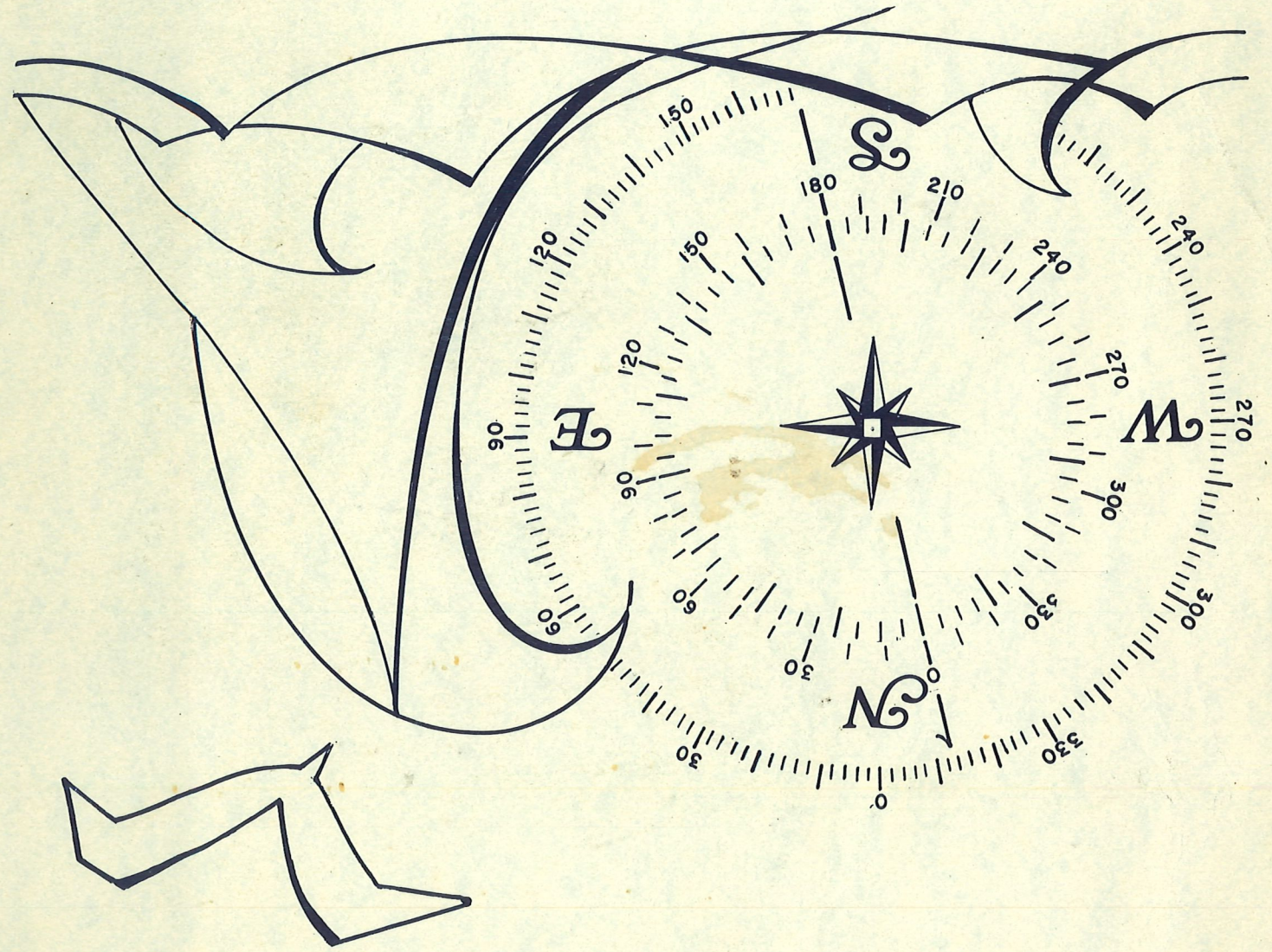


CITY ROOMS EASTPORT
OFFICE OF THE
ASSESSOR

A Comprehensive Development Plan



EASTPORT, MAINE

R. W. BOOKER & ASSOCIATES, INC.
ENGINEERS • ARCHITECTS • PLANNERS
ST. LOUIS, MO. LEXINGTON, KY. FT. WORTH, TEX.



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PLANNERS
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December 1, 1970

Mr. Charles Dreben,
Chairman
Eastport Planning Board
Eastport, Maine 04631

Dear Mr. Dreben:

In accordance with our contract with the State Planning Office of the State of Maine under which we have been employed as planning consultants to the Eastport Planning Board, we submit with this letter our report on the planning program.

This report encompasses a complete, comprehensive development plan for Eastport as well as the basic data and analyses that form the basis for the development of the Comprehensive Development Plan. Included in this report are the maps, illustrations, figures, and tables which were prepared during the course of the planning program. This report fulfills our contract requirements for this portion of the planning program.

We have enjoyed working on the Eastport planning program because of the cooperation of the members of the Planning Board, City Council, other town and county officials, and other local groups and individuals. It is essential that all civic groups, public officials, and private citizens work together in order that the continuing planning efforts will reflect the true goals and aspirations of the community. We sincerely hope that this report will be an aid in the ultimate realization of these goals, and we will look forward with interest to working with the community during the next portion of the planning program.

Very truly yours,

R. W. BOOKER & ASSOCIATES, INC.

John K. Anderson
John K. Anderson, A.I.P.
Director of Planning

JKA:pdz

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68

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PARTICIPATING OFFICIALS

EASTPORT CITY COUNCIL

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Louis W. Arnold

Maxwell Barnes

Frank Millano

Albert Sutherland

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City Clerk

Harbormaster

Chief of Police

Superintendent of Schools

Assessor

Assistant Clerk

Road Commissioner

Health Officer

Fire Chief

Superintendent of Cemeteries

City Manager

SPECIAL ACKNOWLEDGMENTS

The report which follows is the product of the planning done by the Planning Board of the City of Eastport, Maine, with the assistance of R. W. Booker and Associates, Inc. of St. Louis, Missouri. The Board and the consultant have worked in close coordination with other civic groups and governmental bodies whose valuable assistance is acknowledged below. Gratitude is also extended to all those who aided the program by giving their time to interviews, presenting helpful records, and by helping in various other ways. While the names of all these contributors are too numerous to be formally listed, the participation of these members of the community is essential to the development of a comprehensive plan.

Cited for special helpfulness are:

- Maine State Highway Commission, Augusta
- Eastern Maine Development District
- Mr. James B. Coffey, Jr., Executive Director, Brewer
- Mr. Don Bushy, Field Representative, Machias
- State of Maine, Executive Department, State Planning Office
- Mr. Phillip M. Savage, Director, Augusta
- Mr. Howard Millett, Superintendent of Schools, Eastport
- Mr. Everett Baxter, City Manager, Eastport
- Mrs. Doris Wright, City Clerk, Eastport
- Mr. Reid T. Moholland, Chief of Police, Eastport
- Mrs. Madonna J. Lewis, Assistant Clerk, Eastport

DATA AND PLANNING RECOMMENDATIONS

SURVEY AND ANALYSIS OF BASIC

using these goals and objectives as a basis. goals and objectives and projections and plans were developed

cess. The other elements of this program consider these function of serving as a general guide to the planning pro-

objectives presented here, as their rationale, the a neighborhood analysis and housing element. The goals and ities analysis and plan, and an urban area review including ities and a preliminary transportation plan, a community facil-

plan includes an analysis of existing transportation facil- data collected under the foregoing items. In addition, the trends and future population projections, an analysis of the

tionship to this region, an analysis of past population chapter, a regional setting and analysis of the city's rela-

report include the goals and objectives discussed in this the initial elements of the plan. The areas covered in this

in this report are concerned with eight areas which will form total comprehensive development plan. The elements presented

elements of the plan presented in this report encompass the of a comprehensive development plan for the community. The

stages of the comprehensive planning process, the preparation In August of 1969, Eastport entered into one of the major

Introduction

GOALS AND OBJECTIVES

CHAPTER I

Seek and encourage industrial growth within the city and county in order that adequate employment will be available at good wage and salary levels. Encourage

Goal:

The alarming population trends in Eastport over the last seventy years are a cause for great concern. The population of the city has been in a steady decline since 1900. The young working-age population has been consistently leaving Eastport to seek employment in other areas where jobs are more readily available at higher-income levels. This trend has created a dying community, both physically and economically. The other goals and objectives in this chapter are all intended to help Eastport achieve this, its most important task.

1. Population Trends

Goals and objectives for the City of Eastport cover ten vital areas of concern and are as follows:

Goals and Objectives

officials and Planning Board. As proposals are made under the auspices of the comprehensive plan for public improvements, for land use development, and for other actions which might affect the environment, these goals will be used as a basis of evaluation and implementation.

developed for the purposes of eliminating such
(2) Specific private action programs should also be

terrioration should be emphasized;
designed to halt some types of blight and de-
and other municipal regulations which are

zoning ordinance, a housing and building code
(1) Implementation and effective enforcement of a

Objectives:

Goal:
ade-
and convenient neighborhoods with good housing and ade-
residential areas in order to create attractive, safe
protect, expand, and continuously improve and rebuild

Goal:
to make a neighborhood pleasant and livable.
in addition to the attendant public services which help
character of the residential neighborhoods it provides,
of its growth will be inspired by the quality and
prosper, it must do so in an orderly manner. Much
fact that if the community is going to grow and
Eastport has already progressed by recognizing the

3. Residential Neighborhoods

designed to service the population.
streets and other public and private facilities

(3) Formulate and adhere to plans for schools, parks,
developed through improper use or neglect;

Objective:
 The public schools of Eastport must continue to provide quality education, both in faculty and staff and physical facilities. Provision must be made to steadily improve the quality and range of instruction so as to serve the school population of future years. If the city finds itself in a position whereby the quality of education suffers from a lack of funds on the community's part, the

Goal:
 Continue to support and encourage educational facilities.

grow and prosper.
 and must continue to do so if the city is going to of providing educational facilities for its residents residents. Eastport has always done a commendable job holds true if the city wishes to retain its present their children with a quality education, and the same industries that new residents will be able to provide new industry, it must be able to assure the prospective importance to the city. If the city is to attract The quality of educational facilities are of immense

5. Educational Facilities

street parking areas, and a redesign of the shopping area which might be made more inviting through landscaping, lighting and other devices.

Channel and control vehicular traffic so as to minimize

Goal:

fare and lack of off-street parking. shopping area is highly congested due to a narrow thorough- hoods are a maze of narrow streets, and the city's primary in the central business district. Residential neighbor- and an undesirable balance between land use, especially sulted in hazardous and congested areas, clogged streets, as the original and present land use pattern, have re- culation system. Topographical considerations, as well One of Eastport's primary problems is its traffic cir-

8. Transportation

tourists to the area.

facilities in order to increase the number of

(2) Provide lodging, recreation and associated

ment of visitors;

natural environment of the area for the enjoy-

(1) Preserve and improve, as much as possible, the

Objectives:

regional flavor.

development and maintenance which accent the existing

made resources and establish provisions for their

Recognize and make use of existing natural and man-

Goal:

seeking beach facilities, etc.

and if industrial growth occurs in spite of the lack of services, the problem will be compounded. Further, the continued emission of raw sewage into coastal waters will have pollutant effects on the various forms of sea life which could endanger the city's fishing industry. Also, the city needs to widen some streets where possible and eliminate congestion in the business district.

Goal:

Plan and construct quality municipal facilities and services adequate for the needs of the community.

Objectives:

- (1) Construct, improve, and maintain the quality of municipal facilities and services where feasible;
- (2) Enact building codes and subdivision regulations to insure future provision and maintenance of the services.

10. Citizen Participation

The success of any program for community improvement depends upon the thoughtful and active participation and support of an informed citizenry. The planning program must be brought to the citizens if it is to generate the enthusiasm required to attempt major corrections of past problems. If the public is left unaware and uninterested, all planning in Eastport

CHAPTER II

REGIONAL SETTLING AND ANALYSIS

Regional Location

The city of Eastport is located on the Maine coast at the easternmost tip of Washington County. The city, originally an island, is now a peninsula connected at the mainland with the Town of Perry. The peninsula is formed by Moose Island, on which the city itself is situated, and by Carlow Island with connecting highway-causeways which complete the chain forming the peninsula. The American, or western side of Passamaquoddy Bay, forms the northern and eastern boundaries of the city, overlooking Campobello Island, Deer Island and the coastal Canadian shore. The southern and western borders of the city overlook Cobscook Bay and the towns of Lubec, North Lubec, and Perry. The city, being located on the eastern tip of Washington County, is the easternmost city of the United States, with Sail Rock, just to the south of Eastport, being the easternmost point in the United States. The map on the following page, entitled Regional Location, shows Eastport's relationship to the Maine-New Brunswick coast and to the nearest population centers in Bangor and St. John. Geographically, Eastport is about halfway to the North Pole, the 45th parallel being marked in Perry, about 10 miles to the northwest. Eastport is about 130 miles northeast of Bangor and about 40 miles northeast of Machias, the county seat

TABLE I

EASTPORT

EXISTING LAND USE

1970

PER CENT OF TOTAL DEVELOPED AREA
 PER CENT OF TOTAL CITY AREA ACRES

LAND USE	PER CENT OF TOTAL DEVELOPED AREA	PER CENT OF TOTAL CITY AREA	ACRES
Single-Family Residential	21.03	2.77	185.23
Multi-Family Residential	.01	@	.10
Office-Service Business	.25	.03	2.16
Retail Business	2.44	.32	21.45
Residential Business	.26	.03	2.32
Fishing-Oriented Industry	25.07	3.30	220.77
Other Industry	3.32	.43	29.26
Warehouse and Storage	1.27	.17	11.15
Public Facility	30.70	4.04	270.34
Semi-Public Facility	.73	.10	6.46
Streets and Roads	11.25	1.48	99.10
Railroad	3.67	.48	32.29
Total Developed Area	13.15	880.63	1,409.37
Vacant, Agriculture and Open Space Land	21.04		4,408.00
Water Areas	65.81		6,698.00
Total City Area			6,698.00

8290 acres

@ Less Than .01%

SOURCE: R. W. Booker & Associates, Inc., 1970

within their homes or commercial establishments where the operating person has his residence attached. In Eastport, this use occupies 2.32 acres or .26 per cent of the total developed area.

Commercial uses in Eastport are not confined to a particular area, but are scattered throughout the community, with the exception of the central business district located on Water Street. This scattering of commercial establishments throughout the city tends to thwart the development of a really unified coherent business district. In addition, the central business district, which fronts both sides of Water Street, has the problem of inadequate off-street parking facilities. Water Street is not of adequate width to provide parking on both sides in addition to two-way traffic movement. In spite of the fact that parking is not permitted on the shore side of Water Street, traffic problems are still created by two sources. The first source of congestion is the blockage of the street by delivery vehicles which make it impossible for traffic to pass from both directions. Further congestion and hazardous conditions are created by the angle parking on the north side of Water Street. Entry and exit from such parking spaces is always difficult and is particularly so in such a case as this one because of the narrow street conditions. Drivers wishing to exit one of these spaces must back out into moving traffic which is difficult to see because of the cars parking on either side of their particular space.

development, it will be necessary for the waterfront area to be improved. Most industries today seek not only adequate space and services to support their plant facilities, but also seek pleasant well-maintained communities in which industry and its employees may reside; also, the tourist industry is becoming even more discriminating in choosing vacation or leisure time areas; therefore, it is important that the community concern itself with the appearance of its land uses as well as their functionality.

Public

Public land uses are primarily those which are for the use of all town citizens or are associated with county, state or federal governmental agencies. Such uses in Eastport are the post office, library, schools, etc. Also included in this category is the Eastport municipal airport. This airport includes an area of some 56 acres and contains two runways - one paved runway 2800 feet in length, and another 2600 feet in length. Also included in this land use category is the Eastport Municipal Hospital and the city dump adjacent to the airport. Public land uses in Eastport presently occupy 270.34 acres, or 4.04 per cent of the total developed area.

Semi-Public

Semi-public land uses in Eastport consist primarily of churches which occupy a total of 6.46 acres, or .73 per cent of the total developed area in the community. These churches are

of Passamaquoddy Bay, about half of the eastern portion of Cobscook Bay and a portion of the Friar Roads Channel between Eastport and Campobello. As was mentioned previously, the city has nearly 19 miles of water frontage. The Island forms three large coves called "Carrying Place Cove", "Broad Cove", and "Johnson Cove". Broad Cove and Johnson Cove are both navigable with water depths ranging from 4-40 feet, while Carrying Place Cove is too shallow to be navigable. Cobscook Bay has a water depth averaging 100 feet, the Friar Roads Channel has a depth averaging 75 feet and the western passage of Passamaquoddy Bay has depths of no less than 100 feet and is as deep as 385 feet near the northern boundaries of Eastport.

Land Use Problems

One of the primary land use problems in Eastport is the congested downtown business area. As was noted in the commercial land uses section, the combination of Water Street's inadequate width and lack of off-street parking creates serious traffic hazards and congestion in the business area. Several changes are needed in order to alleviate this

problem. First, parking should be eliminated on Water Street with the addition of off-street parking in the immediate shopping area and loading and unloading of vehicles, both private and commercial should be restricted to the rear or sides of buildings where possible. Secondly, by making Water Street one-way in either direction, it might help to keep traffic

pipping. In the older buildings, many of these systems run under basements and cellars, and are dangerously nearing collapse. In addition, raw sewage is emitted from this system into coastal waters. A detailed engineering study for the provisions of a new system is needed so that construction may begin as soon as possible. A further discussion of the water and sewage system will be discussed in Chapter VIII, "Community Facilities".

A garbage and rubbish dump maintained by the city on land bordering Broad Cove adjacent to the airport is quickly reaching its capacity. In the past, the waste materials were burned, and after burning, were pushed into coastal waters. This practice has been discontinued and has been causing a pile-up on the land. A new site for a sanitary landfill must be located; however, because of the scarcity of land on the peninsula, it may be necessary to construct an incinerator to alleviate the problem. This problem will also be further investigated in the community facilities study.

An additional land use problem in Eastport is the mixture of incompatible land uses. The scattered commercial, industrial, and mixed residential uses through the city's urban-residential area detract from the utility and appearance of the neighborhoods; the scattered locations of mobile home residences further detract from the neighborhoods' attractiveness. At

will be in the allocation of specific land areas (or zones) to each activity. These land allocations should be based upon the nature of the activity involved in each case, the nature of the terrain, and the effect of the allocations upon the inter-relationships between the various activities. General objectives may be stated as follows:

1. Provision of areas of different urban activities that can meet the present and future demands of the population, economic needs and opportunities, and particularly the goals and aspirations of the people of the community.
2. These areas must be related, whenever possible, to natural land characteristics.
3. And, in turn, these areas must be related to each other so as to achieve:
 - a. Safety, health, convenience, and amenity.
 - b. Accessibility.
 - c. Efficiency in development and in operation.

Specific Objectives

Residential Land Use:

One of the most important principles in planning is that residential areas should be convenient to commerce and industry, but be protected from traffic, smoke, noise, fumes, and other operating nuisances. To maintain this convenience and protection, community control is essential through intelligently enforced zoning and subdivision regulations and housing and

are most effective when associated with the laying out and development of open land. Subdivision regulations should be written to control the subdivision of the land within the city limits. These regulations should establish the

2. Subdivision Regulations, which control the platting of land,

height, bulk, and setback of buildings.

density of population, coverage of lots, location,

istic needs. Zoning ordinances control kinds of use,

dential land uses to appropriate districts based on real-

These ordinances confine commercial, industrial, and resi-

fluence and control location and intensity of land use.

are the primary tools available to communities to in-

1. Zoning Ordinances, when properly detailed and enforced,

principal types of regulatory measures are as follows:

authority to enact and enforce regulatory measures. The

In order to carry out land use plans, communities have the

Land Use Control

ters of this report.

streets and thoroughfares are discussed in subsequent chap-

Specific standards for schools, parks and recreation, and

and space for future expansion.

and loading areas, properly sized and located utilities,

tail and truck access, with adequate landscaping, parking,

igned specifically to meet industrial requirements for

ough to have its own exclusive environment, should be de-

uch purposes. An industrial Subdivision should be large

these tools, Eastport can become an attractive and prosperous community, more capable of attracting and retaining industry, commerce, and residents.

Island just to the north of the city.

A comprehensive land use and structural conditions survey undertaken by the consultant in September of 1969 determined that the number of housing units in Eastport is approximately 1,054. This, however, is an approximate number because the current planning program did not provide for the detailed kind of survey necessary to determine the exact number of units. The 1,054 units counted in 1969 is in contrast to the 1,082 units recorded by the U.S. Census Bureau in 1960.

Assuming that the consultant's figures are relatively close to the exact number of units, it can be seen that a total of 28 units or approximately 6 per cent of the housing stock has been lost in the last decade. This loss may be attributed to several factors. First of all, a large majority of the now "non-existent" units were dilapidated structures which even in the early 1960's were not capable of providing safe, or adequate shelter. This is particularly true, for example, of the Quoddy Village area where many of the old buildings have literally fallen down, where they have not been torn down. Since many of the structures in Quoddy were multi-family units, this will account for a good portion of the 28 total units. Secondly, Eastport's declining population left many structures, already deteriorating, unused; therefore, over the period of years, these structures became unsafe and dilapidated and were torn down. Thirdly, a near total lack

categorized as substandard in 1960 and 1970, respectively.

per cent and 21.4 per cent of Eastport's housing units considered as deteriorated. This makes a total of 36.0 as dilapidated and 24.6 and 5.8 per cent, respectively, were in 1970. Of this total, 11.4 and 15.6 per cent were classed of 1,082 housing units in 1960 and approximately 1,054 units As can be seen from the table, Eastport contained a total

graphically on the map entitled Structural Conditions.

consultant in 1970. Structural conditions are shown in the 1960 Census of Housing and as estimated by the of the units and the vacancy status of the units as defined Table I records the number of housing units, the condition

plumb, etc.

defects include broken or sagging foundation, walls out of considerable repair or rehabilitation. Examples of critical intermediate defects in sufficient number to require con-

had one or more critical defects or a combination of Dilapidated housing was defined as those structures which

walls, roof, floors or ceiling.

or missing materials over small areas of the foundation, of intermediate defects include holes or rotted, loose, unit was to continue to provide adequate shelter. Examples of an intermediate nature that must be corrected if the

regular maintenance. Such housing had one or more defects

While much of this housing is in reasonably good condition 91.3 per cent of the housing was built prior to 1940. According to the 1960 Census, 988 residential structures, or Another major housing problem in Eastport is that of age.

2. Age of Housing

removed or rehabilitated. a large number of these substandard units will have to be block. If this malignant growth is to be halted effectively, two or more units in similar conditions within the same instance where there is one substandard unit, there are Eastport is illustrated by the map. In practically every The fact that this snowball effect has already occurred in tends to be cancerous and often spreads to adjacent buildings full, primarily because the deterioration of housing conditions scattered throughout the city. This scatterization is harmful, Conditions, shows that the substandard units appear to be A look at the map on the following page, entitled Structural over the past decade.

fact that no action has been taken to correct the problem housing units categorized as substandard in 1960 due to the or at the very least, a retention of the high percentage of 1970 Census of Housing will probably reflect an increase in, the doubt" and marked as standard. It is expected that the suffering interior deterioration were given the "benefit of

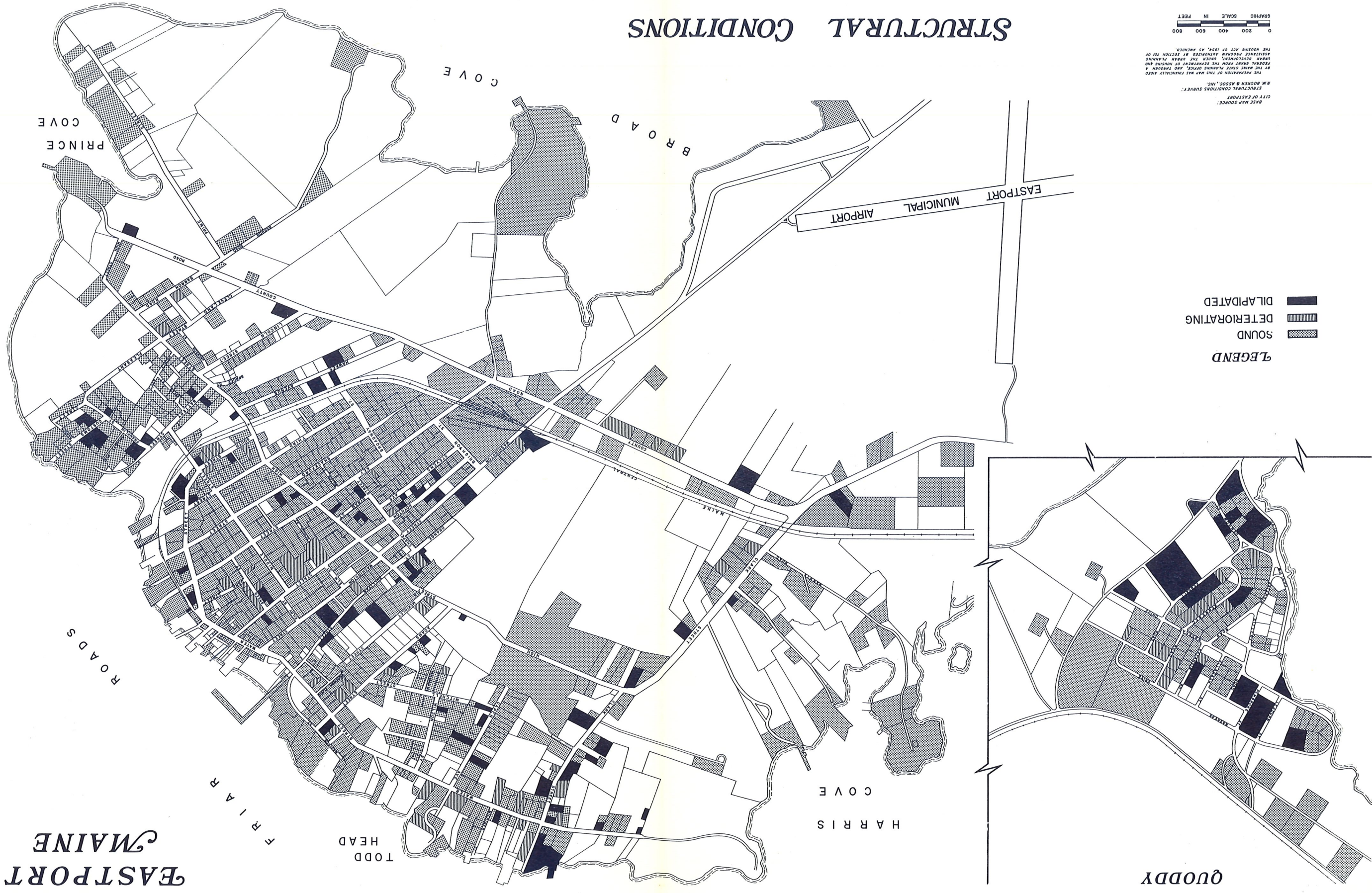


STRUCTURAL CONDITIONS

GRAPHIC SCALE IN FEET
0 200 400 600 800

BASE MAP SOURCE:
CITY OF EASTPORT
STRUCTURAL CONDITIONS SURVEY:
M. R. BOOKER & ASSOC., INC.
THE PREPARATION OF THIS MAP THROUGHLY AIDED
BY THE MAINE STATE PLANNING OFFICE, AND THROUGH A
FEDERAL GRANT FROM THE DEPARTMENT OF HOUSING AND
URBAN DEVELOPMENT, UNDER THE URBAN REPAIRING
ASSISTANCE PROGRAM AUTHORIZED BY SECTION 701 OF
THE HOUSING ACT OF 1949, AS AMENDED.

LEGEND
■ SOUND
▨ DETERIORATING
■ DILAPIDATED



EASTPORT
MAINE

ROADS

FRIAR

TODD HEAD

HARRIS COVE

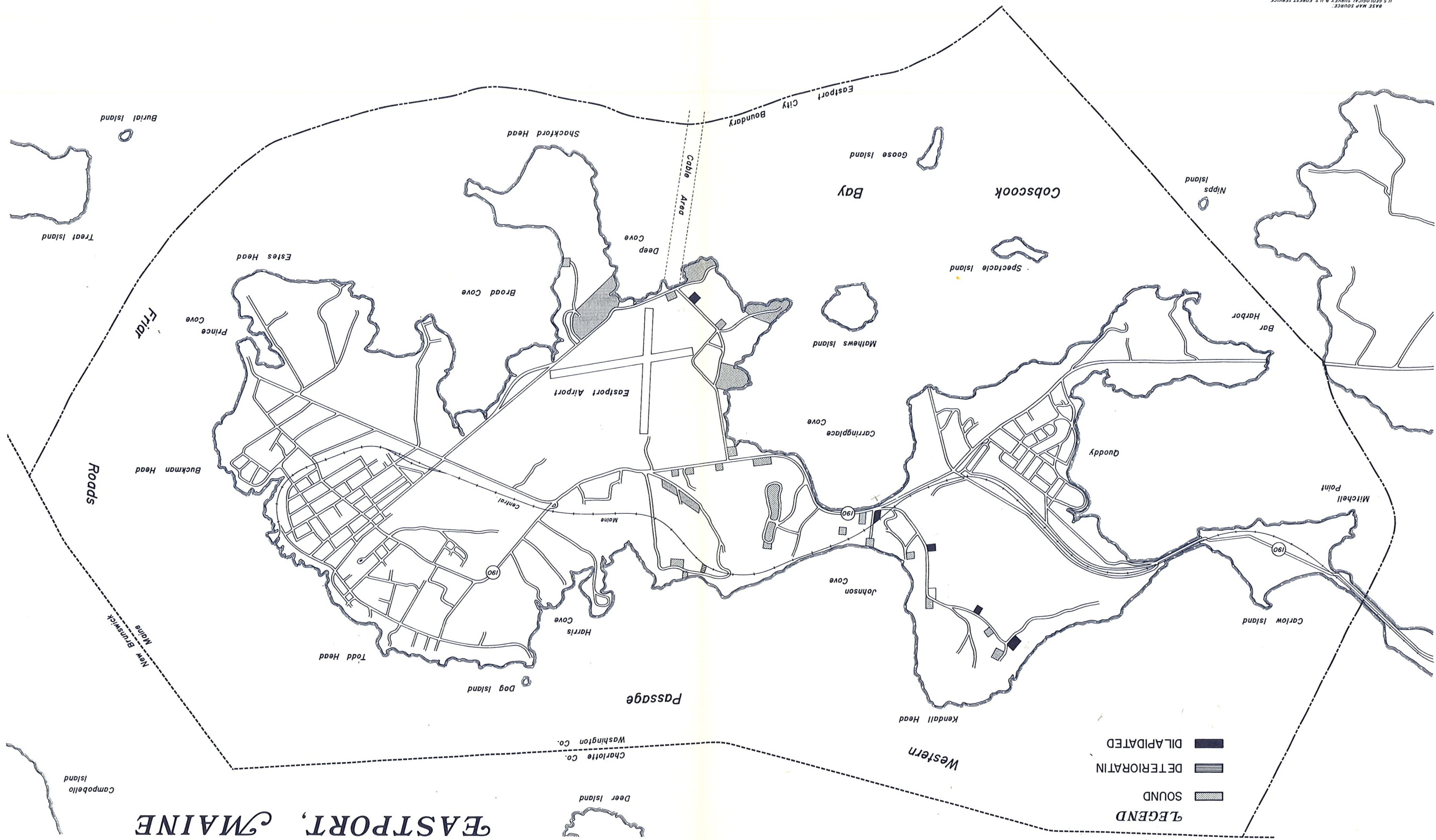
QUODDY



STRUCTURAL CONDITIONS

GRAPHIC SCALE IN FEET
 0 500 1000 1500 2000

BASE MAP SOURCE:
 U.S. GEOLOGICAL SURVEY U.S. FOREST SERVICE
 U.S. STRUCTURAL SURVEY
 R. W. BOOKER & ASSOC., INC.
 THE PREPARATION OF THIS MAP WAS FINANCED BY THE
 EASTPORT BOARD OF THE DEPARTMENT OF HOUSING AND
 URBAN DEVELOPMENT, UNDER THE URBAN PLANNING
 ASSISTANCE PROGRAM AUTHORIZED BY SECTION 701 OF
 THE HOUSING ACT OF 1954, AS AMENDED.



EASTPORT, MAINE

potential health hazard and plans underway to correct this directly into the coastal waters. This constitutes a there is no treatment plant; rather, raw sewage is dumped are not sufficient to accommodate the population and old and in extremely poor condition. The existing mains generally good; however, the city sewerage system is very Community services such as police and fire protection are conditions.

facilities and utilities, and general environmental potential housing problems include the availability of Other problems which must be considered as existing or

5. Community Services

a problem in the future. suggesting that low-income families will continue to be population still had an annual income of below \$3,000, theless, it is estimated that in 1960, 40 per cent of the median-family income of \$3,501 recorded for 1960. Never- is above the median-household income of \$3,851 and the Sales Management Survey of Buying Power was \$5,578. This The median-household income in 1966 as recorded by the 1967 income.

families to maintain their homes is dependent upon their income of residents of the area. The financial ability of the large number of substandard units is the below-average

could be rehabilitated and those that have to be demolished
 major obstacle. Many of the existing substandard units
 and demolition and/or rehabilitation programs is another
 The inadequacy of local resources to finance new housing
 2. Inadequate Resources

controls in the near future.
 to adopt a comprehensive set of housing codes and land use
 housing problems. It is recommended that the city move
 is a serious obstacle to the elimination of substandard
 housing is over 30 years old, the lack of housing codes
 In the case of Eastport, where approximately 90% of the
 ditions.

development and perpetuation of substandard housing con-
 the adequacy of housing, but also, serves to encourage the
 power that the city might have with regards to determining
 related codes not only serves to restrict any regulating
 properly protected. The lack of housing or housing-
 because there is no assurance that the investment would be
 or the maintenance of existing housing may be curtailed
 uses. In some instances, the development of new housing
 that owners are not properly protected from non-compatible
 of adequate zoning regulations presents a problem in
 or housing-related codes adopted by the city. The lack
 been, a zoning ordinance or a comprehensive set of housing

A final obstacle, which exists to some degree in nearly any community, although perhaps more so in Eastport as a result of its declining population, is the apathy possessed by a majority of the citizens. All too often residents are unwilling to become involved in community activities that do not concern them personally. For example, at the present time, there is an obvious need for the adoption of

5. Apathy

probably at a slower rate than in the past. Eastport's citizens will continue to leave, although base. Unless sufficient reason to stay is provided, upon the expansion and retention of Eastport's economic community services. The removal of this obstacle is dependent and of insufficient monies to provide for adequate community services. The removal of this obstacle is dependent upon the expansion and retention of Eastport's economic base. Unless sufficient reason to stay is provided, Eastport's citizens will continue to leave, although probably at a slower rate than in the past.

Another factor which must be considered is the continuous outmigration of the population. In the last 20 years, Eastport has experienced a loss of 968 residents, or almost 31 per cent, of its 1950 population. This outmigration is damaging, not only because it results in a shrinkage of the total tax base, but also because it is usually the younger, active and more ambitious residents which depart. This leaves the older, less active citizens to cope with the increasing problems of the community, in particular, those of vacated deteriorating buildings and of insufficient monies to provide for adequate community services. The removal of this obstacle is dependent upon the expansion and retention of Eastport's economic base. Unless sufficient reason to stay is provided, Eastport's citizens will continue to leave, although probably at a slower rate than in the past.

4. Population Decline

community facilities analysis and plan. If adopted and followed, the plan will serve as a major tool in alleviating the housing and housing-related problems of the community.

2. Application for Grant

In the first half of 1970, the city of Eastport made application for a grant from the Department of Housing and Urban Development to study the engineering problems of the present sewerage system and to make specific and detailed recommendations regarding its modernization and replacement. The grant was approved and the study is presently underway.

3. Site Selection

The city is in the process of choosing a consultant to conduct an industrial site feasibility study under the auspices of the Economic Development Administration. The purpose of the study is to determine which sites within the community would be adequate for industrial development purposes. It is hoped that the ultimate result of this study will be to attract new industry to bolster the present sagging economic base.

4. General Maintenance

A program of general maintenance is also carried on throughout the city. The program includes trash removal, cleaning and patching of streets and the elimination of weeds on vacant lots.

- (e) Submit final draft of codes and controls to City Governing Body for adoption.
- (d) Review model codes and controls and adjust as deemed necessary.
- (c) Obtain model codes to serve as development guides. Model codes are available for the following:
 1. Housing
 2. Building
 3. Electrical Work
 4. Fire Prevention
 5. Plumbing
 6. Zoning
 7. Subdivision Regulations
- (b) Committee should consist of
 1. Planning Board Members
 2. A local building contractor
 3. An electrician
 4. The fire chief
 5. A doctor
 6. An engineer

(A) Establish a planning, programming, and budgeting

be required to:

community. As part of the Workable Program, the city will the city and to encourage the preservation of a well-planned for effectively dealing with the problem of blight within Workable Program is to establish an official plan of action Program for Community Improvement. The purpose of a

7. Eastport should request certification of a workable with the standards detailed in the ordinances.

building inspector and endow him with sufficient legal power to enable him to achieve compliance

(B) Provide for the selection of a dual zoning and

additional community facilities such as indoor recreation centers should also be embarked upon. Action with respect to the sewerage system is of particular importance.

5. A continuous information program, which is designed to inform the residents of acute local problems and the actions required to, or being undertaken to, eliminate them, should be provided. The local newspaper should be requested to assist in this program.

6. The Industrial Development Committee should be encouraged in its efforts to attract appropriate new industry to the community by the City Council and the citizens of Eastport.

Statement of Future Planning and Implementing Activities

The following table presents an itemized listing by year of the activities which will be required to accomplish the objectives outlined above and thereby alleviate as much as is possible of the housing and housing-related problems of Eastport.

Neighborhood Analysis

As the foregoing discussion on housing has revealed, and as a look at the structural conditions will indicate, Eastport's blight is not limited to any one neighborhood, in particular, but rather is scattered throughout the com-

EASTPORT HOUSING WORK DATA PROGRAM - Continued

<u>YEAR INITIATED</u>		<u>TOTAL ESTIMATED COST</u>
1971	(c) Develop a program scheduling the removal and/or rehabilitation of dilapidated and deteriorating buildings. Make application to receive financial assistance under Section 225 of the Housing Act.	Collection of necessary data - \$160
	(d) Continue maintenance and clean-up, fix-up program.	Volunteer services and normal city maintenance costs
1972	(a) Request certification of Workable Program: Includes development of planning, programming system, establishment of central housing authority and initiation of citizen involvement.	\$2,000
	(b) Remove and/or rehabilitate the appropriate number of substandard dwelling units in accordance with the program developed the previous year. If replacement of a certain number of structures is deemed desirable, utilize new construction techniques emphasizing prefabricated units.	Will vary depending upon local construction costs and the number of units selected for rehabilitation and replacement.
	(c) Make application for Demolition Grant Program if additional financial assistance is needed for above program (2/3 cost assistance requires Workable Program certification).	Collection and submission of necessary data - \$100
	(d) Undertake annual update and review of Plan and codes and ordinances.	Nominal
	(e) Continue maintenance, and clean-up, fix-up program.	Volunteer services and nominal city maintenance costs.

numerous old barracks scattered throughout the village. These buildings were constructed in the 1930's as part of the Quoddy project which never materialized beyond this construction project. Vacant, essentially since the late 1940's, these barracks, in addition to a number of public and industrial use buildings, have been left to deteriorate over the years. The number and decay of these structures in the village not only creates a disgusting appearance for the village, but also constitutes serious health and safety hazards to all the residents of Eastport. The residents of Eastport and Quoddy who attempt to maintain their property must be subjected to the discouragement provided by the presence of these unsightly structures. In addition to dragging down property values, the presence of these structures causes what could be one of the most desirable vacation home areas on the eastern Maine coast to be one of the most depressing areas.

If the city of Eastport is to set an example which will prevent larger pockets of blight from forming in other parts of the city, it will be necessary to take the proper steps as outlined in the housing section of this chapter to eliminate them. The city must set up the necessary authority to force repair, or preferably removal, of all of these structures. The example must then be followed in the remainder of the community. Many of the structures in Eastport which are classified as deteriorating are simply in need of minor

backing the Planning Board and City Council in their efforts

of Eastport must seek to help themselves and their city by make it eligible for some of these programs, but the citizens parts to adopt the necessary codes and ordinances which would the appendix at the rear of the report. The city must do its

are outlined in the housing section of this chapter, and in pollution control, water and sewer, etc. Some of the programs problems. Also, programs are available for parks, recreation,

and the city as a whole to relieve its housing and blight and loan programs are available to help individual residents ability to attract tourism and industry. Many federal grant

if the city is to grow and prosper and if it is to have the Eastport's blighted land uses must be rehabilitated or removed

to a minimum.

may take several years for the pollution level to be brought short term for pollution abatement equipment. Therefore, it

probably cannot afford large capital investment over the soon as possible because these are small industries which for those industries at fault. The program must begin as

measures should be instituted to require pollution abatement might wish to have summer homes in the city. Immediate

experience. In addition, the stench keeps away those who

subjected to these odors which fill-time residents must ment to its ability to attract tourism, let alone the daily to have a wide reputation for "its" odor, is a severe detri-

Existing Traffic Generators and Thoroughfare Conditions

Within the city of Eastport, there is one principal generator of major traffic movement. This is the central business district (CBD) along Water Street between Washington

important aspect of community planning.

adequately primary shopping area. Therefore, the provision of adequate streets, highways and parking areas is an extremely important, too, especially if the area of concern is the these vehicles when they reach their destination is of the conditioning of community well-being. What happens to The ease of movement of vehicular traffic is important in safety and efficiency as a goal.

high degree of coordination of all facilities with maximum Because of this close interrelationship, there must be a transportation channels to other land uses and land areas. land can be functional without having access by means of Concurrently, no single land use or individual parcel of traffic that must be accommodated by the circulation system. within a community. The various land uses generate the system or transportation network and the land use patterns A very close relationship exists between the circulation

TRANSPORTATION

CHAPTER VII

Route 190 which connects with U. S. 1 on the mainland at the town of Perry currently provides Eastport with its only access to the regional and statewide transportation system. Rt. 190 connects Eastport to the mainland with two causeways

ment in Washington County and the region. major factors which hinders industrial and tourism development in Washington County and the region. assume that the inadequacy of the highway is one of the the condition and character of this route, it is safe to major flows of automobile and truck traffic. Because of of Maine and to other states as well; therefore, it carries port with the only major link to other parts of the state heavy car. This route provides Washington County and East- U. S. 1 an extremely rough road to travel, even in a construction, the constant patching and repaving make is particularly hard on highways especially of bituminous bituminous materials. Because the climate of the region has occurred, the highway has been patched and repaved with constructed of concrete, but except where new construction Pavement types also vary. The route was originally narrow or practically non-existent and drainage is poor. Except where improvements have been made, shoulders are driving lanes as narrow as 9 feet in some locations. the entire Maine coast. The pavement widths vary with It is narrow and crooked over most of its length along

relatively narrow for the existing conditions which are present. Angle parking is allowed on the west side of the street (opposite the shore) and two lanes of traffic moving opposite directions must also be allowed to pass. During shopping hours when this is a busy area, a great deal of traffic congestion is created. This congestion is created by several factors. First, because of a total lack of off-street parking, parking cannot be eliminated. Secondly, angle parking is required to allow sufficient volume, creating the hazardous entry-exit conditions characteristic of angle parking. Thirdly, commercial vehicles must unload deliveries to the commercial establishments through the front entrances since rear vehicular entries to most of these commercial uses are not adequate to handle commercial vehicles. Consequently, these vehicles add further blockage to the circulation system when they are making deliveries. Fourthly, in addition to Washington Street, which is the main entrance to the CBD, there are three other streets which funnel vehicles to and from the area.

Rail crossings within the city are all at grade level, which under normal circumstances would create problems in providing emergency service to portions of the community which may be cut off at a particular time because of rail traffic. However, because Eastport's rail traffic is rare, the city tracks

Central Business Downtown

Eastport is served by a spur line of the Maine Central Railroad. The railroad alignment generally follows that of Route 190 crossing the community on a north-south alignment. There, tracks pass through a freight yard located in the southeast corner of the intersection of Washington Street and County Road. At this point, the track curves easterly then again northerly ending at the Maine Central Wharf on the east side of Water Street in the CBD. Passenger service

Railroads

small items quickly and inexpensively. is also provided, serves as a low-cost method of shipping cities provided therefrom. Package express service, which only through Calais and Bangor, with connections to other Bus service is provided for Eastport by Greyhound Bus Lines

Bus Service

modern highways. as it is in other parts of the state which have access to more modern standards, service is not as fast as it might be or Because the highways of the region are not constructed to trucking service is of obvious importance to industries. smaller cargo loads; therefore, the importance of available is the most efficient and least expensive way to ship shipping for small cargo loads, overland cartage by truck

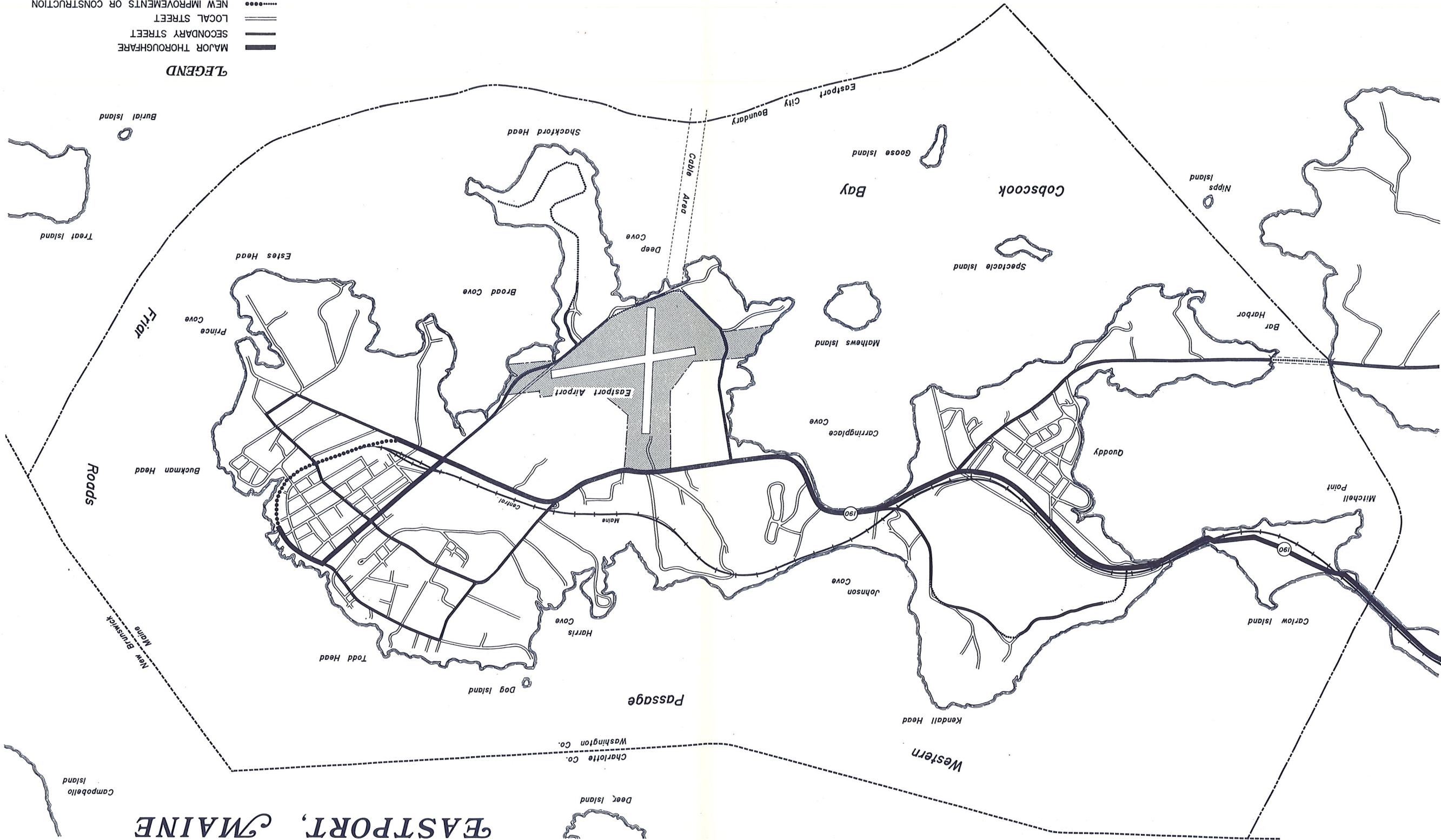


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THOROUGHFARE PLAN

- LEGEND**
- MAJOR THOROUGHFARE
 - SECONDARY STREET
 - LOCAL STREET
 - NEW IMPROVEMENTS OR CONSTRUCTION
 - RAILROAD
 - AIRPORT

BASE MAP SOURCE:
U.S. GEOLOGICAL SURVEY & U.S. FOREST SERVICE.
THE PREPARATION OF THIS MAP WAS FINANCED THROUGH A
GRANT FROM THE DEPARTMENT OF HOUSING AND
URBAN DEVELOPMENT, UNDER THE URBAN PLANNING
ASSISTANCE PROGRAM AUTHORIZED BY SECTION 7001 OF
THE HOUSING ACT OF 1954, AS AMENDED.



Major Thoroughfares

The most important thoroughfare to the city of Eastport is Route 190 and its continuation, Washington Street. Route 190 is the only highway access to the city, and therefore, must handle all traffic entering and leaving Eastport. As can be noted in Table I, on the following page, the average daily traffic on Route 190 ranges from 1,421 vehicles per day at its intersection with U.S. 1 to 1,615 vehicles per day at the intersection of Washington Street, Deep Cove Road, and County Road. Washington Street, the continuation of Route 190, into Eastport's central business district, carries an average daily traffic of 1,800 vehicles (at the intersection of High Street). In recent years, Route 190 has been reconstructed to standards which are adequate to serve Eastport's needs, and the volume it must handle. Washington Street will continue to have importance as a major thoroughfare for Eastport; however, as the plan indicates, over the long-range, Washington Street should no longer be considered the continuation of Route 190. As shown on the plan, a new extension of Route 190 should follow the present alignment of the Maine Central tracks into the city's central business district. Presently, these tracks serve no use beyond the yard area at the Washington Street-County Road intersection. In addition, the wharf at which these tracks end is no longer usable. Further, industrial use of this section of track from the wharf to the yard is no longer active. If the

community can negotiate with the Maine Central Railroad to remove these tracks and purchase the right-of-way, the same alignment can then be used to construct a far more logical extension to Rt. 190. This new street will help to alleviate traffic congestion in the CBD. An expansion of the central business district thoroughfare plan will be discussed later in this chapter.

Also important as a major thoroughfare to Eastport is U. S. Rt. 1. Although not within Eastport's city boundaries, this highway serves as a major link for the city to all other major and secondary U. S., state and local routes. The State of Maine with federal assistance has an ongoing program for the complete reconstruction of U. S. 1 over its entire length within the state to bring it up to modern standards for the traffic volumes which it must handle. Such reconstruction has already taken place in some locations such as the portion of U. S. 1 which intersects with Rt. 190. This improvement of U. S. 1 will be of utmost importance to Eastport and Washington County in terms of future economic development. Industrial companies seeking to locate in the county and its communities will require adequate highways over which to transport their goods and receive raw materials. U. S. 1, however, does not meet modern standards over much of its present alignment between Bangor and Calais. Once vehicles reach Bangor, the importance of U. S. 1 diminishes because of

The thoroughfare plan does not make specific recommendations for neighborhood and local streets except as indicated in the design standards section. The streets must be maintained,

Neighborhood or Local Streets

design standards section of this chapter. Following the design recommendations contained in the should be constructed or improved according to planned priority As with the major thoroughfares, these secondary thoroughfares

an emergency could become crucial. Eastport would be cut off to vehicular movement which in if Route 190 were blocked at either end of Carlow Island, crossing to the mainland. Under current circumstances, this bridge be reconstructed to provide Eastport with another existence. From a safety standpoint, it is recommended that was allowed to fall into disrepair and is no longer in When the new alignment of 190 was constructed, this facility with the mainland and was the old alignment of Route 190. at Bar Harbor. This was Eastport's original connection is the reconstruction of a bridge west of Quoddy Village The most important aspect of the plan for these thoroughfares alignment.

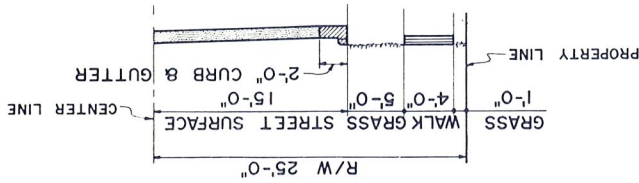
make use of existing alignments with some extensions or straightening where indicated by deviation from present



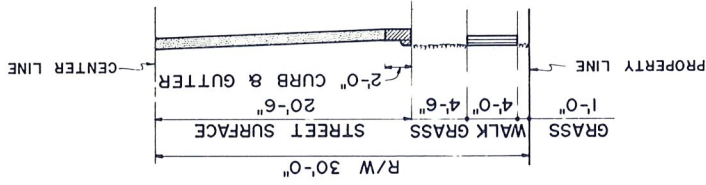
THE PREPARATION OF THIS FIGURE WAS FINANCIALLY AIDED BY THE MAINE STATE PLANNING OFFICE, AND THROUGH A FEDERAL GRANT FROM THE DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT, UNDER THE PLANNING ASSISTANCE PROGRAM AUTHORIZED BY SECTION 701 OF THE HOUSING ACT OF 1954, AS AMENDED.

THOROUGHFARE DESIGN STANDARDS

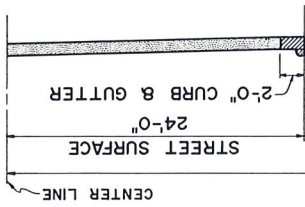
MINOR STREET



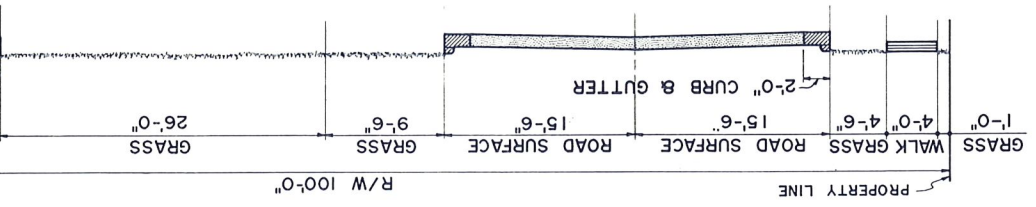
SECONDARY STREET



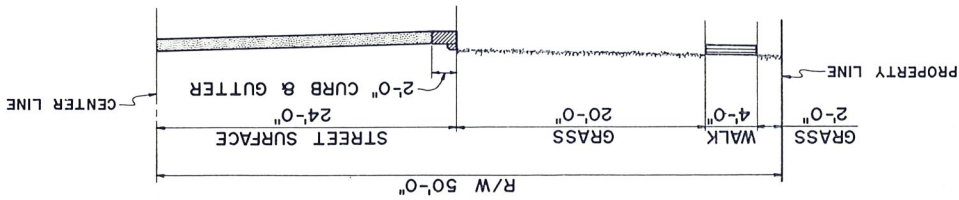
MAJOR STREET



FRONTAGE ROAD



MAJOR STREET (LIMITATION OF ACCESS)



of-way widths. Any improvement in traffic flow that may be expected to result from the widening of an existing street will have to be weighed against the costs and disruptions which may result by cutting into or eliminating front yards, and in some cases, the acquisition and removal of residences, and other structures.

Essentially, pavement widths should be multiples of standard traffic land widths. In arriving at the suggested cross-sections, the following standards of lane widths were

applied:

1. Moving lanes on major street, 11-12 feet, (no parking permitted, access restricted to 500 feet minimum intervals), parking or accessory lanes where necessary 8-10 feet;

2. Moving lanes on secondary streets 10-11 feet, parking or accessory lanes, 8-9 feet; and

3. Moving lanes on minor (neighborhood or local streets) 9-10 feet, parking or accessory lanes 8-9 feet.

When determining minimum requirements for minor streets serving only abutting residential properties, consideration must be given to the requirements of cleaning, sanitation, and fire protection equipment to be utilized in the particular neighborhood.

This will provide a near-ready site for the smooth continuation of Route 190 into the CBD area and will eliminate the now unused track. The city must be careful, however, to discourage complete removal or closing of the Eastport spur. If such were to happen, it would jeopardize the value of Eastport as an industrial site. The line should remain intact and be maintained up to its present yard site. This will provide Eastport with rail service and will help to protect the value of the industrial sites surrounding the Eastport airport.

Air Facilities

Eastport Municipal Airport is located west of the city's urban area along Route 190. Although originally a municipal facility, it is now privately operated, and the site is under option to an oil company for possible future development. As outlined in the beginning portion of this chapter, this airport is a minimal facility consisting of two paved runways 2,500 and 2,850 feet in length.

The National Airport Plan published by the Federal Aviation Agency has made several recommendations for the upgrading of this facility. It is recommended that this airport be a stage II facility capable of accommodating 95% of the general aviation fleet except for transport type and some twin-engine aircraft over 8,000 pounds gross weight. This

of Route 190 over the old Maine Central alignment. In addition, off-street parking areas are proposed with controlled access as indicated. With respect to the off-street parking, it is realized that in order to achieve the necessary area for vehicle accommodation, some buildings will have to be removed. The exact buildings and/or space required will need further study; however, based on the recent traffic volume, the areas outlined on the plan should be relatively close to the necessary requirements.

A close study of the area revealed that one-way control of Water Street would be impossible because of the lack of a parallel street for opposite direction traffic which would not funnel this traffic through a residential neighborhood. Therefore, access to Water Street is controlled by closing three intersecting streets. Boynton and Dana Streets have been closed to through traffic with cul-de-sac type turn-arounds provided. In addition, Water Street is closed to north-bound traffic at Key Street and parking is incorporated for the library. (Details of associated land uses are discussed in Chapter IX, Land Use Plan.) This limited access of Water Street in conjunction with the elimination of on-street parking in the central business district and smoother access to the area from a new continuation of Route 190 will all work to lessen the current traffic circulation problems in the business area. It will also protect the residential

The public school system of Eastport is administered by a school board of three elected members. The facilities consist of four buildings, all located in the center of Eastport's urban area. Shead Memorial High School and Municipal Auditorium is located at McKinley and Sullivan Streets; Eastport Primary and Grammar Schools are located on Boynton Street; and the Industrial Arts and Music Room is located on Boynton Street, one-half block west of the Elementary-Grammar Schools. The buildings are a detriment to the education of Eastport's school-age population.

With the exception of the auditorium-gymnasium some of these facilities are outdated, overcrowded, and in need of renovation. There is a serious lack of equipment, especially in the laboratories, and more classroom area is badly needed, especially in the industrial arts area. Existing classrooms are poorly lighted and are acoustically noisy by today's standards. In addition, the sites on which these buildings are located are all too small and allow no room for expansion. Because of this lack of site area, outdoor recreation areas and playgrounds are severely lacking, and parking for faculty and staff is also a problem.

COMMUNITY FACILITIES ANALYSIS AND PLAN

CHAPTER VIII

TABLE I

PUBLIC SCHOOL ENROLLMENT 1960-1970

CITY OF EASTPORT

Grades

YEAR	K	1	2	3	4	5	6	7	8	*9	10	11	12	TOTAL
59-60	44	59	51	45	50	61	42	59	41	65	48	41	44	650
60-61	45	47	52	47	42	45	58	38	55	58	56	36	34	613
61-62	52	48	49	48	47	41	44	60	43	85	58	52	46	673
62-63	43	52	42	43	44	46	41	47	56	70	78	57	48	667
63-64	40	45	52	36	41	41	38	40	40	75	59	63	50	620
64-65	37	43	47	41	35	37	42	38	38	79	69	51	54	611
65-66	46	37	50	45	41	31	38	36	42	67	64	59	50	606
66-67	35	41	34	35	43	37	29	40	32	78	51	58	52	565
67-68	36	36	36	39	35	33	45	34	27	45	64	45	48	552
68-69	26	36	34	33	27	36	45	30	28	74	52	57	43	521
69-70	36	24	32	35	37	23	36	42	33	63	72	46	51	530

*NOTE: Enrollments for grades 9, 10, 11, and 12 also include students attending Shead Memorial High School from the communities of Pembroke, Dennyville and the Pleasant Point Indian Reservation.

SOURCE: Office of the Superintendent of Schools, Eastport.

recreational facilities. The city has no outdoor playgrounds, parks, or youth center. In addition, there are no forms of commercial recreation such as bowling alleys, golf courses, or swimming pools. The only motion picture theater in the community was operated only during the months of July and August and has since closed entirely. Further, the building housing this facility is not fit for use. In addition, because the schools lack the space for recreational facilities, there are no school-associated facilities which could help to fill the lack. In the winter time, an outdoor skating rink is formed on the corner of the Maine Central Railroad property at Brighton and Washington Streets and Little League Ball Diamond located at Key Street and County Road is actively used in the summer.

Source: R. W. Booker and Associates, Inc.

SCHOOL YEAR					
GRADE	1970-71	1975-76	1980-81	1985-86	1990-91
K-8	311	349	333	370	356
9-12	241	270	258	286	276
Total	552	619	591	656	632

PROJECTED PUBLIC SCHOOL ENROLLMENTS
1970 - 71 through 1990 - 91

TABLE II

community by that year, 15 acres of which should be in residential neighborhood facilities.

The usual types of neighborhood facilities include playgrounds, tot lots, sitting parks, ball diamonds, tennis courts and perhaps wading pools. These are normally supplemented by swimming pools, golf courses, picnic areas, and more extensive playfields, playgrounds and garden areas at one or more community parks.

Library

The Beavey Memorial Library is located on Water Street, at the south end of the central business district. The building was constructed 75 years ago from funds donated by Mr. Frank Beavey, a former Eastport resident. Funds for the purchase of books come from public subscription and donation and a \$1,000 yearly subsidy from the city. The facility is adequate for Eastport's needs; however, more funds need to be allocated to enable the hiring of a full-time librarian and an expansion of its current circulation of 25,000 volumes. Because of the lack of funds, it is only open 20 hours per week. This should be at least doubled to enable the greater use of this facility by Eastport residents.

Fire Protection

Eastport's fire department is a volunteer organization with 24 members and six pieces of mobile equipment. The city

The water system of Eastport is maintained and operated by the Eastport Water Company, a privately-owned utility. The system has a storage capacity of 400,000 gallons. Pumping capacity is 600 gallons per minute, with normal daily use averaging 300,000 gallons. Peak daily consumption is

Utilities

These conditions suggest the immediate need for facilities to house these city departments. In addition, the equipment which the city uses for maintenance of streets, etc., is now in need of adequate facilities for storage. Therefore, it would be advisable for the city to construct new facilities or obtain existing facilities to house all these operations under one roof or in one centralized location or area. A further discussion to the solution of these problems will be included in the last section of this chapter containing the community facilities plan.

overcrowded and generally inadequate, and facilities for council meetings are also overcrowded and inadequate. In this same building on the ground floor are housed the police department and jail. As is the space for the city offices, the police department and jail are also not adequate or fit for use. The jail is too small and there is a lack of space for police facilities and electrical wiring is in hazardous condition.

The city has maintained a garbage and rubbish dump on land bordering Broad Cove and adjacent to the airport property.

Refuse Disposal

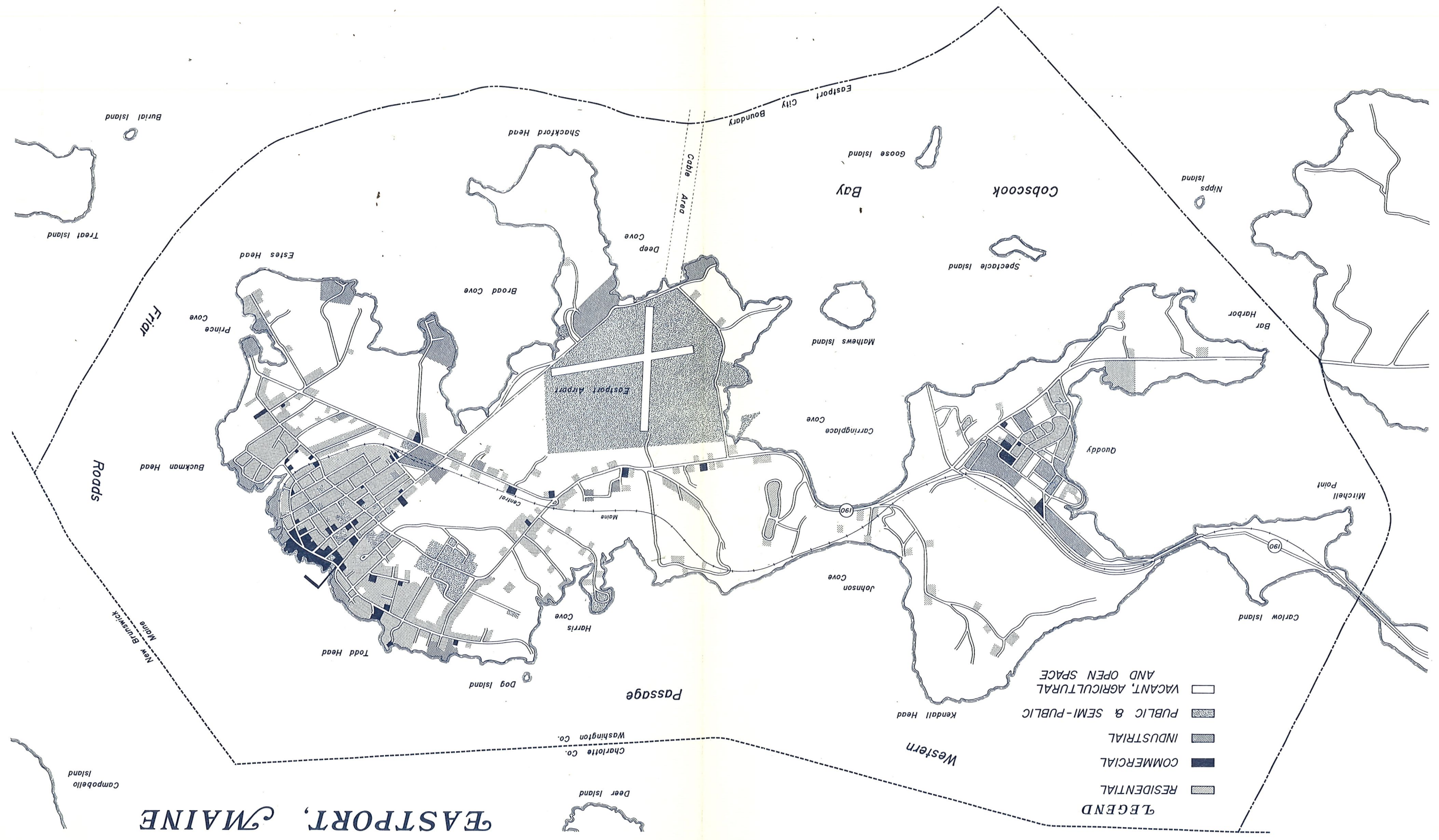
facility is contained in a two-story building located on Boynton Street, just west of Middle Street. There are 31 beds, delivery and operating rooms, a nursery for new born infants and a pediatric ward. It is modernly equipped for general surgery and most other medical care. Since the closest other hospital is 28 miles distant, this facility must handle all kinds of emergency treatment for the area. Recently, federal and state agencies required the installation of an elevator in the building. Architectural plans were drawn and accepted. Funds for the construction program were derived from public subscription and the city's general fund and construction was completed in 1969. Included in this construction program was the provision for six additional beds, bringing the total capacity to 37. The problem with this facility is caused by the lack of a nursing home or extended care facility within the community. Geriatric patients admitted to the hospital must do their convalescing within this facility. This keeps many patients in the hospital for long periods of time and, therefore, in some instances, creates a shortage of beds for acutely ill persons or for those requiring emergency treatment.



GENERALIZED EXISTING LAND USE

BASE MAP SOURCE:
 U.S. GEOLOGICAL SURVEY & U.S. FOREST SERVICE
 LAND USE SURVEY
 R.W. BOOKER & ASSOC., INC.
 THE PREPARATION OF THIS MAP WAS FINANCIALED BY THE FEDERAL GOVERNMENT THROUGH THE NATIONAL LAND USE SURVEY PROGRAM AUTHORIZED BY SECTION 100 OF THE NATIONAL ACT OF 1954, AS AMENDED.
 FEDERAL DEVELOPMENT UNDER THE URBAN PLANNING AND DESIGN ACT OF 1968.
 AT THE MAINE STATE PLANNING OFFICE, AND THROUGH A CONTRACT WITH THE MAINE STATE PLANNING OFFICE.

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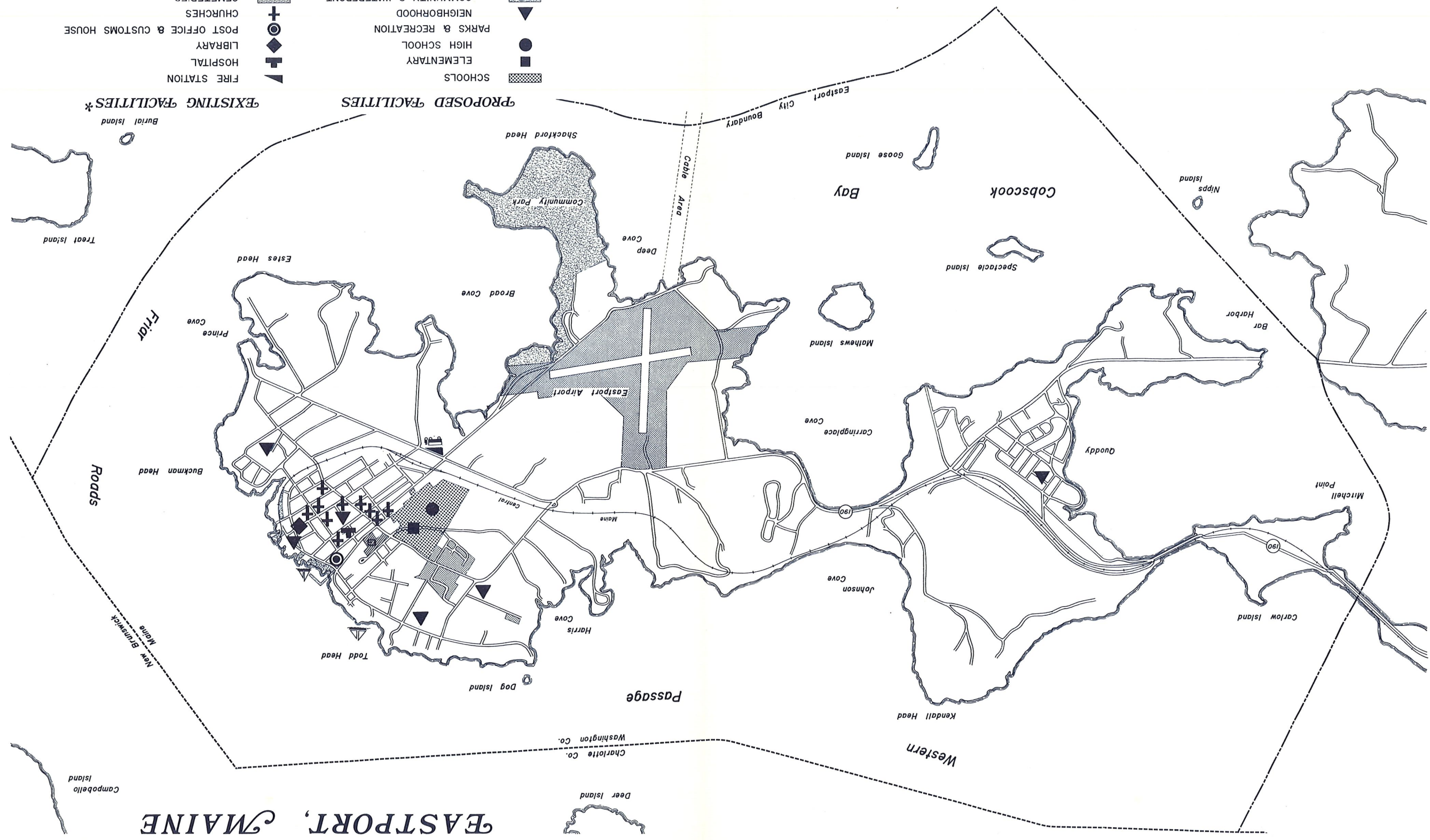
COMMUNITY FACILITIES PLAN

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THE MAPS, ACT OF 1954, AS AMENDED
ASSISTANCE PROGRAM AUTHORITY BY SECTION 101 OF
URBAN DEVELOPMENT UNDER THE URBAN PLANNING
PROGRAM LAWS FROM THE DEPARTMENT OF HOUSING AND
URBAN DEVELOPMENT, WASHINGTON, D. C. THROUGH A
COOPERATION OF THIS MAP WAS FINANCIAL AID
TO REMAIN AS PART OF THE PLAN.
*THESE ARE EXISTING FACILITIES WHICH ARE

U.S. GEOLOGICAL SURVEY U.S. FOREST SERVICE
BASE MAP SOURCE:

- | | | | |
|--|--------------------|--|------------------------------|
| | SCHOOLS | | COMMUNITY & WATERFRONT |
| | ELEMENTARY | | NEIGHBORHOOD |
| | HIGH SCHOOL | | CITY HALL & COMMUNITY CENTER |
| | PARKS & RECREATION | | MUNICIPAL GARAGE |
| | HOSPITAL | | POST OFFICE & CUSTOMS HOUSE |
| | LIBRARY | | CHURCHES |
| | CEMETERIES | | AIRPORT |
| | FIRE STATION | | MARINA |



remodeling, and the sites are not adequate for the number of students. The economic feasibility of refurbishing these buildings is dubious, since even after refurbishing, they will still be "old" buildings on inadequate sites. Based on the standards set forth in the beginning of this chapter, and the projected school enrollments, it is recommended that a new school park be developed on the site indicated west of the existing high school. This is a site of approximately 40 acres, large enough to accommodate both elementary and high school buildings and the attendant outdoor recreation and parking facilities which are now lacking. In addition, this site will allow the expansion of buildings, which is impossible with the present sites. This relocation and reconstruction of Eastport's schools will leave the existing sites vacant. However, the high school building can be put to good use as a city hall-community center. This facility can house the city offices and the police department as well as provide space for use as a community center. With the municipal auditorium located on the same site, the high school building becomes a perfect center for community activities. It is further recommended that the existing buildings on the elementary grammar school site be razed for the development of a neighborhood park on this site. Since a good portion of

Eastport has a large public cemetery with plenty of existing

transition to convalescing facilities convenient.
hospital facilities for the nursing home and would make
to this problem. This would provide easy access to the
nursing home constructed near the hospital is the solution
patients which at times has caused a shortage of beds. A
the hospital must undertake the convalescing of geriatric
Because of the lack of a nursing home within the city,
and that additional expansion be carried out as needed.
mended that the facility continue to be well-maintained
capable of serving the city in the future. It is recom-
the Eastport Memorial Hospital is an adequate facility
As was discussed in the community facilities analysis,
facilities for equipment which now must be left out-of-doors.
new fire station. This will provide the necessary storage
a new municipal garage be constructed on the same site as the
for the next 15 years. It is, however, recommended that
enough to be able to service the entire city, at least
It is felt that the new fire station is centrally located
an excellent site for a community park.
natural and scenic characteristics of this tract make it
land south of the airport known as Shackford Head. The
this facility as indicated on the plan is the peninsula of
areas, formal gardens, and etc. The proposed location for
A park of this type might include a swimming pool, picnic

All of the recommendations and proposals set forth in the
 are discussed in Chapter VII, "Transportation".
 Plans and recommendations for the Eastport Municipal Airport
 tration needs, police department needs, and jail needs.
 new facilities be constructed to accommodate city adminis-
 does not become possible or feasible, it is imperative that
 for a city hall/police department facility. If this program
 struction and the use of the present high school building
 recommendations are followed with regard to new school con-
 This problem will be alleviated if the previously discussed
 of equipment or personnel, but from inadequate facilities.
 The police department and jail now suffer, not from a lack
 of this facility.
 levy a small library tax in order to increase the usefulness
 from the general fund for its operation, the city should
 since the city cannot afford to allocate additional monies
 the hours it is open and to increase the number of volumes.
 its building; however, funds must be allocated to increase
 The Peavey Memorial Library needs no improvement in terms of
 that a landfill would still be the most feasible solution.
 such things as cans and bottles. Therefore, it would seem
 fill would still have to be found in order to take care of
 handle burnable refuse and disposal methods such as a land-
 erator. Such a facility, however, would only be able to










CHAPTER IX
LAND USE PLAN

The land use plan for Eastport is shown on the maps entitled Land Use Plan and Central Business District, Land Use Plan. These maps, together with the textual information in this chapter, depict the long-range growth potentials and development objectives of the city evolved through various studies and reflecting the findings and conclusions of these as well as the views of the Planning Board and other officials. It portrays the community 20 years or so hence in terms of the major elements and features of development when all of the more significant planning objectives have been achieved. It includes the general location and extent of various improvements proposed in the transportation and community facilities plans as well as the major categories of land uses.

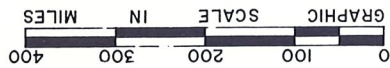
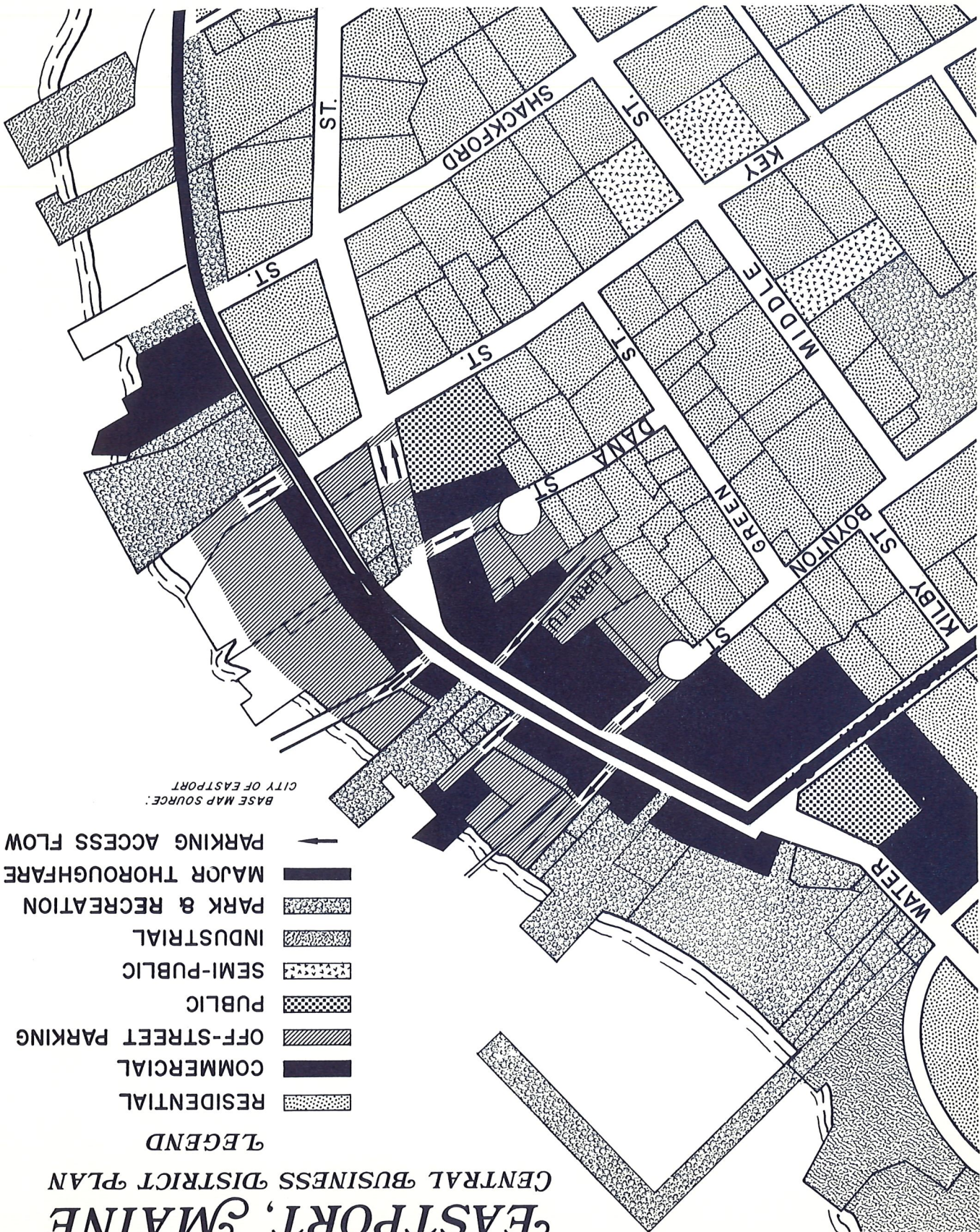
In guiding the future development of the community over the years, the Land Use Plan is intended to aid the Planning Board and other officials in their efforts to anticipate and provide for emerging needs at the appropriate and opportune time. This includes the acquisition of rights-of way for thoroughfare improvements and sites for school, recreation and other public uses. Additionally, the pattern of generalized land uses serves as a guide in

EASTPORT, MAINE CENTRAL BUSINESS DISTRICT PLAN

LEGEND

- RESIDENTIAL 
- COMMERCIAL 
- OFF-STREET PARKING 
- PUBLIC 
- SEMI-PUBLIC 
- INDUSTRIAL 
- PARK & RECREATION 
- MAJOR THOROUGHFARE 
- PARKING ACCESS FLOW 

BASE MAP SOURCE:
CITY OF EASTPORT



THE PREPARATION OF THIS MAP WAS FINANCIALLY AIDED BY THE MAINE STATE PLANNING OFFICE, AND THROUGH A FEDERAL GRANT FROM THE DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT, UNDER THE PLANNING ASSISTANCE PROGRAM AUTHORIZED BY SECTION 701 OF THE HOUSING ACT OF 1954, AS AMENDED.

CITY PLANNING BOARD



PLANNERS • ST. LOUIS, MO. LEXINGTON, KY. ROCKLAND, ME. FT. WORTH, TEX.
R. W. BOOKER & ASSOCIATES, INC. • ENGINEERS ARCHITECTS



EASTPORT, MAINE 1970

As indicated on the Land Use Plan, commercial land uses outside the central business district area are confined primarily to existing commercial or highway commercial uses. Existing commercial uses are retained in Quoddy Village, and also at the east edge of Quoddy along Route 190, and has been allocated for highway commercial uses. This highway commercial category includes such businesses as auto service (gasoline, parts and minor repairs) and tourist services (drive-in eating establishments, etc.). Quoddy Village also has proposed as part of its plan a neighborhood

Commercial Land Uses

Living space.

areas can serve the portion of the population desiring larger met, while at the same time, the more outlying lower density young married couples as well as senior citizens can be distance of important community centers. Thus, the needs of who desire less spacious or landed homes within walking density areas will be sufficient to provide for the citizens sity development forming the remaining expansion. The medium in the presently developed residential areas with lower density development should be confined to filling in areas elopment should be low to medium density in character. Medium aesthetic appearance. In both areas, this residential development should be razed to make way for new homes and to improve the village's

become available. In addition to the rehabilitation of the business district, the construction of these parking areas will be of vital importance to Eastport's future. If Eastport's business district is to grow and thrive, the present congestion in the area from lack of parking must be alleviated. Also, if the business district is to compete with other nearby trade centers, its overall appearance must be attractive from the outside and inside, and access to the offices, stores and shops must be convenient.

The only major demolition required in the area will be that of those buildings in the triangle between Water Street and the Maine Central right-of-way (new extension of Route 190). This includes the building housing the city offices, and police department, and those other buildings to the south, including the Hotel East. This demolition will provide the park and parking area for the library as indicated on the plan and will close off the present Water Street entrance to the business district. As indicated in the community facilities plan, the city offices will become relocated in the high school building, leaving the bank to acquire new facilities in the area.

If Eastport follows this plan in conjunction with the community facilities and transportation plans, it can

within its boundaries. Eastport currently has a number of vacant factories and warehousing facilities scattered throughout the city which are in dilapidated condition and should be demolished. The buildings are not only aesthetically unpleasant, but extremely dangerous from a safety standpoint. Measures should be taken to eliminate this industrial blight as soon as possible.

Land Reserve Areas

The areas indicated on the plan as land reserve areas are recommended for reserve use. That is, these areas should be used only for very low density residential development until such time as other existing and proposed land areas develop or as definite development patterns begin to occur. By keeping these areas in reserve, it will allow the community to later specify needs in these areas as the needs occur.

Open Space

Several areas are designated as open space use on the plan. It is recommended that this land be developed in a natural state to act as buffers between uses. Such a land use gives a more pleasant appearance to the community while acting to minimize the conflict between land uses where uses with potential conflict must be placed relatively close together.

If all the citizens of Eastport work together toward a better community by supporting the Planning Board and city officials

will be required to implement the plan.

program to guide city officials in the monetary needs which

during the future planning period, a capital improvements

possible property values. Thirdly, the city will need,

with zoning regulations, will help to maintain the highest

of parcels with permanent structures or mobile homes, and as

street system and utilities system, will prevent overcrowding

enforced subdivision regulations will maintain an adequate

dential developments meet minimum adequate standards. Properly

of residential areas. This will insure that future resi-

setback, and other data pertinent to the proper development

the development of streets, set minimum lot sizes, building

development in the community. These regulations will control

regulations must be enacted to control future residential

property values up over the years. Secondly, subdivision

land reserved for the proper future uses, and will keep

land use patterns over the long run, will keep undeveloped

uses. Zoning regulations will help to create the desired

zone its area according to the desired future, planned land

These regulations properly enforced will enable the city to

the city must enact and enforce proper zoning controls.

instituted in order to achieve this implementation. First,

implemented over the years, appropriate measures must be

FINANCING METHODS AND PROGRAMS

APPENDIX

"Urban renewal is a long-range effort to achieve better communities through planned redevelopment of deteriorated and deteriorating areas, both residential and non-residential, and the removal of factors that create slums and blight with various types of federal assistance. It is locally conceived, planned, and executed, and involves cooperation among local governments, private enterprise, citizens, and the federal government."

Type or Program:

"Local public agencies authorized by state law to undertake projects with federal assistance. LPA's may be a separate public agency, a local housing authority, or a department of the municipal government."

Who May Apply:

1. Urban Renewal

Housing and Urban Renewal

Included in the list below are a number of financial aids available to communities for various improvements. Securing these aids may require substantial effort and perseverance, but they may be obtained. This list contains a brief description of some of the programs which are available. The quoted portions were obtained directly from federal sources.

HOUSING AND URBAN RENEWAL

FINANCING METHODS AND PROGRAMS

"To be eligible for a grant, a community must have a currently certified Workable Program for Community Improvement, must have adopted a comprehensive system of codes that meet minimum standards and are being effectively enforced, and must agree to maintain its previous level of expenditures for code enforcement, exclusive of any expenditures in a concentrated code enforcement area of an urban re-

"The Housing and Urban Development Act of 1965 provides grants directly to municipal governments to cover part of the cost of concentrated code enforcement programs and public improvements in designated areas of the locality."

Type of Program:

"A city, other municipality, or county."

Who May Apply:

3. Code Enforcement Grants

"Department of Housing and Urban Development."

Administering Agency:

"The Department of Housing and Urban Development must determine there exists adequate comprehensive planning for an urban area which includes and adequate open space acquisition and development program. The open space program plan should include standards and criteria as to desired locations and uses of land, general designation of land to be acquired and developed over a 5 to 10 year period, estimates of costs, schedule of priorities, recommended anticipated means of financing, and description of arrangements for coordinating activities among public agencies concerned."

Planning Requirements:

"Fifty per cent federal grants may be made to acquire undeveloped and developed land suitable for permanent open space use. "Open space use" is defined as use of land for park, recreation, conservation, scenic, or historic purposes. For land acquired with open space grant assistance, fifty per cent grants may also be made for appropriate improvements."

Type of Program:

5. Grants for Neighborhood Facilities

Who May Apply:

"A city, county, local public body or agency which possesses authority under state or local law to undertake a neighborhood facility project. An applicant must have its application approved by the chief executive of the locality."

Type of Program:

"Federal grants may be made for costs of developing a facility to be used for neighborhood health, recreational, social, or similar community-service activities. Priority is to be given projects which will benefit members of low-income families or will further the objectives of a community action program funded under the Economic Opportunity Act."

"The amount of federal grants may be two-thirds, or three-fourths in designated redevelopment areas, or eligible development costs. Facilities may be provided by new construction, or rehabilitation of existing structures, or both, and they may be additions to, or built in conjunction with, schools and public-housing projects. Architectural and engineering services, land acquisition, demolition, and site improvement may be included as eligible development costs along with rehabilitation or construction costs. The local share may be provided by cash from non-federal sources, or non-cash contributions such as site improvement and demolition work done by city employees."

"Relocation assistance and payments must be made to anyone displaced by a neighborhood facility." "Examples of services and activities for which a grant-assisted neighborhood facility could be used are:

- Remedial and non-curricular education
- Employment, job training, and counseling services
- Health and Vocational rehabilitation services
- Housing and home management services
- Welfare services
- Recreation and community center activities."

"A neighborhood facility developed with grant assistance may not be converted to other uses for 20

7. "Financial assistance is available to states and their political subdivisions for planning, acquiring, and developing all types of outdoor recreation areas and facilities. Grants are made on a 50-50 matching basis for approved projects."
 - "The community must submit its requests for funds to the state agency in charge of state-wide recreation planning. The funds are then allocated according to a priority basis as set forth in the state-wide plan."
 - Administering Agency:
"U. S. Department of Interior (Bureau of Outdoor Recreation)."
 8. Highway relocation problems must be discussed with the State Highway Department. By working with this agency, the city may act to get highway problems solved.
- Capital Improvements
- Capital improvements may be financed from several sources, including direct payment from general tax receipts. Revenue may be obtained from the sale of several kinds of bonds usually taking one of the following forms:
1. General Obligation Bonds: In this case the city government pledges its full faith and credit that sufficient funds can be raised from tax-collection fees in order to pay off the bonded indebtedness.
 2. Revenue Bonds: These monies are to be repaid from revenue which is collected from a specific public facility or service for which there is a user's charge e.g., a public swimming pool or a public water system.
 3. Mortgage Revenue Bonds. These bonds are to be paid by fee revenue from the particular public enterprise which insures the bonded indebtedness, the completed project is mortgaged as security for the bond.
 4. Special Bonds: This type of bond is generally retired through a special tax levy of the local government; the local government assures full faith and credit for the full payment of these bonds.

b. Grants are available for public works and development facilities; the extent of participation by the federal government in a grant for a facility will vary with the facility.

ADDITIONAL SOURCES OF MUNICIPAL REVENUE

The City of Eastport, in order to acquire additional municipal revenues, should investigate through its legal counsel which (if any) taxes the city may legally impose under Maine Revised Statutes. Taxes or license fees might be imposed, for example, on such items as franchises, trades, occupations, professions, manufacturing, sales, or etc.