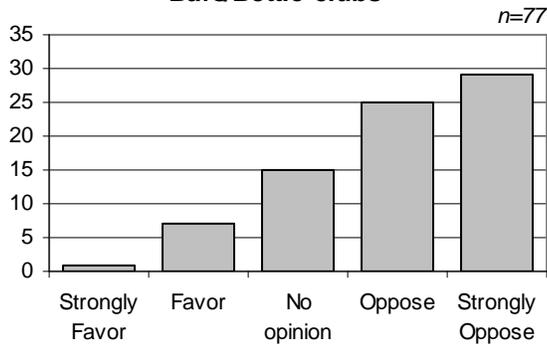
Agricultural operations/farms



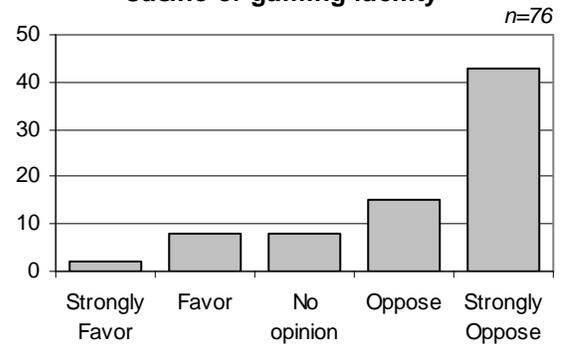
Business/Professional Buildings/Uses



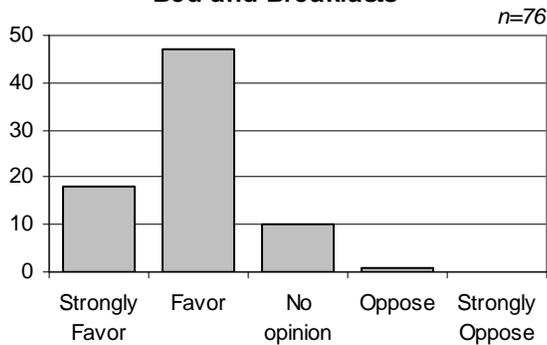
Bars/Bottle clubs



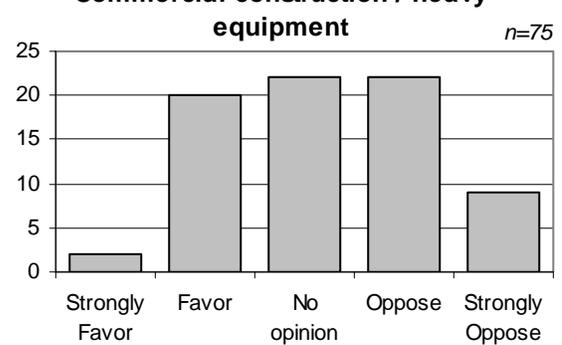
Casino or gaming facility

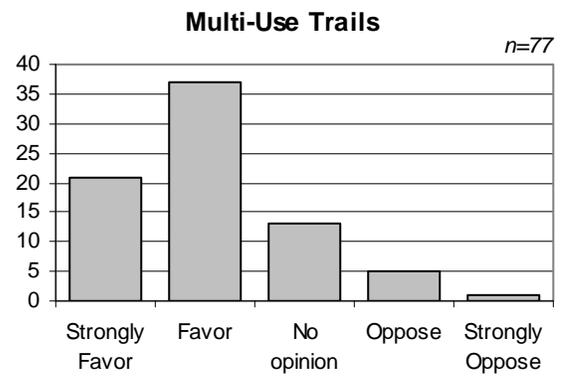
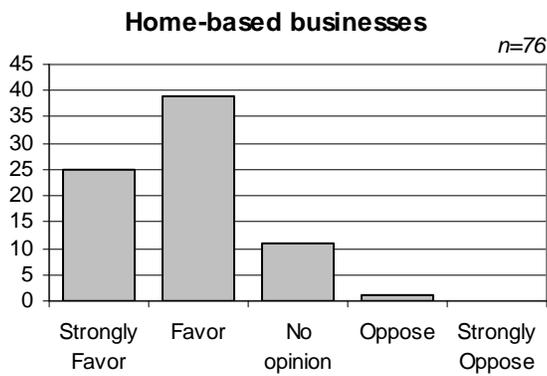
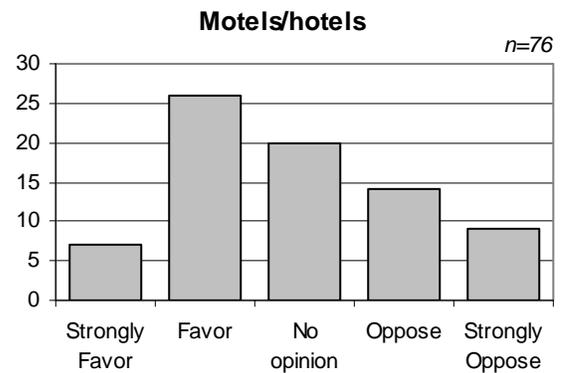
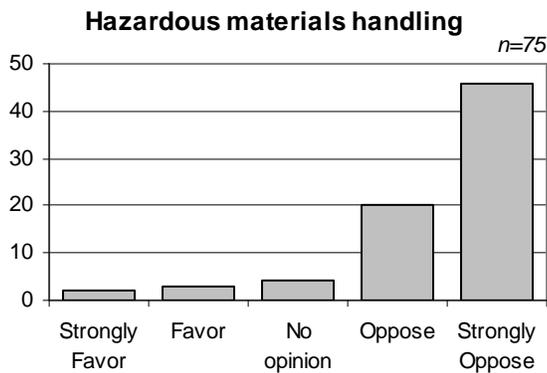
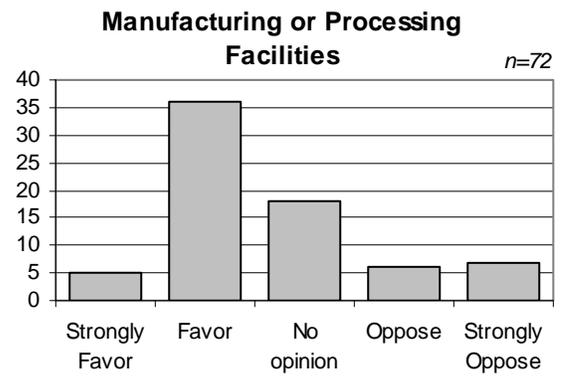
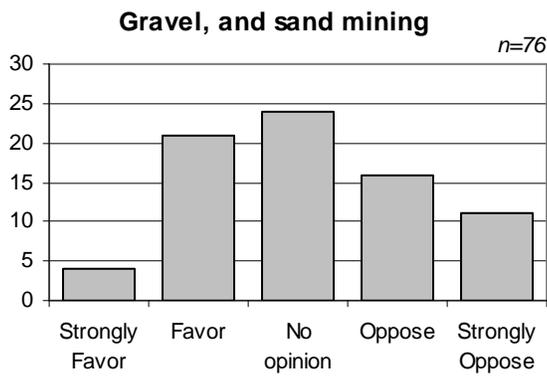
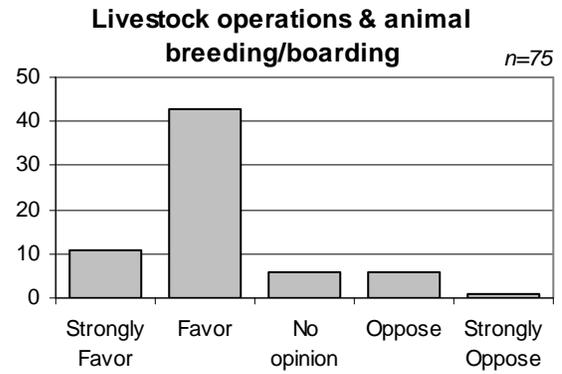
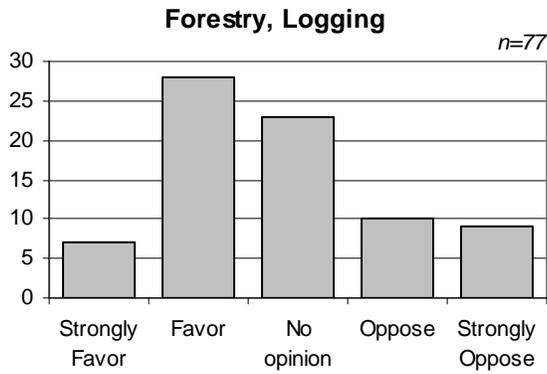


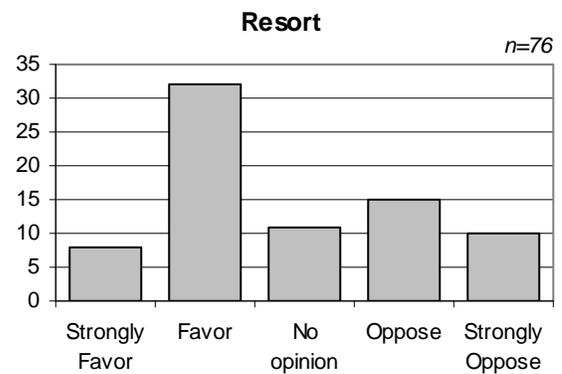
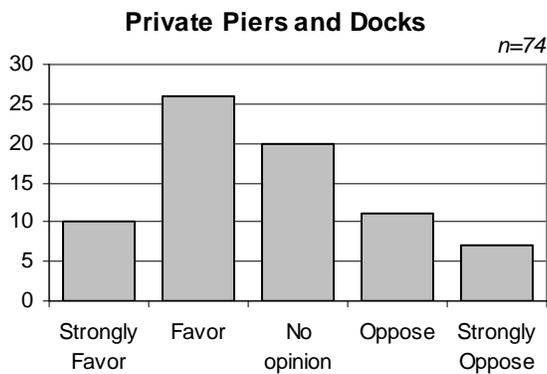
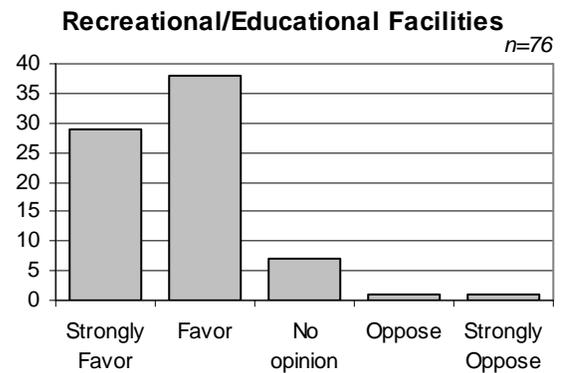
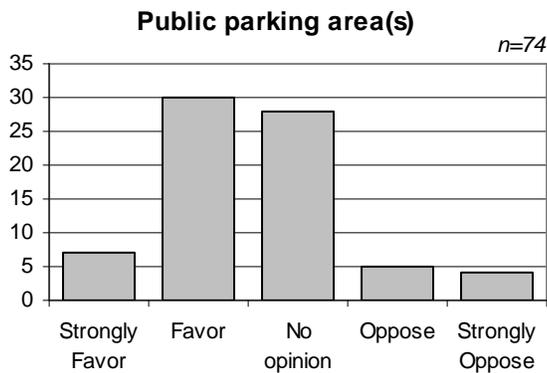
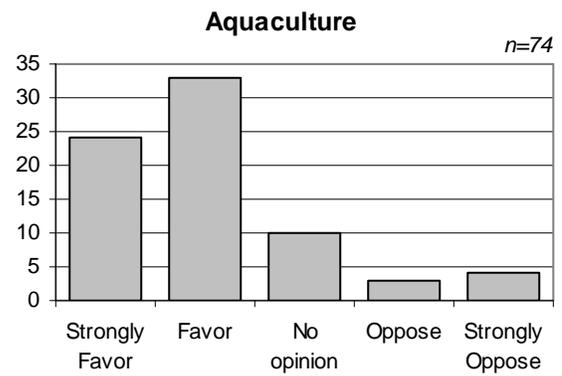
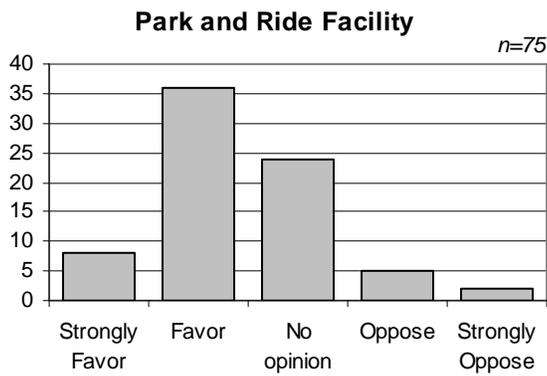
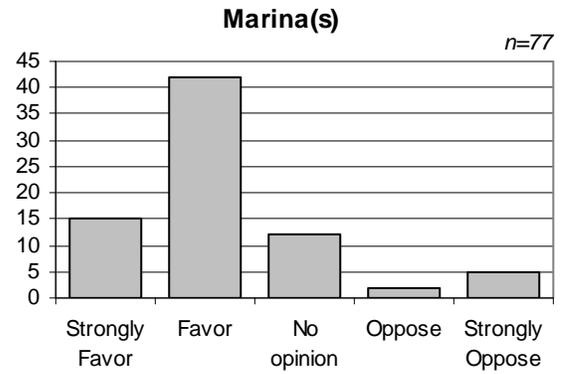
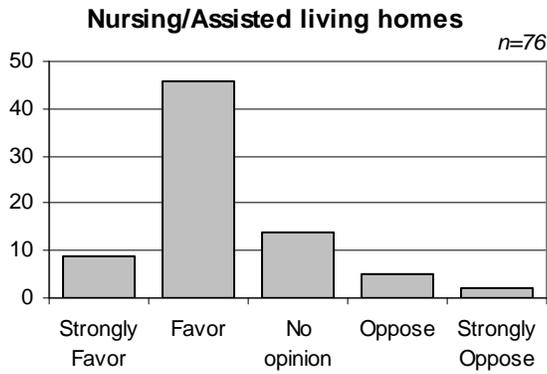
Bed and Breakfasts

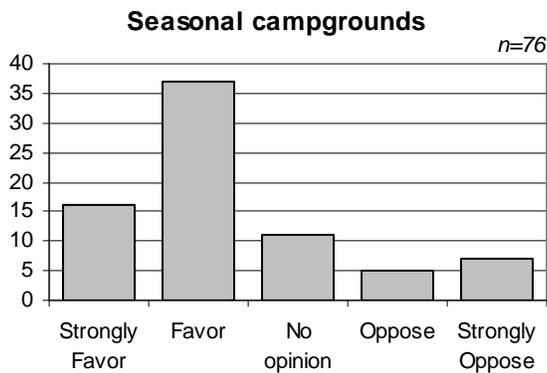
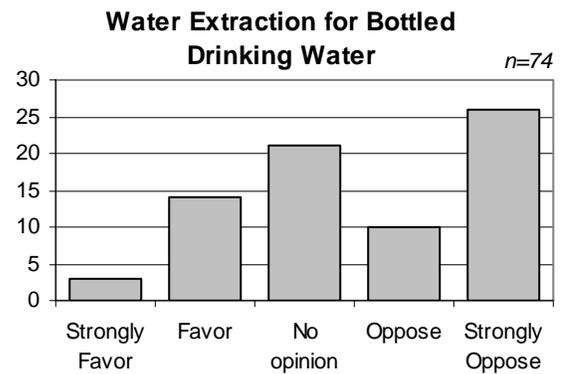
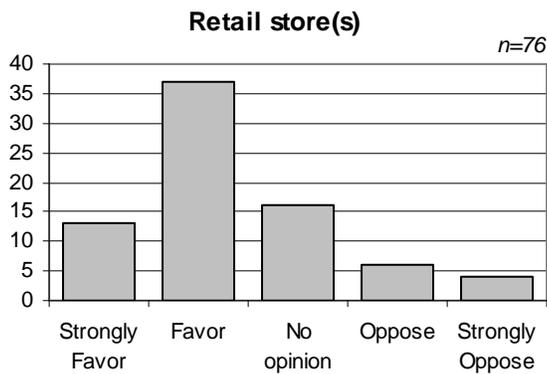
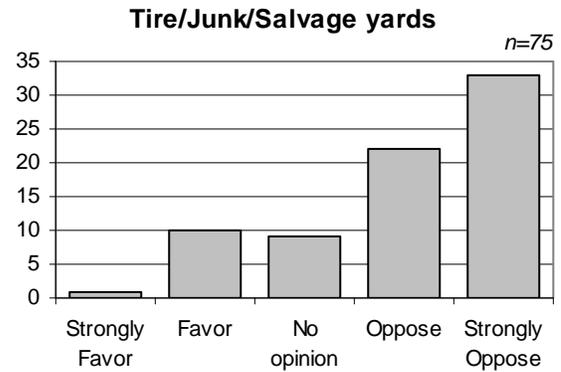
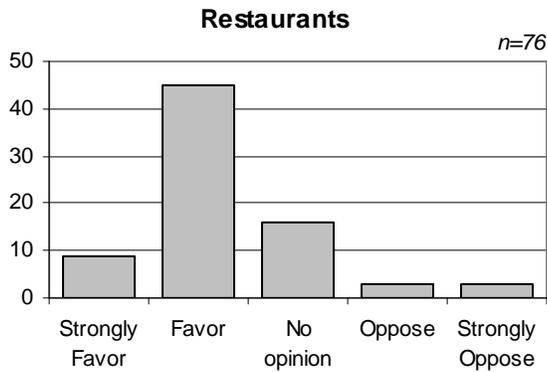


Commercial construction / heavy equipment







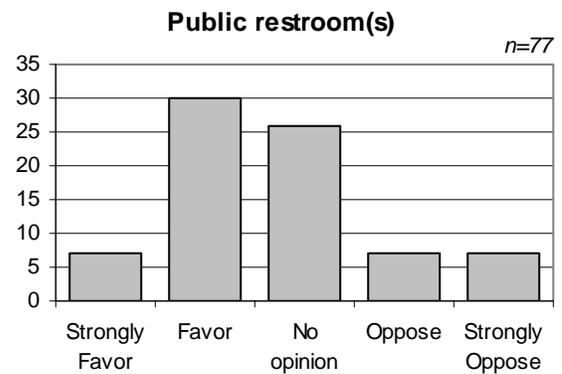
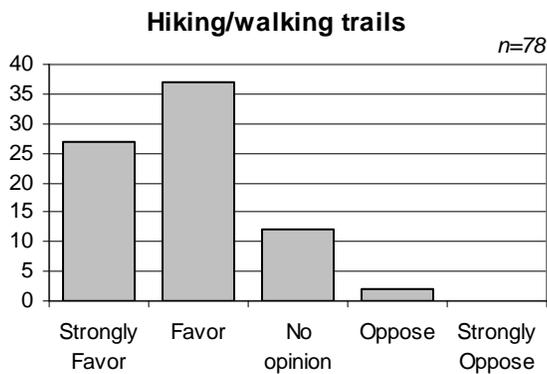
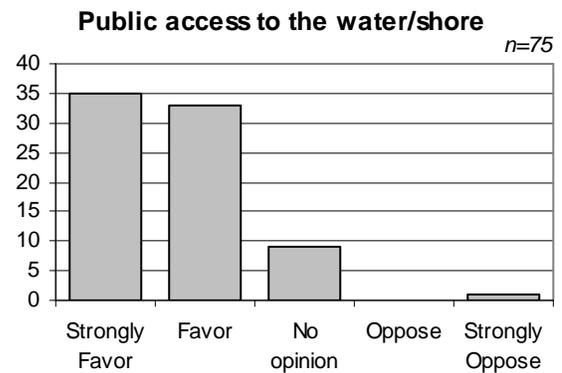
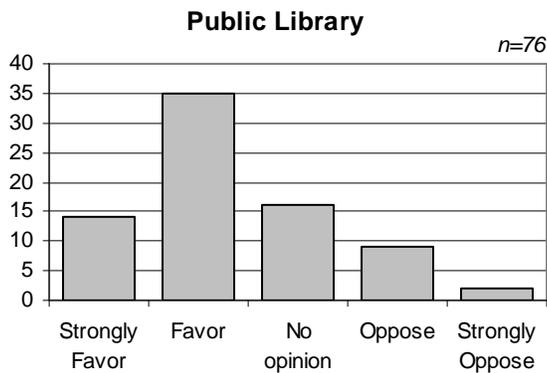
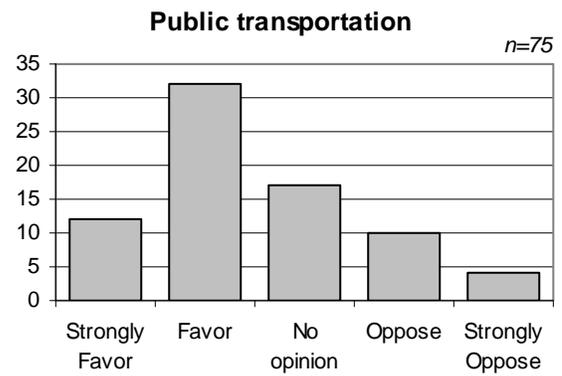
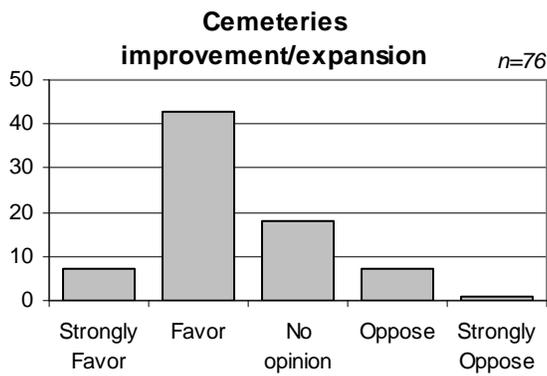
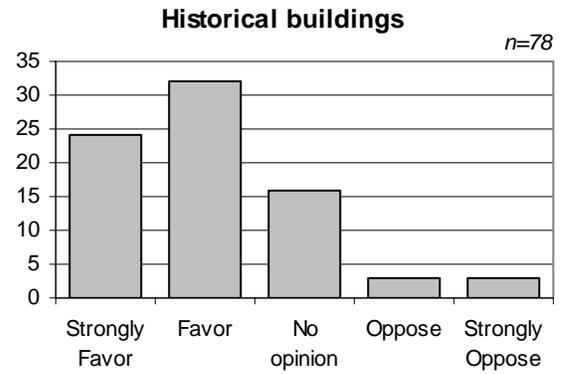
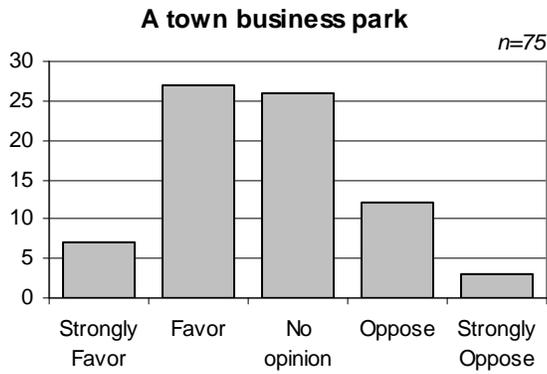


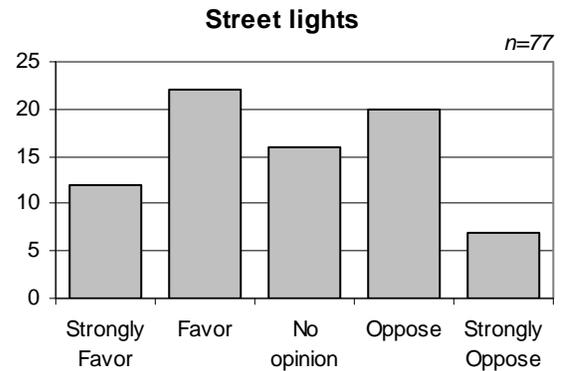
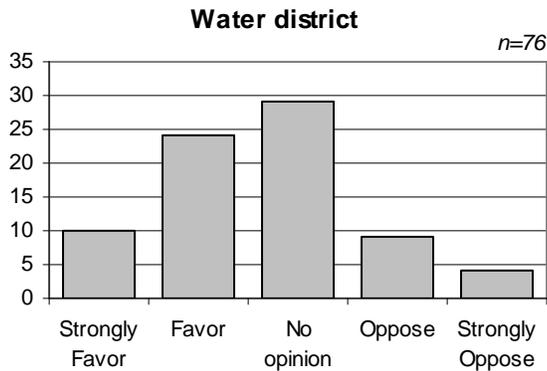
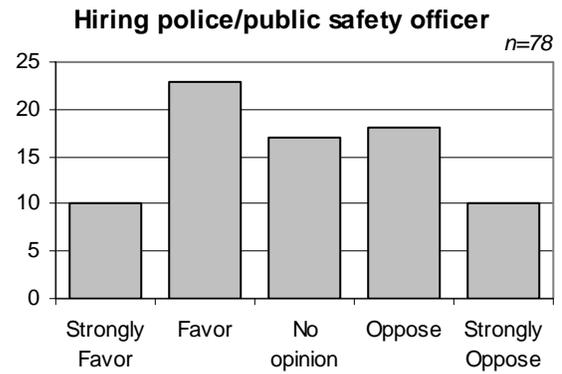
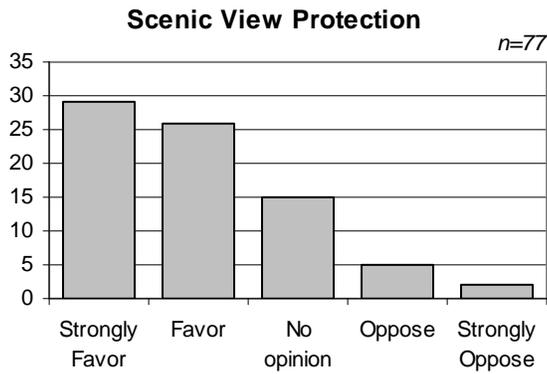
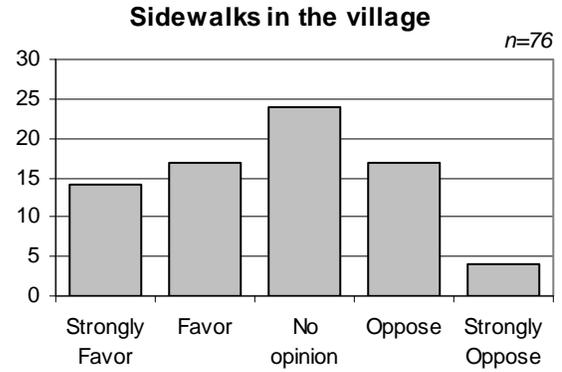
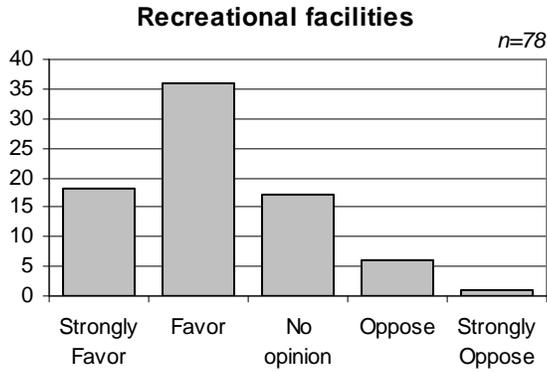
PUBLIC INVESTMENT

Respondents were asked whether they favored or opposed public investment by the Town of Machiasport in various public improvements and services. The lower case “n” indicates the total number of responses for each question.

Key Findings

- Respondents were strongly in favor of public investments to preserve public access to the shore, develop hiking and walking trails, protect scenic views and preserve historic buildings.
- Respondents were generally favorable toward new public investment in a business park, public library, public transportation, recreational facilities and public restrooms.
- There were mixed opinions among respondents regarding public investment in sidewalks (with some strongly in favor), a water district, police protection and street lights.



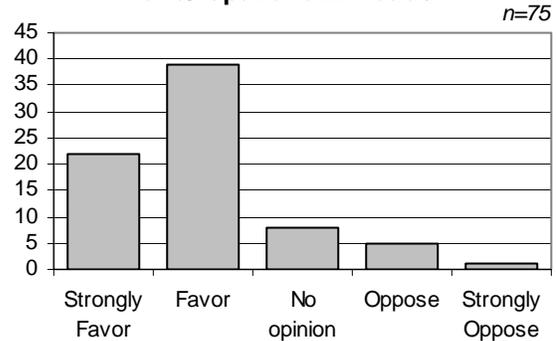


Road Maintenance/Improvements

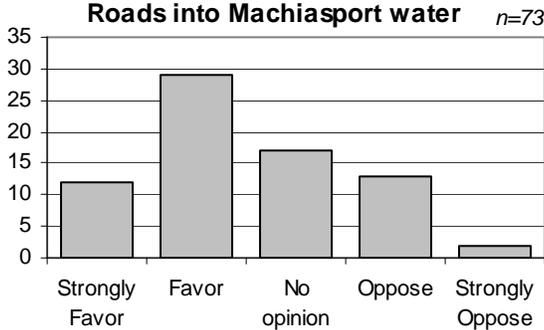
Key Findings

- Respondents were strongly in favor of public investment to pave/repave town roads and to add shoulders in future road repaving projects.
- Respondents were generally in favor of public investment to improve stormwater management along town roads.

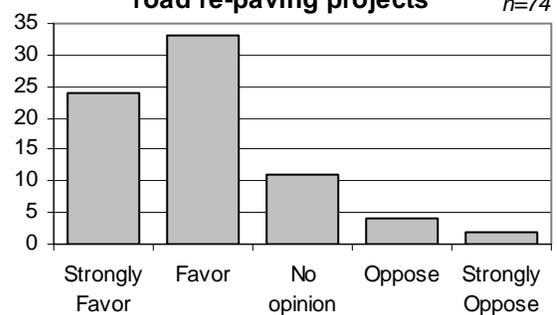
Pave/repave town roads



Stormwater run-off from Town Roads into Machiasport water



Add/include shoulders in future road re-paving projects

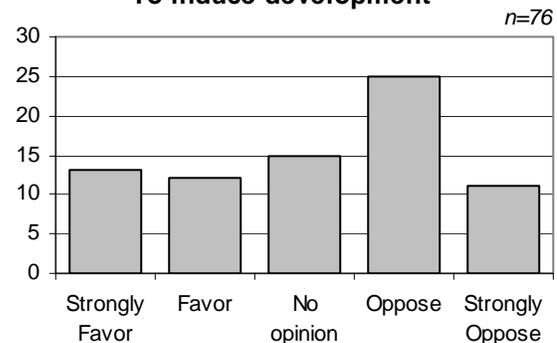


Public Acquisition of Subdivision/Private Roads

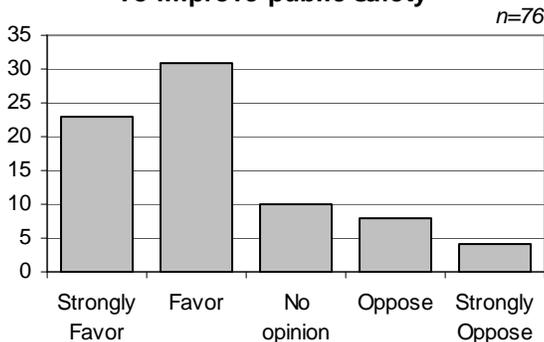
Key Findings

- Respondents were strongly in favor of acquiring subdivision/private roads to improve public safety, and somewhat in favor of the same to improve water quality.
- However, there was a mix of opinions among respondent regarding acquisition of private/subdivision roads to induce development.

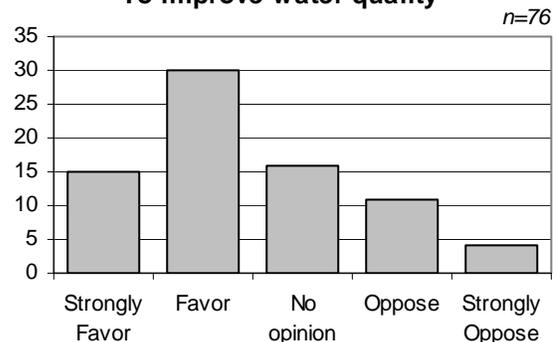
To induce development



To improve public safety

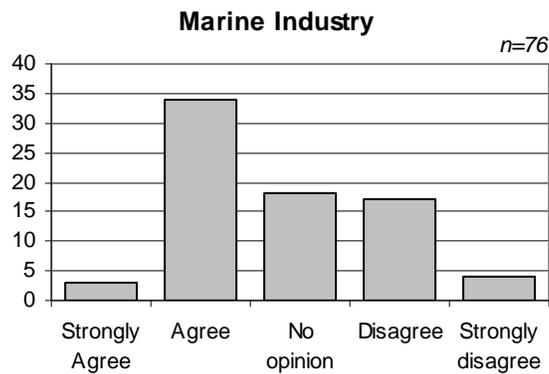
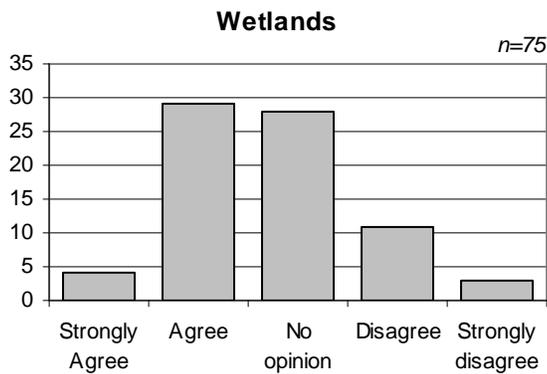
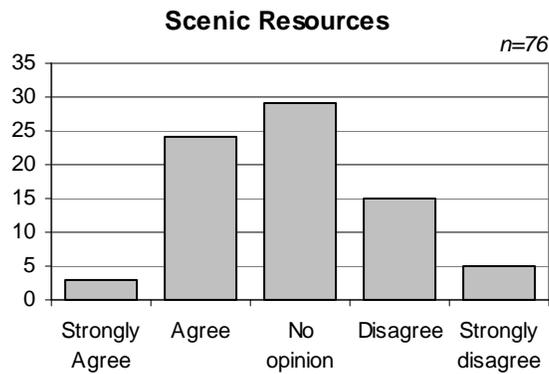
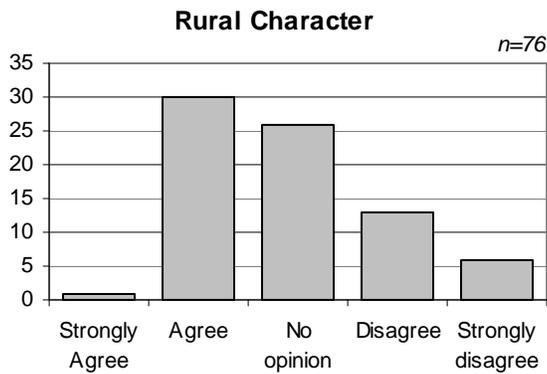
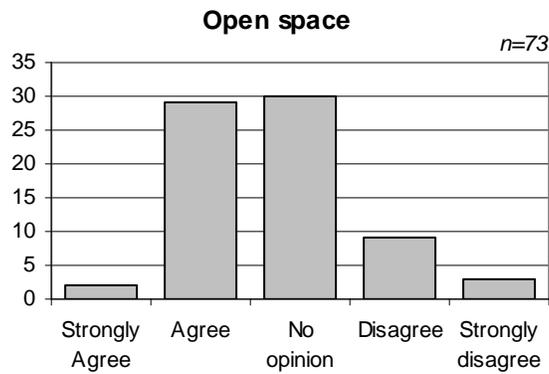
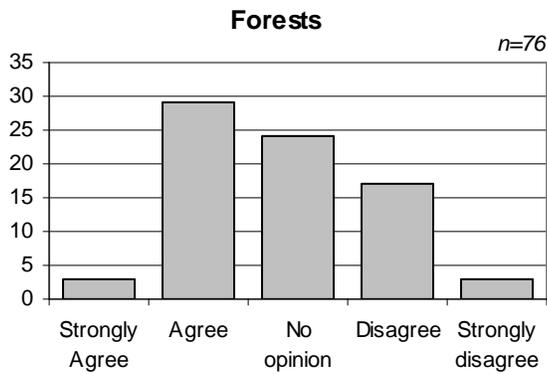
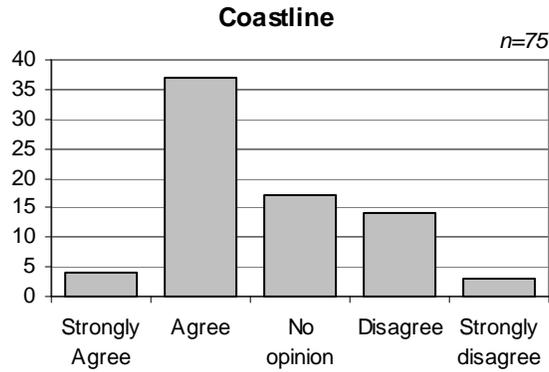
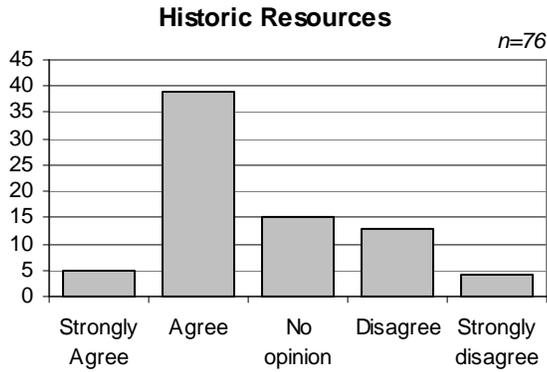


To improve water quality



TOWN EFFORTS TO PRESERVE KEY RESOURCES

Respondents were asked whether they agreed that the town is doing enough to preserve various resources.

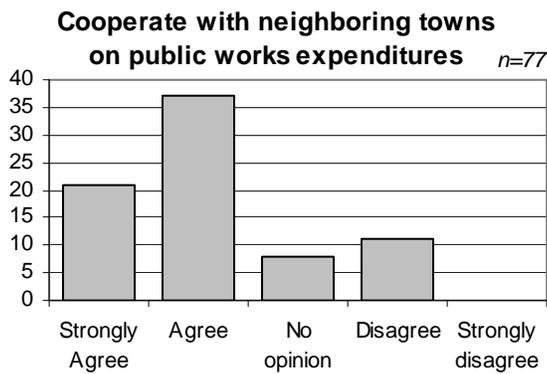
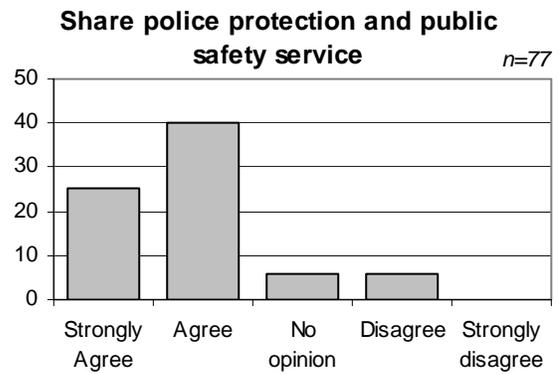
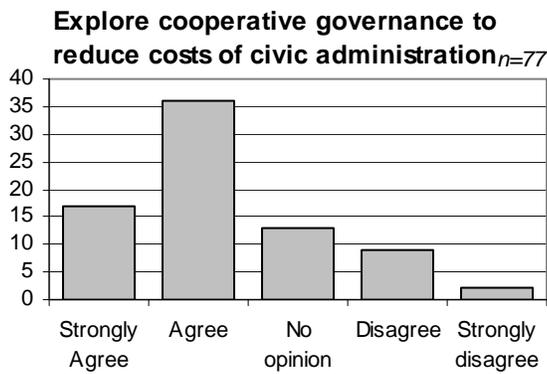
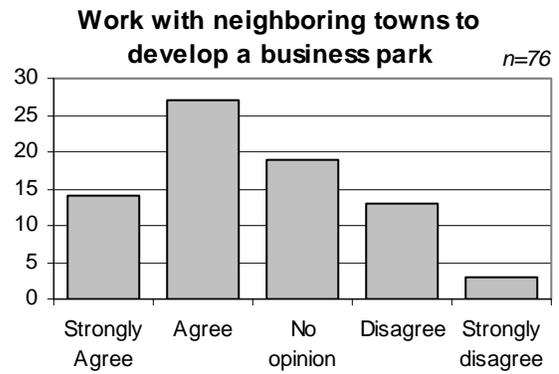
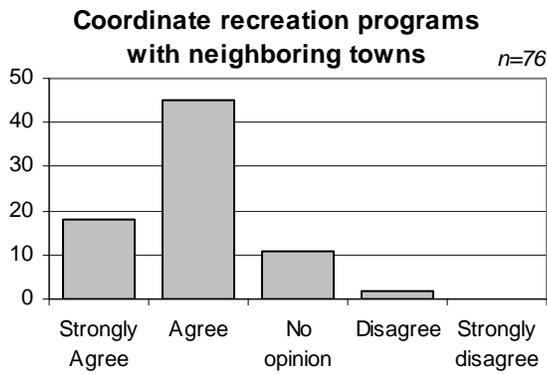


INTER-MUNICIPAL COOPERATION

Respondents were asked whether or not they thought Machiasport should cooperate with neighboring communities to improve delivery of the following public services. The lower case “n” indicates the total number of responses for each question.

Key Findings

- Overall, respondents indicated a high level of support for efforts to coordinate with neighboring communities in order to improve the delivery of public services.
- Respondents strongly favored coordinating recreations programs with neighboring towns, sharing police protection and public safety services, and cooperating with neighboring towns on public works expenditures.



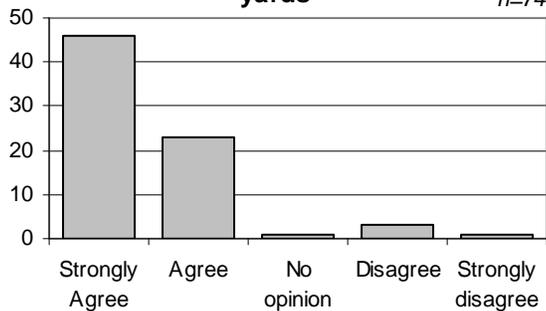
PLANNING AND LAND USE

Respondents were asked whether or not they thought the town should adopt land use regulations and/or offer tax incentive to encourage certain types of land use. The lower case “n” indicates the total number of responses for each question.

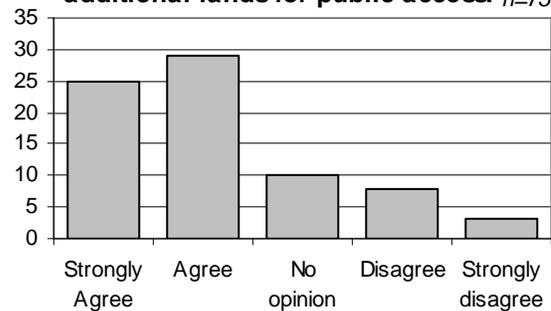
Key Findings

- Respondents strongly agreed with the statement that the Town should create a fund for purchase of additional lands for public access.
- Respondents were strongly in favor of development land use controls that would regulate junk yards, require site plan review for subdivision.
- Most respondents agreed or strongly agreed that the town should develop a zoning ordinance.
 - When asked what provisions should be included in a zoning ordinance, most respondents agreed or strongly agreed that it should limit development in the town’s scenic areas.
 - Respondent generally agreed (though less strongly) that a zoning ordinance should attract business to Machiasport, encourage commercial development in concentrated areas.
 - Though a majority of respondent agreed or strongly agreed that a zoning ordinance should encourage residential development in concentrated areas, there was a greater mix of opinion than with regard to other provisions that may be included.
- Most respondents agreed or strongly agreed that the town offer tax incentives to discourage development in scenic areas of the town. Respondents were generally (though less strongly) favorable toward tax incentive to revitalize the village area(s), to attract business to Machiasport, and to encourage commercial development in concentrated areas. There was a mix of opinions regarding tax incentive to encourage residential development in concentrated areas.

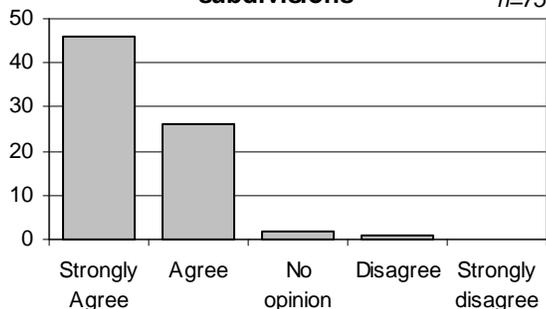
Adopt standards to regulate junk yards *n=74*



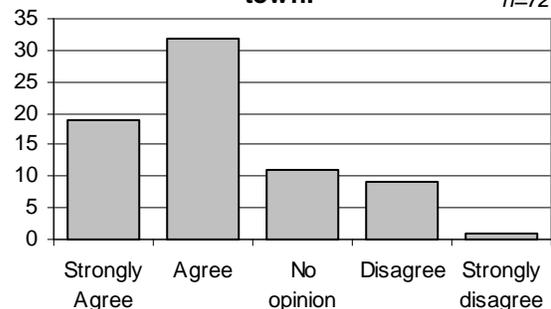
Create a fund for purchase of additional lands for public access. *n=75*



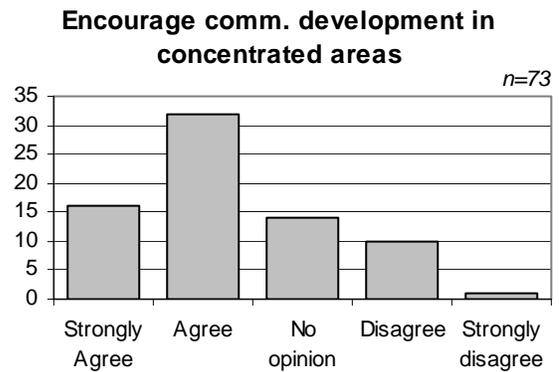
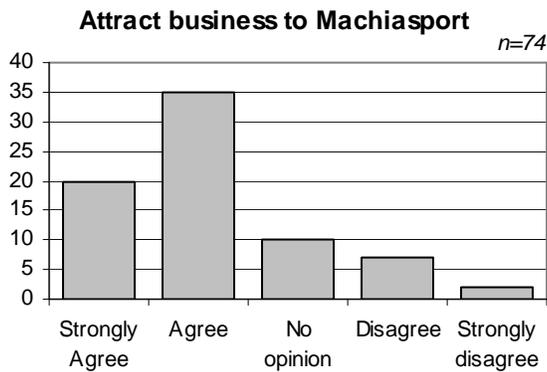
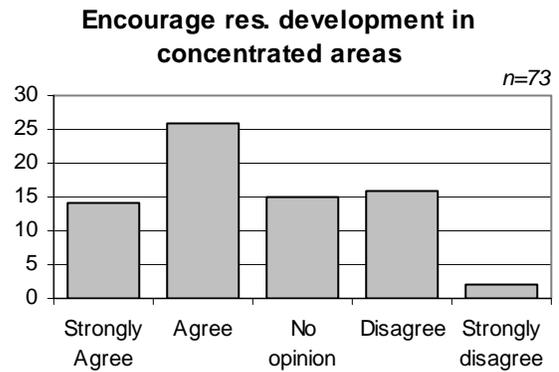
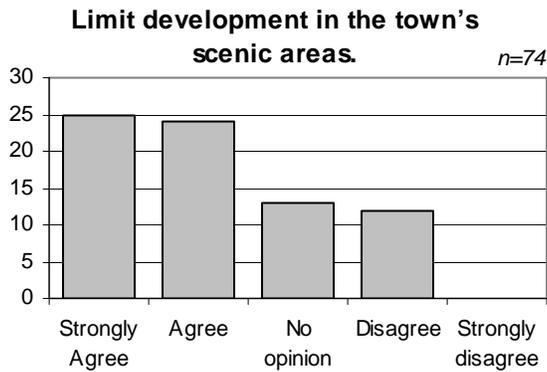
Require site plan review for subdivisions *n=75*



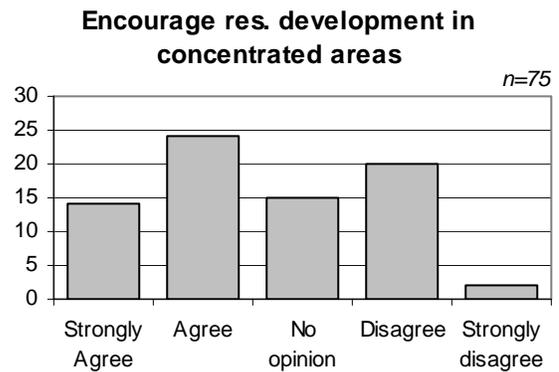
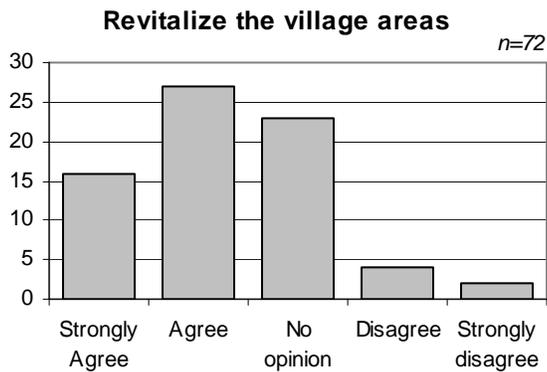
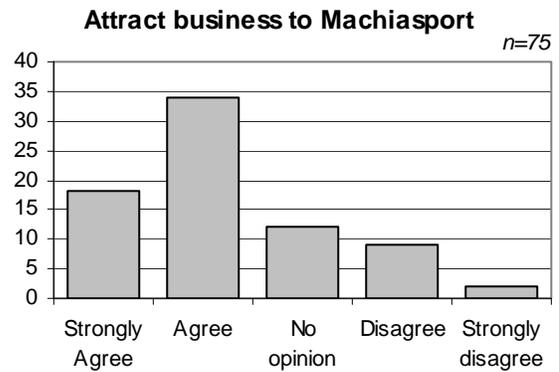
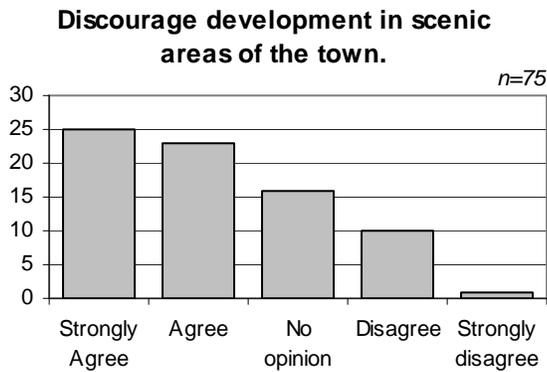
Develop a zoning ordinance for the town. *n=72*



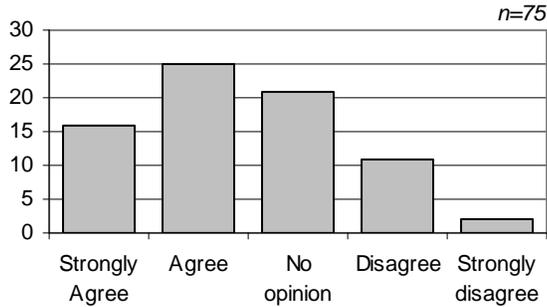
Zoning ordinance provisions Respondents were asked if a zoning ordinance should:



Tax Incentives Respondents were asked if tax incentives should be offered to:



Encourage comm. development in concentrated areas



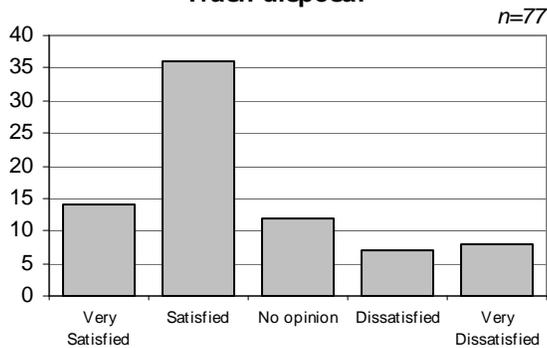
FACILITIES AND SERVICES

Respondents were asked to indicate their level of satisfaction with the following town facilities and services. The lower case “n” indicates the total number of responses for each question.

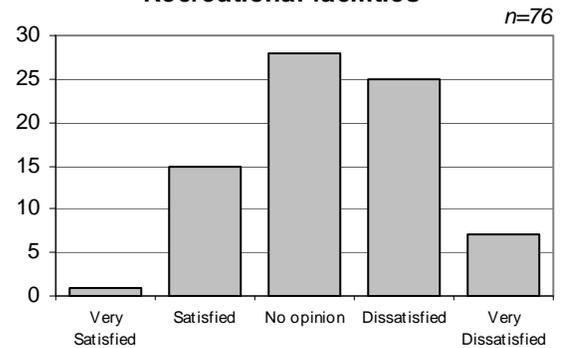
Key Findings

- Overall, respondents were generally satisfied with town facilities and services.
- Respondents indicated the highest level of satisfaction with the town office (facilities, hours and staff) and with road plowing.
- Among respondents, the lowest level of satisfaction was indicated with regard to recycling services, recreational facilities, and K-8 Education.

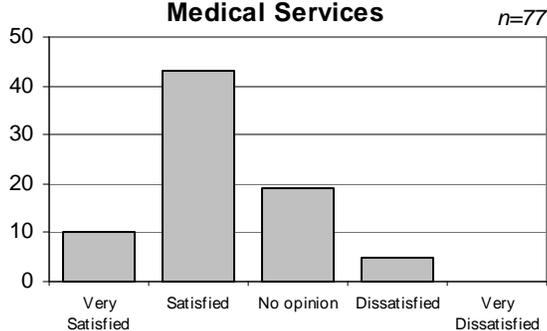
Trash disposal



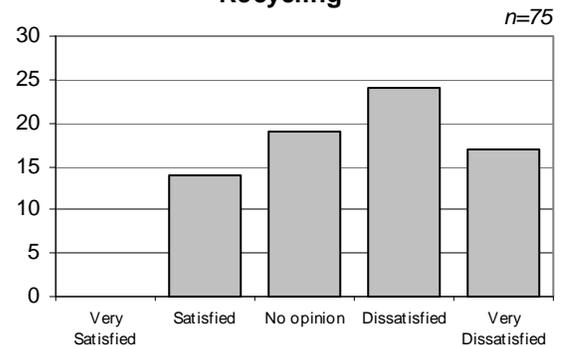
Recreational facilities



Fire Department and Emergency Medical Services

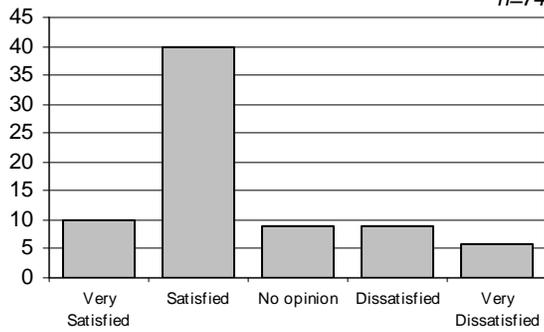


Recycling



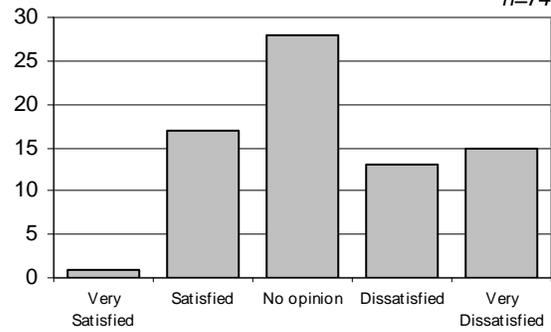
Road maintenance

n=74



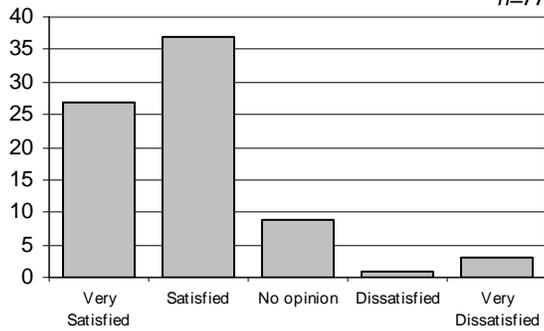
K-8 education

n=74



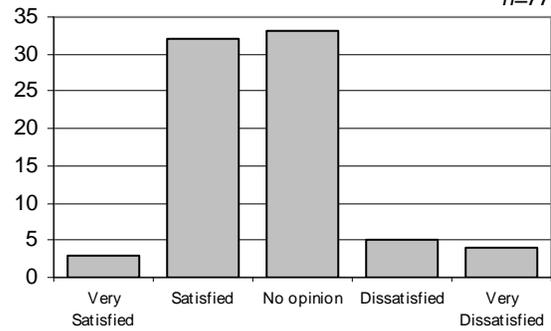
Road plowing

n=77



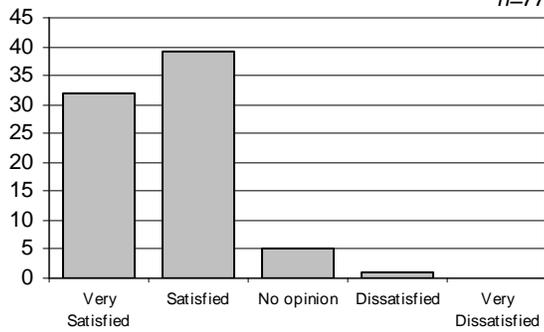
Ambulance Services

n=77



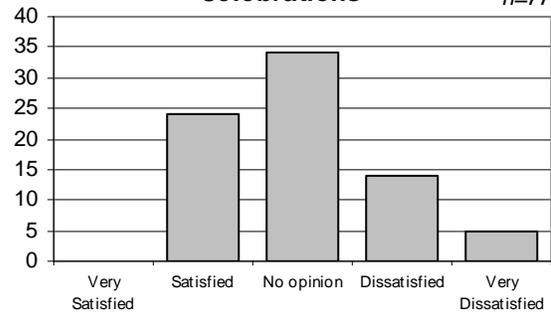
Town office services

n=77



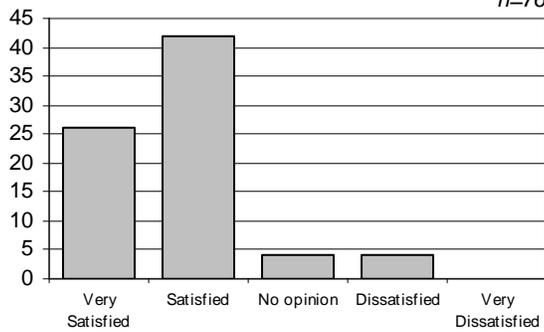
Community-wide Events and Celebrations

n=77



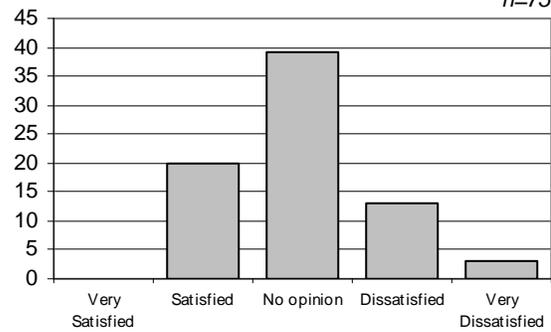
Town office hours

n=76

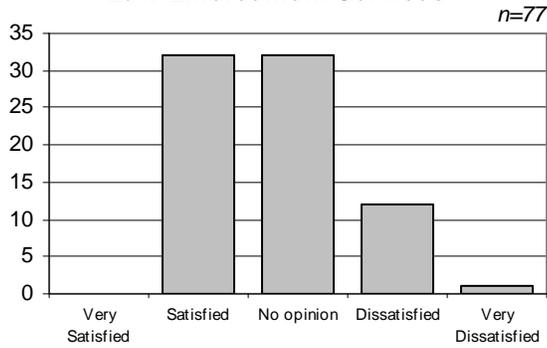


Health Services

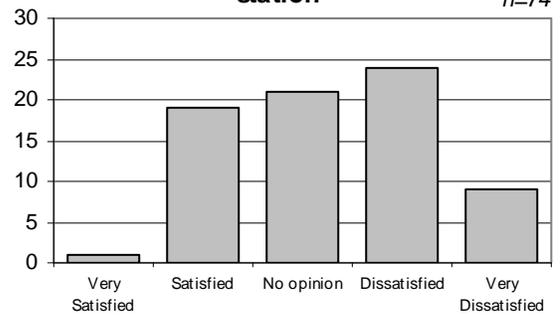
n=75



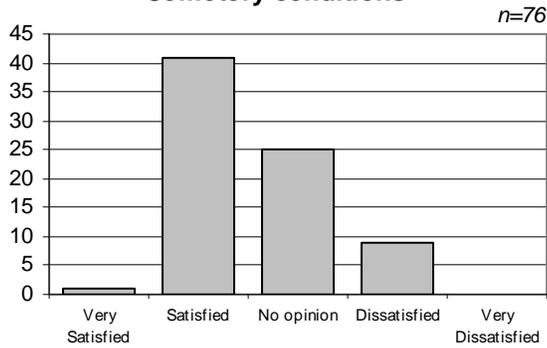
Law Enforcement Services



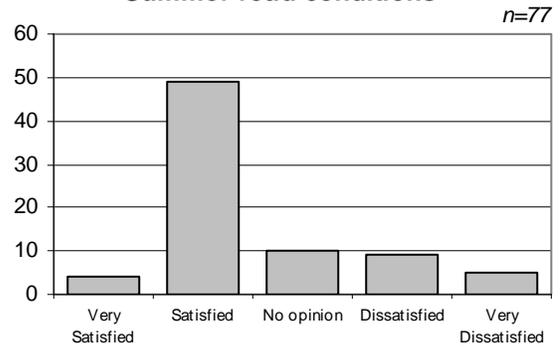
Recycling center/landfill/transfer station



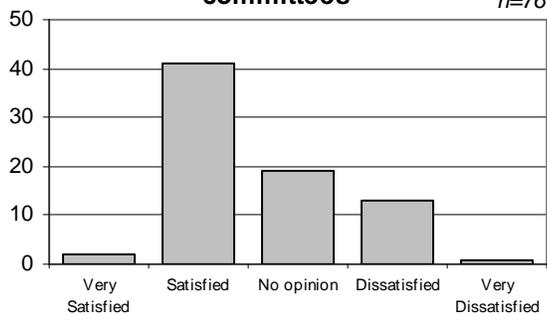
Cemetery conditions



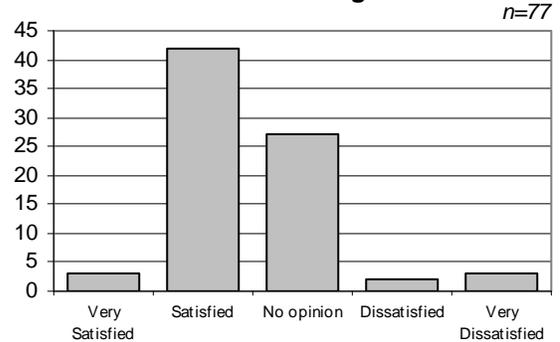
Summer road conditions



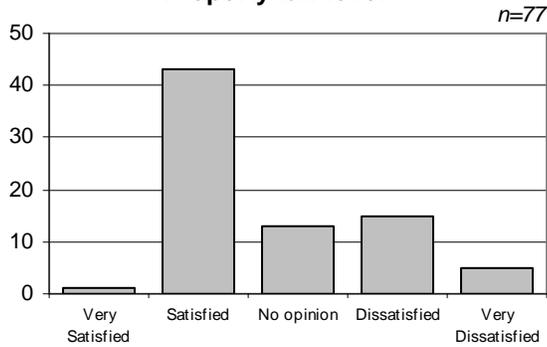
Elected officials and town committees



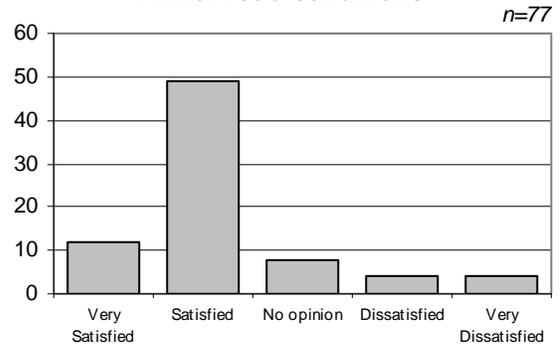
Town landing



Property tax level



Winter road conditions



OPINION POLL

Respondents were asked to respond to the following questions. Complete responses are reproduced below.

What are the things about the town of Machiasport that you like and would preserve?

1. The fascinating historical background 2. Scenic beauty 3. Friendly nature of the citizens 4. Closeness of good health facilities 5. Efficient fire protection 6. Low level of crime
A cooperative not overly regulated community - continue to support the preservation of the town's historic structures and public access to the waterfront.
Access to walk in town beaches. Boat launch sites. Scenic beauty.
Basic character of town.
Beautiful scenery
Commercial fishing, keep business and housing apart, camping areas at Jaspers Beach and possible other areas. A place for kids to play games indoors & outdoors.
Commercial businesses would bring economic growth to the hurting area. It's difficult to imagine a change to the town being positive but for preservation sake, some sort of enrichment needs to take place- bring more jobs, more stability.
Downeast character. Our marine industry!
Everything - don't change a thing.
Focus on water/shore
Historic buildings, employment opportunities, fishing.
History, people, businesses, marinas, villages, historic sites, local economy, scenic areas coastline, natural areas.
Hunting and fishing.
I like Machiasport just the way it is, a very nice town, also excellent town officials & road crew. Our roads in winter are kept up better than any towns, I know I travel to many towns with my business.
I like that its small, not over developed.
I like that we have space enough to live our lives as we chose, with room to utilize the resources on our own property to continue that lifestyle, and to get in and out of town we pass by some of the most beautiful scenery in Washington county. We also have a great volunteer fire department that makes me feel safe, and some nice neighbors.
I like the quiet, slow pace, supportive way of life I feel here. No matter where I have lived, I have always thought of Machiasport as home. I know my neighbors, and there is always help when it is needed.
I like the rural atmosphere, the views and access to the water. Where I used to live in Midcoast you can't even see the water on road right next to it because of houses. And everywhere there are no trespassing signs.
I like the small town, rural feel to the place.
Its natural beauty, its historical and cultural sites.
Its rural setting and simple lifestyle. Accessible waterfront. Decent neighborhoods and great people. Need better cell phone coverage (Bucks Harbor & Starboard) town communities.
Just about everything. We should always do whatever it takes to have access to the salt water.
Keep small community feel and limit change being pushed by people "from away" that left the city and then try to change us to their way of thinking.
Landmarks, building, wooded areas. Keep the forest and no clear cutting; replant the tree, etc. The wildlife needs to survive, too.
Liberty Hall, coastal access
Love the mix of people. Natural beauty / rural.

Machiasport has small communities – Bucks Harbor, Larrabee, Starboard - which should be preserved. I moved here because of the small community atmosphere and a working waterfront. I like the fact that my neighbors can work where they live - fishing, prison, etc. I would preserve the scenic and waterfront areas. Sick of rich people buying up land & then restricting it.
Machiasport should strive to preserve its rich historical maritime roots.
Mainly that it is a town that looks to the sea. So we need to ensure & protect access to the water and the shore as well as scenic views. Also that it is a town with a great deal of rural open space.
No comment.
Open-Ended Response
Original architecture of Liberty Hall & historical society. Natural beauty. Post Office is well run.
Our scenic beauty is our big attraction.
People are attracted to the town for scenic beauty and historical qualities. More tourist/travel dollars could come to the town if additional open spaces and historical areas (e.g., the village area) if more effort were given to their preservation.
Public access & marine resource & support.
Public access to beaches
Resource based economy - fishing, aquaculture, agriculture & forestry activities. Promote and support these!
Rural atmosphere & small town feeling (neighborliness)
Rural character & cultural diversity (clammer, lobstermen, university professors, business people, etc.)
Rural character, friendliness/caring, scenery
Rural nature of area.
Rural residential development, emphasis on local resources (fishing), home based self-employment.
Rural scenic character. Affordability for local residents.
Semi-remote, quiet
Sense of "a nice place to live" and community. "Community" is going away with the split between those "from away" who want no change and no commercial uses and "locals" who want jobs and family opportunities for their kids. We can not afford to become another Bar Harbor where the average locals can't afford to live and work.
Small town, low crime rate.
Small town. Local control.
The air/water quality.
The historical and scenic character of the town
The rural setting and the beauty, scenic views
The scenic beauty. The fishing industry.
The scenic views.
The small town feel and the open rural character.
The Town should put a fund together to purchase at market value prime oceanfront land that might start the creation of integrated walking paths, open space. No property owner should be harmed by zoning that reduces use of existing use for a home. The town needs to purchase with grant money etc. open space to preserve the water view and future recreational areas for the community.
Town landing, Bucks Harbor Pier, coastline vistas, town office staff.
town landing, town office, postal service
Traditional uses of the waterfront (fishermen, wrinklers, clamming, etc.) Liberty Hall, Jaspers Beach, The Picture Rocks - all unique aspects that exist only in Machiasport - should be preserved, protected, and exploited for their tourism potential.
Waterfront access. Community activities (dinners, historical society). Winter road care. Tree cover. Neighborliness.
Waterfront access.
We are a fishing & rural community.
We love the small town feel and would like to see this fostered more than it is.

What are the things about the town of Machiasport that you like and would preserve?
When I found the Point of Maine (Machiasport), I was intrigued with the unspoiled, natural beauty, the historical nature of the village, and the low taxes. Since I have bought a house here, and lived here for a number of years, I have come to realize that the things I value that lead me to invest in this town are not the same things that are valued by various other interested parties who have been residents of the area for a long time. My taxes have doubled in the time I have lived here, and I see no appreciation for the historical/architectural aspects of this area by the local government. This does not include everyone, thank God. There is hope.
Would like to preserve the rural quality, friendly people, working harbor, the natural areas that are still available.

What are the things about the town of Machiasport that you would like to see changed?

Improve the elementary school system while maintaining local control. Continue to support employment opportunities in agriculture, logging and fishing.
1. Enforcement of ALL laws regulating junk yards and excessive accumulation of "unused-unlicensed" vehicle on personal property. 2. Fort O'Brien School become a well managed viable institution.
1. The town should be more proactive in preserving open spaces and historical qualities, buildings. 2. Heavy vehicles should be eliminated and general traffic slowed in the village area. The heavy vehicles/trucks should be routed via Kennebec Road. Traffic slowing should be added to the village area. The narrow and winding stretch of Rt. 92 through the village is dangerous now, with too much traffic at high speeds and with a road not meant for trucks.
Again I think the town is fine just the way it is. I would approve anything to help our elderly & education for our children.
As approximately 1/4 of the town acreage is now in trust with ME Coast Heritage Trust or Nature Conservancy and now out of our taxes. Something should be addressed in the way of open-space fees or tree growth taxes to these outfits because the rest of us are paying for there free ride.
Better roads even though I know its mostly state roads. Shoulders or walking trails.
Better school. Safer road walking: shoulders/sidewalks.
Bring in more family orientated centers. More employment opportunities to draw people to visit in order to boost economy.
Clean drinking water guarantee.
Clean-up Port Road. Recycling. Wastewater treatment facility - Downeast Correctional needs to be updated, overdue maintenance.
Consistent/fair treatment of all inhabitants when it comes to property.
Development of a town center - recreation center. A focus on environmentally friendly business development.
Elementary education quality needs huge improvement. Affordable hi speed internet for all.
Failure to enforce laws about junk cars, etc, in yards. Failure to enforce leash laws for dogs.
Haphazard, anything goes, commercial development with no regard for roads' carrying capacity and maintenance expenditures. Absymal school business and operations.
Hours of P.O. & town office challenging for couples working. 8-5 (even one a week?). School board attitude - elections monitoring. Overview documents re: building permit regulations. School consolidation - FOB as a rec center. Tax relief for elderly/long-term residents.
I think the junkyard needs to be cleaned up, completely fenced by high privacy fence, or better yet, closed. I don't want anymore gated rich communities. The people of Bucks Harbor used to be able to bike ride, walk, cross country ski on the roads and go down to the water. The locked gate causes animosity. The school should be closed. We are paying \$18,000/yr for each student. 50% of our taxes go to that under populated school.
I think the town could use a library & public walking trails. I would like to see more older buildings preserved and less land being cleared to build new houses when there are houses next door for sale. I don't think this is the place for exclusive gated communities.

I wish more people would support the town meetings. We need to make a change in the management of the school, so that all of our children will be together in Fort O'Brien School. We need to do something about the truck traffic through town. We should promote our positive areas... Fort O'Brien, small boat water activities, Jasper Beach, Point of Maine, Historic areas, etc.
I would like a good education system in our town.
I would like to see a greater appreciation for the things that lead to site tourism (people from away who are willing to spend their money), to be immersed in historical/architectural surroundings as well as people who enjoy the beautiful, downeast coast of Maine, through hiking, camping, etc. These are examples of low-impact tourism that would bring money to our town without leaving a large footprint on our lifestyle.
I would like to see an article restricting decision by the selectmen concerning amounts of money above (25-50 thousand) calling for a town vote in such matter. It borders on criminal misconduct to have given away a half million dollar pier to a Canadian company.
I would like to see better roads and a few other amenities, such as a good restaurant.
Immediate needs - we need reliable ambulance service, and better road maintenance (our cars have had so many parts rattle loose!) more than anything. What would be nice? Sidewalks and leash laws (oh, and a police officer to enforce such laws), having a solid phone number to call in case of emergency (we have been told by the State police that we need to hang up and call the Sherrif's Dept. as they are on duty one day, and the same with the Sherrif's Dept. saying that the State Police are on duty - and there's no SET schedule!), and a trash contract with Machias rather than Marion, as it stands we are forced to drive far away to the dump in Marion and they take very little in the way of recycling, and again law enforcement, we really need our own officer patrolling this town. If there are public access sites to the water a big sign would be great, I feel very uncomfortable tromping around on folks' property down here looking for the right spot.
It hasn't changed much since I was a child. Just more people. But a library and other recreational things might be an improvement.
Junk yards cleaned up.
More attention to the historic and scenic character of the town; make more pedestrian-friendly; heavy trucks on Rt 92 to be moved to the Kennebec road -- essential for pedestrians, traffic, housing along Rt 92 and for expense of upkeep of Rt 92 resulting from wear and tear.
More business development that is not tourism! Real jobs building or creating real things should be the goal.
More community events, publicly funded recreation events and facilities.
More economic opportunities, more recreational growth. Better K-8 school.
More places to work.
More recreation, community events, library or have town pay for Library privileges in Machias.
Need more housing for low income family and single adults as well. The school should offer classes that would help in High School and onto college. They need to be prepared for the future.
Need recycling agreement. Port-a-potty or restroom in Finns Beach / Public pier area.
No comment.
No more housing developments or gated communities. Zero industrial growth. Maintain rural type living.
No more subdivisions, i.e. Yoho Head, Pettegrow Point, etc. People build multi-million dollar homes on these lots, the State re-assesses the Town and taxes go up. My house is over 100 years old and for the last few years the value of my house has risen.
Not much.
Open up reasonable uses of resources and job opportunities and find that happy medium between people that want no progress in commercial uses because they moved here to retire and don't need an income and those that need jobs to stay here. Anyone with a college degree probably will be underemployed in this area!
Push harder to have the sewage problem (Machias) and old septic systems in town corrected so that the clam diggers can regain access to clam beds up as far as the bridge.
Recreational facilities. Tour businesses - beyond passive pursuits such as viewing scenic areas, walking trails, etc.
Recycling.

Refer to question 1.
Removal of heavy trucks from Rt 92 Reduction of traffic speeds to make historic sites pedestrian friendly. Greater commitment to historic preservation
Road improvements. Office hours @ town office - open at least one night per week. More active strategies for economic development. More recreational activities and facilities. Improve school.
Snow plowed. Road maintenance.
Split into 2 parts.
Take down Yoho Gate. Gated community is just rubbing it in our face. They still want fire protection and plowed road to the gate.
Taxes are too high.
The need to provide more opportunities for young people to find good paying jobs in the community. The need for improved communications: cell phone, high speed wireless are needed to support both business and educational opportunities.
The Town made an agreement with us Aschettino/Town of Machiasport regarding a Town ROW over an existing 16ft way on Port Road, the old Proctor House. I want the Town to honor its legal commitment and build out the road it has neglected for many years. I have met with the Board of Selectmen this past Fall 2008 Don't make us go back to court and cost the town more money. Maintain the Superior Court Decision.
The town should take itself in hand re Fort O'Brien, cost to maintain the school, incompetent school board, etc., and close the school.
To have a nice boat landing in Machiasport and to have more and better access to clam flats.
We don't like the fact that residents of Machiasport do exactly what they want without consideration or knowledge of their neighbors and the limits of who owns what and where to stay. Where are the limits?
We need to encourage more recycling. Also more hiking trails and bike lanes on the roads. (This ties in with planning for tourism).
What are the things about the town of Machiasport that you would like to see changed?
Wider roads, shoulders
Would like to have a dumpster at docks.
Would like to see cable in Starboard to improve internet service. It stopped at the prison and we could never get a straight answer if it was to be continued! YoHo subdivision has cable, but not Starboard!!

Describe how you see the town of Machiasport of the future.

With the constant changes in the control of our fisheries, we need to start preparing for the time when our young people might not be able to make a living on the water as we know it now. The development of a Marina would be attractive, encourage artist visitation, develop nature trails, maybe encourage boat rides to the islands. I hope to keep it a "quiet life" place to live.
1. Complete restoration of Liberty Hall thus providing a "Community Center" available for cultural and social events involving local as well as area residents 2, A Fort O'Brien School functioning as a place of learning rather than a forum for intra-mural bickering as apparently exists today
A basket case.
A major site for historical (Liberty Hall, Gates House, Round Island) and cultural tourism (Petroglyphs). Tourist destination for walkers, kayakers and cyclists.
A nice working community with commercial fishing and land based commercial activities that are working with the local environment to stay as clean as possible. Change is needed to provide a decent quality of life for both the retired and the young working families. My kids will have all moved away to have any chance at a fruitful life using their skills as there is no chance of a professional job opportunity here. Unless you want to be a fisherman you are going to have trouble finding a decent professional position with benefits here. There are a few but far too few for the numbers of people that would need a good job with benefits. Fishing is in trouble too and may not be in the future for many.
A quaint, scenic, picturesque small town.

A rural community with resource based industry. Not overdeveloped with motels and tourists relied on for jobs & income like the rest of the Maine coast. Develop eco-tourism, bed & breakfast, etc.
A school with a happy and well-educated staff, offering a variety of programs. Walking trails, well marked and maintained, and bicycle paths. Liberty Hall fully renovated, and serving as a center of town social activities. Aquaculture and land farming thriving, with products available to residents.
A thriving town proud of its historic past and its scenic, historical and cultural resources. Could be a great center for tourism.
A town with adequate zoning, selected development, and protection of natural and historical areas, and with light industrial and office development in very selected areas for greater tax base.
A vital Liberty Hall. School closed as number of students unable to support. Planning board continued to learn & be pro-active.
A wind project on Howard Mountain. Move Bucks Harbor Shopping Mall to a place on the harbor - together with a local craft coop outlet & lobster restaurant. Put these small businesses together with a kayak guide service and a lobster boat experience business & we would have enough draw to bring tourist money.
Around the village center, around the Gates house & Liberty Hall and around town office, PO and fire station.
As a place like Bar Harbor, full of vacationers
Basically the same, if anything, more vacant houses.
Comfortable small town with small businesses and job opportunities without "ticky-tack" of tourism and strict zoning that shuts out the average local family.
Commercial development in limited areas - around Bucks Harbor & town office area business park. Municipal development of wind energy farm at miller mountain - to benefit residents. Affordable retirement community w/assisted living.
Describe how you see the town of Machiasport of the future.
Don't like city life, but would like to see a store and place to get gas and everyday things. We need a Walmart or some type of clothing store, etc around here.
Flat broke. Full of poor people!
Ghost town for businesses if nothing changes. School closure due to lack of \$ & resources.
Hopefully, drawn into the future where businesses are accepted and encouraged.
Hopefully it won't change too much only for the better.
I hope not another Bar Harbor, keep a good working waterfront, some new businesses that don't change our way of life and to limit if not stop gated development and developments that limit if not stop our access to land that is used for hunting. Keep it to the west of us and leave us be.
I hope that it will retain is "old Maine" flavor and that working people can still afford to live here.
I see it retaining its rural atmosphere. I don't want it becoming Machias' suburb; nor do I want it to become a retirement village for the rich. The purchase of shoreland property should be prioritized for our fishermen, local businesses (salmon factory & pens and lobster purchases & retailers). Prime land shouldn't go to wealthy people from away who want to "citify" us!
I see Machiasport looking more like present day small mid coast towns with a more diverse population mix which will include more retired folks from away. Traditional fishing, aquaculture, recreational and tourism together with environmentally friendly and cultural business will be the major local industries of the future.
I would hope much like it is today. Maintain its rural peaceful setting and leave the industry to other surrounding towns.
I would like to see a small shopping complex. A thriving town. But nothing that would destroy the natural beauty of the town. We are a New England town and it would be nice to keep a New England feel so we are not like everyone else. We could use business so people could continue to live here & raise families.
I would like to see a town with it's prime importance it's natural beauty. Tourism will be the future. I feel working with Machias to create the arts, small shops, fishing and bed and breakfasts, good beach facilities is important. To have a marina with shops and a few good restaurants, provide jobs is important.

I would like to see Machiasport with a safe water supply for domestic usage. To see cable service to all communities within the town. To see better cell phone reception in remote areas - even if it means working with neighboring towns with erection of towers. Would also like to see an area for recreation such as safe biking, walking and a safe play ground for young children.
I would love to see a town celebration every year!
If things keep going the way they are, your M'Port residents are going to be forced to move and M'Port will be a resort town for the rich. The tax base is atrocious. The elderly on fixed incomes are being hurt.
Increased population of senior citizens and retirees (part year) residents. More activities and facilities for 55+ population. Additional aquatic / marine businesses like salmon plant.
It is growing.
It's hard to say, I would like to see a real general store, one or two annual community events, sidewalks and safety personnel. However the reality here is that there is widespread generational poverty and mistrust of "outsiders" that perpetuates this "you keep to yours and me to mine" attitude so prevalent amongst our residents. Drug abuse is a huge problem throughout Washington County and Machiasport is currently very hard hit, I wouldn't trust half of my neighbors to be anywhere near my home and that has been a sad and sudden change. So I think that as long as there are fish in the sea Machiasport may just remain as is...
Less mobile homes and junk-filled yards. Ability of local young families to build or buy frame houses on affordable land.
Marina catering to recreational boaters. A renewed emphasis on historical sites. Cooperate on "historical tour" of the Machias area in collaboration with area towns (Machias, Marshfield in particular)(Margaretta planning, battle, hiding the ship up the river).
More local jobs. More small businesses.
More people.
Much the same.
No comment.
Open-Ended Response
Preservation of economy so local people can make a living on existing work such as fishing , tipping, building garages, piers and homes. Preservation of ecosystem, scenic areas and local historic sites .
Pretty much as it is now.
Rejuvenated - not rotting and falling down. Revitalize. Develop waterfront areas and marine areas.
Retain woodland and scenic coast with ltd. residential development and little comm'l development
Rural/friendly.
Slow, planned growth.
Stay just the way it is, not try to look like a tourist town.
The predominant economic activities in town will probably be from ocean & shoreland based activities and from tourism. There will probably be continued growth in the number of retired people, plus 2nd homes, also growth as bedroom community to Machias. It will have hiking/walking trails and bike lanes, beautiful village areas with community activity centers with adequate parking and even volunteer transportation services for those unable to drive!
The same.
There is no denying that Machiasport is one of the most unspoiled coastlines in Maine. We need to embrace and appreciate this asset, as people from away do. Having said this, I would like to see a greater appreciation by the people who live here who are long-term residents and who take these things for granted, of what we have to offer, such as, the unspoiled history and ecology of this beautiful place. We have very few resources that we can profit from, the major two being our history and our scenic beauty which go hand in hand, one complimenting the other. Having said that, I realize and value the fact that Machiasport draws substantial revenue from its fisheries. These businesses should be encouraged and preserved for the long term. Machiasport should not become so overextended that it loses its sense of community, where most people here know each other whether they are from away or have lived here all of their lives.

Thriving summer haven and stable winter town. The only thing different I would like to see is the town making an effort to bring people together in an effort to create a stronger community (more service days, for example) and for the town to do as much as it can to look after its longtime residents rather than courting new ones who would not infuse the economy as much, or as long-lasting.
Too much controlled by those from away who have retired here. As fine a people as they are, they on the whole have no real understanding of the native needs and talents.
We are seeing a fairly steady influx of out-of-state people moving in. We are going to have to learn how to co-exist so that both sides benefit. I am sure that both sides have plus and minuses but we should be able to work together for the benefit of the town.
Would like to see it change a whole lot.
Would like to see some development, business, etc. But not over developed like Bar Harbor, Boothbay, etc.

The Growth Management Act requires that local Comprehensive Plans include a land use map that designates areas of the town for growth and for rural development (there can be more than one growth and/or rural area in the town).

In your vision of the town’s future, where should growth areas be located?

1. Machias-Machiasport townline to town office, 2. In the harbor (Bucks Harbor).
3000 ft from scenic areas including promontories, wildlife, coast, wet lands, bogs, streams waterways, islands, historic sites, homes, harbors, preserves, etc
Along Port Road.
Along Route 92. Base housing complex. Downeast Correctional facilities if prison is moved.
Anywhere inland for commercial, and water based business on the shore.
Area near town office / post office. Area where base housing / prison are located.
Around center by the fire house or school.
Around the town office.
Around Unity Sq & Bucks Harbor & maintenance lot & near Machias.
as close to Machias as possible - along state roads
Away from ocean front
Business – It should be located in the town center, in land behind the town office.
Closer to town, as the already overtaxed roadway cannot support more traffic.
Concentrate growth in areas that are already developed.
Do not believe that growth and rural are mutually exclusive.
Don't know enough to comment.
East Side.
Honestly? Wherever we can positively grow!
I really don't know where it would be best - logically in the center of the town – for something other if manufacturing where suitable.
In all areas of our town to include services such as street lights, cable service and cell phone usage so that all can be treated equal for the taxes that we pay.
In built up areas.
inland areas that are suitable for commercial uses
Kennebec Road, near intersection of Rt. 92 and road leading into the correctional facility.
Limited by being on a peninsula, not a lot of land for sale that local young people can afford.
Near PO and municipal bld. Replacing present junk yard.
Near town center & Larabee.
Near town office. Near Cook aquaculture facility bucks harbor and on Port Road.

No comment.
No opinion
north of the Rim Road intersection with Port Road
On the Kennebec Road and or new Gray's Beach Road.
On town owned land.
Only residential single family homes. No growth development areas.
Out of town or within existing operations.
Provided Kennebec Road can be opened to truck traffic, growth area could be located around present town offices
The entire town area.
The growth can take place wherever our homes, property will not be touched or we have to give it away. I think our taxes should be lowered near the shore according to income.
They should be where current concentrations are located: 1. From Rim Road to Fort O'Brien, 2. Bucks Harbor, 3. Starboard.
There should be commercial zoning around the area of Liberty Hall in Machiasport and in the area between Dogtown and Bucks Harbor on Route 1.
This should be up to the residents of that area.
Tough question - Is there much land left to develop!
Towards Machias beyond Liberty Hall.
Town hall, P.O. area
Town office and north end of town road to Machias
Where already exists commercial development
Where there are already houses, so that neighborhoods can develop - not isolated housing strung out.
With Machias nearby, there is little need for retail except maybe a small market .
Yoho Head for business & economic attraction. Coastal areas to draw in needed \$.

Where should rural areas be located?

Along the shore and in historic sites.
Any other areas. Historical area should be supported but not allowed to restrict growth around it. It can be just as nice as a pocket within a modern area.
Are we anything but rural as a whole? Our biggest employment area is in Bucks Harbor, lobstering and salmon. Located in the very midst of rural.
Below Liberty Hall.
Blueberry fields and woodlots
Bucks Harbor.
Bucks Harbor/Starboard/East Side.
Does this mean farming/aquaculture/recreation? - Where soil is good, water for fishing or fish farming are good. Protected areas? -the most beautiful places that tourists and local residents will want to visit.
Don't know enough to comment.
East Side
Evenly between coast and woodland, maybe at least 6 miles in.
Everywhere
Further along peninsulas.
I guess along the town roads.
including the village proper south to Starboard
Kennebec Road. Hickey Road. Smalls Point. Pettegrow Point. Starboard.
Leave rural areas alone, where they are is fine. Let the rich pay for a change.
Maintain sufficient areas to preserve existing wildlife and ecosystems.

Most of the rest, some of it residential rural and some larger lots & open space.
Most of town
Most remaining area not identified in 4a above.
Near shorelands and ocean views.
No comment.
No opinion.
On the outskirts of town.
On the water should have more protection except for a marina area .
On town owned land that is suited and the former air base housing.
Places inland and on the shoreline not suitable for development
Scattered throughout the town
Starboard, Cutler Rd.
Tax maps. Part of Maps, 1, 3, 6, 9, 12/14.
The remainder.
The rest of the town. Businesses already located in rural area should be grandfathered (except junk yard – disgraceful eyesore!)
This too should be up to the residents of that area.
Throughout the town - protect the shrinking waterfront do not turn it over to a business developed environment.
Throughout the town.
Too much is already taken by C.F.A.'s but they have the money.
Try to preserved the areas that are natural.
We have enough parks & Maine Coast Heritage.
West side of peninsula.
Where should rural areas be located?
Where they are now.

Other Comments

Balance between providing continued local employment and not compromising on preserving ecosystem. Ecosystem and local economy brings local employment.
By virtue of living here year round we have taken a layman's vow of poverty so although I would love to see these changes I do not have the resources to bring them about, nor do I have a great deal of "free time" with which to donate to the cause since I am often working or shift tagging with my husband to avoid the childcare costs that unaffordable. That said we do have a tiny bit of time to dedicate to our future, and if there are ways to bring about positive changes we would love to know how to join that effort as this is where we have chosen to make our home and raise our children.
I am unenthusiastic about more conservation easements within Machiasport. Many people are forced into these easements due to high property taxes and development pressures. Property taxes should be based on current use not development potential. The Town taxes everyone the same no matter where they live. We pay very high taxes and receive no benefit whatsoever on road maintenance and plowing because the town treats our road as "private". The town MUST get the situation at Fort O'Brien under control. The taxes/cost of maintaining that school does not comport with a student body of under 40 students. The school should be closed and the building turned into a business incubator. The metal yard on R92 is a hazard and a terrific eyesore and should be fenced if not closed. What a disaster! It's only a matter of time before there's a traffic accident there due to cars/people on both sides of the road near the entrance. Liberty Hall is an architectural treasure that must be preserved and brought back into use for public purposes.
Please do whatever you think is in the best interest of the town. The Town Office hours are excellent!
Regarding trash disposal - to have to make a 20-mile round trip excursion to Marion to dispose of my household trash is absurd.

Thank you for giving us a chance to think about these things, and be able to respond.
This really requires town meetings
Tourism is not going to give the average person a liveable situation. Unless you already own the land or the property for a tourist based business you will be shut out and end up working as a low wage employee for those that can afford to invest in tourism. Commercial activities within reasonable limits is the only way to assure a decent living for the average local young family. We have gone too far with tourism and restrictions on property in shoreland areas to be able to encourage commercial activities and job opportunities and we don't have the attractions for a thriving tourist trade. It is a "catch 22" that we have to get away from.
Town office should have one evening per week for working people to have a time for needs outside of normal work day.
We do need to protect our wetlands. Regulations must be in order. The junkyard on Rt. 92 needs to be removed before it contaminates ground water. I would like water testing for problems from the military site done on all homes at the end of Port Road. This should have been part of the water study done years ago.

Appendix G. EVALUATION MEASURES

This appendix established evaluation measures that describe how the Town of Machiasport will periodically (at least every five years) evaluate the following:

- A. The degree to which future land use plan strategies have been implemented;
- B. Percent of municipal growth-related capital investments in growth areas;
- C. Location and amount of new development in relation to community's designated growth areas, rural areas, and critical resource areas
- D. Amount of critical resource areas protected through acquisition, easements, or other measures.

Implementation of Future Land Use Plan

The Land Use Chapter of the Comprehensive Plan establishes a municipal policy directing the Selectmen and Planning Board to “Review and revise existing use regulations, consistent with the goals and guidelines of this Comprehensive Plan.”

In addition, the Comprehensive Plan directs the Planning Board and Selectmen to “track new development in town by type and location and periodically (at least every five years) evaluate implementation of the Comprehensive Plan and land ordinances to ensure that community goals are being met.”

To ensure that these objectives are met, it is recommended that the Selectmen hold within six months of adoption of the Comprehensive Plan a joint meeting with the Planning Board, the Code Enforcement Officer, and staff from the Washington County Council of Governments to develop a specific time table for implementation of the Land Use policies and implementation strategies established in the Comprehensive Plan.

Growth Related Capital Investment

The Fiscal Capacity chapter establishes a municipal policy of “financ[ing] public facilities and services in a cost effective manner” and with an implementation strategy directing to the Selectmen to “direct a minimum of 75% of new municipal growth-related capital investments into designated growth areas in the Future Land Use Plan.”

To ensure that these objectives are met, in years when the Town makes growth-related capital investment(s) the Selectmen should in their annual report indicate the percent of each growth related capital investment made in designated growth areas.

Location and Amount of New Development

The Land Use Chapter of the Comprehensive Plan directs the Planning Board and Selectmen to “track new development in town by type and location and periodically (at least every five years) evaluate implementation of the Comprehensive Plan and land ordinances to ensure that community goals are being met.”

To ensure that this objective is met, the Selectmen should direct the Chair of Planning Board to submit with his/her annual report a table indicating the type and location of new development for which permits have been issued in the previous year.

Protection of Critical Resources

The location(s) of critical natural resources are indicated on *Map 6: Critical Habitat*. Many of these resources are already protection to a large degree by shoreland zoning and/or through conservation. To monitor the amount of critical resource areas protected through acquisition, easements, or other measures, the Town Assessor should maintain a record of parcels enrolled in Tree Growth, Farmland or Open Space protection programs as well as those parcels protected by conservation easement or managed by land trusts, the Town or federal and state agencies for conservation purposes, so that a parcel level map of protected critical resources can be compared against *Map 6: Critical Habitat* as part of the periodic evaluation (see above).

Appendix F. PLAN IMPEMENTATION

This appendix brings together the all of the recommended goals, policies and strategies included in the Comprehensive Plan. It prioritizes how each implementation strategies will be carried out and identifies the responsible party.

HISTORY & CULTURE

Goal: *Machiasport will preserve the cultural, historic and archeological resources of its maritime heritage for future generations.*

Policy	Implementation Strategy	Responsibility	Timeframe
Promote the identification and subsequent protection of significant historic archaeological resources through voluntary registration and protection programs.	Promote awareness of historic structures and artifacts including the consideration of listing on the National Register of Historic Places. <ul style="list-style-type: none"> ▪ Examine nomination of Starboard Community/School House to the national Register 	Historical Society	Immediate
	Complete comprehensive inventories of the following: <ul style="list-style-type: none"> ▪ Prehistoric archaeological resources. ▪ Historic archaeological resources. ▪ Historical resources. 	Historical Society; ad-hoc committee	Short Term 2-5 years
	Take advantage of any outside sources of funding for professionally conducted inventories (i.e. State Planning money, Maine Historic Preservation Commission Certified Local Government Program and survey grants).	Historical Society; Select Board	On-going
	Explore designation of Machiasport village as a Historic Districts.	Historical Society; Planning Board.	As funding allows
	Work in cooperation with the State of Maine concerning any of the identified historical and archaeological resources within Machiasport.	Planning Board; Select Board	As funding allows
Ensure that archeological and historic sites are not unknowingly destroyed.	Potential areas and artifacts of historical and archaeological significance, especially along the coast, should be professionally surveyed and documented. The presence of and historical and archaeological sites and artifacts should be considered when development is proposed.	Planning Board; Historical Society	Short Term (2-5 years) or as funding allows
Adopt regulations that protect identified significant historic archaeological resources from incompatible development.	Zone significant archaeological sites that occur within the Shoreland Zone, such as the petroglyphs, as Resource Protection.	Planning Board; Select Board	Immediate

POPULATION

Goal: *Machiasport will use complete and current information about its population when making administrative and policy decisions.*

Policy	Implementation Strategy	Responsibility	Timeframe
Machiasport will monitor the size, characteristics and distribution of its population.	In conjunction with the Washington County Council of Governments, the designated census information center for Washington County, the town will gather all available population estimates, census data and other information concerning the number and characteristics of the town’s population.	Selectmen; School Board	Immediate

PUBLIC FACILITIES, RECREATION AND PUBLIC SERVICES

Goal: *Machiasport will plan for, finance and maintain an efficient system of public facilities and services to accommodate current and projected needs through the development, adaptation and implementation of a capital improvement program.*

Goal: *Machiasport will seek to make available a wide range of outdoor recreational opportunities for all citizens, including access to public waters.*

Policy	Implementation Strategy	Responsibility	Timeframe
Maintain existing municipal facilities and provide for additional public facilities necessary for the safe and efficient delivery of municipal services.	The Town will address future capital funding needs for replacement items through the Capital Improvement Plan	Selectmen	Ongoing
Ensure that school facilities are well cared and appropriately used.	Work with school official to identify off-hours uses of school facilities, including community uses and/or revenue generation (e.g. rental of kitchen facilities to small businesses).	Selectmen / Principal	Short-term
Support the maintenance and improvement of the Town’s snowmobile & ATV trails.	Seek municipal grants from the State’s Snowmobile Trail Fund to improve snowmobile trails in the area.	Selectmen / Snowmobile and ATV Clubs	On-going
	Support planning for and management of the Down East Sunrise Trail.	Selectmen / Sunrise Trail Coalition	On-going
	Explore development of snowmobile, ATV and/or hiking trails that may feed into the Sunrise Trail.	Selectmen / Snowmobile and ATV Clubs	Medium-term

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PUBLIC FACILITIES, RECREATION AND PUBLIC SERVICES, cont'd			
Policy	Implementation Strategy	Responsibility	Timeframe
Ensure that Machiasport residents continue to have access to adequate outdoor recreation opportunities.	Establish a Recreation Committee to prepare plans for providing for the following recreational activities: ball fields, roller-blade areas, boating areas, walking and skiing trails (no vehicles allowed), bicycle trails, and outdoor basketball courts.	Selectmen; Recreation Committee	Immediate
	Maintain facilities (picnic area, walking trails, parking) at Jasper Beach; and explore development of facilities at Gray's Beach.	Selectmen; Recreation Committee	Ongoing
	Seeking funding for a feasibility study to explore development of recreational boating facilities (e.g. a marina) on the Machias River/Machias Bay.	Selectmen	Short-term
	Develop a ball field and ball diamond behind in the open space behind the Town Office.	Selectmen	Medium-term
Ensure that Machiasport residents have access to culture facilities and events.	Negotiate arrangement with the Board of Porter Memorial Library to provide library services and memberships to Machiasport residents.	Selectmen	Short-term
	Complete renovations at Liberty Hall.	Selectmen; Campaign to Save Liberty Hall	Medium-term
	Coordinate with the school system to ensure that Fort O'Brien School is as open and available for community event as possible.	Selectmen / School Board	On-going
Ensure that rural development is located on land that is capable of supporting on-site water and subsurface sewage disposal systems.	Include language in the Zoning Ordinance to require that, for structures involving subsurface sewage disposal, a plumbing permit be obtained prior to a building permit.	Planning Board/ Selectmen	Immediate
Ensure that residents in all portions of town have access to safe drinking water in their homes.	Explore development of a water district to serve those households whose drinking water has been contaminated by OBD.	Selectmen	Immediate
Provide adequate waste disposal for the citizens of Machiasport.	Work with The Bay Area Transfer Station or other appropriate parties to explore the options for a municipal recycling station in Machiasport.	Selectmen	Short-Term
	Work with neighboring communities to improve household solid waste disposal.	Selectmen	On-going.

PUBLIC FACILITIES, RECREATION AND PUBLIC SERVICES, cont'd			
Policy	Implementation Strategy	Responsibility	Timeframe
	Implement an annual large item disposal day or other method to improve disposal of white goods & other large waste items.	Selectmen	On-going
	Educate school children and the general public on the importance of recycling, reduction and reuse.	School Dept.	On-going
Ensure that police, fire and ambulance services are adequate.	Continue to coordinate regional ambulance services.	Selectmen	On-going
	Expand facilities for at the Fire Department to provide additional space for vehicles and storage of special equipment.	Selectmen / Fire Chief	Medium-term
	Continue to participate in the regional approach to emergency response for hazardous materials and chemicals spills.	Fire & Police Departments/ Wash Co.	On-going
The Town will cooperate on the delivery of regional services and endeavor to achieve economies of scale where feasible.	Continue to provide 24 hour emergency services and support grant funding efforts for facility improvements and staff.	Selectmen; Office of the Harbor Master	Short term

NATURAL RESOURCES

Goal: *Machiasport will safeguard its forest resources from development which threatens those resources and to preserve marginal open space whenever possible.*

Goal: *Machiasport will protect the quality and manage the quantity of the Town’s water resources, watersheds and the Larabee Heath.*

Goal: *Machiasport will pursue the clean-up of the Howard Mountain water contamination and/or a suitable source of potable water for affected residents.*

Goal: *Machiasport will protect the Town’s other critical natural resources including wildlife, offshore islands, scenic vistas, and other unique natural areas.*

Policy	Implementation Strategy	Responsibility	Timeframe
Preserve and protect Machiasport’s rural character by actively encouraging the preservation, protection, and conservation of identified and productive forest land.	Make available information concerning programs to encourage the preservation of farmland and forest land.	Selectmen; Town Office	On-going

APPENDIX F. PLAN IMPLEMENTATION MACHIASPORT COMPREHENSIVE PLAN UPDATE

NATURAL RESOURCES, cont'd			
Policy	Implementation Strategy	Responsibility	Timeframe
	Encourage owners of productive farm and forest land to enroll in the current use taxation programs.	Selectmen	On-going
	Encourage the preservation of open space through tree growth and/or open space ordinances.	Planning Board	Medium Term (3-5 years)
	Seek input during large land sales to private developed or conservation groups to discuss ways to ensure traditional accesses and uses are retained.	Selectmen	On-going
Safeguard lands identified as prime farmland or capable of supporting commercial forestry.	Amend land use ordinances to require commercial or subdivision developments in critical rural areas to maintain areas with prime farm soils as open space to the greatest extent practicable.	Planning Board	Short Term (1-2 years)
	Limit non-residential development in critical rural areas to natural resource-based businesses and services, nature tourism/outdoor recreation businesses, farmers' markets, and home occupations.	Planning Board	Short Term (1-2 years)
	Permit activities that support productive agriculture and forestry operations, such as road-side stands, greenhouses, and pick-your-own operations.	Planning Board	On-going
To promote the use of best management practices for timber harvesting and agricultural production.	Consult with the Maine Forest Service District Forester when developing any land use regulations pertaining to forest management practices.	Planning Board	On-going
	Consult with Soil and Water Conservation District staff when developing any land use regulations pertaining to agricultural management practices.	Planning Board	On-going
To support farming and forestry and encourage their economic viability.	Include agriculture and commercial forestry operations in local or regional economic development plans.	Selectmen; WCCOG	On-going
Ensure that all resident have access to safe drinking water.	Advocate for clean water and protect the aquifers for all residents; water contamination clean-up activities in the Howard Mountain to Miller Mountain area, monitor the clean-up progress of the Army Corps of Engineers, and investigate alternative water supplies.	Selectmen	On-going

APPENDIX F. PLAN IMPLEMENTATION MACHIASPORT COMPREHENSIVE PLAN UPDATE

NATURAL RESOURCES, cont'd			
Policy	Implementation Strategy	Responsibility	Timeframe
	Pursue alternative water supplies for the residents' wells from Howard Mountain to Miller Mountain affected by the contamination.	Selectmen	On-going
	Work with land owners around public wells at Fort O'Brien School and Downeast Correctional Facility to identify voluntary measures that will reduce the risk of contamination within the wellhead protection area(s).	Selectmen	On-going
Maintain the high level of water quality in Machiasport, protect significant surface water resources from pollution, and improve water quality where needed.	Amend local land use ordinances as applicable to incorporate stormwater runoff performance standards consistent with: <ul style="list-style-type: none"> a. The Maine Stormwater Management Law and Stormwater Rules (Title 38 MRSA Section 420-D and 06-096 CMR 500 and 502). b. DEP's allocations for allowable levels of phosphorus in lake/pond watersheds. c. The Maine Pollution Discharge Elimination System Stormwater Program 	Planning Board	Short Term (1-2 years)
	Periodically review and update the floodplain ordinance to be consistent with state and federal standards.	Planning Board	On-going
	Provide water quality "best management practices" information to farmers and loggers.	Selectmen; Town Office	On-going
	Equip Fire Department with fuel containment boom and absorbent materials for spill recovery.	Selectmen; Fire Department	Immediate
	Promote the use of Best Management Practices for Stormwater Management and for Erosion and Sedimentation Control through education of the Planning Board, Code Enforcement Officer and Road Commissioners.	Planning Board; Selectmen; Road Commissioners	Short-term (within 2 years)
	Provide educational materials at appropriate locations regarding invasive species.	Selectmen; Town Office	On-going
	Continue to enforce land use regulations protecting Machiasport's significant water resources from adverse impact.	CEO	On-going

APPENDIX F. PLAN IMPLEMENTATION MACHIASPORT COMPREHENSIVE PLAN UPDATE

NATURAL RESOURCES, cont'd			
Policy	Implementation Strategy	Responsibility	Timeframe
Protect water resources in growth areas while promoting more intensive development in those areas.	Consider amending local land use ordinances, as applicable, to incorporate low impact development standards.	Planning Board	Medium Term (3-5 years)
Minimize pollution discharges through the upgrades to septic systems.	Control existing point source discharges (4 existing overboard discharge permits) through application to the Small Community Grant Program and other federal programs.	Selectmen	On-going
Cooperate with neighboring communities and regional/local advocacy groups to protect water resources.	Participate in local and regional efforts to monitor, protect and, where warranted, improve water quality.	Selectmen; WCCOG; Planning Board	On-going
Conserve critical natural resources and significant wildlife habitat in Machiasport.	Amend the Subdivision Ordinance to require property developers to look for and identify critical natural resources that may be on site and to take appropriate measures to protect those resources, including but not limited to, modification of the proposed site design, construction timing, and/or extent of excavation.	Planning Board	Short Term (1-2 years)
	Designate critical natural resources as Critical Resource Areas in the Future Land Use Plan.	Planning Board	Immediate
	Periodically review the Town's shoreland zone ordinances and make necessary amendments to meet current state guidelines.	Planning Board	On-going
	Amend land use ordinance to incorporate maps and information provided by the Maine Beginning with Habitat program into the review process.	Planning Board	Short Term (1-2 years)
	Train road commissioner in natural resource protection best practices and standards for construction and maintenance of town roads.	Selectmen	On-going
	Distribute or make available information to those living in or near critical natural areas about applicable local, state or federal regulations.	Selectmen; Town Office	On-going
	Pursue public/private partnerships to protect critical natural resources such as through purchase of land or easements from willing sellers.	Selectmen	On-going
Preserve important scenic resources.	Work with land owners to develop a plan to protect significant scenic resources.	Selectmen; Planning Board	Short Term (1-2 years)

NATURAL RESOURCES, cont'd			
Policy	Implementation Strategy	Responsibility	Timeframe
Coordinate with neighboring communities and regional and state resource agencies to protect shared critical natural resources.	Initiate and/or participate in interlocal and/or regional planning, management and/or regulatory efforts around shared critical natural resources.	Selectmen; WCCOG	On-going

EMPLOYMENT AND ECONOMY

Goal: *Machiasport will promote an economic climate that increases the number of jobs available locally.*

Policy	Implementation Strategy	Responsibility	Timeframe
Increase the number of jobs available locally and to manage future commercial activity in a manner consistent with Machiasport's rural character.	Future economic development in Machiasport will be encouraged in the growth areas and discouraged by ordinance in other areas. Growth areas are described on the Land Use Map. Within these areas, the Town will assist in programs that are, or may become, available to help small businesses.	Planning Board	Short-term (1-2 years)
	Encourage light industrial and commercial development in designated growth areas through participation in regional State and regional development programs.	Planning Board; Selectmen	On-going
	Continue to encourage home occupations and small business that do not detract from residential areas or affect the rural character of the town, provided that such home occupations do not adversely affect the Town's resources.	Planning Board	On-going
	Define the difference between small and large-scale commercial activity, and develop a site-review ordinance with standards and buffering provisions.	Planning Board	Short-term (1-2 years)
	The Town supports efforts to attract environmentally sound industry to Machiasport.	Selectmen	On-going
	The Town does not encourage heavy industry to locate here.	Selectmen	On-going
Support development of a marina facility and redevelopment of under-utilized facilities as appropriate.	Work with interested developers or other parties to support development of a marina facility in Machiasport through the use of tax incentives and other municipal efforts, as appropriate.	Selectmen, Harbor Committee	Medium-term (3-5 years)

APPENDIX F. PLAN IMPLEMENTATION MACHIASPORT COMPREHENSIVE PLAN UPDATE

ECONMY AND EMPLOYMENT, cont'd			
Policy	Implementation Strategy	Responsibility	Timeframe
	Work interested developer to redevelop the former base housing facility or other under-utilized facilities in a manner consistent with Machiasport rural character.	Selectmen	Medium-term (3-5 years)
	Explore the use of a Brownfield Assessment grant or other appropriate mechanism to facilitate redevelopment of the former base housing at Howard Mountain.	Selectmen; Planning Board	Immediate
Support infrastructure and transportation investments with will support the type of economic development desired by Machiasport.	Work with MDOT to make roadway improvement that will enhance freight access to Buck Harbor and Downeast Correction Facility. This may include a roadway re-alignment as identified in <i>Chapter I. Transportation</i> .	Selectmen; Road Commissioner	Medium-term (3-5 years)
	Explore expanded employer-base ride share or other alternative commuting options through GoMaine! or other appropriate programs and partnerships.	Planning Board	Immediate
Actively support and participate in an appropriate State and Regional Economic and Business programs which enhance the Town's economic well-being and increase job opportunities for local residents.	Continue municipal participation in regional economic and community development organizations including Washington County Development Authority, Sunrise County Economic Council, Washington County Council of Governments, <i>et al.</i>	Selectmen	On-going
	Appoint a Town "point person" to advocate on the Town's behalf on issues regarding state policy (notably as it affects the prison and school consolidation).	Selectmen	Immediate

MARINE RESOURCES

Goal: *Machiasport will preserve for future generations the marine resources that are vital to Town ecology, support local fisheries, and contribute significantly to the Town’s heritage and quality of life.*

Policy	Implementation Strategy	Responsibility	Timeframe
To protect, maintain and, where warranted, improve marine habitat and water quality.	Work with land owners, the DEP and neighboring communities to identify and eliminate OBD and non-point source pollution.	Selectmen	Immediate (1-2 years)
	Enforce shoreland zoning provisions and provide adequate training to the code enforcement officer.	CEO; Selectmen	On-going
	Develop proposal for installation of permanent sanitary facilities and a pump out station at municipal pier	Selectmen; Maritime Committee; Harbor Master	Short-Term (2-5 years)
	Encourage owners of marine businesses to participate in clean marina/boatyard programs.	Selectmen; Harbormaster	On-going
To maintain and, where warranted, improve harbor management and facilities.	Implement harbor management strategies as outline in the Machiasport Maritime Plan.	Harbormaster	On-going
Promote harmony and understanding among newcomers and existing residents over traditional uses of land and water.	Develop educational materials describing traditional uses and practices including issues such as shore access, hunting, working waterfront and commercial fishing, and community institutions.	Selectmen or their designee; Maritime Committee and maritime users; WCCOG	Immediate (1-2 years)
	Distribute these materials at town offices, schools and local businesses including real estate firms.	Selectmen or their designee	Immediate (1-2 years)
Ensure that traditional use of lands and access to water are protected as development pressures increase.	Use the inventory of traditional accesses in this chapter to seek protection of these features when reviewing proposals for subdivision or development.	Selectmen; Planning Board	Immediate (1-2 years)
	Provide information about the current use taxation programs to owners of waterfront land used to provide access to or support the conduct of commercial fisheries.	Selectmen; Assessor	Immediate (1-2 years)

APPENDIX F. PLAN IMPLEMENTATION MACHIASPORT COMPREHENSIVE PLAN UPDATE

MARINE RESOURCES, cont'd			
Policy	Implementation Strategy	Responsibility	Timeframe
	<p>Respect private property rights but seek to maintain traditional uses of any private roads or rights of way to the water. Negotiations with private land owners to secure these accesses will include:</p> <ul style="list-style-type: none"> • Acknowledgement/celebration of landowners who continue the centuries old practice of allowing public use of their lands; • Informal agreements allowing public use of lands; • More formal agreements allowing public use of lands until and unless problems arise from disrespectful use of private land (eg. Leaving gates open, littering, vandalism); • Providing property tax incentives to property owners who grant written, revocable rights of access across their property; • Purchasing rights of first refusal for access points or property of critical importance to the fishery; • Purchasing permanent easements or fee title to access points or property of critical importance to the fishery. 	Selectmen; Planning Board	Immediate (1-2 years)
	<p>Request of land conservation groups that public access to significant resources – and in particular public access to the shore – be including in easement language and written into management plans to the greatest extent practical.</p>	Selectmen	Immediate (within 2 years)

HOUSING

Goal: Machiasport will encourage and promote affordable, decent housing opportunities for its residents.

Policy	Implementation Strategy	Responsibility	Timeframe
Pursue programs and grants that can assist in ensuring that at least 10% of new residential development meets the definition of affordable housing.	Compile information on programs and grants (CDBG housing assistance and rehabilitation programs) for the use of residents.	Town Clerk	Immediate
	Participate in programs, grants and projects for the construction of subsidized housing whether within the town or the region including grants to homeowners for improvements to energy efficiency, habitability, etc	Selectmen	Immediate
	Seek the assistance of regional and state agencies in the opportunities, technologies and permitting requirements for sewage treatment systems to address waste disposal needs within already developed areas.	Selectmen	Immediate
Encourage and support the regional efforts to address affordable and workforce housing needs.	Support the efforts of WHCA and other organization to create safe, decent workforce housing opportunity in Washington County.	Selectmen	Ongoing
Codes and Regulation			
Ensure that local codes and ordinances are enforced for the public health, safety and welfare.	Work with the planning board to address any need for modification to the existing land use regulations that may be appropriate.	CEO; Planning Board	On-going
	Ensure that the code enforcement officer (CEO) works to address reported violations of local ordinances and State laws and regulations that affect health, safety or community conditions such as the automobile graveyard provisions, removal of unsafe or deteriorated buildings, replacement of driveway culverts, etc.	Selectmen; Code Enforcement Officer	On-going
The future land use ordinance will not preclude the development of affordable housing	Encourage affordable housing opportunities by allowing a mixture of housing types, including accessory apartments and mobile home in both rural and growth areas.	Selectmen; Planning Board	Short-term (within 2 years)

HOUSING, cont'd			
Policy	Implementation Strategy	Responsibility	Timeframe
	Continue to allow mixed uses and mixed income housing within the residential areas of the town.	Planning Board	On-going
	Encourage senior citizen housing opportunities and provide residential areas that allow single and multi-family dwellings, as well as manufactured housing.	Planning Board	On-going

TRANSPORTATION

Goal: *Machiasport will encourage, promote and develop efficient and safe transportation facilities that will accommodate our town's anticipated growth and economic development.*

Policy	Implementation Strategy	Responsibility	Timeframe
The town will plan for optimum use, construction, maintenance and repair of roads in a manner that improves safety and enhances efficiency of the transportation system.	Develop a prioritized ten-year improvement, maintenance and repair plan for local/ regional transportation system facilities that reflects local, regional & state objectives.	Selectmen; Road Commissioner	Short Term (1 -2 years)
	Advocate for improvements and aggressive maintenance to Route 92, including but not limited to areas identified as high problem areas (above).	Selectmen; Road Commissioner	On-going
	Work MaineDOT to address safety issues identified in the Comprehensive Plan Update.	Selectmen; Road Commissioner	Short Term (1 -2 years)
	Explore the feasibility of developing a new roadway utilizing the existing right-of-way connecting Old County Road to Route 92, including potential funding sources that may including cost-sharing with MDOT or the use if Tax Increment Financing (TIF).	Selectmen; Road Commissioner	Immediate
	Coordinate with MDOT to explore the feasibility of developing the Old County Road extension as a re-alignment for the portion of Route 92 through Machiasport Village.	Selectmen; Road Commissioner	Short Term (1-2 years)
	Establishing a reserve account of \$5,000 over the next several year to help smooth out the economic impact on any given budget cycle of culvert replacement.	Selectmen; Budget Committee	Immediate

APPENDIX F. PLAN IMPLEMENTATION MACHIASPORT COMPREHENSIVE PLAN UPDATE

TRANSPORTATION, cont'd			
Policy	Implementation Strategy	Responsibility	Timeframe
Promote public health, protect natural and cultural resources and enhance livability by managing land use in ways that maximize the efficiency of the transportation system and minimize increases in vehicle miles traveled.	Review and amend ordinance standards for subdivisions and for public and private roads as appropriate to foster transportation-efficient growth patterns and in a manner consistent with the Future Land Use Plan..	Planning Board	Medium Term (3-5 years)
Ensure transportation facilities meet the needs of all residents by providing a safe, efficient and adequate transportation network for all types of users (motor vehicles, pedestrians, bicyclists).	When State roads require reconstruction or repair the town will request that shoulders be added to improve public safety.	Selectmen/ Road Commissioner	Long Term (5-10 years)
	Work with MDOT, regional employers and other interested parties to expand ride-share, carpool and other alternative transportation options through GoMaine! or other appropriate programs.	Selectmen	On-going
Promote fiscal prudence by maximizing the efficiency of the state or state-aid highway network.	Review local ordinances for consistency with local, regional and state transportation policies identified in this plan.	Planning Board	Medium Term (3-5 years)
	Review local ordinances to address or avoid conflicts with: a) Policy objectives of the Sensible Transportation Policy Act (23 MRSA §73); b) State access management regulations pursuant to 23 MRSA §704; and c) State traffic permitting regulations for large developments pursuant to 23 MRSA §704-A.	Planning Board	Medium Term (3-5 years)
Cooperate in the development of regional transportation policy.	The town will participate in CEDS (Community Economic Development Strategy) Transportation sub-committee policy committee.	Selectmen	On-going

FISCAL CAPACITY

Goal: *Machiasport will plan for, finance and develop an efficient system of public facilities and services to accommodate anticipated growth and economic development.*

Policy	Implementation Strategy	Responsibility	Timeframe
Finance public facilities and services in a cost effective manner.	Implement the capital investment plan by developing a capital improvement program.	Selectmen	On-going
	Establish a capital reserve account for the acquisition of public access (see <i>Chapter G</i>).	Selectmen; Budget Committee	Short Term (1-2 years)
	Account for the costs of replacing failing culverts through an addition of \$5,000 per year over the next several years; or establishment of a separate capital reserve account.	Selectmen; Budget Committee	Short Term (1-2 years)
	Review and/or update the capital improvement program biennially.	Selectmen	On-going
	Explore grants available to assist in the funding of capital investments within the community.	Selectmen	Short Term (1-2 years)
	Direct a minimum of 75% of new municipal growth-related capital investments into designated growth areas in the Future Land Use Plan.	Selectmen	On-going
	Work with neighboring communities and WCCOG to plan for and finance shared or adjacent capital investments to increase cost savings and efficiencies.	Selectmen	On-going

LAND USE

Goal: *To encourage orderly growth and development in appropriate areas of Machiasport while protecting the Town’s character, making efficient use of public services and preventing development of sprawl.*

Policy	Implementation Strategy	Responsibility	Timeframe
In line with Machiasport’s Community Vision, continue to encourage growth and development compatible with the community’s rural character.	Using the descriptions in this Chapter, enact and amend local ordinances to clearly define the scale, type and location of future development.	Planning Board	Short-term (2-5 years)
	Permit infill development at similar densities and dimensions compatible with existing development within growth districts.	Planning Board	Ongoing
	Require new growth-related public facilities be located within growth areas.	Selectmen	Immediate (1-2 years)
Protect critical natural resources from the impacts of development.	Periodically review the Town’s Shoreland Zoning Ordinance to ensure that appropriate critical natural resources within the Town’s Shoreland are protected from the impacts of development.	Planning Board	On-going
	Continue to work with land owner to protect critical natural resource through voluntary measures including better management practices and voluntary participation in land conservation.	Selectmen; Planning Board	On-going
Ordinances and Regulation			
Establish efficient permitting procedures, especially in growth areas.	Establish fair and efficient permitting procedures with appropriate fees; and define protective measures for critical resources areas.	Planning Board	Immediate (1-2 years)
Review and revise existing use regulations, consistent with the goals and guidelines of this Comprehensive Plan.	Prepare a municipal ordinance to provide standards for adequate visual screening (fencing, vegetative buffers) of junkyard/vehicle graveyards and appropriate standards fro setbacks from public roads	Selectmen; CEO	Immediate (1-2 years)
	Prepare a zoning ordinance for review and approval by municipal vote consistent with the future land use designations in the Comprehensive Plan.	Planning Board	5-10 years

APPENDIX F. PLAN IMPLEMENTATION MACHIASPORT COMPREHENSIVE PLAN UPDATE

LAND USE, cont'd			
Policy	Implementation Strategy	Responsibility	Timeframe
	Track new development in town by type and location and periodically (at least every five years) evaluate implementation of the Comprehensive Plan and land ordinances to ensure that community goals are being met.	Planning Board; Selectmen	On-going
Retain affordable and adequate housing options for young people just starting families, elderly people, and low income people appropriate for their needs.	Ensure town ordinances pertaining to road frontage requirements, minimum lot size and the location of mobile homes inter alia do not inhibit construction of affordable housing.	Selectmen	On-going
To support the level of financial commitment necessary to provide needed infrastructure in growth areas.	Include in the Capital Investment Plan anticipated municipal capital investments needed to support proposed land uses.	Selectmen	On-going
Enforce ordinances fully and fairly.	Ensure ordinances contain proper legal language and definitions.	Planning Board; Selectmen	On-going
	Develop summary of regulations (town, state and federal) to meet in order to obtain a building permit, and ensure that town permitting processes are transparent and efficient.	Planning Board	Immediate (1-2 years)
	Provide the code enforcement officer with the tools, training, and support necessary to enforce land use regulations, and ensure that the Code Enforcement Officer is certified in accordance with 30-A MRSA §4451.	Planning Board; Selectmen	On-going
Continue to co-operate neighboring communities and coordinate Machiasport's; and use strategies with other local and regional land use planning efforts.	Continue serving in regional groups and organizations including the Sunrise County Economic Council and the Washington County Council of Governments.	Selectmen	On-going
	Meet with neighboring communities to coordinate land use designations and regulatory and non-regulatory (acquisition, et cetera) strategies.	Selectmen	Immediate (1-2 years)

Appendix H. REGIONAL COORDINATION PROGRAM

The Town of Machiasport actively coordinates with neighboring communities on a broad range of issues. This appendix summarized regional coordination efforts undertaken by the Town of Machiasport for shared resources and facilities, including but not limited to lakes, rivers, aquifers, and transportation facilities; and reproduces recommended policies and strategies for continue regional coordination from relevant sections of the Comprehensive Plan Update.

REGIONAL COORDINATION EFFORTS

As a rural community, community life in Machiasport both affects and is affected by what happens in neighboring communities where Machiasport residents shop, play and find employment. In addition Machiasport shares responsibility for management of natural resources, including rivers and bays with neighboring communities.

PUBLIC FACILITIES, RECREATION AND PUBLIC SERVICES

The Town of Machiasport already engages in a high degree of regional coordination with regards to public facilities and services.

With regard to public safety, the Town contracts with Maine State Police and the County Sheriff for police protection Machias Ambulance for emergency medical services. The Machiasport Volunteer Fire Department has automatic mutual aid agreements with several neighboring communities; and participating in regional emergency planning efforts through the Washington County Emergency Management Agency.

With regards to education, the Town of Machiasport is part of Union 134; and participates in planning and coordination of educational services. The Town of Machiasport has also partnered with neighboring communities on a variety of other efforts (including cooperative buying and sharing resources) to reduce costs and increase efficiency.

Goal: *Machiasport will plan for, finance and maintain an efficient system of public facilities and services to accommodate current and projected needs through the development, adaptation and implementation of a capital improvement program.*

Goal: *Machiasport will seek to make available a wide range of outdoor recreational opportunities for all citizens, including access to public waters.*

Policy	Implementation Strategy	Responsibility	Timeframe
Support the maintenance and improvement of the Town's snowmobile & ATV trails.	Support planning for and management of the Down East Sunrise Trail.	Selectmen / Sunrise Trail Coalition	On-going

PUBLIC FACILITIES, RECREATION AND PUBLIC SERVICE, cont'd			
Policy	Implementation Strategy	Responsibility	Timeframe
	Explore development of snow-mobile, ATV and/or hiking trails that may feed into the Sunrise Trail.	Selectmen / Snowmobile and ATV Clubs	Medium-term
Ensure that Machiasport residents have access to culture facilities and events.	Negotiate arrangement with the Board of Porter Memorial Library to provide library services and memberships to Machiasport residents.	Selectmen	Short-term
Provide adequate waste disposal for the citizens of Machiasport.	Work with The Bay Area Transfer Station or other appropriate parties to explore the options for a municipal recycling station in Machiasport.	Selectmen	Short-Term
	Work with neighboring communities to improve household solid waste disposal.	Selectmen	On-going.
Ensure that police, fire and ambulance services are adequate.	Continue to coordinate regional ambulance services.	Selectmen	On-going
	Continue to participate in the regional approach to emergency response for hazardous materials and chemicals spills.	Fire & Police Departments/ Wash Co.	On-going
The Town will cooperate on the delivery of regional services and endeavor to achieve economies of scale where feasible.	Continue to provide 24 hour emergency services and support grant funding efforts for facility improvements and staff.	Selectmen; Office of the Harbor Master	Short term

NATURAL RESOURCES

The Natural resources chapter identifies a number of shared natural resources that require regional coordination for effective management. Most notably these include Essential and Significant Wildlife Habitat, high-value areas for agriculture and forestry, and the Mill River.

The Town of Machiasport currently works with DEP, and neighboring communities on issues pertaining to water quality. The town has identified additional strategies for enhance regional coordination, including consultation with relevant state agencies and neighboring communities in the development of land use ordinances and other municipal regulations.

Goal: *Machiasport will safeguard its forest resources from development which threatens those resources and to preserve marginal open space whenever possible.*

Goal: *Machiasport will protect the quality and manage the quantity of the Town's water resources, watersheds and the Larabee Heath.*

Goal: *Machiasport will pursue the clean-up of the Howard Mountain water contamination and/or a suitable source of potable water for affected residents.*

Goal: *Machiasport will protect the Town's other critical natural resources including wildlife, offshore islands, scenic vistas, and other unique natural areas.*

Policy	Implementation Strategy	Responsibility	Timeframe
To promote the use of best management practices for timber harvesting and agricultural production.	Consult with the Maine Forest Service District Forester when developing any land use regulations pertaining to forest management practices.	Planning Board	On-going
	Consult with Soil and Water Conservation District staff when developing any land use regulations pertaining to agricultural management practices.	Planning Board	On-going
Cooperate with neighboring communities and regional/local advocacy groups to protect water resources.	Participate in local and regional efforts to monitor, protect and, where warranted, improve water quality.	Selectmen; WCCOG; Planning Board	On-going
Coordinate with neighboring communities and regional and state resource agencies to protect shared critical natural resources.	Initiate and/or participate in interlocal and/or regional planning, management and/or regulatory efforts around shared critical natural resources.	Selectmen; WCCOG	On-going

EMPLOYMENT AND ECONOMY

The Town of Machiasport promotes regional coordination of economic development efforts in Washington County through support of the Washington County Development Authority and Machias Bay Area Chamber of Commerce; and participating and/or coordinating with other organizations that promote economic development in the region (Sunrise County Economic Council, Washington County Council of Governments, Eastern Maine Development Corporation, Incubators without Walls, et cetera).

Goal: *Machiasport will promote an economic climate that increases the number of jobs available locally.*

Policy	Implementation Strategy	Responsibility	Timeframe
Actively support and participate in an appropriate State and Regional Economic and Business programs which enhance the Town’s economic well-being and increase job opportunities for local residents.	Continue municipal participation in regional economic and community development organizations including Washington County Development Authority, Sunrise County Economic Council, Washington County Council of Governments, <i>et al.</i>	Selectmen	On-going
	Appoint a Town “point person” to advocate on the Town’s behalf on issues regarding state policy (notably as it affects the prison and school consolidation).	Selectmen	Immediate

MARINE RESOURCES

Marine resources are particularly important to Machiasport’s economy and heritage. The marine waters on which healthy fisheries depend are by their nature shared resources in need of regional coordination for effective management.

To date, the Town of Machiasport has not participated in an integrated “Bay Management” approach to marine resources. However, the Town does informal promote regional coordination through communication with neighboring communities and responsible state agencies regarding marine resources issues as they arise. Water quality is one issue within the broader category of marine resources for which the Town of Machiasport sees a particular need to enhance regional coordination. The Town supports efforts by the Town of Machias to remediate sewer outflow issues at the Machias Water Treatment Plant; and supports working with landowners, the DEP and neighboring communities to eliminate over-board discharges and non-point source pollution.

Goal: *Machiasport will preserve for future generations the marine resources that are vital to Town ecology, support local fisheries, and contribute significantly to the Town’s heritage and quality of life.*

HOUSING

To date, Machiasport has not participated in regional efforts to address issues of housing affordability. The Comprehensive Plan Update establishes policies direct the Town to support ongoing efforts to address affordable issues in the region.

Goal: *Machiasport will encourage and promote affordable, decent housing opportunities for its residents.*

Policy	Implementation Strategy	Responsibility	Timeframe
Pursue programs and grants that can assist in ensuring that at least 10% of new residential development meets the definition of affordable housing.	Participate in programs, grants and projects for the construction of subsidized housing whether within the town or the region including grants to homeowners for improvements to energy efficiency, habitability, etc	Selectmen	Immediate
	Seek the assistance of regional and state agencies in the opportunities, technologies and permitting requirements for sewage treatment systems to address waste disposal needs within already developed areas.	Selectmen	Immediate
Encourage and support the regional efforts to address affordable and workforce housing needs.	Support the efforts of WHCA and other organization to create safe, decent workforce housing opportunity in Washington County.	Selectmen	Ongoing

TRANSPORTATION

The Town of Machiasport currently in regional transportation planning efforts through the Washington County Council of Governments; and promotes integration of transportation planning with CEDS (Community Economic Development Strategy).

In addition to the specific policy listed below, a number of policies identified in the Transportation and Land Use Chapters promote access management.

Goal: *Machiasport will encourage, promote and develop efficient and safe transportation facilities that will accommodate our town's anticipated growth and economic development.*

Policy	Implementation Strategy	Responsibility	Timeframe
Ensure transportation facilities meet the needs of all residents by providing a safe, efficient and adequate transportation network for all types of users (motor vehicles, pedestrians, bicyclists).	Work with MDOT, regional employers and other interested parties to expand ride-share, carpool and other alternative transportation options through GoMaine! or other appropriate programs.	Selectmen	On-going
Cooperate in the development of regional transportation policy.	The town will participate in CEDS (Community Economic Development Strategy) Transportation sub-committee policy committee.	Selectmen	On-going

FISCAL CAPACITY

The Town of Machiasport has participated in a number of regional projects coordinated through WCCOG as well as a number of *ad hoc* efforts to coordinate municipal purchasing. Machiasport will continue to support efforts to increase cost savings and efficiencies by working with neighboring communities to plan for and finance shared or adjacent capital investments.

Goal: *Machiasport will plan for, finance and develop an efficient system of public facilities and services to accommodate anticipated growth and economic development.*

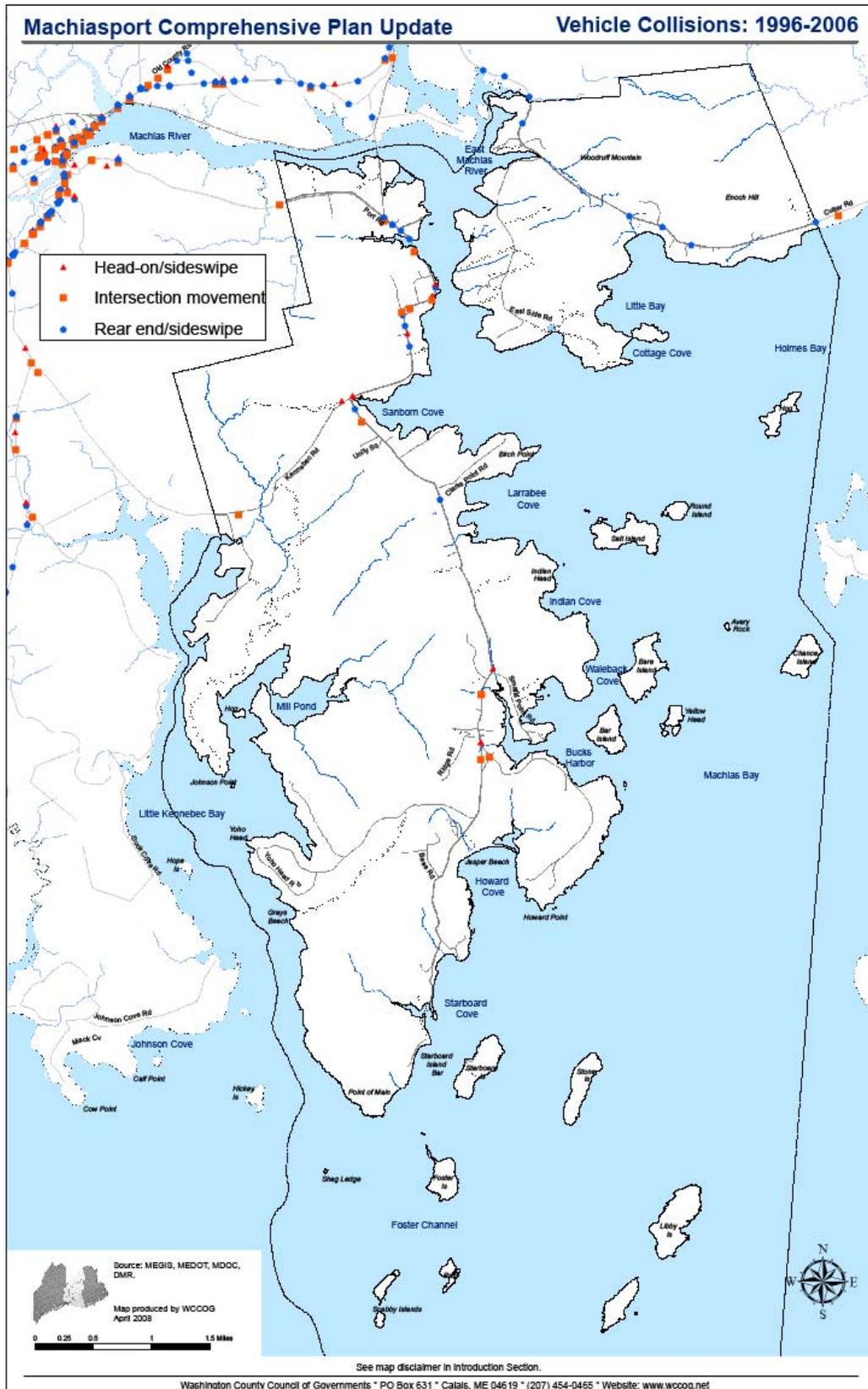
Policy	Implementation Strategy	Responsibility	Timeframe
Finance public facilities and services in a cost effective manner.	Work with neighboring communities and WCCOG to plan for and finance shared or adjacent capital investments to increase cost savings and efficiencies.	Selectmen	On-going

LAND USE

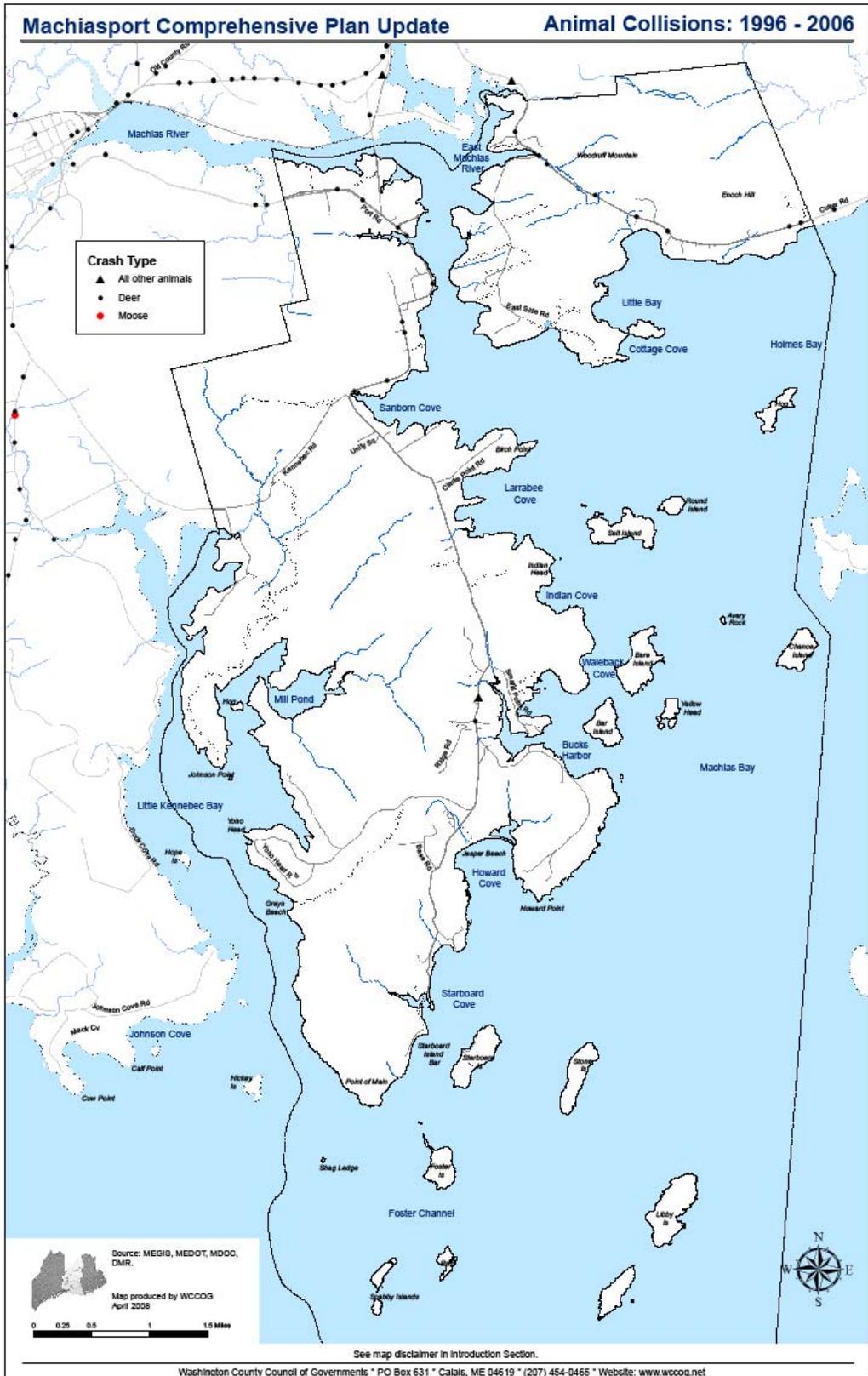
As noted in the Land Use chapter, municipal land use regulation in Machiasport is limited. However, the Town does participate in a number of regional organizations and will continue to participate in these organizations and seek input from neighboring communities as it develops ordinances to implement recommendations of the Comprehensive Plan Update.

Goal: *To encourage orderly growth and development in appropriate areas of Machiasport while protecting the Town’s character, making efficient use of public services and preventing development of sprawl.*

Policy	Implementation Strategy	Responsibility	Timeframe
Continue to co-operate neighboring communities and coordinate Machiasport’s; and use strategies with other local and regional land use planning efforts.	Continue serving in regional groups and organizations including the Sunrise County Economic Council and the Washington County Council of Governments.	Selectmen	On-going
	Meet with neighboring communities to coordinate land use designations and regulatory and non-regulatory (acquisition, et cetera) strategies.	Selectmen	Immediate (1-2 years)







SPO

Maine State Planning Office

Executive Department

JOHN ELIAS BALDACCI
GovernorMARTHA E. FREEMAN
Director

January 7, 2010

Michael E. Murphy, Selectman
Anne-Marie Davis, Town Clerk
James W. Miner, Chairperson, Planning Committee
PO Box 267
Machiasport, ME 04655

Dear Mr. Murphy, Ms. Davis and Mr. Miner:

Thank you for submitting Machiasport's Comprehensive Plan Update to the State Planning Office for review for consistency with the Maine Growth Management Act (M.R.S.A. 30-A §4312 et seq - the Act). The Town and Comprehensive Plan Committee are to be congratulated for all of the hard work that went into producing the Plan.

The Office has completed its review of the Plan for consistency with the Act using the Comprehensive Planning Criteria Rule (Chapter 208). We are pleased to inform you that the State Planning Office finds Machiasport's Comprehensive Plan Update (December 2009 draft with revisions received 12-17-09) to be **consistent** with the Act and Rule.

Machiasport's Plan Update is truly exemplary. It thoughtfully considers the previous comprehensive plan and its policies, an extensive public opinion survey and updated analysis of conditions and trends. The Future Land Use Plan provides recommendations which reflect the community's desire to revitalize Machiasport Village and redevelop former base housing at Howard Mountain through adoption of performance standards, development of a zoning ordinance and creation of a fund for purchase of additional land for public access. We commend the Town, its citizens and its consultants for their skill in crafting both the Machiasport Comprehensive Plan Update and Machiasport Maritime Plan

The revisions received from Jeremy Gabrielson (WCCOG) via email on December 17, 2009 (attached) to respond to comments from the Maine Department of Inland Fisheries and Wildlife, the Beginning with Habitat Program and the Maine Natural Areas Program and some clarifications in the text of the Future Land Use Plan regarding Critical Resource areas.

As prescribed by the Comprehensive Planning Criteria Rule the Office has solicited comments on the Plan from other state agencies. These comments provide additional detail and other suggestions that the comprehensive planning committee should find useful as they proceed. While the State Planning Office agrees that the inclusion of these suggestions would improve the plan, our finding of consistency is not conditioned on their inclusion. The following agencies provided comments on your Plan:

PHONE: (207) 287-6077

OFFICE LOCATED AT: 184 STATE STREET, 38 STATE HOUSE STATION, AUGUSTA MAINE

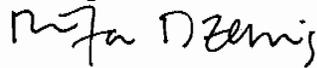
internet: www.maine.gov/spo

FAX: (207) 287-6489

- Maine Department of Environmental Protection
- Maine Department of Inland Fisheries & Wildlife
- Maine Department of Transportation

In closing, thank you again for submitting this plan for review and for all of your hard work. If we can be of assistance in any way, please contact me at 287-2851 or ruta.dzenis@maine.gov.

Best Regards,



Ruta Dzenis AICP
Senior Planner

cc: Elizabeth Hertz, Director Land Use Planning
Jeremy Gabrielson, Washington County Council of Governments
Judy East, Washington County Council of Governments

Enclosures: Comments from other State Agencies
Revisions received on 12-7-09 from Jeremy Gabrielson

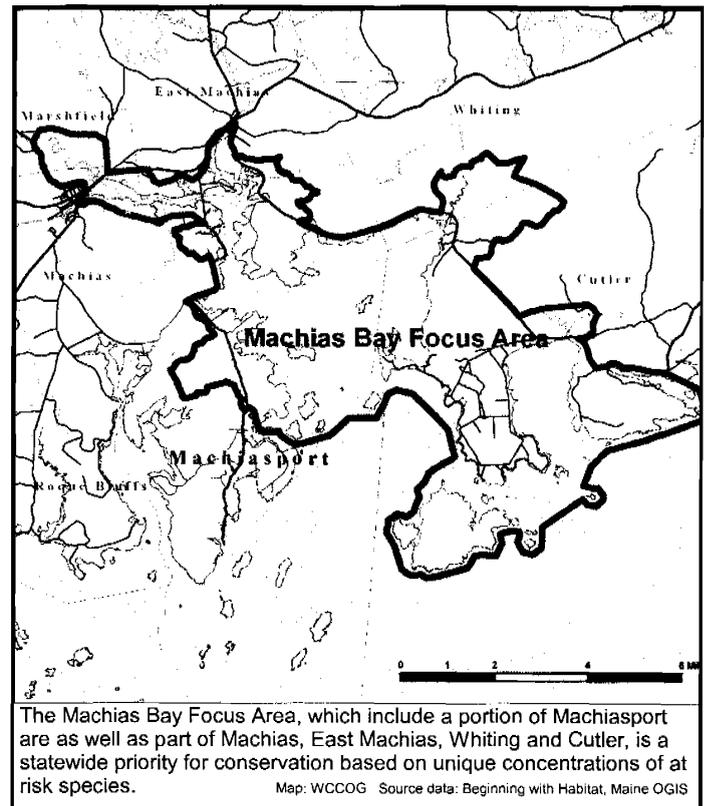
Revisions to Machiasport Comprehensive Plan Update received 12-17-09

E. NATURAL RESOURCES**MACHIASPORT COMPREHENSIVE PLAN UPDATE****CRITICAL NATURAL RESOURCES**

Beginning with Habitat (BwH), a collaborative program of federal, state and local agencies and non-governmental organizations, is a habitat-based approach to conserving wildlife and plant habitat. The BwH program, housed in the Maine Department of Inland Fisheries and Wildlife (MDIFW), provides comprehensive habitat information to equip local decision-makers with the necessary tools to make informed and responsible land use decisions that mesh wildlife habitat conservation with future town growth needs. Each Maine town is provided with a collection of maps, accompanying information depicting and describing various habitats of statewide and national significance found in the town, and with tools to implement habitat conservation in local land use planning efforts. Beginning with Habitat (BwH) maps and data are updated regularly. The BwH are good tool for flagging potential resource issues early in the development review process when features such as high value wildlife habitat are incorporated into performance standards. BwH maps and the BwH Toolbox are available at www.beginningwithhabitat.org. Examples of shoreland zoning ordinances with increased habitat protection standards are available in the BwH Toolbox.

The BwH program has identified Machias Bay as a natural area of statewide ecological significance which contains unusually rich concentrations of at-risk species and habitats. The Machias Bay Focus Area, was identified by biologists from the Maine Natural Areas Program (MNAP) and MDIFW as an area which supports rare plants, animals, and natural communities, high quality common natural communities; significant wildlife habitats; and their intersections with large blocks of undeveloped habitat.

The Machias Bay Focus area includes portions of the Machias and East Machias Rivers, Machiasport and the unique peatland ecosystems in the area. Focus Areas of Ecological Significance are areas of statewide conservation priority. They are identified around unique concentrations of at risk species and habitats and their supporting landscape. These areas are non-regulatory, but are intended to build awareness and momentum for



E. NATURAL RESOURCES**MACHIASPORT COMPREHENSIVE PLAN UPDATE**

strategic approaches to conservation. Natural features which contributed to the designation of the Machias Bay Focus area are described below.

Table E-7 MACHIAS BAY FOCUS AREA FEATURES

Common Name	Scientific Name
Razorbill	<i>Alca torda</i>
Bald Eagle	<i>Haliaeetus leucocephalus</i>
Crowberry Blue	<i>Lycaeides idas empetri</i>
Livid Sedge	<i>Carex livida var. radicaulis</i>
Rare and Exemplary Natural Communities	
Coastal Plateau Bog Ecosystem	Coastal plateau bog ecosystem
Coastal Plateau Bog Ecosystem	Coastal plateau bog ecosystem
Coastal Plateau Bog Ecosystem	Coastal plateau bog ecosystem
Coastal Plateau Bog Ecosystem	Coastal plateau bog ecosystem
Maritime Slope Bog	Heath - crowberry maritime slope bog
Essential Wildlife Habitats	Presence (P) or Absence (A)
Piping Plover / Least Tern EH	A
Roseate Tern EH	A
Significant Wildlife Habitats	Presence (P) or Absence (A)
TWWH	P
IWWH	P
DWA	A
Shorebird Areas	P
Seabird Nesting Islands	P
Other Data	Presence (P) or Absence (A)
Arctic Tern	A
Atlantic Salmon Habitat	P
Brook Trout	A
Diadromous fish	N/A
Eelgrass Beds	P
Harlequin Duck	P
Horseshoe Crab	A
Marine Worms	P
Razorbill	P
Shellfish	P
Species of Special Concern	P

Source: Beginning with Habitat, 2009

Wildlife Habitats

Conserving an array of habitats and their associated wildlife species will help in maintaining biological diversity and ensuring that wildlife and human populations remain healthy. To feed and reproduce, wildlife relies on a variety of food, cover, water, and space. Development can result in the deterioration of habitats and diversity through habitat fragmentation and loss of open space and essential travel corridors.

Unfragmented blocks of land provide habitat to a wide variety of Maine's species, both common and rare, and they are essential for protecting water quality and maintaining opportunities for

E. NATURAL RESOURCES**MACHIASPORT COMPREHENSIVE PLAN UPDATE**

rural industry and traditional outdoor recreation. Maintaining large unfragmented blocks is an important opportunity for maintaining a community's rural character. Updated BwH maps which include unfragmented blocks of habitat could be available upon request from the BwH program

Wildlife is plentiful in Machiasport and its coastal islands. Bald eagles (*Haliaeetus leucocephalus*) are plentiful and nest on several islands. Just offshore, common eiders (*Somateria mollissima*) gather in large rafts while great blue herons (*Ardea herodias*) and several species of shorebirds grace the tidal flats and marshes. On the ledges off the outer islands large numbers of harbor seals (*Phoca vitulina*) frequently haul out to bask in the sun.

Essential Wildlife Habitat

Essential Wildlife Habitats are defined under the Maine Endangered Species Act as a habitat "currently or historically providing physical or biological features essential to the conservation of an Endangered or Threatened Species in Maine and which may require special management considerations". These sites are identified by the Maine Department of Inland Fisheries and Wildlife (MDIFW).

There are several sites identified as essential wildlife habitat for endangered and threatened species in Machiasport. Big Libby Island is habitat for state Endangered Peregrine Falcons. The waters around the Libby Islands support wintering Harlequin Ducks (State Threatened). Ledges off Foster Island (Starboard Island Ledge and maybe others in the area) support Arctic Terns (State Threatened).

Any project proposed within Essential Habitat requires IF&W review if the project would otherwise: a) require a state or municipal permit, or b) use public funding. This consultation rarely stops development, but projects may be modified to protect these essential wildlife habitats.

Significant Wildlife Habitat

Significant Wildlife Habitat, as defined by Maine's Natural Resources Protection Act (NRPA), is intended to prevent further degradation of certain natural resources of state significance. NRPA-defined Significant Wildlife Habitats in Machiasport are illustrated on *Map 6: Critical Habitat* and include shorebird habitat, tidal waterfowl/wading bird habitat, inland waterfowl/wading bird habitat and seabird nesting habitat.

Significant Vernal Pools and Deer Wintering Areas are also Significant Wildlife Habitats that may be found in Machiasport, even though there may not be any currently mapped

Rare Animals

In addition to Essential and Significant Habitat, MDIFW tracks the status, life history, conservation needs, and occurrences for species that are endangered, threatened or otherwise rare. ~~There is currently no identified habitat for species of special concern in Machiasport.~~

Maine Natural Areas Program

The Maine Natural Areas Program (MNAP) of the Maine Department of Conservation is

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responsible for documenting areas that support rare, threatened, or endangered plant species and rare or exemplary natural communities. There is one MNAP identified natural area in Machiasport: Larabee Heath, which is listed as an exemplary Coastal plateau bog ecosystem. This type of ecosystem is described as “peatlands in east coastal Maine in which the surface is raised above the surrounding land. *Scirpus cespitosus* [deergrass] is usually present as extensive lawns and *Empetrum nigrum* [black crowberry] and *Rubus chaemaemorus* [cloudberry] are also characteristic. There are usually few or no trees.” MNAP last characterized Larabee Heath as having “good estimated viability” in 1996. Portions of Larabee Heath are owned by the Nature Conservancy; the Heath is also considered a significant freshwater wetland subject to regulation under Shoreland Zoning legislation.

Atlantic salmon

In December 1999, the State of Maine banned angling for Atlantic salmon statewide. In November 2000, the National Marine Fisheries Service and the US Fish and Wildlife Service officially declared as endangered the Atlantic salmon populations in eight Maine Rivers (Dennys, East Machias, Machias, Pleasant, Narraguagus, Ducktrap and Sheepscot Rivers and Cove Brook). There is no listed habitat for Atlantic salmon in Machiasport; however, Atlantic salmon may be present in Machiasport waters.

It is unlawful to angle, take or possess any Atlantic salmon from all Maine waters (including coastal waters), and it is a federal offense to take fish in the above-mentioned eight Maine rivers. Any salmon incidentally caught, must be released immediately, alive and uninjured.

Control of non-point sources of pollutants, principally nutrients and sediments, through the use of local ordinances is one means by which Salmon habitat can be protected without removing parcels from the assessment rolls when they are purchased for conservation.

Eastern brook trout

Woodruff Brook, Holmes Brook, Libby Brook, Larabee Heath, and Meadow Brook) have high value wild native Eastern Brook Trout populations and habitats that should be protected.

Bald eagle

Machiasport currently has several sites that support bald eagles, including nesting territory that is occupied by eagles during at least one of the three most recent years and intact for two consecutive years. Bald eagle nesting sites are no longer considered Essential Habitat. Bald eagles nests sites are included Map 6: Critical Habitat.

Scenic resources

Scenic resources focus prominently in Machiasport’s Community Vision Statement (see *Appendix C. Community Vision Statement*). Machiasport’s scenic resources contribute significantly to quality of life for local residents and visitors. They include: historic farmlands, blueberry barrens, pristine coastal islands, and a varied shoreline with rocky headlands, extensive inter-tidal areas, and coastal estuaries. Scenic resources in Machiasport are in important force

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driving recent coastal development in town; ironically, development on headlands and other highly visible locations is also a major threat to preserving scenic resources in Machiasport.

Scenic resources were identified in the 1996 Comprehensive Plan. At that time it was felt that municipal policy was minimally sufficient to protect identified scenic resources. In addition, several areas in town are included in the Downeast Coastal Scenic Inventory 2009 conducted by the Washington County Council of Governments and Hancock County Planning Commission.

Most of Machiasport's scenic resources enjoy some level of protection through a combination of shoreland zoning, conservation easements (especially on coastal islands), and current use taxation. A majority of respondent favor additional measures to protect scenic resources in in Machiasport, including municipal investment in scenic view protect (Appendix C, page 10) and standards for development in scenic areas *Appendix C*, page 15).⁶ Working together with land owners, the Town should develop a plan to protect significant scenic resources.

Natural resource protection in Machiasport

There are a variety of municipal, state and federal laws and legal incentives that protect natural resources in Machiasport. As depicted on *Map 6: Critical Habitat*, most of the critical natural resources in Machiasport are locate in or near the shore and receive some level of legal protection through the Town of Machiasport Shoreland Zoning Ordinance. Other state and federal regulation that govern activities occurring in the shoreland and submerged and land marine waters are summarized in *Chapter G. Marine Resources*.

In addition to municipal, state and federal regulations a variety of non-regulatory measures protect critical natural resources in Machiasport. As depicted on *Map 6: Critical Habitat* many areas that support critical habitat in Machiasport are held in conservation. Other areas are enrolled in tax incentive programs (such as Tree Growth, Farmland and Open Space) that provide some level of protection.

Protection of critical natural resource also helps advance town policies relative to increased access for outdoor recreation, protection of forestry and farmland and protection of public water sources. Machiasport has a requested a seat at the table when local land trusts and others make significant conservation decisions in town, but has not to date participated in regional planning to protect shared natural resources. There are no state parks or public reserve lands in Machiasport.

Critical Natural Resources policies from the 1996 Comprehensive Plan

Relative to critical natural resources, the Comprehensive Plan adopted by the Town of Machiasport in 1996 found that "Because of the fragile nature of critical areas it is important that they be monitored and plans for their management be developed. Several areas in Machiasport are unique and for their nesting birds, active Blue Heron nests, cobble beaches, and petroglyphs."

Based on these findings, the Comprehensive Plan establish as a municipal goal: "To protect the Town's other critical natural resources including wildlife, offshore islands, scenic vistas, and

⁶ 49% favor and 32% strongly favor specific strategies within a zoning ordinance to "limit development in the town's scenic areas." 41% and 28%, respectively, favor or strongly favor town investment in "scenic view protection."

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other unique natural areas.” This goal continues to align with municipal priorities and should be continued. In order to achieve the goals set forth in 1996 Comprehensive Plan, Machiasport established municipal policies and strategies as summarized in the table below along with notes on the status of the policy recommendations.⁷

Table E-8 POLICIES & IMPLEMENTATION STRATEGIES RELATED TO CRITICAL NATURAL RESOURCES FROM THE 1996 COMP PLAN

Policies	Notes
The Town of Machiasport will protect from adverse impact the identified critical natural areas within its jurisdiction.	<i>This policy should be amended to read: “Conserve critical natural resources and significant wildlife habitat within the Town.”</i>
The Town of Machiasport will continue to enforce land use regulations protecting identified significant natural resources from loss or adverse impact.	<i>This policy is adequately addressed through the amended policy (above) and by policies included in Chapter K Land Use.</i>
Implementation Strategies	Notes
Scenic resources have been identified in the Comprehensive Plan with some detail. The Town will encourage protection of these designated resources.	<i>This policy should be amended to read: “Work with land owners to develop a plan to protect significant scenic resources.”</i>
The Town will inventory all septic systems, establish priorities for replacement of malfunctioning systems, and encourage their replacement.	<i>This strategy has not been implemented. The Town participates in the Small Community Grant program and has taken other actions to address failing septic systems. Continuation of this policy is no longer felt to be necessary.</i>
The Town will inventory erosion problems in watersheds and offer technical assistance to provide mitigation.	<i>Ongoing.</i>
The Town will develop a list of critical natural resources such as steep slopes, highly erodible soils, wetlands, and the like and develop regulatory language for inclusion in the current ordinances.	<i>This strategy has been partially implemented. Implementation strategies related to ordinance revisions are included in the policies at the end of this Chapter and in Chapter K. Land Use.</i>

Source: Machiasport Comprehensive Plan, 1996

Policies and implementation strategies to protect and preserve water resources in Machiasport are presented on the following pages. They included revisions as noted above, along with additional policies and strategies that reflect changes in conditions on the ground, local priorities and State and Federal policy since the previous Comprehensive Plan was adopted.

⁷ A complete list of the policy recommendation from the previous Comprehensive Plan is included in *Appendix B: Executive Summary of the Town of Machiasport Comprehensive Plan, 1996*. A full copy of the previous plan is on file in the Town Office.

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POLICIES AND IMPLEMENTATION

Policy	Implementation Strategy	Responsibility	Timeframe
Farmland and Forest Resources			
Goal: Machiasport will safeguard its forest resources from development which threatens those resources and to preserve marginal open space whenever possible.			
Preserve and protect Machiasport's rural character by actively encouraging the preservation, protection, and conservation of identified and productive forest land.	Make available information concerning programs to encourage the preservation of farmland and forest land.	Selectmen; Town Office	On-going
	Encourage owners of productive farm and forest land to enroll in the current use taxation programs.	Selectmen	On-going
	Encourage the preservation of open space through tree growth and/or open space ordinances.	Planning Board	Medium Term (3-5 years)
	Seek input during large land sales to private developed or conservation groups to discuss ways to ensure traditional accesses and uses are retained.	Selectmen	On-going
Safeguard lands identified as prime farmland or capable of supporting commercial forestry.	Amend land use ordinances to require commercial or subdivision developments in critical rural areas to maintain areas with prime farm soils as open space to the greatest extent practicable.	Planning Board	Short Term (1-2 years)
	Limit non-residential development in critical rural areas to natural resource-based businesses and services, nature tourism/outdoor recreation businesses, farmers' markets, and home occupations.	Planning Board	Short Term (1-2 years)
	Permit activities that support productive agriculture and forestry operations, such as road-side stands, greenhouses, and pick-your-own operations.	Planning Board	On-going
To promote the use of best management practices for timber harvesting and agricultural production.	Consult with the Maine Forest Service District Forester when developing any land use regulations pertaining to forest management practices.	Planning Board	On-going
	Consult with Soil and Water Conservation District staff when developing any land use regulations pertaining to agricultural management practices.	Planning Board	On-going
To support farming and forestry and encourage their economic viability.	Include agriculture and commercial forestry operations in local or regional economic development plans.	Selectmen; WCCOG	On-going

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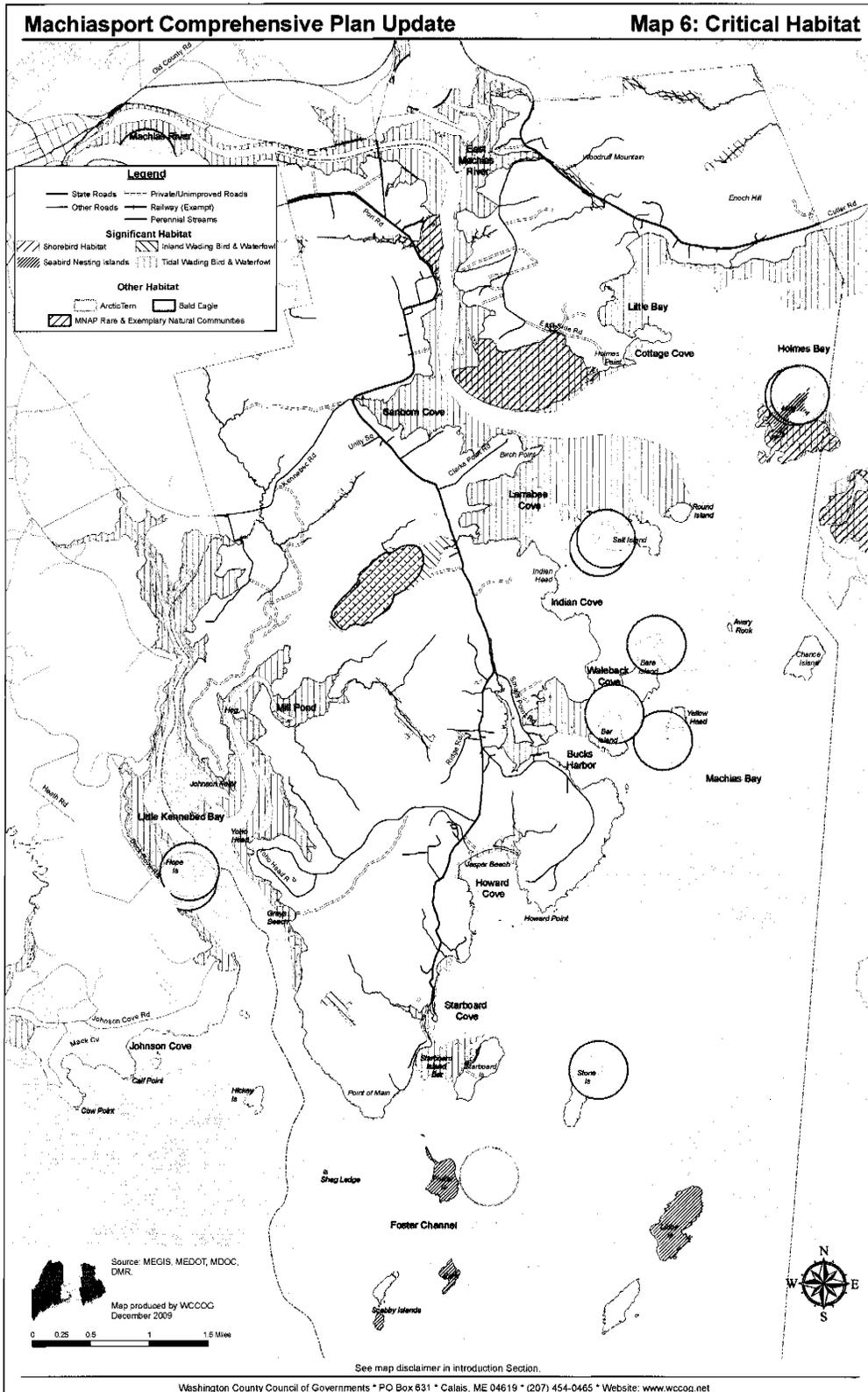
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Policy	Implementation Strategy	Responsibility	Timeframe
Water Resources			
Goal 1: Machiasport will protect the quality and manage the quantity of the Town's water resources, watersheds and the Larabee Heath.			
Goal 2: Machiasport will pursue the clean-up of the Howard Mountain water contamination and/or a suitable source of potable water for affected residents.			
Ensure that all resident have access to safe drinking water.	Advocate for clean water and protect the aquifers for all residents; water contamination clean-up activities in the Howard Mountain to Miller Mountain area, monitor the clean-up progress of the Army Corps of Engineers, and investigate alternative water supplies.	Selectmen	On-going
	Pursue alternative water supplies for the residents' wells from Howard Mountain to Miller Mountain affected by the contamination.	Selectmen	On-going
	Work with land owners around public wells at Fort O'Brien School and Downeast Correctional Facility to identify voluntary measures that will reduce the risk of contamination within the wellhead protection area(s).	Selectmen	On-going
Maintain the high level of water quality in Machiasport, protect significant surface water resources from pollution, and improve water quality where needed.	Amend local land use ordinances as applicable to incorporate stormwater runoff performance standards consistent with: <ul style="list-style-type: none"> a. The Maine Stormwater Management Law and Stormwater Rules (Title 38 MRSA Section 420-D and 06-096 CMR 500 and 502). b. DEP's allocations for allowable levels of phosphorus in lake/pond watersheds. c. The Maine Pollution Discharge Elimination System Stormwater Program 	Planning Board	Short Term (1-2 years)
	Periodically review and update the floodplain ordinance to be consistent with state and federal standards.	Planning Board	On-going
	Provide water quality "best management practices" information to farmers and loggers.	Selectmen; Town Office	On-going
	Equip Fire Department with fuel containment boom and absorbent materials for spill recovery.	Selectmen; Fire Department	Immediate
	Promote the use of Best Management Practices for Stormwater Management and for Erosion and Sedimentation Control through education of the Planning Board, Code Enforcement Officer and Road Commissioners.	Planning Board; Selectmen; Road Commissioners	Short-term (within 2 years)
	Provide educational materials at appropriate locations regarding invasive species.	Selectmen; Town Office	On-going
	Continue to enforce land use regulations protecting Machiasport's significant water resources from adverse impact.	CEO	On-going

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Policy	Implementation Strategy	Responsibility	Timeframe
Protect water resources in growth areas while promoting more intensive development in those areas.	Consider amending local land use ordinances, as applicable, to incorporate low impact development standards.	Planning Board	Medium Term (3-5 years)
Minimize pollution discharges through the upgrades to septic systems.	Control existing point source discharges (4 existing overboard discharge permits) through application to the Small Community Grant Program and other federal programs.	Selectmen	On-going
Cooperate with neighboring communities and regional/local advocacy groups to protect water resources.	Participate in local and regional efforts to monitor, protect and, where warranted, improve water quality.	Selectmen; WCCOG; Planning Board	On-going
Critical Natural Resources			
Goal: Machiasport will protect the Town's other critical natural resources including wildlife, offshore islands, scenic vistas, and other unique natural areas.			
Conserve critical natural resources and significant wildlife habitat in Machiasport.	Amend the Subdivision Ordinance to require property developers to look for and identify critical natural resources that may be on site and to take appropriate measures to protect those resources, including but not limited to, modification of the proposed site design, construction timing, and/or extent of excavation.	Planning Board	Short Term (1-2 years)
	Designate critical natural resources as Critical Resource Areas in the Future Land Use Plan.	Planning Board	Immediate
	Periodically review the Town's shoreland zone ordinances and make necessary amendments to meet current state guidelines.	Planning Board	On-going
	Amend land use ordinance to incorporate maps and information provided by the Maine Beginning with Habitat program into the review process.	Planning Board	Short Term (1-2 years)
	Train road commissioner in natural resource protection best practices and standards for construction and maintenance of town roads.	Selectmen	On-going
	Distribute or make available information to those living in or near critical natural areas about applicable local, state or federal regulations.	Selectmen; Town Office	On-going
	Pursue public/private partnerships to protect critical natural resources such as through purchase of land or easements from willing sellers.	Selectmen	On-going
Preserve important scenic resources.	Work with land owners to develop a plan to protect significant scenic resources.	Selectmen; Planning Board	Short Term (1-2 years)
Coordinate with neighboring communities and regional and state resource agencies to protect shared critical natural resources.	Initiate and/or participate in interlocal and/or regional planning, management and/or regulatory efforts around shared critical natural resources.	Selectmen; WCCOG	On-going



K. LAND USE**MACHIASPORT COMPREHENSIVE PLAN UPDATE****Table K-1. LAND USE POLICIES FROM THE 1996 COMP PLAN**

Policies	Implementation Strategies	Notes
The Town of Machiasport will periodically update the official Land Use Map which designated areas suitable for future growth and development and areas where the rural character of the community will be protected and enhances.	Machiasport, Maine will have a Land Use Map and update it with any changes which may be appropriate. The current shoreland zoning map approved at Town Meeting in 1991 in conjunction with the Shoreland Zoning Ordinance shall serve as the land use map. This map will designate the Town as completely rural with the exception of the shoreland zones. Allowable activities in these rural areas are to include home occupations and natural resource based activities (fishing and related activities).	<i>The Official Land Use Map has never been updated. The Town is currently redrawing its Shoreland Zoning Map as part a revision of the Shoreland Zoning Ordinance.</i>
The Town of Machiasport will adopt and enforce land use regulations which direct future growth and development in areas identified as suitable and appropriate for such growth.	The Town of Machiasport will consolidate its Subdivision Ordinance, Mobile Home and Trailer Park Ordinance, Shoreland Ordinance and Building Permit Ordinance to create a Land Use Ordinance. This consolidation of present ordinances will also address other issues of land use that may be appropriate including: erosion control and storm water management.	<i>This has been partially implemented. Mobile Home and Trailer Park provisions are included in the Building Ordinance. The Town is in the process of updating its building ordinance.</i>

Policies and implementation strategies related to land use in Machiasport are presented at the end of this Chapter. They included revisions as noted above, along with additional policies and strategies that reflect changes in conditions on the ground, local priorities and State and Federal policy since the previous Comprehensive Plan was adopted.

FUTURE LAND USE PLAN

The remainder of this Chapter outlines the future land use plan for the Town of Machiasport. In general, current regulations and land use practices in Machiasport effectively protect critical natural resources, encourage affordable housing and preserve the rural character of Machiasport. The recommendations included in the future land use plan are guided by existing land use patterns with the aim of promoting the type of development that would be compatible with Machiasport's community vision.

There are areas within Machiasport that require special consideration based on the potential environmental impact of land use activities. In these areas stricter regulation or, in some circumstances, prohibition may be called for to avoid problems for both people and the town's natural resources. These areas include:

Floodplains - Flood prone areas where flooding is frequent and can be severe. Use needs to be limited to activities unharmed by flooding, such as agriculture, forest and some types of recreation. By definition maritime activities and businesses located in flood prone areas and construction standards must take these risks into account.

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Water Resources/Wetlands - Areas that fall under the Shoreland Zoning Laws.

Development in these areas is severely restricted and requires review and approval by the pertinent State Agencies.

Wildlife Habitat/Conservation - Areas that fall under the provisions of the applicable mandated legislation. Development in these areas is severely restricted and requires review and approval by the pertinent State Agencies.

Unsuitable Soils - Areas with limited development potential because of poor soils. Larger lot sizes would be required in order to meet the requirements of the Maine State Plumbing Laws.

Slopes - Areas that have a slope greater than 15 percent that preclude extensive development because of problems with erosion, runoff, and construction limitations such as allowable road grades, suitability for septic sewage disposal, and stability of foundation. Also, the Maine Plumbing Code does not permit septic systems on a slope greater than 25 percent.

In addition to these natural constraints the Comprehensive Plan Committee considered the following elements in determining the configuration of proposed growth areas and rural areas outlined in the Future Land Use Plan (below) and on *Map 11: Future Land Use*:

- The need to encourage but control growth and development.
- Historic development patterns and land uses.
- Recent development patterns and existing land use regulations.
- Compatibility of present and future neighboring land uses.
- Residents' desire to maintain the Town's character and historic resources.
- Natural features and resources including soils, water bodies, and wetlands.
- Geographic location and role of Machiasport in the regional economy.
- Existing infrastructure including water, electrical power, road system.
- Road transportation and the availability of 3-phase power.
- The importance of affordable housing.
- Requirements of the Comprehensive Planning and Land Use Regulation Act.

COMMUNITY VISION

In January 2009, the Comprehensive Plan Committee held a visioning session to develop a Community Vision (see *Appendix E*). The vision identifies Machiasport as a rural community with strong ties to the water. The vision the villages within Machiasport, describing the land uses that currently existing in each area and the types of future land uses that would be compatible with the community's vision.

This plan designates land use districts and makes recommendation for land use controls that will allow Machiasport to implement the Town's vision. State growth management

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legislation requires that municipalities designate three types of land use districts in their Comprehensive Plan: growth areas, rural areas and critical resource areas.

This plan designates three growth areas (Village/Mixed Use, Historic Village, and Civic/Institutional), two rural areas (Rural Residential and Rural Low Density). The Town also proposes to designate the Resource Protection Zone within the Shoreland Zone as critical resource areas. All of the growth-related capital investments identified in the Capital Investment Plan can be accommodated within the proposed growth areas.

State requirements for the designation of growth areas, rural areas and critical resources areas are described below, along with a description of each proposed land use districts in Machiasport. The approximate extent of each land use district is depicted on *Map 11: Future Land Use*. The proposed land use plan does not identify specific parcels. Only detailed site-specific analysis can determine land suitable for development and at what densities. In addition, the comprehensive plan has not assessed the individual landowner's desires to sell their land for development, to develop it or to leave it undeveloped.

GROWTH AREAS

Growth Areas are intended to direct development to areas most suitable for such growth and are therefore located close to municipal services to minimize the cost to the municipality for their delivery and maintenance. According to State Planning Office land areas designated as growth area must be consistent with the following provisions:

- (1) The Future Land Use Plan must designate as growth area those lands into which the community intends to direct a minimum of 75% of its dollars for municipal growth-related capital investments made during the planning period.
- (2) Built-out or developed areas that may not have capacity for further growth but require maintenance, replacement, or additional capital investment to support existing or infill development must also be designated as growth areas.
- (3) Growth areas must be limited to land areas that are physically suitable for development or redevelopment. Growth areas may include land areas that are physically unsuitable for development or redevelopment, such as a river, stream, floodplain, small natural hazard area, small lake or aquifer, or small critical natural resource, if the plan addresses how these areas will be protected to the greatest extent practicable or as prescribed by law.
- (4) Growth areas, to the greatest extent practicable, must be limited to an amount of land area and a configuration to encourage compact, efficient development patterns (including mixed uses) and discourage development sprawl and strip development.
- (5) Growth areas along arterials and mobility corridors must be configured to avoid strip development and promote nodes or clusters of development.

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Machiasport proposes three types of Growth districts to reflect existing conditions and enable expansion of commercial, residential and civic services. The districts proposed as growth areas are described below and illustrated on *Map 11: Future Land Use*.

Village/Mixed Use (VMU)

The purpose of this district is ensure that the Bucks Harbor area of Machiasport continues to function as a fishing village and to promote development of residential, commercial and light industrial uses consistent with the existing land uses in area.

The Village/Mixed Use District includes the area around Bucks Harbor along a portion of Route 92, Ridge Road, Pettegrow Road and Smalls Point Road (see *Map 11: Future Land Use*). The configuration of the Village District is shaped by the existing pattern of development and natural constraints (most notably the harbor).

This area currently accommodates a mixture of residential, commercial fisheries and working waterfront uses. Any future land use ordinance should include a similar mix of uses. Additional uses that do not currently exist in the Village/Mixed Use District (Bucks Harbor), but that would be compatible include: day care facilities, professional services, churches, small-scale retail, restaurants, and tourism-related businesses (such as artist's galleries, bed-and-breakfasts).

Throughout Bucks Harbor, the average residential density is approximately 3 acres (~130,000 sq. ft.) per dwelling unit, with smaller areas that are developed at approximately 1 ½ acres (~65,000 sq. ft.) per dwelling unit. Any future land use ordinance should specify a minimum lot size of 40,000 (consistent with the existing standard). Existing lots smaller than 40,000 square will continue to be regulated under the Town's current "grandfathering" provisions. Within the Commercial Fisheries district adjacent to Buck Harbor, the Town should consider eliminating the minimum lot size for commercial uses, as allowed under State law.

Given the concentration of employment opportunities in the area, development of workforce housing that would be affordable to young families may also be appropriate. Some uses that would not be compatible with the purpose of the Village/Mixed Use District include bars/bottle clubs, junkyards, X-rated adult entertainment facilities, and heavy manufacturing. Existing land uses that are not compatible with the purpose of the District will be grandfathered.

Historic Village (HV)

The purpose of this district is to promote development that is consistent with the historic character of Machiasport as described in the Community Vision Statement. The Village/Light Commercial District includes the historic village area along Route 92 (see *Map 11: Future Land Use*). The configuration of the Village District is shaped by the existing pattern of development and natural constraints (most notably the Machias River and adjacent salt marsh).

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Many small lots exist within the village and the same pattern will be continued. Throughout the Historic Village District, the average residential density is approximately 1 acre (~40,000 sq. ft.) per dwelling unit, with smaller areas that are developed at approximately ½ acre (~20,000 sq. ft.) per dwelling unit. Any future land use ordinance should specify a minimum lot size of 20,000 within the Historic Village district.

The Village currently accommodates a limited variety of uses including single-family residential, bed and breakfast(s), civic (e.g. Machiasport Congregational Church, Liberty Hall, Historic Society). Any future land use ordinance should include a similar mix of uses. Additional uses that do not currently exist in the Village, but that would be compatible include: professional services, small-scale retail (such as a general store), galleries, restaurant(s), a marina, and home-based businesses. Some uses that would not be compatible with the purpose of the Village/Commercial district include junkyards, X-rated adult entertainment facilities, and manufacturing. Existing land uses that are not compatible with the purpose of the District will be grandfathered.

New development in the Village Commercial District should be consistent with the Village's historic character. In order to encourage development and reduce the number of "nonconforming" properties, any future land use ordinance should include provision for front and side lot line setbacks consistent with the existing pattern. Any future land use ordinance should also include flexible parking requirements and coordinated access provisions for commercial development. These may include provision for new development to make use of shared parking or parking-in-rear, and other standards.

In addition to land use regulation, public investment will also be an important component of success in promoting revitalizing within the Village/Light Commercial District. Ongoing municipal investment in Liberty Hall and potential investment in a marina should be coupled with planning for – and appropriate investment in – adequate parking (see the Capital Investment Plan, in *Chapter J. Fiscal Capacity*).

Civic/Institutional District (CI)

The purpose of this district is to support the existing concentration of municipal services in support of town government and community gathering. It includes the existing municipal office, fire department, post office and surrounding area (see *Map 11: Future Land Use*). The area surrounding this district is low density residential. The area contained within the Educational/Institutional District is accordingly small and not intended to support a great deal of additional residential or commercial growth.

The town will use a minimum lot size of 40,000 square feet for public, commercial, residential development. The configuration of the Village District is shaped by the existing pattern of development. Permitted uses within each district will include public facilities, healthcare, retail and residential uses.

To promote the development of a "Village Center" and avoid strip development along Route 92, commercial and public facilities in the district should be required to have their primary access from Unity Square or other town roads that may be developed in the district. Access management provisions should include standards for shared parking or

parking-in-rear. Capital investment will be need to support the proposed land uses in this district over the planning period include expansion of the fire station, development of a town recreational facility (see the Capital Investment Plan, in *Chapter J. Fiscal Capacity*).

Future Conditional Redevelopment Zone (CRZ)

Current conditions – most notably including a lack of clean drinking water – inhibit redevelopment of former base housing at Howard Mountain. The town should work with interested parties to redevelop existing and former facilities at Howard Mountain. To that end the Town proposes future delineation and adoption of a Condition Redevelopment Zone that would allow for redevelopment in line with Machiasport Community Vision. The geographic extent of the CRZ will be determined based on the extent of the redevelopment proposal, but should not extend beyond areas that are currently or were formerly developed.

Allowable activities in such a district would be defined based on the constraints identified with district location but might include: housing, subsidized housing, open space/parks, warehousing, food processing and other commercial and industrial uses, or other uses in line with Machiasport’s Community Vision.

In addition to other land use standards that may apply, the designation of the CRZ should be based on the following conditions:

- The ultimate development density (and measure by floor area ratio (FAR) should be in line with or less than the existing level of development.
- Provision of safe drinking water at an adequate level associated with the proposed type and extent of redevelopment. This may include participation in a water district, if that be determined to be a suitable remedy for existing water contamination issues in the area.
- Developer will be responsible for roadway improvements needed to provide access to the site.
- The massing of structures in any proposed redevelopment should be consistent with existing development elsewhere in the community.

RURAL AREAS

Rural Areas consist of those areas in Machiasport where new development will be limited to support the town’s important natural resources including its coastal areas, agricultural land, forested land, wetlands, scenic areas, and critical habitat. In these areas the Town will use regulatory and non-regulatory means to place appropriate limits on incompatible development and uses.

According to State Planning Office land areas designated as rural areas must be consistent with the following provisions:

- (1) Rural areas must include agricultural, forest, open space, and coastal lands important to the local or regional natural resource-based economy, including:

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- (a) working farms, wood lots, and properties enrolled in current-use tax programs related to forestry, farming or open space;
 - (b) large, unfragmented, undeveloped areas of prime agricultural soils;
 - (c) important areas for nature-based tourism and outdoor recreation; and
 - (d) unfragmented habitat.
- (2) The Future Land Use Plan must identify current and proposed mechanisms, both regulatory and non-regulatory, to ensure that the level and type of development in rural areas is compatible with the defined rural character and does not encourage strip development along roads.
- (3) Rural areas may not include land areas where the community actively encourages new residential, institutional, or commercial development.
- (4) Rural areas must be compatible with designations in adjacent communities or provide buffers or transitions to avoid land use conflicts with neighboring communities.

Machiasport proposes two Rural Districts that reflect existing conditions and would enable preserve the community's rural character. The districts proposed as rural areas are described below and illustrated on *Map 11: Future Land Use*.

Rural Residential District (RR)

The purpose of this district is to protect the mix of rural land uses that exist through much of Machiasport including agricultural, low-density residential and forestry uses while continuing to provide for affordable residential dwellings; support home-based businesses; and provide open spaces for recreation and habitat.

To continue to allow for affordable housing options through Town, the minimum lot size will be 40,000 square feet. In recent years, the typical lot size of new lots created in this portion of town has been much larger (3-10 acres). It is anticipated that this will continue to be the case.

Existing set back requirements will be maintained in this district. The ordinance will ensure that agricultural, forestry and other traditional uses can continue and will be guided by existing conditions. Commercial agricultural, fishing and forestry operations will be permitted, as well as home-based businesses. Any future land use ordinance will develop performance standards for compatibility among residential and business uses. Any land use standard for the district should be flexible enough allow for the continued operation and expansion of rural agricultural and fisheries businesses.

Rural Low-Density District (RLD)

The purpose of this district is to protect rural land uses including agricultural, forestry and low-density residential development; and to provide open spaces for recreation and habitat.

To continue to ensure that existing rural land uses have adequate space to continue operations and to provide appropriate buffers between more developed portions of town and critical resource areas (notably Larabee Heath), any future land use ordinance should specify a minimum lot size of 5 acres in the rural low-density district.

K. LAND USE**MACHIASPORT COMPREHENSIVE PLAN UPDATE**

Existing set back requirements will be maintained in this district. The ordinance will ensure that agricultural, forestry and other traditional uses can continue and will be guided by existing conditions. Commercial agricultural, fishing and forestry operations will be permitted.

CRITICAL RESOURCE AREAS

Critical Resource Areas consists of those areas in Machiasport where there are existing natural and cultural resources that are particularly vulnerable to the impacts of development. In these areas the town will use regulatory and non-regulatory means to place appropriate limits on incompatible development and uses.

According to the State Planning Office, land areas designated as critical resource areas must be consistent with the following provisions:

1. Critical resource areas are those areas in a community most vulnerable to impacts from development.
2. The Future Land Use Plan must identify current and proposed mechanisms, both regulatory and non-regulatory, to ensure that critical resource areas are, to the greatest extent practicable, protected from the impacts of development.
3. Critical resource areas must be compatible with designations in adjacent communities or provide buffers or transitions to avoid land use conflicts with neighboring communities.

Shoreland Zone – Resource Protection (RP) & Limited Residential (LR)

As a peninsular community, the critical resources areas in Machiasport are largely concentrated along the shoreline. Based on comments received in Public Opinion Survey, the scenic beauty and natural habitat that these areas of town represent are also felt to be very important by the community at large. These areas of town are currently governed by Shoreland Zoning (as depict on *Map 10: Current Land Use* and described in *Chapter D. Natural Resources*). In addition, land conservation efforts protect significant habitat on Larrabee Heath and many coastal islands in Machiasport.

The town proposes designation of the Shoreland Zoning Resource Protection Zone as Critical Resource areas. The extent of the Resource Protection Zone is depicted on *Map 11: Future Land Use*. As outlined in *Chapter D. Natural Resources*, the Town of Machiasport feels that the existing framework of regulatory protection and voluntary land conservation provides adequate protection for the critical resources. The type and intensity of proposed land uses in this district is anticipated to be in line with the type and intensity of land use that currently occurs in the Shoreland Zone.

Machiasport Comprehensive Plan Update
Comments received from other State agencies



STATE OF MAINE
DEPARTMENT OF ENVIRONMENTAL PROTECTION

JOHN ELLIOTT BALDWIN
GOVERNOR

DAVID LITTLE
COMMISSIONER

December 3, 2009

Phil Carey
State Planning Office
184 State Street
Augusta, ME 04333

RE: TOWN OF MACHIASPORT DRAFT COMPREHENSIVE PLAN

Dear Mr. Carey:

I just reviewed the natural resource portions of the Town of Machiasport's draft plan regarding surface freshwater resources. Basically, Machiasport has very little by way of surface freshwater resources, it has no great ponds and only a few small brooks, notably, Meadow Brook. Apparently Larrabee Heath is owned by the Nature Conservancy. Considering Machiasport's lack of surface freshwater resources I found the Inventory and Analysis and Policies and Implementation sections complete and acceptable. It's my opinion that if the town earnestly implements the policies described in the draft, they will successfully protect the natural resources so critical to the town's quality of life. I wish the town and the Comprehensive Plan Committee the best of luck in this endeavor.

Sincerely,

Greg Beane
Maine Department of Environmental Protection
Bureau of Land and Water Quality

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John Elias Baldacci,
Governor

Maine Department of Inland

Fisheries and Wildlife

**284 State Street
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Email: bethany.atkins@maine.gov



Roland D. Martin,
Commissioner

Date: December 14, 2009
To: Phil Carey
From: Bethany Atkins
Re: Town of Machiasport Comprehensive Plan Review 2009

On behalf of the Maine Department of Inland Fisheries and Wildlife (MDIFW), the Beginning with Habitat program (BwH), and the Maine Natural Areas Program (MNAP), I have reviewed the Town of Machiasport 2009 Comprehensive Plan and have provided the following comments.

As you are aware, MDIFW's mission is focused on the protection and enhancement of the State's freshwater fisheries and wildlife. MNAP has a commitment to conserving lands in Maine that support rare, threatened, and endangered plants and animals, and rare or exemplary natural communities. The BwH program provides objective and comprehensive habitat information to equip local decision-makers with the necessary tools to make informed and responsible land use decisions that mesh wildlife habitat conservation with future town growth needs. The comments submitted below are based on the Maine State Planning Office's (SPO) instructions for agency commentors.

Please feel free to contact me should you have any questions regarding this information.

- **Appropriate use of data provided by MDIFW & MNAP**

The Town of Machiasport has appropriately used most of the Beginning with Habitat data for comprehensive plan purposes and the plan includes a map and discussion of most known high value habitat locations. The plan should, however, be updated with our suggestions for clarification and additional information provided below. Beginning with Habitat maps and data are regularly updated and Machiasport should regularly request information to ensure they have the best information available.

App A - 1

- **Relation of plan's policies and implementation strategies to MDIFW & MNAP principal objectives and directives**

The policies and strategies outlined in the Town of Machiasport's 2009 Comprehensive Plan are consistent with MDIFW's objectives and directives. We do, however, encourage Machiasport to consider the suggestions provided below to strengthen their ability to protect their numerous critical resources.

- **Consistency of plan with MDIFW & MNAP programs and policies**

The Town of Machiasport's 2009 Comprehensive Plan is consistent with MDIFW and MNAP program goals. We encourage the future implementation committee to visit the Beginning with Habitat web-site and to contact our office to explore the various opportunities available for local communities to address resource issues (www.beginningwithhabitat.org).

Specific plan comments and recommendations follow in the checklist below.

Completed by: Richard Bard, Greg Burr and Bethany Atkins (MDIFW) Date: 12/10/09

Future Land Use Plan	✓	N/A	Page	IFW Review
Analyses and Key Issues				
1. How does the Future Land Use Plan align and/or conflict with the community's vision statement?	✓		K6-7	
2. How is the configuration of the growth areas shaped by natural opportunities and/or constraints (i.e. the physical suitability or unsuitability of land for development)? The location of public facilities? The transportation network?	✓		K5-6	
3. How does the Future Land Use Plan relate to existing regional economic, housing, transportation and natural resource plans? How does the Future Land Use Plan relate to recent development trends?	✓		K2-5 & K-15	
4. Are most municipal capital investments currently directed toward growth areas? Why or why not?	✓		K7	
5. How can critical resource areas be effectively protected from future development impacts?	✓		K11-12	1
Components				
1. A map or maps showing the following land use areas and any smaller land use districts within them: Growth (unless exempted), Rural, Critical Resource, and Transition (if proposed).	✓		Map 11	

Future Land Use Plan (cont'd)	✓	N/A	Page	IFW Review
<p>2. A narrative description of each land use area including:</p> <ul style="list-style-type: none"> a. The area's relationship to the community's vision; b. The names of any smaller land use districts within the area; c. The area's natural opportunities and/or constraints; d. The area's transportation system; e. The types and intensity of proposed land uses, including the range of residential densities; f. The area's proximity to existing and proposed public facilities and services; g. The compatibility or incompatibility of proposed uses to current uses within and around the area along with any special development considerations (e.g. need for additional buffers, architectural design standards, etc.); and h. Any anticipated major municipal capital investments needed to support the proposed land uses. 	✓		K8-12	
<p>3. A summary of the key regulatory and non-regulatory approaches, including investment policies and strategies, the community will use to implement its Future Land Use Plan.</p>	✓		K11-15	
<p>Comments:</p> <p>(1) Machiasport proposes to protect the town's critical resources through shoreland zoning standards. The town proposes to adopt minimum standards only, however. We encourage Machiasport to consider enhancing their shoreland zoning standards to better protect their critical resources. Some important resources, smaller streams and wetlands, are not protected under state minimum standards and there are some undeveloped sections of shoreline that are mapped as significant wildlife habitat or identified as high value fisheries areas that the town should consider for additional protections. Examples of shoreland zoning ordinances with increased habitat protection standards are available in the BwH Toolbox (http://www.beginningwithhabitat.org/toolbox/wetlands_slz.html).</p> <p>Also important to consider in municipal land use plans is the future effect of climate change. Current projections suggest sea level will rise at least 2 feet in the next century due to warming temperatures. As sea levels rise, coastal habitats will begin to migrate inland. In areas where this inland migration is blocked by development these habitats will be lost. Conservation of low-lying, undeveloped uplands where coastal marshes, beaches, and other intertidal natural communities can migrate inland with sea level rise should be promoted in Machiasport.</p> <p>We also suggest that Machiasport include high value wildlife habitat into the list of performance standards outlined on pg. K-14. Visit the BwH Toolbox (http://www.beginningwithhabitat.org/toolbox/land_intro.html) for examples of land use ordinance performance standards that consider habitat protection.</p>				

Future Land Use Plan (cont'd)	✓	N/A	Page	IFW Review
Appendix J. Finding of Consistency				
Machiasport Comprehensive Plan Update				
Policies				
1. To coordinate the community's land use strategies with other local and regional land use planning efforts.	✓		K17	
2. To support the locations, types, scales, and intensities of land uses the community desires as stated in its vision.	✓		K16	
3. To support the level of financial commitment necessary to provide needed infrastructure in growth areas.	✓		K17	
4. To establish efficient permitting procedures, especially in growth areas.	✓		K16	
5. To protect critical resource areas from the impacts of development.	✓		K16	
Strategies				
1. Assign responsibility for implementing the Future Land Use Plan to the appropriate committee, board or municipal official.	✓		K17	
2. Using the descriptions provided in the Future Land Use Plan narrative, enact or amend local ordinances as appropriate to: <ul style="list-style-type: none"> a. Clearly define the desired scale, intensity, and location of future development; b. Establish fair and efficient permitting procedures and appropriate fees, and streamline permitting procedures in growth areas; and c. Clearly define protective measures for critical resource areas. 	✓		K16	1
3. Include in the Capital Investment Plan anticipated municipal capital investments needed to support proposed land uses.	✓		K17	
4. Meet with neighboring communities to coordinate land use designations and regulatory and non-regulatory strategies.	✓		K17	
5. Provide the code enforcement officer with the tools, training, and support necessary to enforce land use regulations, and ensure that the Code Enforcement Officer is certified in accordance with 30-A MRSA §4451.	✓		K17	
6. Track new development in the community by type and location.	✓		K16	
7. Periodically (at least every five years) evaluate implementation of the plan in accordance with Section 2.8.	✓		K16	
Comments:				

Transportation	✓	N/A	Page	IFW Review
Analyses and Key Issues				
<i>Roads, Bridges, Sidewalks, and Bicycle Routes</i>				
1. What are the concerns for transportation system safety and efficiency in the community and region? What, if any, plans exist to address these concerns, which can involve: i. Safety; ii. Traffic speed; iii. Congestion and travel delay; iv. Travel volume and type; v. Traffic problems caused by such things as road and driveway locations and design, road maintenance needs, traffic control devices, growth patterns and lack of transportation options; vi. Lack of transportation links between neighborhoods, schools, recreation, shopping, and public gathering areas; vii. Closed or posted bridges or roads; viii. Pedestrian and bicycling safety; ix. Light pollution.	✓		I1, I6-8	
2. What conflicts are caused by multiple road uses, such as a major state or U.S. route that passes through the community or its downtown and serves as a local service road as well?	✓		I7	
3. Upon review of state and regional transportation plans, what are their impacts on your current and future community plans? What actions can the community take to address identified impacts?	✓		I9	
4. How do the community's land use regulations mesh with the MaineDOT, regional, and local objectives for transportation system facilities in the community? If growth areas are located on arterial highways, how will growth in these areas affect the ability of the arterial to safely and efficiently move traffic?	✓		I11- I12	
5. What is the community's schedule for regular investments in road maintenance and improvement? How are MaineDOT Urban-Rural Initiative Program (URIP) funds used to off-set municipal road improvement costs?	✓		I3-5	
6. What concerns does your community have regarding its policies and standards for design, construction and maintenance of public and private local roads and bridges?	✓		I11- I12	
<i>Parking</i>				
7. What are the parking issues in the community?	✓		I8	
8. Do local parking standards promote development in desired areas or do they drive it to outlying areas?	✓		I8	
9. How do local ordinances consider safety related to parking lot layout and circulation for vehicles, pedestrians and all other users?	✓		I8	
10. What community investments are needed to expand or improve parking?	✓		I8	

Transportation (cont.)	✓	N/A	Page	IFW Review
Analysis and Key Issues (cont.)				
<i>Other modes of transportation</i>				
11. What transit services are available to meet the current and future needs of community residents? If transit services are not adequate, how will the community address the needs?	✓		19	
12. If the community hosts a major transportation terminal, such as an airport, rail or ferry terminal, how does it connect to other transportation systems?	✓	n/a		
13. If the community hosts any public airports, what coordination has been undertaken to ensure that required airspace is protected now and in the future? How does the community coordinate with the owner(s) of private airports?	✓	n/a		
<i>Environmental and cultural considerations</i>				
14. What, if any, environmental degradation caused by state or local transportation facilities or operations (i.e. wildlife mortality, habitat fragmentation, erosion, groundwater contamination, non-point source pollution) is occurring?	✓		110	2
15. What are community's objectives for preserving or protecting important identified scenic, historic, or cultural resources adjacent to transportation facilities?	✓		111	
16. How does the community address any transportation-related noise concerns?	✓		111	
17. What steps can the community take to encourage development to occur in a manner that minimizes transportation-related environmental impacts such as habitat fragmentation and/or vehicular CO ₂ emissions?	✓		111	3
<i>Land use</i>				
18. How do existing and proposed major transportation facilities complement the community's vision?	✓		112	
19. How do local land use decisions affect safety, congestion, mobility, efficiency and interconnectivity of the transportation system?	✓		111	
20. How do existing land uses and development trends support or inhibit cost effective passenger transportation systems and the efficient use of freight rail systems?	✓		111-12	
21. Does the community have in place, or does it need to put into place, access management or traffic permitting measures? How do these measures correlate with MaineDOT's access management program and regulations for traffic permitting of large development?	✓		112	
22. How do the community's local road design standards support the type of village, suburban, or rural land use patterns the town wants?	✓		111	
23. Do planned or recently built subdivision roads (residential or commercial) simply dead-end or do they allow for expansion to adjacent land and encourage the creation of a network of local streets? Where dead-ends are unavoidable, are mechanisms in place to encourage shorter dead-ends resulting in compact and efficient subdivision designs?	✓		111	

Transportation (cont'd)	✓	N/A	Page	IFW Review
<p>Comments:</p> <p>(2) Roads can limit the natural movement of wildlife and are a major cause of habitat fragmentation. Fragmentation of aquatic habitats can result from culverts or other stream crossing structures that are poorly sized, installed and/or maintained. These structures can physically block fish passage and/or result in increased flow velocities that cause excessive channel scouring, bank slumping and flows that limit fish and aquatic invertebrate passage. Fragmentation of habitat in stream networks can lead to local extinctions of fish species and limit recreational opportunity. We encourage Machiasport to include a discussion of the potential for aquatic habitat fragmentation as a result of the large number of culverts and other crossing structures in town.</p> <p>(3) As Machiasport replaces its existing culverts that are in poor condition and when new crossing structures are installed, we encourage the town to require that public works crews restore or maintain aquatic species passage. The Maine Department of Transportation's <i>Waterway and Wildlife Crossing Policy and Design Guide</i> provides design guidelines that public works crews can follow (see also comment 6 for specific design considerations). By following these guidelines, Machiasport will be able to better limit the fragmentation of aquatic habitat and maintain aquatic species passage and high value fisheries in its many waterways.</p> <p>In addition, we encourage Machiasport to incorporate design standards into a road ordinance requiring developers to design projects in a way that will maintain existing habitat values and minimize barriers to both aquatic and overland species travel. See the BwH Toolbox (http://www.beginningwithhabitat.org/toolbox/about_toolbox.html) for examples.</p>				
Analysis and Key Issues (cont.)				
<i>Coastal communities only:</i>				
24. What land-side and water-side transportation facilities are needed?	✓		110, G8-9	
25. How does the community protect access to facilities for island travelers, currently and in the future?	✓		1110, G8-9	
26. How do the community's land use regulations mesh with MaineDOT, regional and local objectives for marine transportation facilities?	✓	n/a		
Conditions and Trends				
1. The community's Comprehensive Planning Transportation Data Set prepared and provided to the community by the Department of Transportation and the Office, or their designees.	✓		11-10	
<i>Highways, Bridges, Sidewalks, and Bicycle Routes</i>				
2. Location and overall condition of roads, bridges, sidewalks, and bicycle facilities, including any identified deficiencies or concerns.	✓		17	
3. Identify potential off-road connections that would provide bicycle and pedestrian connections to neighborhoods, schools, waterfronts and other activity centers.	✓		17	
4. Identify major traffic (including pedestrian) generators, such as schools, large businesses, public gathering areas/activities etc. and related hours of operation.	✓		17	

Transportation (cont'd)	✓	N/A	Page	IFW Review
5. Identify policies and standards for the design, construction and maintenance of public and private roads. Identify the location of private roads and assess their potential to become public roads.	✓		17	
<i>Parking</i>				
6. List and locate municipal parking areas including size, condition, and usage.	✓		18	
<i>Other Modes of Transportation</i>				
7. List and locate all airports within or adjacent to the community and describe applicable airport zoning and airspace protection ordinances in place.	✓		110	
8. Identify inter-local, fixed route, commuter and demand response bus or van services, including private or public operator information and local government involvement.	✓		110	
<i>Environmental and Cultural Considerations</i>				
9. Location of evacuation routes identified in an emergency response plan, if applicable.	✓	n/a		
10. Identify areas with transportation related noise concerns.	✓		111	
11. Identify areas where inappropriate lighting affects transportation safety.	✓	n/a		
12. Identify and describe scenic, historic, or cultural resources within or adjacent to transportation facilities that the community wants to protect, such as street trees, covered bridges, etc.	✓		111	
Comments: No locations were found where inappropriate lighting affects transportation safety.				
Analysis and Key Issues (cont.)				
13. Known locations with opportunities to restore habitat connections disrupted by a transportation facility owned and maintained by the community.	✓	n/a		4
14. Identify current local land use management strategies (such as access management, zoning, density, minimum lot size standards) that enhance or detract from the safety and efficiency of the transportation system (including highway, air, bus, bike, pedestrian, marine, and rail services.)	✓		111-12	
<i>Coastal Communities only:</i>				
15. Location of current and potential seaport terminals. Identify whether seaport terminal is of local, regional, or state significance, its ownership/management and use (type and quantity/frequency of goods shipped in or out). List land-side and water-side facilities associated with port.	✓		110	
16. Identify public ferry service and private boat transportation support facilities (may be covered under Marine Resources with cross reference) including related water-side (docks/piers/wharves) and land side (parking) facilities.	✓	n/a		

Transportation (cont'd)	✓	N/A	Page	IFW Review
Comments:				
(4) Machiasport has the opportunity to survey and assess existing water crossing structures for their potential as barriers to fish and aquatic species passage and to incorporate this information into future road maintenance plans or stream restoration efforts. Poorly installed and maintained culverts are the leading factor in the degradation of local fishery resources.				
Policies (minimum required to address State goals)				
1. To prioritize community and regional needs associated with safe, efficient, and optimal use of transportation systems	✓		114	
2. To safely and efficiently preserve or improve the transportation system.	✓		114	
3. To promote public health, protect natural and cultural resources and enhance livability by managing land use in ways that maximize the efficiency of the transportation system and minimize increases in vehicle miles traveled.	✓		114	
4. To meet the diverse transportation needs of residents (including children, the elderly and disabled) and through travelers by providing a safe, efficient and adequate transportation network for all types of users (motor vehicles, pedestrians, bicyclists).	✓		114	
5. To promote fiscal prudence by maximizing the efficiency of the state or state-aid highway network.	✓		115	
Comments:				
Strategies (minimum required to address State goals)				
1. Develop or continue to update a prioritized ten-year improvement, maintenance and repair plan for local/regional transportation system facilities that reflects community, regional and state objectives.	✓		114	
2. Initiate or actively participate in regional and state transportation and land use planning efforts.	✓		115	
3. Enact or amend local ordinances as appropriate to be consistent with local, regional and state transportation policies identified in this plan.	✓		115	
4. Enact or amend local ordinances as appropriate to address or avoid conflicts with: a) Policy objectives of the Sensible Transportation Policy Act (23 MRSA §73); b) State access management regulations pursuant to 23 MRSA §704; and c) State traffic permitting regulations for large developments pursuant to 23 MRSA §704-A.	✓		115	
5. Enact or amend ordinance standards for subdivisions and for public and private roads as appropriate to foster transportation-efficient growth patterns and provide for future street and transit connections.	✓		114	

Transportation (cont'd)	✓	N/A	Page	IFW Review
6. Work with the Maine DOT as appropriate to address deficiencies in the system or conflicts between local, regional and state priorities for the local transportation system.	✓		114	
Comments:				

Recreation	✓	N/A	Page	IFW Review
Analyses and Key Issues				
1. Will existing recreational facilities and programs in the community and region accommodate projected changes in age groups or growth in your community?	✓		D14	
2. Is there a need for certain types of services or facilities or to upgrade or enlarge present facilities to either add capacity or make them more usable?	✓		D14	
3. Are important tracts of open space commonly used for recreation publicly owned or otherwise permanently conserved?	✓		D17	
4. Does the community have a mechanism, such as an open space fund or partnership with a land trust, to acquire important open spaces and access sites, either outright or through conservation easements?	✓		D17	
5. Does the public have access to each of the community's significant water bodies? Is the type of access compatible with the protection of public drinking water sources?	✓		D15	5
6. Are recreational trails in the community adequately maintained? Are there use conflicts on these trails?	✓		D17	
7. Is traditional access to private lands being restricted?	✓		D17	
Comments:				
Conditions and Trends				
1. The community's Comprehensive Planning Recreation Data Set prepared and provided to the community by the Department of Conservation and the State Planning Office, or their designees.	✓		D14-17	
2. A description of important public and private active recreation programs, land and water areas (including hunting and fishing areas), and facilities in the community and region, including regional recreational opportunities as appropriate, and identification of unmet needs.	✓		D14, D16	
3. An inventory of any fresh or salt water bodies in the community determined locally to have inadequate public access.	✓		D15	5
4. A description of trail systems, trail management organizations, and conservation organizations that provide trails for all-terrain vehicles, snowmobiling, skiing, mountain biking or hiking. Include mapped information as available.	✓		D17	
5. A map or list of important publicly-used open spaces and associated facilities, such as parking and toilet facilities.	✓		Map 2	
6. A list of local and regional land trusts in the area.	✓		D17	
Comments:				

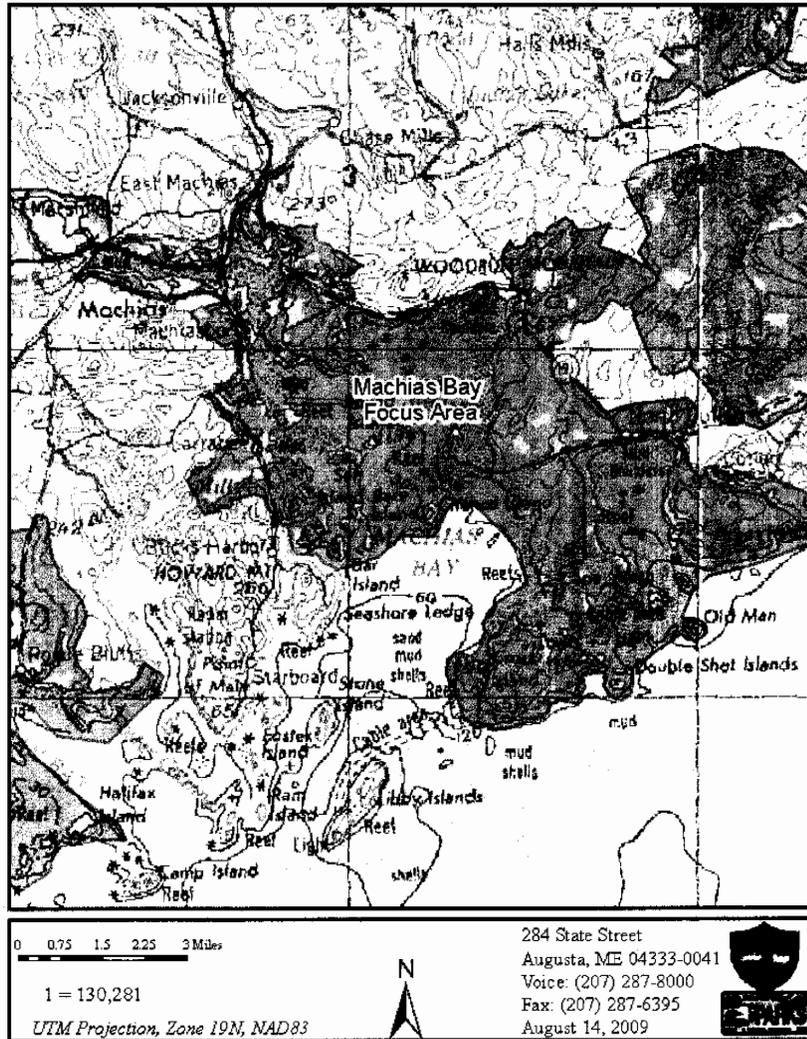
Recreation (cont.)	✓	N/A	Page	IFW Review
Policies (minimum required to address State goals)				
1. To maintain/upgrade existing recreational facilities as necessary to meet current and future needs.	✓		D21	
2. To preserve open space for recreational use as appropriate.	✓		D21	
3. To seek to achieve or continue to maintain at least one major point of public access to major water bodies for boating, fishing, and swimming; and work with nearby property owners to address concerns.	✓		D21	5
Comments:				
(5) The plan provides an inventory of public access opportunities to tidal waters, however, it is important to also consider public access opportunities to non-tidal waters, including to the town's many streams and their associated fisheries. MDIFW recommends that public access to waters with high value fisheries (see comment 6.5 for a list of these waters) be assured by purchasing riparian strips under conservation easements along these areas. These purchases can be made by the town or by the town partnering with state and federal agencies or nonprofit groups.				
Strategies (minimum required to address State goals)				
1. Create a list of recreation needs or develop a recreation plan to meet current and future needs. Assign a committee or town official to explore ways of addressing the identified needs and/or implementing the policies and strategies outlined in the plan.	✓		D21	
2. Include any capital needs identified for recreation facilities in the Capital Investment Plan.	✓		D21	
3. Work with public and private partners to extend and maintain a network of trails for motorized and non-motorized uses. Connect with regional trail systems where possible.	✓		D21	
4. Work with a local land trust or other preservation organization to pursue opportunities to protect important open space or recreational land.	✓	n/a		
5. Provide education regarding the benefits and protections for landowners allowing public recreational access on their property.	✓		D22	
Comments:				
The community is satisfied that important tracts of open spaces and recreational land in Machiasport are already preserved. Other strategies address the need for improvement to enhance access for recreational purposes – see D-21.				

Critical Natural Resources	✓	N/A	Page	IFW Review
Analysis and Key Issues				
1. Are existing regulations sufficient to protect the community's critical natural resources threatened by development, overuse, or other activities?	✓		E17	
2. Are local shoreland zone standards consistent with state guidelines and with the standards on adjacent shorelands in neighboring towns?	✓		E17	
3. What non-regulatory measures can the community take to protect critical natural resources? Are there opportunities to partner with local or regional advocacy groups?	✓		E17	
4. Is there current regional cooperation or planning underway to protect shared critical natural resources?	✓		E17	
5. In what other areas will protection of critical natural resources advance comprehensive plan policies (e.g. water resources, economy, recreation, agriculture and forestry, etc.)?	✓		E17	
Comments:				
Conditions and Trends				
1. The community's Comprehensive Planning Critical Natural Resources Data Set prepared and provided to the community by the Department of Inland Fisheries and Wildlife, Department of Environmental Protection, and the Office or their designees.	✓		E15-17	6
2. A map or description of significant scenic areas and scenic views of local importance, and regional or statewide importance if available.	✓		E16	
Comments: <p>(6) We encourage Machiasport to include the following clarifications and additions into their inventory and discussion of Critical Natural Resources:</p> <ol style="list-style-type: none"> 1. p. E-15. Bald Eagle Essential Habitats have been removed with the eagle's delisting earlier this year, so Machiasport currently has no Essential Habitats. 2. p. E-15. Significant Vernal Pools and Deer Wintering Areas are also Significant Wildlife Habitats that may be found in Machiasport, even though there may not be any mapped currently. Also, a more detailed discussion of all the Significant Wildlife Habitats found in town, their importance and their associated regulations will help bring awareness of these resources to Machiasport citizens. More information on Significant Wildlife Habitats is available at: http://www.maine.gov/dep/blwq/docstand/nrpapage.htm. 3. p. E-15. While there is no habitat currently mapped for species of special concern in Machiasport as stated in the plan, there is habitat mapped for endangered and threatened species. Big Libby Island is habitat for state Endangered Peregrine Falcons. The waters around the Libby Islands support wintering Harlequin Ducks (state Threatened). Ledges off Foster Island (Starboard Island Ledge and maybe others in the area) support Arctic Terns (state Threatened). These species should be described in the plan. 				

<p>4. We encourage Machiasport to include a discussion of unfragmented habitat blocks into their plan. Unfragmented blocks provide habitat to a wide variety of Maine's species, both common and rare, and they are essential for protecting water quality and maintaining opportunities for rural industry and traditional outdoor recreation. Maintaining large unfragmented blocks is the best opportunity for maintaining a community's rural character.</p> <p>5. The following brooks should be identified in Machiasport's Comprehensive Plan: Woodruff Brook, Holmes Brook, Libby Brook, Larrabee Heath, and Meadow Brook). These brooks have high value wild native Eastern Brook Trout populations and habitats that should be protected.</p> <p>We recommend when any work is being done in and around these brooks that "Best Management Practices" be used and within 100' feet of these brooks be categorized as "no cut zones". This will help guard against erosion, nutrient loading, spawning gravel impaction, water recharge rate changes and thermal pollution due to loss of shade canopy.</p> <p>We also recommend that when the crossing of these brooks must occur, in order of priority, bridges, open-bottomed arch culverts, three-sided box culverts, embedded four-sided box culverts filled in with natural substrate or four-sided box culverts with internal weirs or as a last resort corrugated metal culverts be installed. The spans of any of these crossings should be 1.2 times the bankfull width. This will allow each span to accommodate 50 and 100 flood flows and protect the integrity of the road and save the town money in the long term. These installations will allow fish populations to migrate through these crossings un-encumbered as well as terrestrial animals at normal and low water conditions. Only in almost flat deep dead-water areas do we recommend the use of plastic smooth bore culverts be used on high value fishery waters.</p> <p>6. Map 6. Tidal Waterfowl/Wading Bird Habitat is very difficult to see as depicted on the map. Peregrine Falcon and Harlequin Duck habitat should be shown. Arctic Tern habitat is not an Essential Habitat as shown on the legend. Arctic Tern, Peregrine Falcon and Harlequin Duck habitat would probably best go under the heading, "Other Habitat."</p> <p>7. A description of the Machias Bay Focus Area, a Beginning with Habitat Focus Area of Statewide Ecological Significance, should be included in the text also. This focus area is identified around Machias Bay, portions of the Machias and East Machias Rivers, and the unique peatland ecosystems in the area. Focus Areas of Ecological Significance are areas of statewide conservation priority. They are identified around unique concentrations of at risk species and habitats and their supporting landscape. These areas are non-regulatory, but are intended to build awareness and momentum for strategic approaches to conservation. A map of this Focus Area has been attached.</p>				
Policies (minimum required to address State goals)				
1. To conserve critical natural resources in the community.	✓		E21	
2. To coordinate with neighboring communities and regional and state resource agencies to protect shared critical natural resources.	✓		E21	
Comments:				

Critical Natural Resources <i>(cont.)</i>	✓	N/A	Page	IFW Review
Strategies (minimum required to address State goals)				
1. Amend local shoreland zone standards to meet current state guidelines.	✓	n/a		7
2. Designate critical natural resources as Critical Resource Areas in the Future Land Use Plan.	✓		E21	
3. Through local land use ordinances, require subdivision or non-residential property developers to look for and identify critical natural resources that may be on site and to take appropriate measures to protect those resources, including but not limited to, modification of the proposed site design, construction timing, and/or extent of excavation.	✓		E21	
4. Through local land use ordinances, require the planning board (or other designated review authority) to incorporate maps and information provided by the Maine Beginning with Habitat program into their review process.	✓		E21	8
5. Adopt natural resource protection practices and standards for construction and maintenance of public roads and properties and require their implementation by the community's officials, employees, and contractors.	✓		E21	9
6. Initiate and/or participate in interlocal and/or regional planning, management and/or regulatory efforts around shared critical natural resources.	✓		E21	
7. Pursue public/private partnerships to protect critical natural resources such as through purchase of land or easements from willing sellers.	✓		E21	
8. Distribute or make available information to those living in or near critical natural areas about applicable local, state or federal regulations.	✓		E21	
<p>Comments:</p> <p>Local shoreland zoning meets current state guidelines.</p> <p>(7) We encourage the town to consider increased setbacks, additional resource protection designations or other approaches that are above and beyond state minimum shoreland zoning standards to better protect the water quality, habitat, and recreation values of the town's most important water resources. See the BwH Toolbox (http://www.beginningwithhabitat.org/toolbox/wetland_intro.html) for example ordinances that include increased shoreland protections.</p> <p>(8) Beginning with Habitat (BwH) maps are intended for planning purposes only, but they are a good tool for flagging potential resource issues early in the development review process. BwH maps and data are updated regularly, so the planning board is encouraged to make sure they have the most up to date information. To request updated BwH maps and/or digital data, visit www.beginningwithhabitat.org.</p> <p>(9) See previous comments 2 and 3 related to culvert and stream crossing design considerations for maintaining aquatic species passage and for developing habitat friendly local road standards.</p>				

Machias Bay Focus Area





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John Elias Baldacci,
Governor

David A. Cole,
Commissioner

Date: December 8, 2009
To: Phil Carey
From: Fred Michaud
Re: Town of Machiasport Comprehensive Plan Review

On behalf of the Maine Department of Transportation, I reviewed the “Machiasport Comprehensive Plan Update 2009” and find it to be accurately represented in the Self Assessment Checklist. Please feel free to contact me should you have any questions regarding this information.

- **Appropriate use of data provided by MaineDOT**

The Town of Machiasport has appropriately used transportation data for comprehensive plan purposes.

- **Relation of plan's policies and implementation strategies to MaineDOT principal objectives and directives**

The “Machiasport Comprehensive Plan Update 2009” includes several policies and related strategies that, if successfully implemented, will effectively utilize transportation facilities and resources.

- **Suggestions:** Despite the lack of town wide zoning, the town may want to consider adopting road development standards not only for permits under the subdivision and shoreland zoning ordinances but in the interest of public safety. Fire fighting apparatus and rescue equipment often times can not access private property because the roads are inadequately designed and built. Proper road standards can eliminate response time delays in emergencies and may save lives in the long run. I recommend that the community look at the Town of Gorham’s road standards online for consideration.
- **Consistency of plan with MaineDOT programs and policies**

The Machiasport Comprehensive Plan Update 2009” is consistent with MaineDOT program and policy goals.